

ORDINANCE NO. 2403-24

AN ORDINANCE INDICATING THE CONCURRENCE WITH SECTION 4(F) *de minimis* DETERMINATION FOR COMMUNITY PARK & BURNETT/THREE CORNERS PARK FOR THE OLD MCHENRY CROSSING PROJECT

BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Hawthorn Woods, Illinois, that the Village of Hawthorn Woods is in concurrence with Section 4(f) *de minimis* determination for Community Park and Burnett/Three Corners Park, substantially in the form attached hereto as "Exhibit A" and "Exhibit B", and, by this reference made a part hereof.

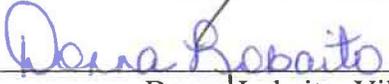
The foregoing Ordinance was adopted on October 28, 2024 by a roll call vote as follows:

AYES: Kaiser, McCarthy, Rychie, Bauer, Hurst, Paman

NAYS: 0

ABSENT AND NOT VOTING: 0

APPROVED: 
Dominick DiMaggio, Mayor

ATTEST: 
Donna Lobaito, Village Clerk

ADOPTED: October 28, 2024

APPROVED: October 28, 2024



SECTION 4(f) SUMMARY Old McHenry Crossings Phase I Study

Date: October 22, 2024

The LCDOT (County) Old McHenry Crossings project proposes use of two Village of Hawthorn Woods (Village) public parks, Community Park and Burnett/Three Corners Park. The County has evaluated ways to avoid, minimize and mitigate the proposed use, and is documented in the full Section 4(f) *de minimis* reports for each park.

Action Requested

The County is requesting that the Village, the official with jurisdiction, provides concurrence on the determination of no adverse effects, as defined by the Federal Highway Administration (FHWA) Section 4(f) regulations, to the two Village 4(f) resources, Burnett/Three Corners Park and Community Park, as a result of the Old McHenry Crossings project. This is required for completion of the Phase I Engineering Study.

Section 4(f)

As this project is anticipated to utilize federal funds, the Village parks, Burnett/Three Corners Park and Community Park, are eligible for protection under federal regulations 23 USC 138 and 49 USC 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The County anticipates a *de minimis* impact finding for the two Village parks, based on the determination that the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). The Federal Highway Administration has evaluated the impacts and has determined that the impacts qualify for a *de minimis* processing.

Burnett/Three Corners Park Summary

- The proposed improvements are anticipated to impact a total of ± 0.78 acres of parkland, ± 0.03 acre of roadside ditch/wetland, and 46 trees at Burnett Park/Three Corners Park. The impacts include ± 0.69 acre proposed right-of-way and ± 0.09 acre proposed temporary easement (associated with the proposed roadway construction) from three corners of the park.
- At the request of Hawthorn Woods, all available open space at Burnett Park/Three Corners Park will be evaluated for potential tree replacement. As a result, in addition to the temporary easement required for roadway construction, an additional ± 2.68 acre temporary easement is also proposed at Corners #1 through #3 for potential tree replacement.
- As compensation for the ± 0.69 acre of proposed right-of-way acquisition, LCDOT proposes to negotiate the potential abandonment and transfer of ± 0.41 acre of existing right-of-way located immediately west of Corner #2 and/or south of Corner #3. The abandoned right-of-way would be transferred to Hawthorn Woods prior to or concurrently with this project's proposed property acquisition.
- Disturbed parkland areas will be returned to pre-construction conditions and/or re-seeded with an appropriate native seed mix that contains forbs as well as grasses, where practical and feasible.

Restoration of the disturbed parkland will be coordinated with Hawthorn Woods during Phase II. Corridor aesthetics and final landscaping will consider the Hawthorn Woods “rural by design” motto.

- During the design phase of the project, additional tree impact evaluation will be completed as necessary to avoid/minimize impacts.

Community Park Summary

- The proposed improvements are anticipated to impact a total of ±1.93 acres of parkland, including 108 trees within Community Park. No wetland or other surface water impacts are anticipated to occur within the park. The surface areas of identified impacts include ±0.12-acre proposed right-of way, ±0.56-acre proposed permanent easement, and ±1.25-acre proposed temporary easement at the south and southwest perimeter of the park.
 - The proposed right-of-way acquisition (±0.12-acre) is required to accommodate the Old McHenry Road improvements, including a new signalized intersection for the Public Works Facility, St. Matthew Lutheran Church Campus, and Hawthorn Gardens (Garden Center). The proposed right-of-way also allows for construction of a new 10-foot-wide multi-use path on the north side of Old McHenry Road to the west of the new signalized intersection.
 - The proposed permanent easement (±0.56-acre) is necessary to replace and widen (to 10-foot wide) an existing multi-use path located near the south perimeter of Community Park. This portion of the multi-use path on park property will be maintained by LCDOT and will be part of the Lake County regional path network. A new proposed multi-use path (from the east) would tie into the existing (improved) path at the northwest corner of the Old McHenry Road/Quentin Road intersection.
 - The proposed temporary easement (±1.25-acre) is required to construct the grade separation at the CN Railroad, maintain traffic flow, and relocate the existing Public Works Facility access drive.
 - An existing basketball court located immediately adjacent to the proposed Public Works Facility access drive relocation will be relocated. The existing basketball court is anticipated to remain operational during a portion of the roadway construction. The reconstruction of the new Public Works Facility access drive (which would not be built until the grade separation is complete and the temporary roadway run-around is removed) would cause a direct impact to the existing basketball court. It is anticipated that the basketball court would be relocated as part of the OMX contract or by Hawthorn Woods following construction of the relocated Public Works Facility access drive.
- As compensation for the ±0.12 acre of proposed right-of-way acquisition, LCDOT proposes to negotiate the potential transfer of ±0.70-acre remnant portion of the two residential parcels (to be acquired by LCDOT) at the southwest corner of Community Park to Hawthorn Woods as either additional Public Works Facility property and/or as parkland.
- Disturbed parkland areas will be returned to pre-construction conditions and/or re-seeded with an appropriate native seed mix that contains forbs as well as grasses, where practical and feasible.

- During the design phase of the project, additional tree impact evaluation will be completed as necessary to avoid/minimize impacts. As mitigation for tree impacts, it is anticipated that native replacement trees will be planted on Hawthorn Woods and LCDOT property located at/near Community Park, including the remnant portion of the two anticipated residential property acquisition parcels located immediately south of the Public Works Facility.

Public Comments

Use of the Section 4(f) property was advertised and the draft Section 4(f) *de minimis* documentation was available for public review and comment as part of the Public Information Meeting held on June 26, 2024. The draft Section 4(f) documentation was available for review and comment on the OMX project website from June 26, 2024, through July 15, 2024.

- One (1) comment was received regarding the proposed use of the Burnett Park/Three Corners Park Section 4(f) property.
- No comments were received regarding the proposed use of the Community Park Section 4(f) property.

Section 4(f) *de minimis* Finding

The County, in consultation with FHWA, has determined that the impacts of this transportation project on the two Village parks qualify for *de minimis* as outlined in 23 CFR 774 because:

1. The transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The Village, with jurisdiction over Burnett/Three Corners Park and Community Park, have been informed by the County about the *de minimis* impact findings via correspondence dated May 22, 2024, that the project will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
3. The public was afforded the opportunity to review and comment on the effects of the project on Burnett Park/Three Corners Park and Community Park during the Public Information Meeting held on June 26, 2024. The Section 4(f) documentation was available on the project website and hard copy at the Public Information Meeting. A total of one comment was received regarding the proposed use of Burnett Park/Three Corners Park and zero comments regarding the proposed use of Community Park.

Next Steps

At the completion of the Phase I Study, the County will begin right-of-way acquisition. At that time, the Village will be contacted by the County about the proposed property acquisition, which will follow federal land acquisition procedures. Your concurrence to the Section 4(f) *de minimis* impact finding in no way affects any future negotiations with the Village for land being acquired.

For any questions, please contact Chuck Gleason, the LCDOT Project Manager, for the Old McHenry Crossings project at cgleason@lakecountyil.gov or 847-377-7447.

SECTION 4(F) DETERMINATION Burnett Park/Three Corners Park

**Old McHenry Crossings (OMX)
Old McHenry Road – Abbey Glenn Drive to Forest Drive
Quentin Road – IL Route 22 to Old McHenry Road
Section No. 19-00999-65-ES
Lake County, Illinois**

Prepared by: Lake County Division of Transportation

Pursuant to: Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303)

The Old McHenry Crossings (OMX) project, including Old McHenry Road (from Abbey Glenn Drive to Forest Drive) and Quentin Road (from IL Route 22 to Old McHenry Road) in southwest Lake County, Illinois, will result in the use of Burnett Park/Three Corners Park owned by the Village of Hawthorn Woods, a Section 4(f) resource. Based on the information provided, the Federal Highway Administration (FHWA) hereby makes a *de minimis* impact finding for this use as it will not adversely affect this resource's activities, features, and attributes. The *de minimis* impact finding is based on the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on (MONTH XX, 2024).

Chris Byars, P.E.
Metropolitan Transportation Engineer
FHWA - Chicago Urban Satellite Office

Section 4(f) *de minimis* Impact Documentation
Burnett Park/Three Corners Park
Old McHenry Crossings (OMX)
Old McHenry Road – Abbey Glenn Drive to Forest Drive
Quentin Road – IL Route 22 to Old McHenry Road
Section No. 19-00999-65-ES
Lake County, Illinois

1. Project Description

- a. **Project Number:** N/A
Section Number: 19-00999-65-ES
- b. **Project Name:** Old McHenry Crossings (OMX): Old McHenry Road from Abbey Glenn Drive to Forest Drive; Quentin Road from IL Route 22 to Old McHenry Road
- c. **Location:** Unincorporated Ela Township, Unincorporated Forest Lake Community, Village of Hawthorn Woods, Village of Kildeer, Village of Lake Zurich, Lake County, Illinois
- d. **Project Type:** Roadway widening/reconstruction with multi-use path, sidewalk, and railroad grade separation (Lake County Division of Transportation [LCDOT] is the lead agency)
- e. **Project Length:** Old McHenry Road = ±2.1 miles
Quentin Road = ±1.5 miles
- f. **NEPA Class of Action:** Federal Approved Categorical Exclusion
- g. **Purpose and Need of the Project:** The purpose and needs of this project are to provide an improved transportation system to address capacity, safety, and mobility deficiencies along Old McHenry Road and Quentin Road based on past and projected future growth in the project area, and to improve non-motorized accommodations/connections within the project area. A key element of the project includes the evaluation of a new above-grade or below-grade separation of Old McHenry Road at the Canadian National (CN) Railroad crossing.
- h. **Project Status:** Phase I Engineering and Environmental Studies are near completion with a Public Information Meeting held on June 26, 2024. The draft Section 4(f) documentation was available for review and comment on the OMX project website from June 26, 2024, through July 15, 2024. Design Approval is anticipated for March 2025.

LCDOT is using REBUILD Illinois grant funding for Phase I Engineering and has received a commitment for \$12 million in Illinois Commerce Commission (ICC) funding for construction in 2025. At this time, subsequent engineering and construction costs are not yet funded. As the Phase I Engineering study progresses, LCDOT anticipates applying for federal grants and Surface

Transportation Program (STP) funding to support future phases of engineering and construction.

2. Description of Section 4(f) Resource

- a. Name of Resource:** Burnett Park/Three Corners Park
- b. Type of Resource:** Open Space/Public Municipal Park
- c. Official with Jurisdiction (OWJ):** Village of Hawthorn Woods (Hawthorn Woods)
- d. Description of role/significance in the community:**

Burnett Park/Three Corners Park is a ±3.47 acre public park located in Hawthorn Woods. The park consists of open space at three of the four quadrants of the Old McHenry Road at Midlothian Road intersection: (1) Corner #1 (±2.66-acre) is located at the north quadrant; (2) Corner #2 (±0.23-acre) is located at the west quadrant; and Corner #3 (±0.58-acre) is located at the south quadrant (see Attachments A & B). The park property was donated to Hawthorn Woods by Leo and Naomi Burnett circa late 1960s/early 1970s. Leo Burnett was a local resident and prominent figure in the American advertising industry.¹

The Hawthorn Woods *Comprehensive Plan* (adopted June 16, 2014) describes Burnett Park/Three Corners Park as a “mini-park” with “natural areas” listed as the park’s only amenity. Burnett Park/Three Corners Park is not considered an Illinois Natural Areas Inventory (INAI) site. The *Comprehensive Plan* defines mini-parks with three characteristics: (1) ranging in size from 2,500 square feet to one acre; (2) addressing a limited, isolated, or unique recreation need; and (3) should be located within a quarter mile of the residential area that it serves.

The land cover at the park primarily consists of mowed turf grass and scattered trees. Dominant tree species vary by corner, but include blue spruce (*Picea pungens*), Bradford pear (*Pyrus calleryana*), and crabapple (*Malus* spp). Except as noted below, the park is primarily undeveloped. Based on field reconnaissance completed by Christopher B Burke Engineering, Ltd (CBBEL) in August 2021, one man-made detention basin and a portion of one roadside ditch were identified at Corner #1. No wetlands or other surface waters were identified at the other two corners of the park. Corner #1 also includes a potable water tank and distribution facility with an access drive from Old McHenry Road (see Attachment B). Based on the Illinois Environmental Protection Agency (IEPA) Source Water Assessment Program (SWAP) & Mapping Tool, two active Community Water Supply (CWS) Wells are located at Corner #1. Groundwater is the primary source of the two CWS Wells. The CWS Wells serve a primarily residential population. Aqua Illinois is the operator of the water system for Hawthorn Woods.

¹ Guarino, J.L. *Above-Ground Resources Inventory Report: Old McHenry Crossings Phase I Study, Lake County, Illinois* (IDOT Sequence No. 24174/A, Section No. 19-00999-65-ES). August 2023.

3. Description of Intended Section 4(f) Resource Use

a. Type and Acres of Impact:

As described below, the proposed improvements are anticipated to impact a total of ± 0.78 acres of parkland, ± 0.03 acre of roadside ditch/wetland, and 46 trees at Burnett Park/Three Corners Park. The impacts include ± 0.69 acre proposed right-of-way and ± 0.09 acre proposed temporary easement (associated with the proposed roadway construction) from three corners of the park. A permanent easement is not anticipated at the park (see Attachment C-1 & C-2).

At the request of Hawthorn Woods, all available open space at Burnett Park/Three Corners Park will be evaluated for potential tree replacement. As a result, in addition to the temporary easement required for roadway construction, an additional ± 2.68 acre temporary easement is also proposed at Corners #1 through #3 for potential tree replacement (see Attachment C-1 & C-2; Attachment D). This additional temporary easement area would be used solely for the enhancement of the park and is not necessary for the proposed transportation improvements.

- Corner #1 (northwest) includes ± 0.45 acre proposed right-of-way acquisition at the north side of Old McHenry Road and the west side of Midlothian Road. At the request of Hawthorn Woods, ± 2.21 acre temporary easement is proposed at Corner #1 for potential tree replacement. The proposed right-of-way is required to construct a 10-foot wide multi-use path and to accommodate intersection improvements, including a westward shift in the westbound right turn lane from Midlothian Road to Old McHenry Road. Based on preliminary engineering, approximately 0.03 acre of a vegetated roadside ditch/wetland and 35 trees are anticipated to be impacted within the proposed right-of-way area.

The US Army Corps of Engineers (USACE) determined that potential impacts to the roadside ditch are not subject to Federal regulation under Section 404 of the Clean Water Act.² The roadside ditch consists of wetland vegetation and impacts will be regulated under the Interagency Wetlands Policy Act (IWPA). Roadside Ditch #59 (wetland) was determined by the Lake County Stormwater Management Commission (LCSMC) (in coordination with Hawthorn Woods) to be a partial Isolated Waters of Lake County (IWLC) – subject to local jurisdiction under the Lake County Watershed Development Ordinance (WDO) and a partially excluded feature (i.e., roadside ditch).³

No impacts to the CWS Wells located at Corner #1 are anticipated (see discussion below).

² Machalek, M.J. *Jurisdictional Determination for the Quentin Road/Old McHenry Road Project Site in Lake Zurich, Lake County, Illinois (Latitude 42.197395, Longitude -88.057826)*. September 13, 2022.

³ Frank, B. & Crane, J.E. *LCDOT Old McHenry Rd to Quentin Rd Improvements, Lake County, IL – IWLC Exclusion Determination*. June 14, 2023.

- Corner #2 (southwest) includes ±0.16 acre proposed right-of-way acquisition at the south side of Old McHenry Road and the west side of Midlothian Road. At the request of Hawthorn Woods, ±0.06 acre temporary easement is proposed at Corner #2 for potential tree replacement. The proposed right-of-way is required to construct a 5-foot wide sidewalk and to accommodate intersection improvements, including a southwestern shift in the southbound right turn lane from Old McHenry Road to Midlothian Road and one additional through lane in the southbound direction at Midlothian Road. Based on preliminary engineering, 4 trees are anticipated to be impacted within the proposed right-of-way area. No wetlands or other surface waters are located at this corner.
- Corner #3 (southeast) includes ±0.08 acre proposed right-of-way acquisition and ±0.09 acre proposed temporary construction easement at the south side of Old McHenry Road and the east side of Midlothian Road. At the request of Hawthorn Woods, an additional ±0.41 acre temporary easement is also proposed at Corner #3 for potential tree replacement. The proposed right-of-way and temporary construction easement are required to install a 10-foot wide multi-use path on the east side of Midlothian Road and to accommodate the roadway improvements, including a westward shift of the existing access drive at Forward Stride Stables near the far east corner of the park. Based on preliminary engineering, 7 trees are anticipated to be impacted within the proposed right-of-way and easement area at Corner #3. No wetlands or other surface waters are located at this corner.

The proposed improvements at Burnett Park/Three Corners Park will not impact property that utilized Open Space Lands Acquisition and Development (OSLAD) or Land and Water Conservation (LAWCON) funds. Neither of these grant funds were used for property acquisition or development at Burnett Park/Three Corners Park (see Attachment D).

CWS Wells – Corner #1

As previously noted, there are two active CWS Wells located at Corner #1. Based on the IEPA SWAP Factsheets and information from Aqua Illinois, these are deep (i.e., ±1,300-feet) bedrock aquifer wells. The IEPA does not consider the source water for these wells to be susceptible to contamination. The IEPA made this determination primarily based on the identification of potential sources and routes of contamination, land-use activities around the wells, available hydrogeological data, and monitoring results.

These CWS Wells have groundwater protection zones with a minimum setback of 200 feet. These minimum protection zones are regulated by IEPA. This project is not anticipated to create any new potential “routes” (i.e., dry wells, borrow pits, abandoned and improperly plugged wells) for groundwater pollution or any new potential “sources” (i.e., bulk road oil or deicing salt storage facilities) of groundwater pollution as defined in the Illinois Environmental Protection Act

(415 ILCS 5/3, et seq.).⁴ Accordingly, the project is not subject to compliance with the minimum setback requirements for CWS Wells or other potable water supply wells, as set forth in 415 ILCS 5/14, et seq. Since no LCDOT or Illinois Department of Transportation (IDOT) facilities exist or are planned for this project, there should be no impact on the 200 feet minimum setback zones around these wells as determined by the IEPA Division of Public Water Supplies.

No impacts to the CWS Wells at Corner #1 are anticipated. Monitoring data is available for CWS Wells. All public water supplies utilizing groundwater are required by the IEPA to sample their wells monthly for bacterial contaminants. Additional water quality information is also available in the annual water quality report (i.e., Consumer Confidence Report) supplied by Aqua Illinois to its consumers.

b. Existing Function of Impacted Acres:

The area at Burnett Park/Three Corners Park that is anticipated to be impacted by the proposed improvements is comprised primarily of open space. The land cover within the impact area includes mowed turf grass with scattered trees, shrubs, and a portion of a wetland roadside ditch (Roadside Ditch #59). Burnett Park/Three Corners Park currently functions as preserved parkland. At a meeting on July 12, 2021, Hawthorn Woods confirmed that there are no programmed activities at this park (see Attachment D).

Based on preliminary engineering, a total of 46 trees are anticipated to be impacted within the proposed right-of-way and temporary construction easement areas at the park. The dominant tree species within the impact areas include redbud (*Cercis canadensis*), blue spruce (*Picea pungens*), and cockspur hawthorn (*Crataegus crus-galli*). The vegetation at Burnett Park/Three Corners Park is managed/maintained by Hawthorn Woods. The scattered trees and shrubs provide functions such as aesthetics, wildlife habitat, windbreaks, shading, and air quality benefits.

Based on preliminary engineering, Roadside Ditch #59 (wetland) at Corner #1 will be impacted in its entirety. The roadside ditch is approximately 0.19 acre in total size. However, only ±0.03 acre of the ditch is located on park property - the remainder is located within existing roadway right-of-way. Roadside Ditch #59 is a wet meadow wetland drainage swale dominated by lower quality, non-native herbaceous plant species, including chufa (*Cyperus esculentus*), lady's-thumb (*Persicaria maculosa*), pinkweed (*Persicaria pensylvanica*), reed canary grass (*Phalaris arundinacea*), Kentucky blue grass (*Poa pratensis*), common dandelion (*Taraxacum officinale*), and alsike clover (*Trifolium hybridum*). It appears that the vegetation within Roadside Ditch #59 has been affected by maintenance activities (e.g., mowing) and stormwater runoff. The roadside ditch is relatively

⁴ A project commitment will be to properly seal any groundwater wells that are to be abandoned because of the proposed OMX improvements (e.g., at a proposed residential displacement parcel). Abandoned groundwater wells shall be sealed in accordance with applicable State and local requirements, as necessary.

small in size, but still provides typical wetland functions to some degree, including flood storage and conveyance, groundwater recharge, erosion/sediment control, and pollution control.

The park also functions as an open space protected buffer for the CWS Wells. All three corners of the park are fully located within the 1000-foot Phase I Wellhead Protection Area for the two CWS Wells located at Corner #1. Portions of Corners #1 and #2 (including potential LCDOT right-of-way abandonment areas – see discussion below) are located within the 200-foot minimum CWS Well setback. As previously stated, no impacts to the CWS Wells located at Corner #1 are anticipated. Access from Old McHenry Road to the existing potable water tank and distribution facility will be maintained during construction.

4. Description of Efforts to Avoid, Minimize, and Mitigate/Enhance the Resource

a. Avoidance and minimization efforts made and benefits to resource:

Avoidance Alternatives

Parkland is located at three of the four corners of the Old McHenry Road/Midlothian Road intersection. Under existing conditions, upland open space, agricultural land, and a ±1.45-acre isolated wetland are located in the immediate vicinity of the fourth (i.e., northeast) corner of the intersection. However, future commercial development (including a stormwater detention basin) is proposed at the northeast corner.

The Phase I Engineering study considered four primary Old McHenry Road alternatives (additional alternatives were modeled for transportation performance). Two of these alternatives were carried forward for more detailed analysis. The more detailed analysis consisted of concept level design that included intersection turn lane additions, lane width variations, access modification alternatives, shoulder/curb and gutter, and variable non-motorized accommodations. Alternatives were compared/evaluated over a number of topics, including: environmental impacts, right-of-way requirements, transportation performance, safety, maintenance of traffic considerations, socio-economic impacts, and costs - through which the Preferred Alternative was identified.

The preferred Old McHenry Road alternative consists of a 6-lane typical section with a barrier median in the vicinity of Burnett Park/Three Corners Park. A 10-foot wide multi-use path is proposed on the north side of Old McHenry Road and a 5-foot wide sidewalk is proposed on the south side of Old McHenry Road (west of Midlothian Road). A grade separation is proposed at the nearby CN Railroad crossing (located ±1,050-feet east of the Old McHenry Road/Midlothian Road intersection).

The proposed intersection improvements at Midlothian Road consist of two through lanes in each direction, dual left turn lanes, and a single right turn lane to eastbound and westbound Old McHenry Road. A single right turn lane and left

turn lane are proposed from Old McHenry Road to northbound and southbound Midlothian Road. A 10-foot wide multi-use path or a 5-foot wide sidewalk is proposed on each side of Midlothian Road (see Attachment C-1).

Any roadway widening (with additional turn lanes) at this intersection that meets the project Purpose & Need would impact Burnett Park/Three Corners Park. Due to the adjacent land use (i.e., parkland at three of the four intersection quadrants) and design requirements, impacts to the public park property are unavoidable.

Measures to Minimize Harm

The OMX Project Team has been refining the geometric design to minimize impacts along the entire project corridor, with focus on public parks, wetland areas, 100-year floodplain, potential historic properties (including cemeteries), mature trees, railroad right-of-way, businesses, churches, residential properties, and major utilities.

Under existing conditions, Old McHenry Road consists of two through lanes in each direction at the intersection with Midlothian Road. Old McHenry Road also has a dedicated right turn lane and a dedicated left turn lane (to Midlothian Road) in the eastbound and westbound directions. Old McHenry Road has an urban cross-section with curb & gutter and a closed drainage system. There is a paved carriage walk behind the back of curb. There are no formal pedestrian facilities alongside Old McHenry Road near the intersection.

Under existing conditions, Midlothian Road consists of one through lane in each direction at the intersection with Old McHenry Road. Midlothian Road also has a dedicated right turn lane and a dedicated left turn lane (to Old McHenry Road) in the northbound and southbound directions. At the intersection, Midlothian Road has an urban cross-section with curb & gutter and a closed drainage system. There is a paved carriage walk behind the back of curb adjacent to portions of Corner #1 (northwest) and Corner #3 (southeast). There are no formal pedestrian facilities alongside Midlothian Road near the intersection.

Under the proposed condition, one additional through lane would be added to Old McHenry Road and Midlothian Road near the intersection. One additional dedicated left turn lane would also be added to northbound and southbound Midlothian Road at the intersection. The intersection would continue to have curb & gutter and a closed drainage system. Pedestrian and bicycle facilities would be added at each leg of the intersection.

The proposed project limits have been designed to utilize existing roadways and rights-of-way to the extent practicable, which will minimize disturbance to adjacent properties. Minimum lane widths (11-foot wide) will be utilized at Old McHenry Road and on Midlothian Road. The OMX Project Team has coordinated with IDOT regarding the proposed Midlothian Road design, since Midlothian Road is under IDOT jurisdiction. The roadway footprint and offsets associated

with the sidewalk and multi-use path have been minimized to the extent practicable.

The OMX Project Team has also considered various stormwater management alternatives to minimize potential impacts at Burnett Park/Three Corners Park. An original stormwater management alternative included providing stormwater detention at Corner #3 (southeast). This (along with the proposed roadway improvements) would have resulted in the complete use of Corner #3 (± 0.58 acre). To minimize parkland impacts, various other stormwater management alternatives were evaluated, including the use of an existing detention basin in the vicinity of the park (i.e., Detention Basin #55), use of the private property at Corner #4 (northeast), and conveying the stormwater runoff downstream via storm sewer to a proposed detention basin that would be oversized to accommodate the added impervious area at the Old McHenry Road/Midlothian Road intersection. Based on coordination with Hawthorn Woods and previous coordination with IDOT and FHWA, the OMX Project Team does not propose the use of Corner #3 for stormwater detention.

Net Benefits

Restoration of disturbed areas at the park and nearby vicinity (including existing LCDOT right-of-way areas – see Mitigation/Enhancement section below) could be tailored to meet the goals of the *2020-2030 Hawthorn Woods Sustainability Plan*, where practical and feasible. Final landscaping provides an opportunity to install an appropriate native seed mix that contains forbs as well as grasses. Seed mixes could be tailored to meet community goals that integrate color, texture, bloom times, and/or seasonal interest. Final landscaping could provide a net ecological benefit by filtering runoff, increasing native species diversity, and providing wildlife habitat.

Consistent with the Hawthorn Woods *Comprehensive Plan*, the project could incorporate streetscape improvements, gateway features, and wayfinding signage at the Old McHenry Road/Midlothian Road intersection (at/adjacent to the park parcels).

The OMX improvements also provide the opportunity to provide pedestrian and bicycle accommodations adjacent to Burnett Park/Three Corners Park, which makes the park more accessible and benefits Hawthorn Woods residents and visitors.

Based on coordination with IDOT and Hawthorn Woods, there is a known drainage/flooding problem at Corner #1 (northwest), including Roadside Ditch #59. This drainage/flooding problem will be addressed as part of the intersection improvements.

As previously stated, Roadside Ditch #59 is an isolated wetland drainage swale dominated by lower quality, non-native herbaceous plant species. It is located at the east perimeter of Corner #1 immediately adjacent to the west side of

Midlothian Road. Roadside Ditch #59 will be filled in its entirety. Wetland impacts are unavoidable at this location and require authorization from the Illinois Department of Natural Resources (IDNR)/IDOT under the IWPA and from LCSMC under the WDO. Compensatory wetland mitigation will be provided in accordance with regulatory requirements. The proposed mitigation will provide a higher quality wetland area to compensate for the low-quality wetland area that is to be impacted by this project (typically at a minimum mitigation ratio of 1.5:1). Additional information is provided in the section below.

b. Commitments for mitigation or enhancement:

- i. As compensation for the ± 0.69 acre of proposed right-of-way acquisition, LCDOT proposes to negotiate the potential abandonment and transfer of ± 0.41 acre of existing right-of-way located immediately west of Corner #2 and/or south of Corner #3. The abandoned right-of-way would be transferred to Hawthorn Woods prior to or concurrently with this project's proposed property acquisition (see Attachment C-3).

- Corner #2: Potentially vacating the LCDOT right-of-way located west of Corner #2 would provide ± 0.14 acre of land to Hawthorn Woods (at almost 1:1 replacement for the proposed impacts at this corner). It is anticipated that the western half of the vacated LCDOT right-of-way would be transferred to the Lake Zurich Rural Fire Protection District. Fire Station #3 is located west of existing LCDOT right-of-way that is adjacent to Corner #2 (see Attachment C-3).

Hawthorn Woods intends to ask the Lake Zurich Rural Fire Protection District if they would deed their portion of the proposed LCDOT vacated right-of-way to the Village. If the Lake Zurich Rural Fire Protection District is agreeable to this request, LCDOT will consider paying for the potential deed transfer noted above. The potential deed transfer would yield an additional ± 0.20 acre of land to Hawthorn Woods (i.e., a total of ± 0.34 acre of additional Village property adjacent to Corner #2).

The timing of when property would be acquired by Hawthorn Woods versus the vacation of LCDOT right-of-way will be determined by the land acquisition process.

- Corner #3: Potentially vacating the LCDOT right-of-way located south of Corner #3 would provide ± 0.27 acre of land to Hawthorn Woods and ± 0.29 acre of land to Forward Stride Stables. This potential land compensation is more than three times the proposed right-of-way acquisition at this corner.

- ii. Disturbed parkland areas will be returned to pre-construction conditions and/or re-seeded with an appropriate native seed mix that contains forbs as well as grasses, where practical and feasible. Restoration of disturbed

parkland will be coordinated with Hawthorn Woods during Phase II. Corridor aesthetics and final landscaping will consider the Hawthorn Woods “rural by design” motto.

- iii. During the design phase of the project, additional tree impact evaluation will be completed as necessary to avoid/minimize impacts.

As mitigation for anticipated tree impacts at Burnett Park/Three Corners Park, LCDOT proposes to develop a Tree Replacement Plan based on the guidance provided in the Hawthorn Woods Village Code (Title 9, Chapter 17: *Tree Preservation and Landscaping*) and/or IDOT Policy (Design & Environment [D&E]-18: *Preservation and Replacement of Trees*) to the extent practical. The Tree Replacement Plan will be coordinated with Hawthorn Woods during Phase II. LCDOT will look for opportunities to replace as many tree removals at Burnett Park/Three Corners Park, as practical. However, due to space limitations, it is anticipated that the Tree Replacement Plan will consider both onsite and offsite tree replacement options. Hawthorn Woods has offered to provide LCDOT with potential suggestions regarding offsite tree replacement locations. Additional offsite tree replacement options may include LCDOT providing funds for Hawthorn Woods to purchase/plant replacement trees at various locations throughout the Village.

Native replacement trees will be planted on Hawthorn Woods property located at/near Burnett Park/Three Corners Park, including property that may potentially be transferred to Hawthorn Woods as part of project-related negotiations to the extent practical. Selection of replacement tree species will consider the Hawthorn Woods *Tree Preservation and Landscaping* requirements. Tree species that Hawthorn Woods considers “not acceptable for use as replacement” (e.g., box elder [*Acer negundo*], silver maple [*Acer saccharinum*], female ginkgo tree [*Ginkgo biloba*], thorned honeylocust [*Gleditsia triacanthos*]) will not be used. Mitigation for tree impacts (e.g., species, location) will be discussed in further detail with Hawthorn Woods during Phase II.

- iv. To compensate for the proposed impacts to Roadside Ditch #59 (wetland), it is anticipated that mitigation will be provided at an offsite mitigation bank within the same watershed as the impacted resource (e.g., Buffalo Creek Wetland Bank - Des Plaines River basin).
 - IWPA: On September 19, 2023, IDOT cleared the project for Letting with respect to wetlands (see Attachment D). Based on the wetland clearance, proposed impacts to constructed stormwater features (e.g., roadside ditches and detention basins) do not require mitigation. These features will be replaced in-kind with similarly functioning features as part of the project.

- WDO: Wetland mitigation to meet the requirements of the WDO will be coordinated with LCSMC during Phase II (i.e., final design and permitting).

5. Evidence of Opportunity for Public Review and Comment

Type of public availability: Use of the Section 4(f) property was advertised and the draft Section 4(f) *de minimis* documentation was available for public review and comment as part of the Public Information Meeting held on June 26, 2024. The draft Section 4(f) documentation was available for review and comment on the OMX project website from June 26, 2024, through July 15, 2024. One (1) comment was received regarding the proposed use of the Burnett Park/Three Corners Park Section 4(f) property. The Public Information Meeting Summary is located in Attachment E.

6. Evidence of Coordination with Official(s) with Jurisdiction

- a. September 1, 2020: E-mail from IDNR-Office of Grant Management & Assistance regarding parks/trails that received grant funds
- b. July 12, 2021: Summary of Hawthorn Woods Coordination Meeting #1
- c. August 11, 2021: Summary of Hawthorn Woods Coordination Meeting #2
- d. November 7, 2022: Summary of Aqua Illinois Coordination Meeting #1
- e. December 7, 2022: Summary of Hawthorn Woods Coordination Meeting #4 (Aesthetics)
- f. January 13, 2023: Summary of Hawthorn Woods Coordination Meeting #5
- g. February 9, 2023: Letter prepared by IDNR-Office of Grant Management & Assistance stating that the proposed OMX improvements will not result in a conversion of OSLAD grant funded property; No additional consultation required
- h. March 8, 2023: Summary of Hawthorn Woods Coordination Meeting #6
- i. April 18, 2023: Summary of IDOT-FHWA Coordination Meeting #5
- j. July 11, 2023: Summary of IDOT-FHWA Coordination Meeting #6
- k. September 8, 2023: Summary of Hawthorn Woods Coordination Meeting #8
- l. September 19, 2023: IDOT Wetland Clearance
- m. November 14, 2023: Summary of IDOT-FHWA Coordination Meeting #7 (No objections from FHWA or IDOT for proceeding with Section 4(f) *de minimis* processing for the proposed use of Burnett Park/Three Corners Park)
- n. February 14, 2024: E-mail transmittal of draft Section 4(f) *de minimis* documentation to Hawthorn Woods for review
- o. March 25, 2024: Summary of Hawthorn Woods Coordination Meeting #9
- p. May 22, 2024: E-mail transmittal of updated draft Section 4(f) *de minimis* documentation to Hawthorn Woods for review

- q. July 31, 2024: Summary of Hawthorn Woods Coordination Meeting #10
- r. September 16, 2024: Summary of Hawthorn Woods Coordination Meeting #11
- s. Month XX, 2024: Letter of transmittal of final Section 4(f) *de minimis* documentation <<Placeholder>>
- t. Month XX, 2024: Letter of transmittal of Section 4(f) *de minimis* concurrence from Hawthorn Woods <<Placeholder>>

7. Supporting Documentation

Attachment A: Project Location Map

Attachment B: Aerial Map

Attachment C: Section 4(f) Impact Exhibits & Table C-1: Burnett Park/Three Corners Park - Anticipated Tree Impact Inventory List

Attachment D: Coordination

Attachment E: Public Information Meeting Summary

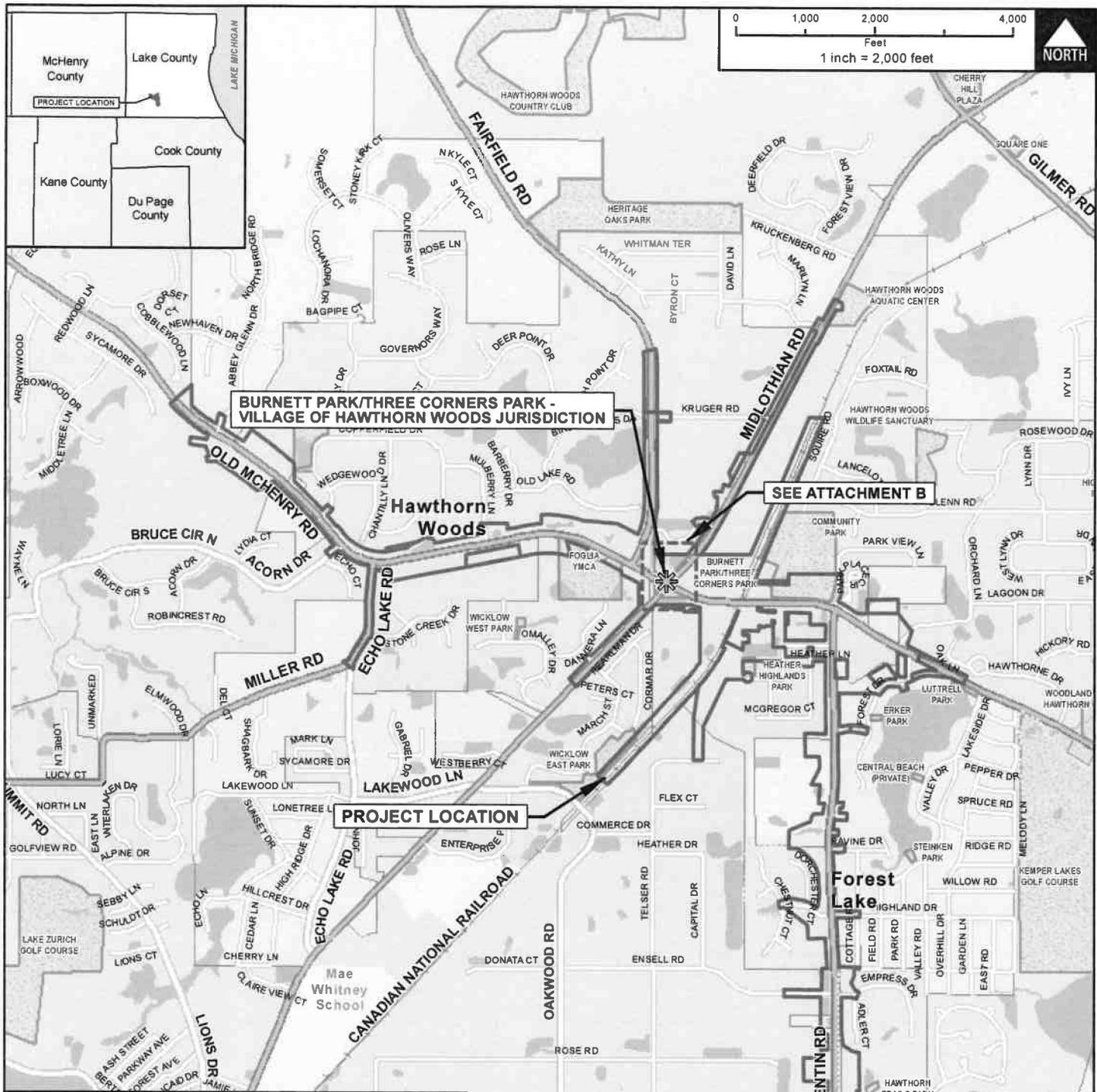
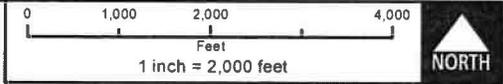
Attachment F: Preferred Improvement Plan (Roadway Plan & Profile Sheets)

Attachment G: Existing Drainage Plan and Proposed Drainage Plan

Attachment H: FHWA and IDOT Section 4(f) *de minimis* Approval <<Placeholder>>

Attachment A

Project Location Map



BURNETT PARK/THREE CORNERS PARK - VILLAGE OF HAWTHORN WOODS JURISDICTION

SEE ATTACHMENT B

PROJECT LOCATION

Legend

-  PROJECT LOCATION
-  PROJECT LOCATION ADDENDUM A
-  PUBLIC LANDS/PARKS
-  TRAILS
-  AFFECTED SECTION 4(f) PUBLIC LAND/PARK

CLIENT:  **Lake County**
Division of Transportation



TITLE: **PROJECT LOCATION MAP**
BURNETT PARK/THREE CORNERS PARK

PROJ. NO.	210174
DATE:	04/04/2023
SHEET	1 OF 1
ATTACHMENT	

 Christopher B. Burke Engineering, Ltd.

TRANSYSTEMS

DSGN.		SCALE:	1:24,000
DWN.	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	10/23/2023
FILE:	Burnett Park Location Map		

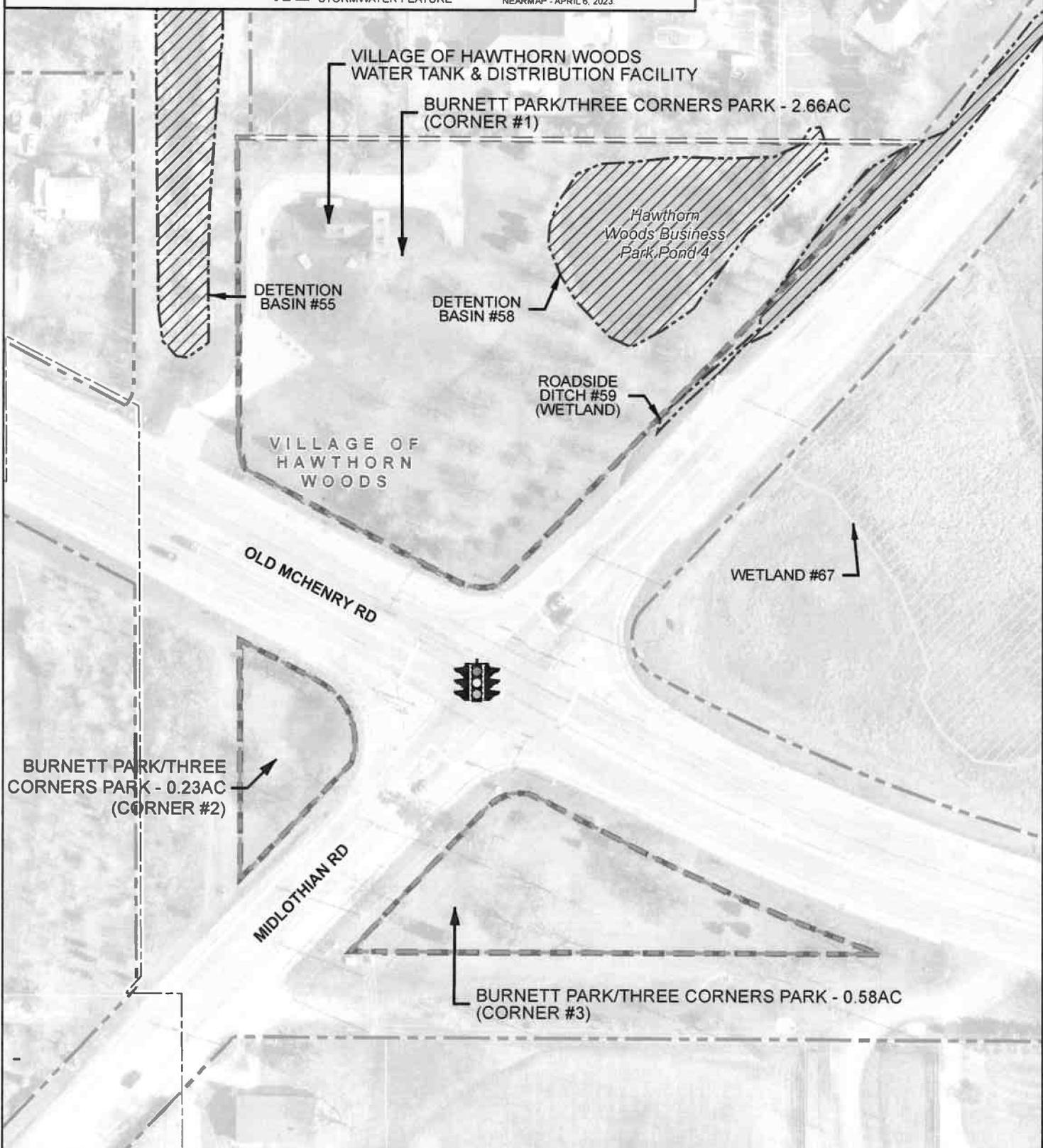
A

Path: N:\CDDOT\210174\GIS\ENR\ENVIRONMENTAL_RESOURCES\Burnett Park Location Map.mxd

Attachment B

Aerial Map

Legend	PUBLIC PARK	WETLAND	MUNICIPAL BOUNDARY	0 50 100 200 Feet 1 inch = 100 feet	NORTH
EXISTING RIGHT-OF-WAY	SURFACE WATERS	PARCEL BOUNDARY			
CONSTRUCTED STORMWATER FEATURE	NOTE: AERIAL PHOTOGRAPHY TAKEN BY: NEARMAP - APRIL 6, 2023.				



NOTE: NO LAWCON/OSLAD FUNDS USED FOR ACQUISITION OR DEVELOPMENT.

CLIENT:		TITLE:	AERIAL MAP BURNETT PARK/THREE CORNERS PARK	PROJ. NO. 210174
				DATE: 04/04/2023
				SHEET 1 OF 1
				ATTACHMENT
	TRANSYSTEMS	DSGN:	SCALE: 1:1,200	B
		DWN:	AUTHOR:	
		CHKD:	PLOT DATE: 5/8/2024	
		FILE:	Burnett Park Aerial Map	

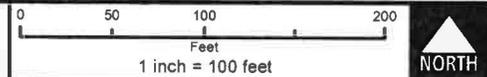
Attachment C

Section 4(f) Impact Exhibits &
Table C-1: Burnett Park/Three Corners Park - Anticipated Tree Impact
Inventory List

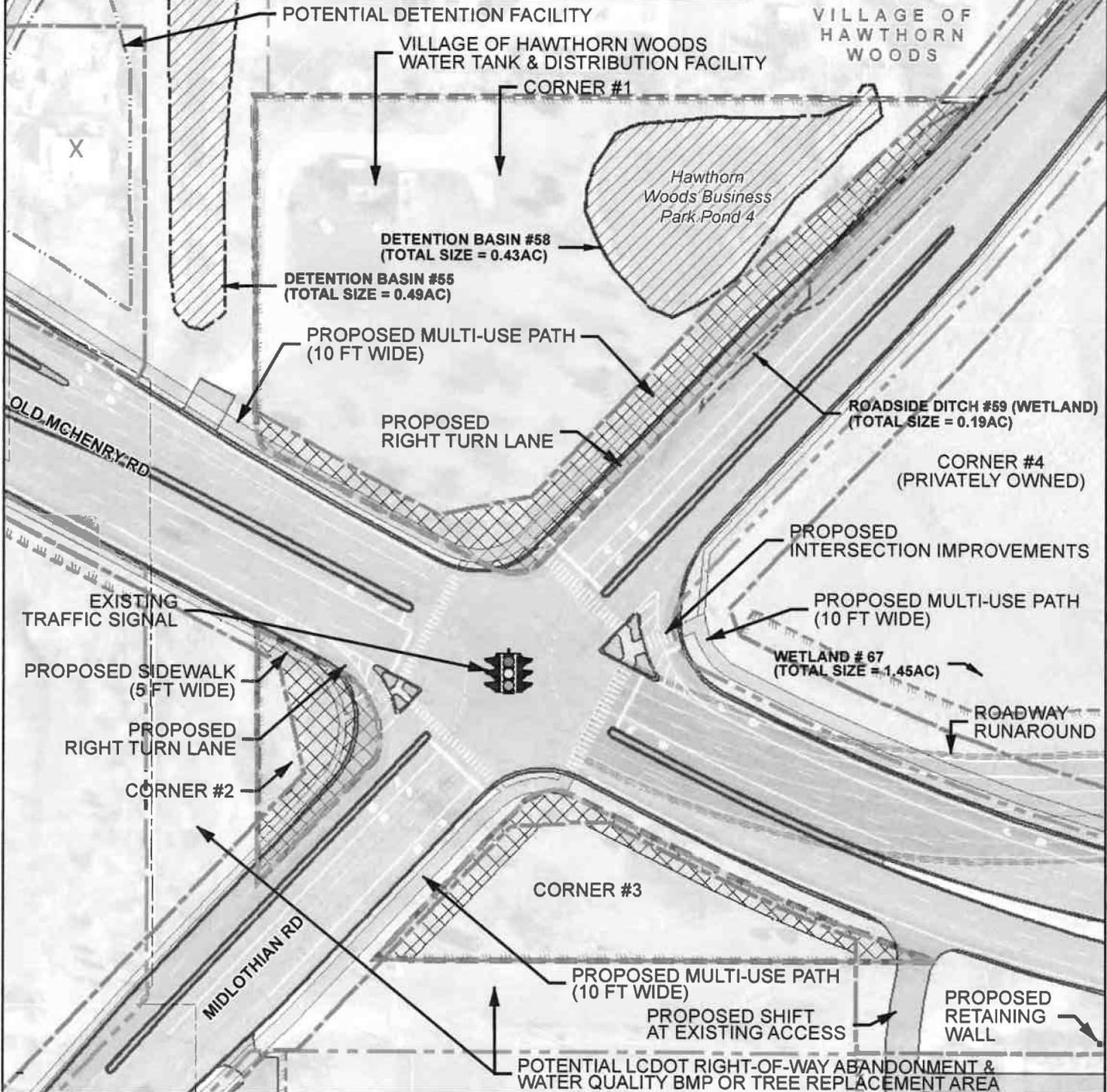
Legend

-  PUBLIC PARK
-  PUBLIC PARK IMPACT
-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY
-  PROPOSED TEMPORARY EASEMENT
-  PROPOSED PERMANENT EASEMENT
-  WETLAND
-  SURFACE WATERS
-  CONSTRUCTED STORMWATER FEATURE
-  PROPOSED RETAINING WALL
-  ANTICIPATED REMOVAL (AT/ADJACENT TO RESOURCE)
-  MUNICIPAL BOUNDARY
-  PARCEL BOUNDARY

NOTE: AERIAL PHOTOGRAPHY TAKEN BY HEARMAP - APRIL 9, 2023.



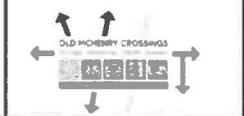
PRELIMINARY - SUBJECT TO CHANGE



PARK	TOTAL SIZE (AC)	PROPOSED RIGHT-OF-WAY (AC)	PROPOSED PERMANENT EASEMENT (AC)	PROPOSED TEMPORARY EASEMENT FOR ROADWAY CONSTRUCTION (AC)	PROPOSED TEMPORARY EASEMENT FOR POTENTIAL TREE REPLACEMENT (AC)	WETLAND IMPACTS (AC)	TREE IMPACTS (QUANTITY)	CURRENT USE
Burnett Park/Three Corners Park	3.47	0.69	0.00	0.09	2.68	0.03	46	Open Space/Preservation
Corner #1	2.66	0.45	0.00	0.00	2.21	0.03	35	Open Space/Preservation
Corner #2	0.23	0.16	0.00	0.00	0.06	0.00	4	Open Space/Preservation
Corner #3	0.58	0.08	0.00	0.09	0.41	0.00	7	Open Space/Preservation

NOTE:
 (1) NO LAWCON/OSLAD FUNDS USED FOR ACQUISITION OR DEVELOPMENT
 (2) ROADSIDE DITCH #59 (WETLAND); FQI = 0.0 C-VALUE = 0.0
 (3) SEE ATTACHMENT C-2 FOR ANTICIPATED TREE IMPACTS
 (4) BMP = BEST MANAGEMENT PRACTICE

CLIENT:

TITLE:

SECTION 4(F) IMPACT EXHIBIT

BURNETT PARK/THREE CORNERS PARK

PROJ. NO. 210174
 DATE: 05/01/2024
 SHEET 1 OF 1
 ATTACHMENT NO.

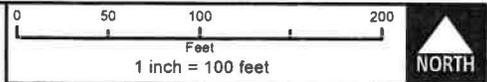



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DWN	DRW	AUTHOR:	
CHKD		PLOT DATE:	9/18/2024
FILE:	Burnett Park Impact C-1 05012024		

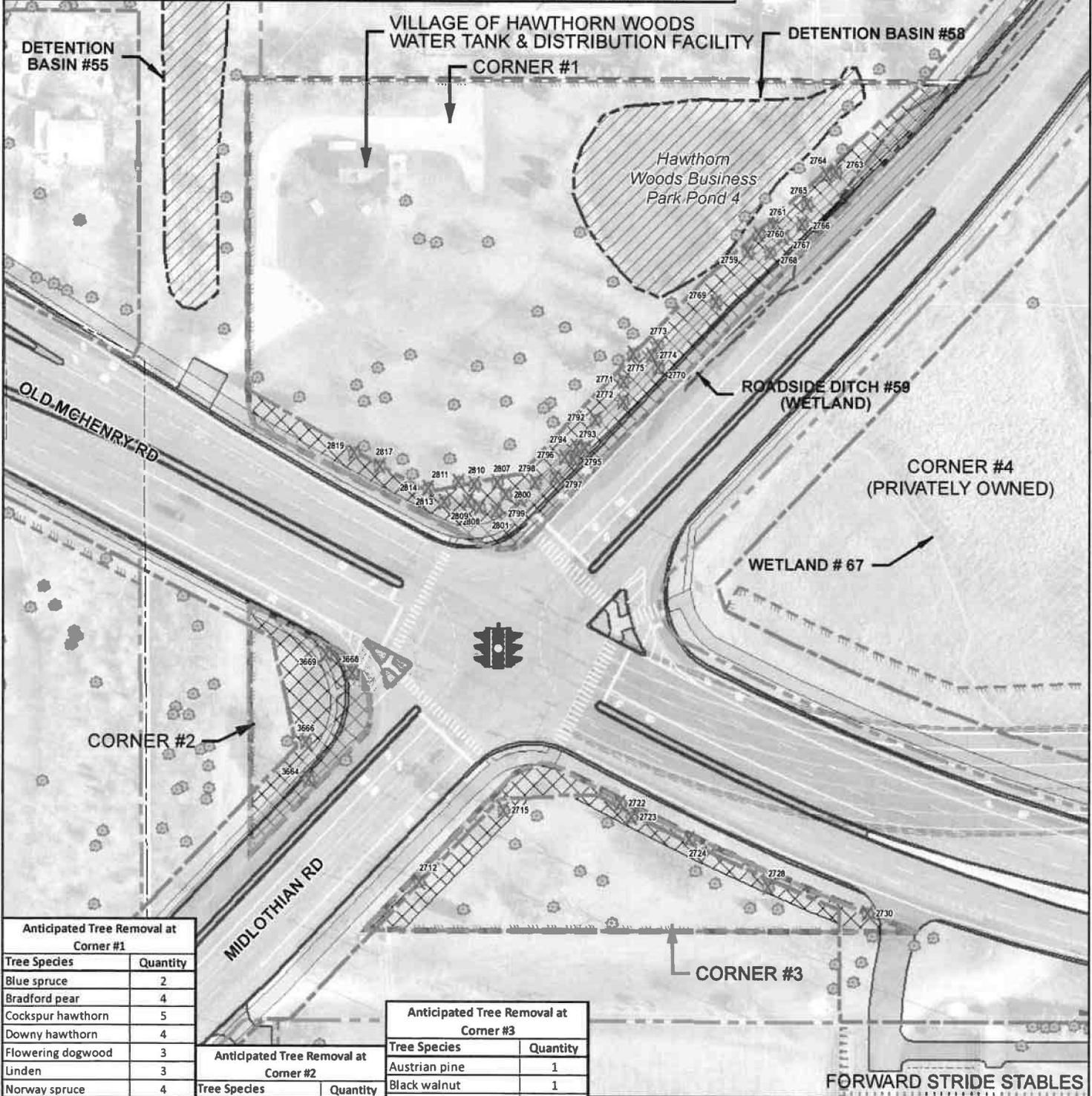
C-1

Legend

- PUBLIC PARK
- PUBLIC PARK IMPACT
- TREE
- ANTICIPATED TREE REMOVAL
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT
- PARCEL BOUNDARY
- WETLAND
- SURFACE WATERS
- CONSTRUCTED STORMWATER FEATURE
- MUNICIPAL BOUNDARY
- PROPOSED RETAINING WALL



PRELIMINARY - SUBJECT TO CHANGE



Anticipated Tree Removal at Corner #1

Tree Species	Quantity
Blue spruce	2
Bradford pear	4
Cockspur hawthorn	5
Downy hawthorn	4
Flowering dogwood	3
Linden	3
Norway spruce	4
Redbud	6
White ash	1
White cedar	3
Total	35

Anticipated Tree Removal at Corner #2

Tree Species	Quantity
Austrian pine	2
Honeylocust	1
Norway maple	1
Total	4

Anticipated Tree Removal at Corner #3

Tree Species	Quantity
Austrian pine	1
Black walnut	1
Blue spruce	3
Norway maple	1
Swamp white oak	1
Total	7

NOTE
 (1) FOR THIS ASSESSMENT, TREES (24" DBH AND LANDSCAPE TREES) LOCATED WITHIN PROPOSED PARK PROPERTY ACQUISITION AREAS WERE ASSUMED TO BE IMPACTED. IMPACTS ARE NOT ANTICIPATED AT TREES LOCATED WITHIN THE TEMPORARY EASEMENT TO BE USED FOR POTENTIAL TREE REPLACEMENT.
 (2) ONLY TREES LOCATED AT PARK PROPERTY AND IN VICINITY OF PROPOSED ROADWAY IMPROVEMENTS ARE SHOWN.
 (3) DBH = DIAMETER AT BREAST HEIGHT
 (4) AERIAL PHOTOGRAPHY TAKEN BY NEARMAP - APRIL 6, 2023.

CLIENT:



TITLE:

SECTION 4(F) TREE IMPACT EXHIBIT
BURNETT PARK/THREE CORNERS PARK

PROJ. NO.	210174
DATE:	05/01/2024
SHEET	1 OF 1
ATTACHMENT NO.	

DGN.		SCALE:	1:1,200
DWN.	DRW	AUTHOR:	
CHKD.		PLOT DATE:	9/23/2024
FILE:	Burnett Park Impact C-2 05012024		

C-2

**TABLE C-1: BURNETT PARK/THREE CORNERS PARK -
ANTICIPATED TREE IMPACT INVENTORY LIST**

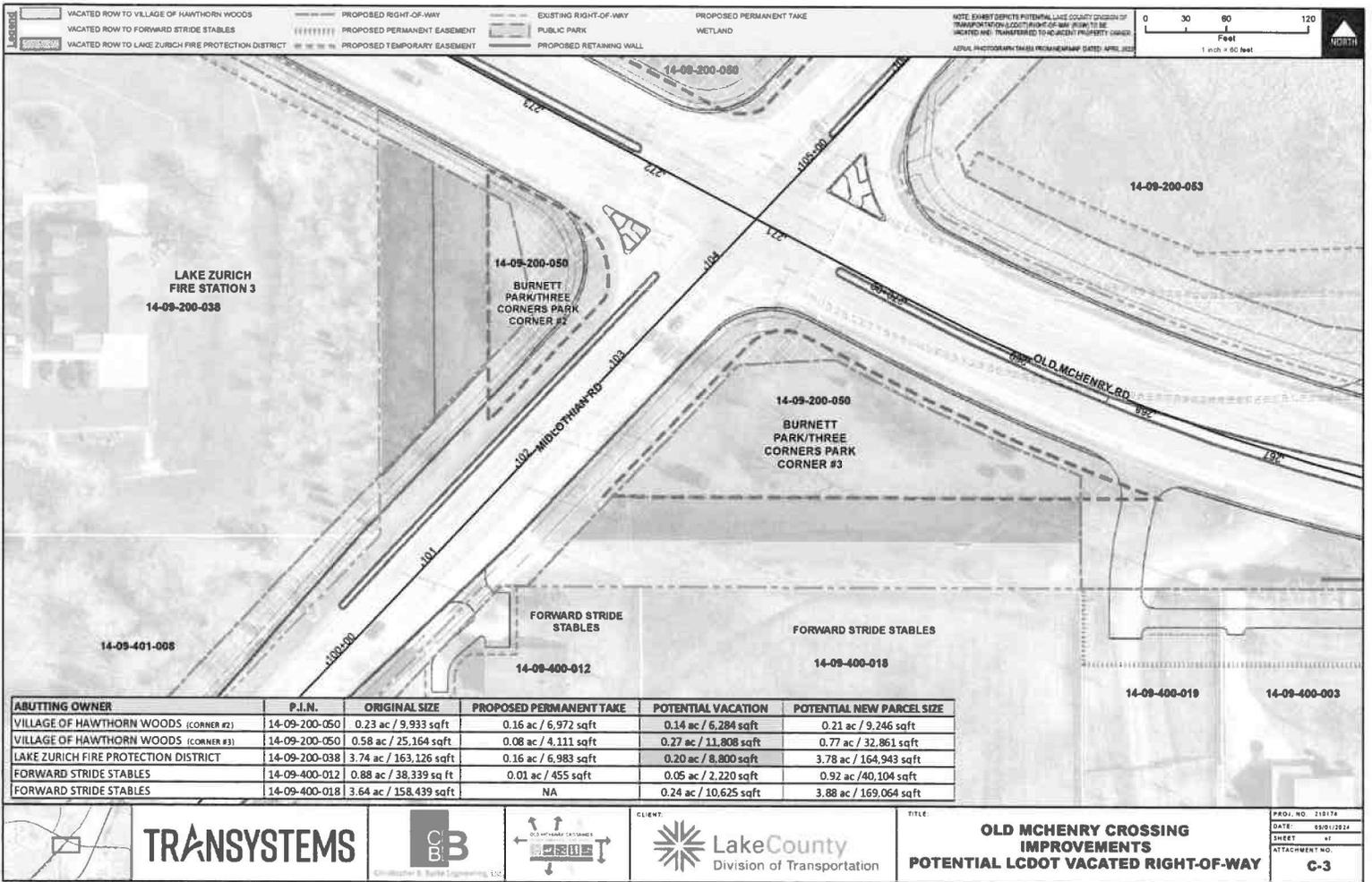
ID NUMBER	TREE SPECIES - COMMON NAME	TREE SPECIES - BOTANICAL NAME	SIZE - DBH (INCHES)	CONDITION	FORM
CORNER #1					
2759	White cedar	<i>Thuja occidentalis</i>	4,4,4	2	2
2760	White cedar	<i>Thuja occidentalis</i>	4,3,3	2	3
2761	White cedar	<i>Thuja occidentalis</i>	4,3,3,3	2	2
2763	Blue spruce	<i>Picea pungens</i>	13	3	3
2764	Blue spruce	<i>Picea pungens</i>	11	2	3
2765	Bradford pear	<i>Pyrus calleryana</i>	10	2	2
2766	Bradford pear	<i>Pyrus calleryana</i>	10	2	2
2767	Bradford pear	<i>Pyrus calleryana</i>	11	2	3
2768	Redbud	<i>Cercis canadensis</i>	6,4,4,4,4	2	2
2769	Bradford pear	<i>Pyrus calleryana</i>	22	2	3
2770	Linden	<i>Tilia cordata</i>	11	2	2
2771	Linden	<i>Tilia cordata</i>	13	2	2
2772	Linden	<i>Tilia cordata</i>	8	2	2
2773	Flowering dogwood	<i>Cornus florida</i>	6	2	2
2774	Flowering dogwood	<i>Cornus florida</i>	8	2	2
2775	Flowering dogwood	<i>Cornus florida</i>	8	2	3
2792	White ash	<i>Fraxinus americana</i>	6	4	4
2793	Downy hawthorn	<i>Crataegus mollis</i>	4,4	3	3
2794	Downy hawthorn	<i>Crataegus mollis</i>	6	3	3
2795	Downy hawthorn	<i>Crataegus mollis</i>	7	3	3
2796	Downy hawthorn	<i>Crataegus mollis</i>	7	3	3
2797	Cockspur hawthorn	<i>Crataegus crus-galli</i>	9	3	3
2798	Cockspur hawthorn	<i>Crataegus crus-galli</i>	10	2	2
2799	Cockspur hawthorn	<i>Crataegus crus-galli</i>	10	2	2
2800	Cockspur hawthorn	<i>Crataegus crus-galli</i>	10	2	3
2801	Cockspur hawthorn	<i>Crataegus crus-galli</i>	8	2	3
2807	Redbud	<i>Cercis canadensis</i>	5,4,4,4	2	3
2808	Redbud	<i>Cercis canadensis</i>	7,5,4,4	2	3
2809	Norway spruce	<i>Picea abies</i>	14	2	2
2810	Redbud	<i>Cercis canadensis</i>	8,5	3	3
2811	Redbud	<i>Cercis canadensis</i>	18,3	2	3
2813	Norway spruce	<i>Picea abies</i>	11	2	2
2814	Norway spruce	<i>Picea abies</i>	14	2	2
2817	Norway spruce	<i>Picea abies</i>	7	3	3
2819	Redbud	<i>Cercis canadensis</i>	7	4	4
CORNER #2					
3664	Norway maple	<i>Acer platanoides</i>	32	2	2
3666	Austrian pine	<i>Pinus nigra</i>	11	3	3
3668	Honeylocust	<i>Gleditsia triacanthos</i>	30	2	2
3669	Austrian pine	<i>Pinus nigra</i>	12	2	3

**TABLE C-1: BURNETT PARK/THREE CORNERS PARK -
ANTICIPATED TREE IMPACT INVENTORY LIST**

ID NUMBER	TREE SPECIES - COMMON NAME	TREE SPECIES - BOTANICAL NAME	SIZE - DBH (INCHES)	CONDITION	FORM
CORNER #3					
2712	Black walnut	<i>Juglans nigra</i>	19	2	2
2715	Austrian pine	<i>Pinus nigra</i>	18	3	3
2722	Blue spruce	<i>Picea pungens</i>	5	2	2
2723	Blue spruce	<i>Picea pungens</i>	5	2	2
2724	Norway maple	<i>Acer platanoides</i>	28	2	2
2728	Blue spruce	<i>Picea pungens</i>	6	2	2
2730	Swamp white oak	<i>Quercus bicolor</i>	3	4	4

Notes:

- 1) Tree survey data collected by Christopher B Burke Engineering, Ltd (CBBEL) in June/July 2022 and September 2023.
- 2) Tree survey included all naturalized stems 4-inches and greater diameter at breast height (dbh) and all landscape trees (regardless of dbh).
- 3) The table above includes trees identified within the Old McHenry Crossings (OMX) Tree Survey Boundary. The OMX Tree Survey Boundary varies from the OMX Environmental Survey Request (ESR) Boundary.
- 4) Condition and form ratings are based on general observations at the time of the CBBEL site visit, and range on a scale of 1 (excellent) to 5 (poor).



ABUTTING OWNER	P.I.N.	ORIGINAL SIZE	PROPOSED PERMANENT TAKE	POTENTIAL VACATION	POTENTIAL NEW PARCEL SIZE
VILLAGE OF HAWTHORN WOODS (CORNER #2)	14-09-200-050	0.23 ac / 9,933 sqft	0.16 ac / 6,972 sqft	0.14 ac / 6,284 sqft	0.21 ac / 9,246 sqft
VILLAGE OF HAWTHORN WOODS (CORNER #3)	14-09-200-050	0.58 ac / 25,164 sqft	0.08 ac / 4,111 sqft	0.27 ac / 11,808 sqft	0.77 ac / 32,861 sqft
LAKE ZURICH FIRE PROTECTION DISTRICT	14-09-200-038	3.74 ac / 163,126 sqft	0.16 ac / 6,983 sqft	0.20 ac / 8,800 sqft	3.78 ac / 164,943 sqft
FORWARD STRIDE STABLES	14-09-400-012	0.88 ac / 38,339 sqft	0.01 ac / 455 sqft	0.05 ac / 2,220 sqft	0.92 ac / 40,104 sqft
FORWARD STRIDE STABLES	14-09-400-018	3.64 ac / 158,439 sqft	NA	0.24 ac / 10,625 sqft	3.88 ac / 169,064 sqft

TRANSYSTEMS



CLIENT: Lake County
Division of Transportation

TITLE: OLD MCHENRY CROSSING IMPROVEMENTS
POTENTIAL LCDOT VACATED RIGHT-OF-WAY

Attachment D

Coordination

From: [Bauer, Judy K.](#)
To: [Peter Knysz](#)
Subject: RE: Lake County Project
Date: Tuesday, September 01, 2020 10:10:54 AM

From: Peter Knysz <pknysz@cbbel.com>
Sent: Tuesday, September 1, 2020 9:59 AM
To: Bauer, Judy K. <Judy.K.Bauer@Illinois.gov>
Subject: [External] RE: Lake County Project

Is there any way that we could find out what the funding was used for and which parcels it applied to? In the past you've provided some attachments...can you do that for this park?

Thanks so much for your help!

Peter M. Knysz
Senior Environmental Policy Manager
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278
E-Mail: pknysz@cbbel.com



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From: Bauer, Judy K. <Judy.K.Bauer@Illinois.gov>
Sent: Tuesday, September 01, 2020 9:56 AM
To: Peter Knysz <pknysz@cbbel.com>
Subject: RE: Lake County Project

See below in blue. I only found one.

From: Peter Knysz <pknysz@cbbel.com>
Sent: Monday, August 31, 2020 11:41 AM
To: Bauer, Judy K. <Judy.K.Bauer@Illinois.gov>
Subject: [External] Lake County Project

Hi Judy,

Do you know if any of the following parks/trails were purchased or involved LAWCON, OSLAD, OLT,

or other grant funds administered by IDNR?

- Community Park (Village of Hawthorn Woods)
OS 00-1002
- Burnett Park/Three Corners Park (Village of Hawthorn Woods)
- Hawthorn Trails Park (Village of Hawthorn Woods)
- Quentin Road Bike Path (Lake County)

Our study area is primarily located along Old McHenry Road and Quentin Road, north of IL Route 22 in Lake County - see attached Location Map.

Any information would be appreciated.

Call with questions...Thanks!

Peter M. Knysz

Senior Environmental Policy Manager

Christopher B. Burke Engineering, Ltd.

9575 W. Higgins Road, Suite 600 Rosemont, IL 60018

Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278

E-Mail: pknysz@cbbel.com

www.cbbel.com



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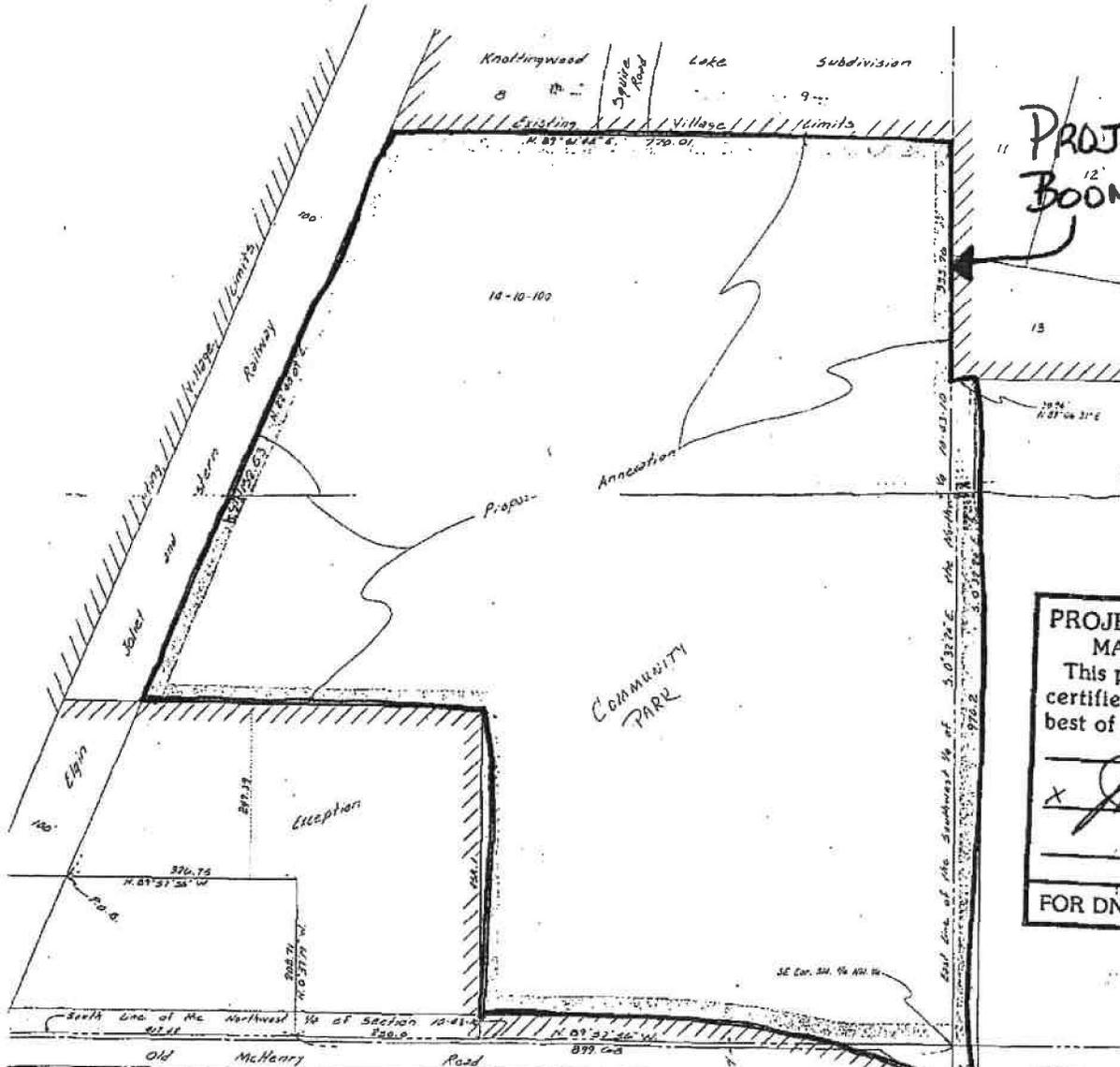
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PLAT OF ANNEXATION

Attachment A-2 Premise Plat Map
Village of Hawthorn Woods

Community Park Development
Project - Phase II

BEGINNING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF THE VALLEGEAN AND SOUTHWESTERN RAILWAY COMPANY (FROM ELGIN, JOLIET AND EASTERN RAILWAY COMPANY) WITH THE NORTH LINE OF THE SOUTH 208.71 FEET OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 22 DEGREES 48 MINUTES 09 SECONDS EAST OF SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1143.83 FEET TO THE SOUTH LINE OF SHOOTINGWOOD LAKE SUBDIVISION, BEING THE SOUTH LINE OF LOTS 8 AND 9 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 58 SECONDS EAST OF SAID SOUTH LINE OF SHOOTINGWOOD LAKE SUBDIVISION, A DISTANCE OF 770.01 FEET TO THE WEST LINE OF LOTS 11 AND 12 IN SHOOTINGWOOD LAKE SUBDIVISION; THENCE SOUTH 00 DEGREES 32 MINUTES 20 SECONDS EAST ALONG SAID WEST LINE, 399.76 FEET TO THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 00 DEGREES 32 MINUTES 20 SECONDS EAST ON A LINE 08 SECONDS WEST, A DISTANCE OF 43.03 FEET TO THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10; THENCE NORTH 18 DEGREES 49 MINUTES 17 SECONDS WEST ON THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10, A DISTANCE OF 370.30 FEET; THENCE NORTH 18 DEGREES 49 MINUTES 17 SECONDS WEST ON THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, A DISTANCE OF 899.48 FEET TO THE EAST LINE OF THE WEST 417.43 FEET, A DISTANCE OF 208.72 FEET TO THE NORTH LINE OF THE SOUTH 208.71 FEET OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4; THENCE NORTH 80 DEGREES 27 MINUTES 75 SECONDS WEST ON SAID EAST NORTH 80 DEGREES 27 MINUTES 75 SECONDS WEST ON SAID NORTH LINE A DISTANCE OF 326.75 FEET TO THE POINT OF BEGINNING, (EXCEPTING THEREFROM THE NORTH 248.38 FEET OF THE SOUTH 458.1 FEET OF THE WEST 417.42 FEET, TOGETHER WITH THE EAST 250.0 FEET OF THE WEST 417.42 FEET OF THE SOUTH 208.71 FEET OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF THE ELGIN, JOLIET AND EASTERN RAILWAY COMPANY RIGHT-OF-WAY AND THAT PORTION LYING SOUTH OF THE NORTH McHENRY ROAD RIGHT-OF-WAY LINE), ALL IN LAKE COUNTY, ILLINOIS.



PROJECT 00-1002
MAP CERTIFICATION
 This project boundary map is certified to be correct to the best of my knowledge.

DATE _____
 SIGNATURE John F. Clary
 TITLE _____

FOR DNR USE: _____

State of Illinois | S.S.
 County of Lake |

We, Devery Engineering, Inc., do hereby certify that we have prepared this Plat of Annexation from previously recorded plats and records. Dimensions shown are in feet and decimal parts thereof.

Dated this 20th day of November, A. D. 1990
 By: Frank J. Headle

Frank J. Headle



DEVERY EN
 ENGINEERING



MEETING MINUTES
Village of Hawthorn Woods Meeting #1
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Meeting Date:	July 12, 2021 – 2:00 p.m.	
Location:	Village of Hawthorn Woods – Village Hall	
Attendees:	Representing:	Email:
Erika Frable	Hawthorn Woods – Public Works Director/Village Engineer	efrable@vhw.com
Chris Heinen	Hawthorn Woods – Community Development Director	cheinen@vhw.com
Chuck Gleason	LCDOT (Project Manager)	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Jodi Mariano	Teska	JMariano@teskaassociates.com
Pete Knysz	CBBEL	PKnysz@cbbel.com
Matthew Huffman	CBBEL	mhuffman@cbbel.com

A coordination meeting was held on July 12, 2021, at 2:00 p.m. with the Village of Hawthorn Woods (Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings Phase I Engineering Study. The purpose of the meeting was to initiate a discussion and inform the Village about the recently initiated Old McHenry Crossings project. This was the first coordination meeting with the Village.

Introductions were made. Chuck Gleason is the project manager for LCDOT. Matt Smith is the consultant project manager with TranSystems. Matt Huffman is the deputy consultant project manager with Christopher B. Burke Engineering, Ltd. (CBBEL). Jodi Mariano with Teska will be involved with public engagement and landscape architecture.

Below is a summary of meeting discussion points (action items and design considerations are in bold):

Project Scope

1. An overview of the project scope was provided. Generally, the focus of this Phase I Engineering Study is an evaluation of Old McHenry Road from Abbey Glenn Drive on the west to Bonnie Lane on the east and Quentin Road from IL 22 on the south to Old McHenry Road on the north. The scope of the study will evaluate the need for a grade separation of the CN Railroad and Old McHenry Road as well as capacity, safety, mobility, operation deficiencies, and non-motorized accommodations within the project study limits.

2. The project will proceed through federal project development procedures managed by Illinois Department of Transportation (IDOT). LCDOT has secured \$12M from the Illinois Commerce Commission (ICC) for the grade separation of the CN Railroad and Old McHenry Road, which is programmed for FY 2025. Rebuild Illinois funding is being utilized for Phase I Engineering. The overall project improvement is anticipated to be constructed in pieces depending on funding availability. **The Village informed the project team about possible funding for railroad crossing improvements they have investigated. The Village spoke with Lee Fell (CBBEL) regarding status and will provide a response to this request.**
3. The project team will go through a process of establishing the issues and needs for the project, which is kicked off with upfront one-on-one meetings with the local agencies and a public information meeting. The project team will then develop a full range of transportation alternatives to address the identified issues and needs. The alternatives will consist of varying roadway cross sections (2-lane, 3-lane, 4-lane, 5-lane), intersection treatments/improvements, and non-motorized improvements/connections. The basis for the transportation improvements will be an initial evaluation of existing and projected traffic, which factors in the CN Railroad crossing. From the traffic counts conducted in May 2021, the project team observed 17 trains in a 24-hour period. **The Village stated they have tracked the queues related to the CN railroad crossing; the project team requested any information they have pertaining observed queues.** The project team will be evaluating the latent demand created by the CN Railroad crossing, which is to identify the motorists currently avoiding this area due to the at-grade railroad crossing that would change their travel patterns and likely use Old McHenry Road if a grade separation were implemented. All potential improvements will be evaluated under 2050 projected traffic, which is the required planning year by the Chicago Metropolitan Agency for Planning (CMAP).
4. A general project schedule was provided with Phase I Engineering beginning in May 2021 with a targeted completion in October 2023. Phase II Engineering is anticipated to start following Phase I completion in November 2023 with a project letting in April 2025 and construction activities initiating in the summer of 2025. The project consultant team has been selected by LCDOT for Phase I and Phase II Engineering.
5. **The Village expressed their support for a grade separation at this location to address the congestion/delays for the motoring public and improve response time for emergency services.**
6. The project team solicited input on key project issues and challenges:
 - a. Several stormwater/flooding items were discussed:
 - i. The Village would like to address or remove the long skinny detention basins along Quentin Road at Heather Highlands/Heather Lane. **(Project team design consideration)**
 - ii. One of the main stormwater outfalls along Old McHenry Road within the project limits drains to Forest Lake, which is listed as an impaired water body by the Illinois Environmental Protection Agency (IEPA). One of the outfalls to the lake is through the Apex Landscaping (Apex) property. The Village informed the project team that there have been recent improvements to the Apex site to meet the requirements of the Lake County Stormwater (LCSMC) Watershed Development Ordinance. Previously, Apex had been scrutinized for the quality of their stormwater runoff. The Village

recommended reaching out to former LCSMC employee, Mike Warner (who was a former resident of Forest Lake) for additional information.

- iii. The Village indicated that the southwest corner of Acorn Drive and Old McHenry Road retains a lot of water. The Village has implemented numerous improvements and this area has been an issue since Old McHenry Road was last improved.
 - iv. The Village indicated there is a problematic field tile west of Abbey Glenn Drive, which LCDOT is looking to replace next year.
 - v. **The field tile at the northeast corner of Midlothian Road and Old McHenry Road has an issue that is causing a depressional area/wetland to not drain effectively. IDOT has investigated this issue since Midlothian Road is under their jurisdiction. The Village continuously pumps out this depressional area on a regular basis and has not identified the source of the issue (potentially a broken field tile). The Village asked the project team to try and address this issue as part of this project (Project team design consideration). The project team requested the prior drainage studies conducted on this specific issue along Midlothian Road.**
- b. **Aqua America Illinois operates the water distribution system within Hawthorn Woods and has a transmission main along Old McHenry Road that will likely be affected with the potential grade separation at the CN Railroad. There is a Lake County Public Works sanitary sewer that runs through the Village Public Works site. The Village has minimal utility atlas documentation and has several field tile studies. The Village granted permission to directly contact Lee Fell with CBBEL to obtain Village utility information.**
 - c. There were numerous sites within the project study area that have potential future development:
 - i. The Village stated there has been interest from developers for the “L” shaped parcel on the north side of Old McHenry Road across from Apex.
 - ii. **There is also interest for the property along the north side of Old McHenry Road between Midlothian Road and the CN Railroad tracks up to Kruger Road (mixed use development). The Village desires to establish a pedestrian-friendly corridor in conjunction with this development, referred to as Main on Midlothian.**
 - iii. Another area of interest to developers is the area along both sides of Kruger Road, which is the site of the potential “Town Center”. The Village desires improvements at the Kruger Road intersection with Fairfield Road and Midlothian Road (intersection angle improved).
 - iv. The Village stated that many years ago there was a developer considering developing the property north of Kruger Road and part of the consideration was a realignment of Kruger Road and Midlothian Road. This development never moved forward. The County owns a larger parcel in this area from delinquent property taxes.
 - v. A property along the south side of Old McHenry Road owned by the Jung family is a potential site for residential development. The Village mentioned that this property drains a lot of water from north to south.
 - vi. There are other additional developments along Old McHenry Road, two being Stonewood Glenn (proposed residential subdivision east of Abbey Glenn Drive) and

Stonebridge (residential development near Spencer at Hubbard Lane which is approximately two-thirds complete).

- d. The Village expressed concern about access to their Public Works facility during construction, which is located between the CN Railroad tracks and Community Park. The Village did not identify any other access concerns or access changes at this point. The Village would like to beautify the park frontage along Community Park.
- e. The homes south of the Village Public Works facility are privately owned.
- f. The Village stated they have no programmed activities within Three Corners Park at the Old McHenry Road and Midlothian Road intersection.
- g. The project team should utilize the existing comprehensive plan (2014) as a resource during development of this project, specifically pertaining trails, access, land use and transportation. The Village does not currently have a "downtown area", but considers the Midlothian Road corridor as a potential future "downtown/main street". The Village will provide the project team a copy of the Comprehensive Plan.
 - i. The Village is a dark sky community, meaning they have minimal street lights within their municipal limits along roadways under their jurisdiction.
 - ii. The Village is a designated American in Bloom community, which is an organization that promotes nationwide beautification through education and community improvement by encouraging use of natural native plantings which highlight the individual communities' unique identity and heritage. The Village will share more information about their American in Bloom (AIB) designation. Brian Sullivan was mentioned as a point of contact for AIB. (project team design consideration)
 - iii. The project team should coordinate with Robin Grooms, the Village sustainability coordinator.
 - iv. The Villages tree preservation policy is located on their website.
 - v. The Village will provide a list of current Homeowners Associations and points of contacts to the project team.
 - vi. There are currently no plans to update the 2014 Comprehensive Plan.
- h. The project team explained that the Lake County non-motorized long range plan has identified several segments within the study limits as regional paths, which would be constructed and maintained by Lake County. The project team will follow-up with the Village to confirm the location of the planned regional paths within the project limits. *[The project team confirms that Lake County's 2040 Non-Motorized plan includes a regional trail on Quentin Road, Old McHenry Road, and Fairfield Road in the study area. The portion of trail along Old McHenry Road is only a connection between Fairfield Road and Quentin Road and does not continue beyond those intersections.]* For paths that are not identified in the Lake County long range non-motorized plan as regional paths, cost participation (80/20) and maintenance will be required from a local agency to be included with this project. If federal funding is obtained, the local cost share is 4% of the construction/engineering cost. The Village expressed interest in the improvement of non-motorized accommodations along Midlothian Road, which is the potential future location of the Village Town Center.

Stakeholder Involvement

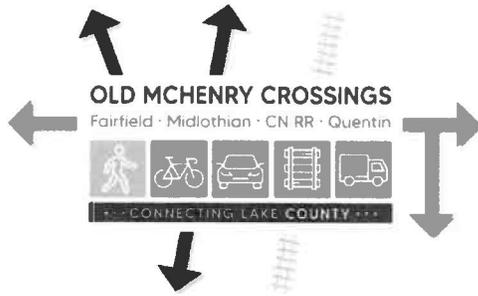
1. The project will follow the principles of Context Sensitive Solutions (CSS), which is aimed at seeking public input from project stakeholders throughout the entire project development process. The overall public engagement plan will be documented in a Stakeholder Involvement Plan (SIP) that details the overall approach, which generally consists of three public meetings, five Stakeholder Involvement Group (SIG) meetings, one-on-one meetings, other outreach, and project website.
2. A SIG will be formed and composed of a diverse representation of key project stakeholders to aid in facilitation of project information and provide input to the project team. The targeted size of the SIG is 15 – 20 stakeholders from public agencies, homeowners associations, businesses, and residents. Typically, the Public Works Director/Village Engineer from the local agencies affected by the project are represented on the SIG. Some projects have had elected officials on the SIG. Solicitation of SIG members will occur at the first public information meeting. There are five scheduled SIG meetings throughout the duration of the Phase I Study.
3. The Village stated they are not aware of any main community groups within the Village that the project team should reach out to.

Public Involvement

1. The project team plans to attend the Lake Zurich Farmers Market on August 27th, 2021. The Village stated that they do not currently operate a farmers' market. The Village has a concert in the park series which draws 200 to 300 people. A Fall Family Fun Fest is being held on September 25th, 2021, and there is a possibility for the project team to have a booth at that event for the project team to interact with the public about the project. The project team will look into attending the concert in the park series but felt the Fall Family Fun Fest was not an appropriate venue for the project team to attend.
2. A public meeting has been tentatively scheduled for September 23, 2021, at St. Matthew Church. **The project team will reach out to the Village when the public meeting has been finalized.**
3. The Village stated they have a weekly newsletter that is sent out via email. The project team could provide information to include in the weekly e-blasts as needed.
4. The project team is nearly finalized on the project branding and project website. The branding for the project anticipated to be Old McHenry Crossings and project website will be <https://omxproject.com/>.

The meeting adjourned at 3:15 p.m.

By: Matt Huffman - CBBEL



Summary of Hawthorn Woods Coordination Meeting #2 - Purpose was to discuss America in Bloom and receive input from the Village Parks and Recreation



MEETING MINUTES
Village of Hawthorn Woods Meeting #2
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

<u>Meeting Date:</u>	August 11, 2021 – 2:00 p.m.	
<u>Location:</u>	Microsoft Teams Meeting	
<u>Attendees:</u>	<u>Representing:</u>	<u>Email:</u>
Erika Frable	Hawthorn Woods – Public Works Director/Village Engineer	efrable@vhw.com
Pamela Newton	Hawthorn Woods – Chief Operating Officer	pnewton@vhw.org
John Malcolm	Hawthorn Woods – Director of Public Safety	JMalcolm@hwpd.com
Brian Sullivan	Hawthorn Woods – Director of Parks & Recreation	bsullivan@vhw.org
Robin Grooms	Hawthorn Woods – Sustainability Coordinator	rgrooms@vhw.org
Chuck Gleason	LCDOT (Project Manager)	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Jodi Mariano	Teska	JMariano@teskaassociates.com
Matthew Huffman	CBBEL	mhuffman@cbbel.com

A coordination meeting was held on August 11, 2021, at 2:00 p.m. with the Village of Hawthorn Woods (Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings Phase I Engineering Study. The purpose of the meeting was to discuss America in Bloom and receive input from the Village Parks and Recreation. This was the second coordination meeting with the Village.

Introductions were made. Chuck Gleason is the project manager for LCDOT. Matt Smith is the consultant project manager with TranSystems. Matt Huffman is the deputy consultant project manager with Christopher B. Burke Engineering, Ltd. (CBBEL). Jodi Mariano with Teska will be involved with public engagement and landscape architecture. John Malcolm is the Director of Public Safety. Brian Sullivan is the Director of Parks and Recreation. Robin Grooms is the Sustainability Coordinator.

Below is a summary of meeting discussion points (action items and design considerations are in bold):

Project Scope

1. Chuck Gleason gave a summary of the content discussed in the first coordination meeting. This was followed by an overview of the project. Generally, the focus of this Phase I Engineering Study is an evaluation of Old McHenry Road from Abbey Glenn Drive in the west to Bonnie Lane in the east and Quentin Road from IL 22 in the south to Old McHenry Road in the north. The scope of the study will evaluate the need for a grade separation of the CN Railroad and Old McHenry Road as well as capacity, safety, mobility, operation deficiencies, and non-motorized accommodations within the project study limits. Phase I started in May 2021 and will continue until approximately

October 2023. Phase II is scheduled to begin around November 2023 with construction activities initiated in the summer of 2025.

2. Hawthorn Woods Input:

- a. Hawthorn Woods embraces a Rural by Design philosophy, which incorporates environmental design in everything they do. The Village has won several environmental awards on a national level from America in Bloom.
- b. Roadway runoff from most of the roadways within the village limits use roadside ditches and overland flow routes. There is a depressional area within the Midlothian Road right-of-way on the west side of the road north of Old McHenry Road that is referred to as "Bank Lake". This storage area is next to commercial buildings along Landover Parkway that have been used by banking companies (Inland Bank & Trust, Market Financial Group). Ms. Newton stated that Bank Lake often has standing water adjacent to the roadway shoulder and that it can lead to a life-or-death situation if a vehicle enters. Drainage and stormwater management is important for the Village and has become a safety issue with Bank Lake.
- c. The Village expressed interest in a multi-use path along roadways within the project limits. One goal for this project is to incorporate a multi-use path along Quentin Road, but there is uncertainty of which side should be used. **This will be evaluated in the Phase I study.** The Village noted that both the Village Hall and Community Park are on the north side of Old McHenry Road, so if the multi-use path was on the south side of the road, there would be a desire for safe crossings to these resources. The Village also noted a desire to see multi-use path connections to Foglia YMCA and to Lake Zurich Middle School – North Campus.
- d. The length and number of trains impacts emergency response times daily. There is strong interest from the Village in a grade separation to reduce this delay.
- e. America in Bloom is a large national organization which provides an accreditation process from which the Village received awards since 2017/2018. The Village expounded on some of the features with the program:
 - i. Use pleasant scenery to get more people into parks.
 - ii. Make use of the parks every month of the year.
 - iii. Incorporate perennials and pollinators to attract wildlife such as hummingbirds and bees.
 - iv. Reduce invasive species from roadways and parks to improve the tree canopy. The Village is working with Morton Arboretum to achieve this goal.
 - v. Provide interconnected parks with walkable, ADA accessible, open space for people.
 - vi. Educate people on the various types of trees using QR codes, signage, etc.
 - vii. Enable the Village to develop a sense of community by bringing people together.

f. Aesthetics and Historical Influences

- i. CN Railway granted \$30,000 to the Village, which funds the America in Bloom program. CN's logo is displayed on the park signs throughout the Village promoting the program. CN asked the Village to host training for other communities in Illinois to demonstrate the railroad's positive impact.
- ii. The Village desires plants that support nature. There is an emphasis on plants that help pollinators as Hawthorn Woods is in a Migratory Flyway and is a designated bee community.
- iii. The Village desires to comply with International Dark-Sky Association regulations to keep its status as a dark sky community. No nighttime illumination can escape into the night sky. Lighting should only be used where necessary for safety with the illumination directed towards the ground. There are to be no internally illuminated signs.
- iv. The Village would like to incorporate cooling techniques into the landscape to combat hot summers. (Project team design consideration)
- v. The Village has an initiative to be 5th community to be designated as an Audubon Community - already have an Audubon certified golf course.

g. The Village will work on getting the list of HOA representatives in the Village next week.

Stakeholder Involvement

1. The Village is looking for alternative sources of funding.
2. There will be a Stakeholder Involvement Group (SIG) of 20 people that will be given input to the project team over 5 meetings. There will be a variety of representatives from the community to help guide the study.

Public Involvement

1. There will not be in person public meetings. There will be a virtual forum around the time the public meeting was to be held, September 23rd. People can use the website to visit, look at information, and provide comments and input. This can also be used to advertise the SIG.
2. The study team will be attending LZ Farmer's Market to inform the community about the project and the website. **Since the meeting due to the surge in the COVID pandemic, it has been decided to not attend the LZ Farmer's Market.**
3. The Village suggested the Fun Family Fall Fest or Friday Nights to also help inform the community and town leaders. Fun Family Fall Fest is on September 25th from 10 a.m. to 12 p.m. Friday night's Concert in the Park series is scheduled for August 13th and August 20th from 6:30 p.m. to dusk. **Since the meeting due to the surge in the COVID pandemic, it has been decided to not attend either of the events in Hawthorn Woods.**

The meeting adjourned at 3:00 p.m.

By: Nathan Hochstetler & Ben Vander Wal - TranSystems



Summary of Aqua Illinois Coordination Meeting #1
- Purpose was to introduce the OMX Project, discuss project limits/scope & Aqua facilities, and review an anticipated schedule with target milestones



MEETING MINUTES
Aqua Illinois Meeting #1
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: 11/7/2022
Time: 11:00am
Place: TranSystems Schaumburg Office

Attendees

Lake County Division of Transportation (LCDOT): Chuck Gleason, Patrick Sheeran
Aqua Illinois (Aqua): Tony White, Steve Palinski
TranSystems (TS): Todd Bright, Matt Smith, Ben Vander Wal, Matt Ciss
HBK Engineering (HBK): Tony D'Angelo

Attendee Introductions

Mr. Gleason introduced the County and design team staff. Aqua Illinois introduced themselves.

Project Limits and Scope

Mr. Gleason gave an overview of the project noting that several alternatives are being studied and that a preferred design will be selected by March 2023.

1. 2 miles of Old McHenry Road (OMR): Abbey Glen Drive to Bonnie Lane
<https://omxproject.files.wordpress.com/2022/09/old-mchenry-rd-project-location-map-1.pdf>
2. 1.5 miles of Quentin Road: IL 22 to OMR
3. Roadway widening & reconstruction anticipated. Current project information can be found on the project website <https://omxproject.com/>
4. Grade separation for CN/OMR crossing is being considered and would have the most impacts to underground utilities.

Schedule/Targeted Milestones

Mr. White and Mr. Palinski appreciated the advance notice for a project of this magnitude. They noted having issues with sections of the main along (OMR) and looked forward to working with the County on this improvement. New connections for the church, landscaping property, etc. could also be added. They have experienced corrosion to fitting bolts and upgrades could be beneficial. They will also evaluate if an increase in size is needed.

A very general high-level schedule was discussed if Aqua needed to relocate 1,500' of main if an underpass was selected. Estimates include 3 months for design and 1 month for permits. A construction production rate is approximately 100' per day plus testing. The time to obtain 16" watermain is currently taking about 12 months. Aqua noted that they have good prices for watermain. Their construction work is typically hired out in northeastern Illinois. For this project it was discussed that they may order the pipe outside the County contract but have the installation work be included with the

County's roadway project and in turn ask for cost participation as necessary. This arrangement is preferred by both Aqua and the County. Being a private utility company, Aqua can move on relocation work faster than public utility companies.

Mr. Bright gave an overview of the Short Term, Long Term and Construction Milestones. Aqua did not foresee issues with completing their relocation design work to meet the County's early 2025 plan submittal and construction deadlines.

Short Term - Preliminary engineering study (Phase 1) scheduled to be completed by October 2023
Milestone

1. Project introduction was completed in October 2022 via email and this meeting.
2. Verify location & size of facilities by December 2022. Aqua will review electronic files provided by TranSystems.
 - a. Aqua will identify Hawthorn Reservoir & other significant infrastructure
3. Aqua will Identify easements by January 2023
4. Identify anticipated conflicts (high level): March 2023 (Aqua)
5. Determine start of relocation design to meet plan & construction deadlines: April 2023 (Aqua)
6. Summarize Aqua findings in Draft Project Development Report (PDR): June 2023 (TS)
 - a. Text & Preferred Improvement Plan (PIP)
7. Updated Aqua summary in Final PDR: October 2023 (TS)
8. Design Approval: December 2023 (TS)
 - a. This is required to complete preliminary engineering prior to beginning final design plans and documents.

Long Term - Final engineering (Phase 2): November 2023 to April 2025

Milestone

1. Design kickoff meeting: January 2024 (TS/Aqua)
2. Begin relocation design: TBD (Aqua)
3. Conflict Analysis
 - a. Submit (Aqua)
 - b. Review/Design Modifications (TS)
4. Establish relocation construction schedule (Aqua)
5. Identify relocation costs (Aqua)
6. Provide Plans/Specifications/Estimates (if added to County contract)
 - a. Prefinal May 2025 (Aqua)
 - b. Final July 2025 (Aqua)
7. Agreement: August 2025 (LCDOT/Aqua)
 - a. Define work responsibilities & estimate of cost
8. ROW Certified: September 2025 (LCDOT)
9. Waterman Relocated
 - a. Aqua Contractor Option: November 2025
 - b. County Contractor Option: March 2026

Construction: November 2025 Letting/Bid Opening

1. Set by funding deadline
2. Segments anticipated

Aqua Facilities

A general review of atlases and current located facilities by HBK was discussed. Field locates were performed by HBK and are about 90% successfully located at SUE QL-B with the remainder drafted using Aqua records (QL-D). Electronic files will be sent by TranSystems to Aqua for verification of size and location.

Mr. Palinski noted that there is an 8" stub to St. Matthew's Church. The storage tank in the church parking lot is not Aqua's. The OMR main shown is 16" despite the atlas showing 12". Atlases are representative and need to be verified. Mr. Vander Wal requested as-built plans or similar information of underground wells at the Hawthorn Reservoir.

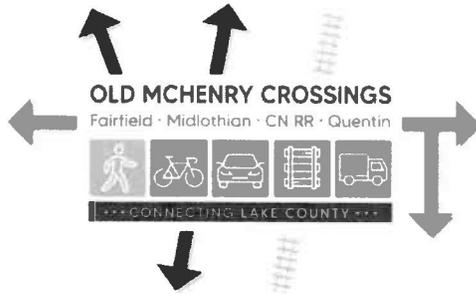
Mr. Gleason requested documentation for any easements. He also added that permits would be required for any pot holing work on County ROW and that permit fees would be waived. Notify the County prior to any field work to avoid shutdowns and extra traffic control costs.

Action Items

1. TranSystems will send electronic files with facility locations to Aqua for verification.
2. Aqua will complete Phase 1 Milestone 2 - Verify location & size of their facilities by December 2022.
3. Aqua will complete Phase 1 Milestone 3 - Identify easements by January 2023

The meeting adjourned at 12:00 p.m.

By: Todd Bright – TranSystems



MEETING MINUTES
Village of Hawthorn Woods Meeting #4
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

<u>Meeting Date:</u>	December 7, 2022 – 10:00 a.m.	
<u>Location:</u>	Village of Hawthorn Woods – Village Hall	
<u>Attendees:</u>	<u>Representing:</u>	<u>Email:</u>
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Pam Newton	Hawthorn Woods	pnewton@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyl.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Mat Ciss	TranSystems	mrciss@transystems.com
Jodi Mariano	Teska	JMariano@teskaassociates.com
Matthew Huffman	CBBEL	mhuffman@cbbel.com

The purpose of this meeting was to gauge community interest in landscaping. If landscaping is desired, Hawthorn Woods would be required to maintain it. LCDOT will not maintain landscaping and therefore does not intend to install landscaping associated with the Old McHenry Road Crossings project.

Teska presented a slideshow that illustrated potential design opportunities. Village comments follow below:

Hawthorn Woods desires native perennials and tree plantings and has stated they will maintain them. The following details were discussed:

- Retaining walls and railings** – Hawthorn Woods is working with a designer to develop an entry monument program. This information should be incorporated into the OMX design plans, including reference to 'Hawthorn Woods Stone' materials and patterns. Teska requests a copy of the Village's entry monument design plans.
- Native plantings** – incorporate native perennials and trees
- Irrigation** - incorporate
- Community Park Trail** – currently includes a holiday tree and outdoor walkable museum which includes native pollinator gardens and donor / interpretive signs. Any impacts to this area should be replaced in kind.
- The Water Walk Trail** – anticipated along Midlothian Road includes an asphalt pathway. At each development site, developers are required to install a water feature and pedestrian features (benches, pergolas). These features are intended to provide a connection to the Aquatic Center
- Walking / biking** – coordinate with the schools; provide connections to neighborhoods, schools, YMCA and other destinations.



Summary of Hawthorn Woods Coordination Meeting #5 - Purpose was to coordinate the proposed combined driveway entrance to St. Matthew Lutheran Church & Hawthorn Gardens, and multi-use paths throughout the project area



MEETING SUMMARY

Village of Hawthorn Woods Meeting #5

Old McHenry Crossings Phase I

Section No. 19-00999-65-ES

January 13, 2023

Date: **January 13, 2023**
 Time: **10:00 A.M.**
 Place: **LCDOT Conference Room A**

Attendees:

Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Matt Huffman	CBBEL	mhuffman@cbbel.com

The main purpose of this meeting was to coordinate the proposed combined driveway entrance to St. Matthew Lutheran Church and Hawthorn Gardens, a potential connection of this driveway entrance to Heather Lane, and multi-use paths throughout the project area with the Village of Hawthorn Woods.

Combined Driveway Entrance

Three draft alternatives were presented for the new combined St. Matthew Church and Hawthorn Gardens entrance. One alternative included only a driveway entrance, while the other two included connections to Heather Lane. If this connection will be constructed, it would be a minimum of 27 feet from back of back of curb and will sit within 66 feet of new village owned right-of-way, in accordance with village standards. The Village was concerned about how impactful a future connection to Heather Lane would be. The Village saw why the connection was proposed, but it seemed beyond the impacts necessary for the underpass. It was agreed that these alternatives will no longer be considered.

The exhibits also showed a realigned entrance for The Village Public Works facility. The Village noted that a salt truck is the largest vehicle to be accommodated. A request was made by the Village to re-align the Hawthorn Woods Public Works entrance to avoid impacting the basketball court in Community Park.

Multi-Use Paths

The need for a multi-use path along Midlothian Road, specifically on the east side, was discussed. The cost of this path will require cost participation from the Village. There is no sidewalk in the project scope, but IDOT will require the OMX project to create a shelf for a future path. The Village mentioned that there are two paths they have been budgeting for: one along Gilmer Road and Midlothian Road,

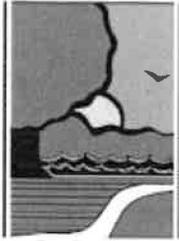
Meeting Summary
January 13, 2023
Page 2

and one along IL 22. They inquired about the possibility of IDOT paying for 100% of the multi-use path along Midlothian Road.

The Village also requested a planning estimate of the cost to construct the multi-use path along Old McHenry Road west of Fairfield Road. Chuck Gleason suggested coordination with Kevin Carrier about the potential of having IDOT cover 100% of the cost of the multi-use path along Midlothian Road.

The meeting adjourned at 11:00 A.M.

By: Anna Bogdanski – TranSystems



Illinois
Department of
**Natural
Resources**

JB Pritzker, Governor • Natalie Phelps Finnie, Director
One Natural Resources Way • Springfield, Illinois 62702-1271

www.dnr.illinois.gov

Letter prepared by IDNR-Office of Grant Management & Assistance stating that the proposed OMX improvements will not result in a conversion of OSLAD grant funded property; No additional consultation required

February 9, 2023

Mr. Peter Knysz
Senior Environmental Policy Manager
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Re: Conversion of OSLAD-Funded Property
OS 00-1002

Mr. Knysz,

Thank you for the time you and your team took to review the possible impact of your activities on grant-funded property located in the Village of Hawthorn Woods, IL.

My staff has concluded that the only grant-funded property that would be impacted by the Old McHenry Crossing project is the property known to us as "Hawthorn Woods Community Park." This project received development assistance from the OSLAD grant program in 2000. This development project amortized out on January 7, 2023, and the restrictions and obligations associated with the OSLAD funding has lapsed. The proposed roadwork and encroachment on the property do not constitute a conversion of property and work may proceed without further consultation with IDNR, Office of Grant Management and Assistance.

If you have any questions or require further information, please contact Grant Administrator Drew Jenkins at Andrew.Jenkins@Illinois.gov and he will be happy to assist you in any way he can.

Sincerely,

Gary K. Eicken
Chief Administrator
Office of Grant Management and Assistance

GKE/aj



Summary of Hawthorn Woods Coordination Meeting #6 - Purpose was to review the preliminary preferred alternative, potential non-motorized accommodations, 4(f)/public resources, Village planned developments, and go over next steps/schedule



MEETING MINUTES
Hawthorn Woods Coordination Meeting #6
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: **March 8, 2023**
 Time: **3:00 p.m.**
 Place: **Hawthorn Woods Village Hall**

Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 5th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to review the preliminary preferred alternative, potential non-motorized accommodations, 4(f)/public resources, Village planned developments, and go over next steps/schedule.

Alternative Analysis Update

The Level II alternatives analysis process is nearing completion and the OMX Team has arrived at a preliminary preferred alternative.

CBBEL provided an alternative analysis update for the Quentin Road corridor. A full size exhibit of the preliminary preferred alternative Q1.5B was presented to the Village and a discussion followed. Generally Alternative Q1.5B consists of a 5-lane urban roadway section from IL 22 to Highland Avenue, transitioning to a 3-lane urban roadway section to Old McHenry Road. A new signalized intersection will be included at Highland Avenue and a multi-use path will be provided along the Quentin Road corridor with potential for sidewalk (contingent upon local cost participation). The Village showed overall support for the selected alternative. Clarification was provided by CBBEL on a number of topics such as detention basin impacts, roadway widening symmetry, subdivision signage impacts, landscaping replacement, multi-use path/sidewalk location, and property acquisition compensation. The majority of the Quentin Road corridor is not within the jurisdiction of Hawthorn Woods, therefore the remainder of the discussion focused on the Old McHenry Road corridor.

TranSystems presented several exhibits that highlighted the proposed improvements to Old McHenry Road from Bonnie Lane to Abbey Glenn Drive. The proposed improvement design east of Quentin Road

consists of a 5-lane roadway section with improved geometric design. A flush median will be carried further east to provide a left turn lane onto Lagoon Drive. Based on initial analysis, a traffic signal is not warranted at this intersection. The Village requested that the project team review the warrant analysis again to confirm that no signal is warranted at Lagoon Drive. There were no objections to the preliminary geometry shown from Bonnie Lane to Quentin Road.

The grade separation design generally consists of an underpass of Old McHenry Road underneath the CN railroad tracks. Two lanes in each direction are maintained with a center barrier median that allows for a center bridge pier for the railroad crossing. Sidewalk is proposed along the south side and multi-use path along the north side. Temporary runaround concept design was presented, which will likely be in-place for two construction seasons. Generally, a temporary run-around 5-lane roadway will be provided north of the existing railroad crossing, which will impact three residential homes and a portion of the Village Public Works/Community Park parcel. A temporary railroad track will be placed along the eastern railroad right-of-way.

Two access drive designs were presented to the Village for the Public Works facility for their further review. One access driveway alternative aligned with the combined St. Matthews/Hawthorn Garden Center drive, a potential signalized intersection. The Village and St. Matthews/Hawthorn Garden Center would need to cost participate in the signal. The second alternative design moved the access driveway further west to an unsignalized location, which would maintain full access. The Village indicated that the basketball court could be impacted and relocated, which was being avoided with the current access drive design alternatives. The Village requested a larger exhibit showing the extents of Community Park, and the Village will further review the access drive design and will provide the project team input.

A significant intersection improvement is needed at the Midlothian Road intersection, with a second northbound/southbound through lane and dual left turn lane proposed and a third eastbound/westbound through lane. IDOT has reviewed the intersection alternatives and has provided their concurrence on the design currently shown as part of the preliminary preferred alternative. The Village stated the drainage issues along Midlothian Road and "Bank Lake" continue to be an area of concern. The project team stated they will have more information to share once the proposed drainage design is further along. At the Fairfield Road intersection a dual westbound right turn lane is proposed. The project team is pursuing open detention in the northeast quadrant of the intersection, which will likely impact a residential home.

Overall, the Village did not object to the preliminary preferred alternative design. The project team will continue with design development and will follow-up with the Village when more information is available for their review. The preliminary preferred alternative for Old McHenry Road consists of a 4 lane section from the eastern project limits near Forest Drive through the underpass at the railroad crossing. This stretch includes intersection improvements at Quentin Road a new signalized intersection at a combined entrance for St. Matthew Lutheran Church and School and Hawthorn Gardens on the south side of Old McHenry Road and realigned entrance to Hawthorn Woods Public Works on the north side. The roadway cross section includes a multi-use path on the north side of the road extending under the new grade separation. West of the underpass, Old McHenry Road opens up to a 6 lane section through west of Fairfield Road where it tapers down to a 3 lane section with a center turn lane through Echo Lake before

matching into the existing road. This section includes intersection improvements for Midlothian Road, Fairfield Road, and a new signal at Echo Lake Road. The multi-use path on the north side of the road continues west to Abbey Glenn Drive while the sidewalk on the south side terminates at the YMCA just west of Fairfield Road.

Non-Motorized Accommodations

The project team provided two exhibits showing the existing and potential multi-use path and sidewalk within the project limits. The path along Quentin Road, west along Old McHenry Road, and north along Fairfield Road, are a regional County path. All other multi-use paths and sidewalks must follow the Lake County Non-Motorized Policy, which requires cost share and maintenance. The cost share for the local agency is 20 percent, however, if federal funding is received, the cost-share could be reduced down to 4 percent. The Village stated they are a proponent of making path and sidewalk connections.

- The Village confirmed they would like a multi-use path connection from Quentin Road to Lagoon, along the north side of Old McHenry Road.
- The Village confirmed they would like a Multi-Use Path located along the west side of Midlothian Road within the project limits. They requested that a multi-use path be implemented on the east side of Midlothian Road, however, the east side would be constructed with future development and not included with this project. Overall, the Village would like the multi-use path as far north as possible up Midlothian Road.
- The Village agreed with the plan to include the multi-use path along the east side of Fairfield Road up to Kruger Road.
- The Village is in support of the multi-use path west of the Fairfield Road intersection but will get back to the project team with their preference on what side of the road the path is located (north or south) and with more information about cost participation. Design will move forward with a path on the north side of Old McHenry Road to Abbey Glenn Drive until feedback is received. Cost information was provided to the Village, and they indicated that additional funding would be needed for the 20 percent match, and that the school district may be a potential partner. The Village will initiate discussions with the school district.

4(f) Resources

There are two public parks within the project limits, both Village of Hawthorn Woods parks, Community Park and Three Corners Park. The project team reviewed the impacts, permanent and temporary, at both parks.

- The Village would be willing to relocate their basketball court if the county funded the relocation as part of the project. The proximity of the basketball court to the access drive is a concern to the Village. The Village informed the project team they would not consider a fence between the basketball court and access drive.
- There is a small frontage of right-of-way needed from Community Park along the north side of Old McHenry Road, mostly related to the proposed multi-use path. About 0.22 acres of Community Park and about 0.16 acres of the Village of Hawthorn Woods Public Works parcel would need to be acquired for the new roadway section. A temporary turnaround would have a small ROW need for the public works parcel, but the larger impact is with access during construction to the public works facility.

- The Midlothian Road intersection improvement has proposed impacts to three parcels of the park. Two of the parcels have adjacent LCDOT right-of-way currently not utilized for roadway purposes and could be vacated and used as replacement property for the park acquisition. The Village indicated they would like to include their new gateway sign at the intersection. The Village was also open to creating depressional, natural looking stormwater storage basins within the park parcels.

Post meeting note: The project team provided the Village with an additional exhibit that showed option 1 for the public works entrance and Community Park in one view. The Village plans to draw up their desired entrance to public works for the project team.

Update on Village Planned Developments

- The Village provided the project team with a gateway sign plan. The signs will be implemented at intersection corners throughout Hawthorn Woods. One sign at the northeast corner of the IL-22 and Quentin Road intersection has been funded so far for implementation. The Village has plans to include additional signs in the future within the project limits. The project team will coordinate with the Village on other potential locations for the gateway signage.
- Neither the project team nor the Village have received any updated plans or a traffic study for the Berger development and until such time will not incorporate access locations into the roadway design. The Village plans to reach out to the Berger development for a status update.

The meeting adjourned at approximately 4:40 p.m.

By: Julia Nigohosian – CBBEL

Summary of IDOT-FHWA Coordination Meeting #5 - Purpose was to provide an overall project status update & review new project information including: Alternatives Development/Evaluation Process, identification of the Preliminary Preferred Alternative, Public Involvement, Environmental Studies, and next steps

APRIL 18, 2023

LAKE COUNTY

SECTION NO. 19-00999-65-ES

OLD MCHENRY ROAD/QUENTIN ROAD

FHWA MEETING AGENDA ITEM #2 – 9:00 am

The project was last presented on October 18, 2022. This is the 5th FHWA presentation of the Old McHenry Crossings Phase I Engineering Study (TIP ID# 10-22-0001). The purpose of this presentation was to provide an overall project status update since the last meeting and review new project information including: Alternatives Development/Evaluation Process, identification of the Preliminary Preferred Alternative, Public Involvement, Environmental Studies, and next steps.

A package of meeting materials was distributed to IDOT and FHWA in advance of the meeting, which included the meeting agenda, the coordination meeting data form (BLR 22410) with attachments, including: project location map, functional classification exhibit, previous coordination meeting minutes, Level 2 alternative evaluation, Preliminary Preferred Alternative exhibits, Section 106 exhibits, Section 4(f) exhibits, displacements exhibits, PowerPoint presentation (used for meeting facilitation), Existing/2050 ADT exhibit, Environmental Resource Exhibits. A PowerPoint presentation was utilized to facilitate the meeting. The following is a summary of the key discussion points, decisions, and action items.

Project Recap & Overall Update

A brief recap was provided of the prior coordination meetings. At the June 2021 coordination meeting (2nd Presentation), concurrence was received for the project termini and scope, and to proceed with project development as a Fed CE. At the May 2022 coordination meeting (3rd presentation), the draft Purpose & Need, Virtual Public Forum/Stakeholder Involvement Group (SIG), and available environmental studies were presented. At the October 2022 meeting (4th presentation), the project team shared the range of Level 1 alternatives, Level 1 evaluation results, and the recommended alternatives for Level 2 alternatives analysis; it was determined to continue proceeding as a Fed CE.

There are no proposed changes to the previously concurred to termini and scope of work. The project funding status has not changed since the last project presentation, with Lake County having received a commitment for \$12M in ICC funding in FY 2025. The project is currently included in the Lake County 2022 - 2027 Proposed Transportation Improvement Program. Lake County will be applying for various federal funding programs as the project gets closer to completion of Phase I Engineering. The anticipated project schedule for completion of Phase I Engineering is project team stated that completion of Phase 1 is planned for February 2024, with Phase 2 anticipated to begin in Spring 2024.

Public Involvement & Stakeholder Coordination

Stakeholder involvement and agency coordination has continued through several events since the last coordination meeting such as SIG meeting #3 (Sept. 2022), a Public Information Meeting (Sept. 2022), and one-on-one meetings. Prior public involvement efforts included a Virtual Public Forum (Oct. 2021), and two SIG meetings (Nov. 2021, Feb. 2022). The project team provided an update on the various public involvement activities:

Stakeholder Involvement Group: A two-part SIG meeting took place in September 2022 to discuss Level 1 Alternatives and recommended alternatives to be carried forward into Level 2 for Old McHenry Road (SIG 3.1) then Quentin Road (SIG 3.2). Comments and questions were received from the SIG groups during these meetings and were overwhelmingly in support of a grade separation at the railroad crossing.

Public Information Meeting: A Public Information Meeting (PIM) took place on September 28th, 2022, at St. Matthew Church, to present the Level 1 Alternatives for Old McHenry Road and Quentin Road, as well as the results of the Level 1 analysis and the recommended alternatives to be carried forward for Level 2 development and analysis. The meeting took place in an open-house style format. Representatives from Lake County DOT and the project team were available to guide the public and answer questions.

Information presented at the PIM included project Purpose & Need information, the project timeline, existing conditions, summaries of prior public outreach events, and exhibits showing all alternatives considered for Old McHenry Road and Quentin Road, as well as the comparative analysis results, and the recommended alternatives to be carried forward for Level 2 analysis. Information was also presented on the potential grade separation alternatives at the CN Railroad crossing (over vs under). There were approximately 110 attendees, submitting approximately 27 written comments to the team. These comments include feedback on alternative preference, as well as concerns for environmental impacts and land acquisition. There were no direct objections to the project and the Public Information Meeting summary and comments received are posted on the project website.

One-on-one Meetings: One-on-one meetings have also taken place with key project stakeholders, including the CN Railroad, ComEd, Nicor Gas, Village of Hawthorn Woods, IDOT D1 Bureau of Programming, Lake Zurich Fire Department, Forest Lake Community Association, St. Matthew Lutheran Church & School, Hawthorn Garden Center, Permitting Agencies and various homeowners/landowners.

In general, there is overall public support for the project and the recommended alternatives presented to advance forward to Level 2. Over the last several months, the project team has begun to share information pertaining to the results of Level 2 analysis and the identified preliminary Preferred Alternative with individual project stakeholders. The Village of Hawthorn Woods strongly supports a grade separation of the CN Railroad.

Alternatives Development

A summary of the overall alternatives development process and approach was provided by the project team. Alternatives were developed for three distinct sections of the project: CN Grade Separation, Old McHenry Road and Quentin Road.

Alternatives Development Approach: A two level approach is being utilized for alternatives development. Level 1 consists of the development of a full range of alternatives, which were first evaluated for meeting the purpose and need of the project and were primarily based on traffic demand modeling and travel performance. Level 2 alternative evaluation utilized nearly similar evaluation metrics and criteria as Level 1, but was updated based on more detailed

concept geometric design, stormwater detention considerations, and further traffic analysis. The alternative evaluation metrics for Level 2 included transportation performance, safety, mobility & accessibility, non-motorized accommodations, environmental & socio-economic impacts, and cost. From the Level 2 alternative evaluation results, and in conjunction with project stakeholders, a preliminary preferred alternative was identified.

Level 2 Alternatives: The roadway improvement and multi-use path limits were shown, which are applicable to all Level 2 Alternatives.

As a key element of the project, the function of an at-grade crossing at the CN railroad was evaluated. In the 2021 base year condition, the analysis concluded that the traffic delay at the crossing was 87 vehicle-hours per day. If no improvements were made by 2050, that delay would increase to 181 vehicle-hours per day and queuing would increase by about 40%. Because of the proximity to Midlothian and Quentin Roads, congestion and delay are made worse during gate-down events due to queuing through these intersections. In addition, emergency response times are delayed due to the railroad crossing that splits Hawthorn Woods in half. For these reasons, the at-grade option was ruled out since it does not meet the mobility and safety needs of the project.

Four grade separation concepts were evaluated: a roadway overpass (Alternative 1), a roadway underpass (Alternative 2), a railroad overpass (Alternative 3), and a railroad underpass (Alternative 4). Alternatives 3 and 4 were deemed to be not feasible due to the impact to the railroad's operations, the length of track reconstruction and multiple roadway crossings impacted. Therefore, alternatives 1 and 2 were evaluated in greater detail. Alternative 2, the Roadway Underpass, was selected because it maintains access to St. Matthew Church, minimizes viewshed impacts, avoids ComEd Tower impacts and has the support of the local community. Alternative 2 was then developed further into three bridge sub-alternatives: B1 is a two-span structure with unequal span lengths and was broken down further into 4 sub-alternatives with some minor differences; B2 is a single span bridge option; B3 is a two-span bridge with equal span lengths. After careful evaluation, the conclusion was to move forward with Alternative B1.3. This alternative has four 11-foot travel lanes, an 18-foot median with a center pier, it has multi-use path and sidewalk under the bridge and is flexible to accommodate 6 lanes in the future, if needed. The disadvantage with B2 is it has a much deeper structure depth and will not allow for a bike-friendly shoulder in the future. B3 would impact a ComEd transmission tower, likely requiring two new towers to replace it.

The Old McHenry Road alternatives outside of the grade separation, Alternatives O1 and O2 were evaluated further. Initially O1 looked to be preferred, but operational and queuing issues were identified that could be improved at the closely spaced Fairfield and Midlothian intersections. Using O1 as a starting point, 12 new hybrid alternatives with different lane configurations were analyzed at those intersections strictly from a traffic operations standpoint. The outcome is the preliminary preferred alternative O1J – which consists of 5 lanes on Old McHenry Road with various intersection capacity improvements. At the Fairfield intersection, this alternative includes 2 westbound thru lanes and 1 shared thru/right lane, 2 eastbound thru lanes and 2 dedicated eastbound right lanes. No change to the lanes on southbound Fairfield – dual left turns and a shared thru/right. At Midlothian, there is an additional thru lane being added in all directions (from 2 to 3 EB & WB and from 1 to 2 SB & NB). Dual left turns in

both northbound and southbound direction are needed to maximize the operational efficiency. The 3 westbound thru lanes at Midlothian turn into 4 as you approach Fairfield, with the middle lane having the option to diverge into one of the right turn lanes. East of Midlothian, the 3rd eastbound lane is dropped prior to the bridge, while the 3rd westbound lane is added just west of the bridge.

The Quentin Road alternatives evaluation was presented. Alternatives Q1B and Q2B were the alternatives recommended from Level 1. The “B” suffix on these indicates asymmetrical widening to the west side which was preferred to avoid impacts to residential properties, a historic gambrel barn and the Fairfield Cemetery. Similar to the Old McHenry evaluation, Level 2 analysis required some further refinements which led to a hybrid alternative, Q1.5B. This alternative consists of 5 lanes from IL 22 to Ensell Rd, a varying number of lanes from Ensell Rd to Ravine Dr, then 3 lanes from Ravine Dr to Old McHenry Rd. In the northbound direction, there are 2 thru lanes from IL 22 through Ensell Rd, then the outside lane drops into the exclusive right-turn lane at the signalized Highland Drive intersection. In the southbound direction, the second lane is added north of Highland Drive. This configuration was driven primarily by queue management. In the AM peak, there tends to be more of a constant stream in the southbound direction arriving at Highland Drive creating longer queues versus in the PM peak the northbound direction, which has more platooning due to the signals at IL 22 and Ensell Rd, therefore a second northbound through lane is not necessary at Highland Drive.

New traffic signals are warranted at Echo Lake Road at Old McHenry and Highland Drive at Quentin Road. A third new signal is also warranted at the new consolidated St. Matthew/Hawthorn Garden access drive (south leg) and relocated Hawthorn Woods Public Works access drive (north leg).

Detailed exhibits of the Preliminary Preferred Alternative were presented.

Level 2 Alternatives Discussion:

IDOT-CBLRS noted that for Old McHenry Road (ADT 29,800 and 45 mph design speed), on road bicycle accommodations are likely not suggested per BDE Chapter 17. **[Post Meeting Note: The preferred improvement plan will include a 10-foot shared use path on Old McHenry Road, satisfying the bicycle accommodation per BDE Fig 17-2.A. The additional 3 feet of pavement on the outside lane is provided to give additional space for experienced bicyclists who prefer to ride on the roadway, which is included in Lake County’s standard typical section for urban cross sections roadways.]**

IDOT-CBLRS noted that with the 2050 design year ADT of 29,800 would exceed warrant for a 6-lane facility for Old McHenry Rd and 2050 ADT of 17,500 would exceeds warrant for a 4-lane facility on Quentin Road. The project team noted that the lane configurations as presented provide acceptable levels of service at the intersections and to accommodate 6 or 4 lanes would introduce additional impacts to wetlands, Section 4(f) park land, residential properties and potential historic properties. Design exceptions will be submitted where required for number of lanes.

IDOT-BDE requested the projected levels of service for the mainlines. The project team noted that information isn’t available at the time but will be provided in the future. The intersection

levels of service are shown on the alternative evaluation matrices which are provided in the advanced materials.

Environmental Studies

An exhibit was displayed each for the Old McHenry Road corridor and Quentin Road corridor, showing wetlands, surface water, constructed stormwater features, floodplain, watershed boundaries, parks, OSLAD funding sites, potential historic property, and proposed displacements. An update was provided pertaining the potential environmental and socio-economic impacts for the preliminary Preferred Alternative, which resulted from the Level 2 alternatives analysis. The project team indicated that an Addendum ESR will be submitted in April 2023.

An overview was provided for cultural, wetlands, Section 4(f)/6(f), Environmental Justice, water quality, noise, and special waste.

Cultural: Formal submittal of the Historic Property Inventory (HPI) was completed in May 2022, identifying five eligible properties for the National Register of Historic Places (NHRP). Comments were received from IDOT, and one additional historic resource was added, Former Hubbard School. The revised HPI report is anticipated to be resubmitted in May 2022, and will include ESR Addendum A. The six potentially eligible NHRP properties include: the former Hubbard School, the Leo Burnett Farm, St. Matthew Church School & Cemetery, Hawthorn Woods Village Barn, Fairfield Cemetery, and the Gambrel Farm. There are no NHRP historic districts or listed structures in the APE. The preliminary Preferred Alternative proposes acquisition from two historic properties, St. Matthew Campus and former Hubbard School.

No direct impacts to structures for the St. Matthew Campus are anticipated, but modifications to their existing access and parking are required. A retaining wall will be added along the frontage of the property, requiring closure of their three existing access points. A new consolidated access point to Old McHenry Road is proposed at the east end of their property, and will be signalized. Parking lot reconfiguration is required to interface with the relocated access drive and to mitigate impacted parking stalls at the front of the property. Coordination between St. Matthew and the project team is ongoing, and they have reviewed the proposed access and parking reconfiguration concept design. Based on initial assessment by the project team architectural historian, adverse effects are unlikely. The assessment of effects will begin in the coming months and will be shared with IDOT when completed.

There is proposed right-of-way and temporary construction easements proposed along the frontage of the former Hubbard School property and is associated with multi-use path construction. A newer shed will be impacted with the acquisition, but no impacts are proposed to the historic resources on site, which constitute only the schoolhouse structure. Based on initial discussion with the project team architectural historian, no adverse effects to historic resources are anticipated. The assessment of effects will begin in the coming months and will be shared with IDOT when completed.

Archeological: The archeological surveys have been conducted by ISAS and the project area has been cleared. The project team will keep IDOT apprised as to any changes with impacts to the two cemeteries within the ESR boundary, Fairfield Cemetery and St. Matthew Cemetery.

Wetlands: The Wetland Delineation Report (WDR) was submitted in May 2022. Boundary Verification and Jurisdictional Determination have been completed with the Army Corps of Engineers and Lake County Stormwater Management Commission. For the preliminary Preferred Alternative, the potential wetland impacts are currently estimated at 1.95 acres, with 1.40 acres being USACE jurisdictional. The project team anticipates proceeding with a Section 404 Individual Permit. The WIE is anticipated to be submitted in May 2023. There are no impacts to high quality wetlands and EPFO surveys are not required.

4(f) Resources: The project team indicated that there are two Section 4(f) resources within the project limits, including Hawthorn Woods Community Park and Three Corners Park. There is proposed acquisition to both recreational 4(f) resources (permanent and temporary). The Village of Hawthorn Woods has jurisdiction of both parks.

Three Corners Park is located at three quadrants of the Midlothian Road with Old McHenry Road intersection and currently has no programmed recreational spaces. It has a total size of 3.43 acres with proposed acquisition of 1.17 acres for roadway/intersection improvements and detention. The northern quadrant of the park houses Aqua Illinois water distribution for the Village of Hawthorn Woods. The project team has had initial discussions with the Village about the proposed impacts to Three Corners Park.

Community Park is located along the north side of Old McHenry Road, east of the CN Railroad. It is a total of 28.5 acres in size with proposed of 0.35 acres of fee simple acquisition related to the multi-use path and 0.98 acres of temporary acquisition for the roadway runaround. There are numerous programmed spaces within the park, with a walking path, soccer fields, and basketball court abutting Old McHenry Road. The Village of Hawthorn Woods Public Works facility is located at the southwestern portion of the park with an access drive to Old McHenry Road. Through coordinating with the Village, the access drive will be relocated to the east, mirroring the St. Matthew/Hawthorn Gardens consolidated access on the south and will be signalized. The project team is continuing to work with the Village of Hawthorn Woods on mitigating any negative effects of the proposed improvement on Community Park.

It was noted that impacts to the historic resources, St. Matthew and Former Hubbard School, will require a Section 4(f) evaluation.

6(f) Resources: Open Space Lands Acquisition and Development (OSLAD) funds were used for development of a portion of the Hawthorn Woods Community Park. The project team held a coordination meeting with IDNR and it was communicated to the project team that the OSLAD funding used at Community Park amortized out on January 7, 2023. Therefore, there are no 6(f) impacts associated with the proposed improvement. No further IDNR coordination is required related to OSLAD funding.

Environmental Justice: The project team has conducted the Environmental Justice (EJ) evaluation for the project based on the IDOT guidance provided in July 2022 for CE projects with displacements. There are no EJ populations exceeding the 50% threshold or meeting the 125% of Community of Comparison (COC) criterion. There are currently four proposed residential displacements associated with the proposed improvement, three along the north side

of Old McHenry Road related to grade separation and the other at the Fairfield Road intersection due to a proposed detention facility. The project team is in progress of coordinating with the displaced owners/tenants and will determine if there are any EJ owners/tenants. An EJ Memorandum will be prepared for the project.

Overall, the proposed improvement has property acquisition from 87 parcels with 4.8 acres of acquisition per mile.

Water Quality: Forest Lake is an impaired water body and is the primary outfall for the project. From prior IDOT coordination, water quality modeling will be performed in Phase I if an Individual 404 permit is required. Based on the preliminary Preferred Alternative impacting 1.40 acres of USACE jurisdictional wetlands, water quality modeling will be performed during Phase I Engineering using the SELDM modeling tool.

Traffic Noise: A noise receptor memo has been approved, with further analysis forthcoming as the preliminary Preferred Alternative is further developed.

Special Waste: The IDOT PESA has been received for Midlothian Road and IL Route 22, with a local PESA in progress by the project team for the non-IDOT portions of the project.

The project team will continue with further assessment of environmental impacts.

IDOT-BDE asked for clarification if the four displacements were anticipated to be Environmental Justice designations? The project team stated that it is unknown and we are in the process of conducting EJ outreach to displaced owners/tenants.

IDOT-CBLRS asked if there has been any consideration of closing Old McHenry Road with a detour to build the grade separation rather than construct a temporary run-around. The project team did consider this option early on with a high-level analysis. With Old McHenry Road carrying 24,000 vehicles per day and the closest alternate routes (US 12 and Gilmer Road) being greater than 1 mile away, there is a concern about the impact a detour of Old McHenry Road would have on the travel patterns in this area, as well as emergency services response times. The three residential displacements next to the railroad would have their access eliminated by a grade separation due to the change in grade, so a detour would not allow the displacements to be avoided.

Next Steps

The project team outlined the next steps of the project moving forward. This includes a SIG meeting (August 2023) and final Public Information Meeting (November 2023), with completion of Phase I Engineering targeted for February 2024.

IDOT D1 BLRS requested to be invited to the Public Information Meeting. A list will be provided to the project team to be invited.

IDOT CBLRS requested that the proposed final public engagement activity be submitted to IDOT with justification for a Public Information Meeting. A decision will be made in consultation with FHWA.

Other Discussion

Following the presentation, the following discussion occurred.

CBLRS asked about what kind of response the team has received from the public at the SIG meetings and at the Public Information Meeting, and if there had been any opposition to the project. The feedback from the public has been supportive throughout the public involvement process. There is one resident near the historic gambrel barn, a member of the SIG, who expressed early opposition to the premise of the project. LCDOT and the project team met with the resident twice in addition to the SIG meetings to explain the process. There is strong support from the Village of Hawthorn Woods, Ela Township and Lake Zurich regarding the preliminary preferred alternative.

CMAP stated that based on the elements included in the preliminary preferred alternative, additional components will need to be added to the conformity analysis due to added lanes and traffic signals. CMAP will follow up and coordinate with the Planning Liaison. The timeframe to reconform the project will be October 2023 with approval in January 2024. Design Approval can not be obtained prior to this approval of the conformity analysis. With DA anticipated in February 2024, the timeline will work.

Meeting Summary Prepared By: Ben Vander Wal; TranSystems; Matt Huffman - CBBEL

Meeting Attendees			
Name	Representing	Name	Representing
Gerardo Fierro	IDOT D1 BLRS	Irene Pantoja	FHWA
Alex Househ	IDOT D1 BLRS	Chris Byars	FHWA
Kevin Stallworth	IDOT D1 BLRS	Michael Kowalczyk	FHWA
William Raffensperger	IDOT CBLRS	Russell Pietrowiak	CMAP
Stephane Seck-Birhame	IDOT CBLRS	Mike Klemens	LCDOT
Dwayne Ferguson	IDOT BDE	Chuck Gleason	LCDOT
Ben Sperry	IDOT BDE (Noise & Air)	Matt Smith	TranSystems
Jason Salley	IDOT D1 Prog.	Ben Vander Wal	TranSystems
Carlos Feliciano	IDOT D1 Prog.	Michael Matkovic	CBBEL
Helen Lin	IDOT D1 Maintenance	Matthew Huffman	CBBEL
Steve Lipkie	IDOT D1 Maintenance	Julia Nigohosian	CBBEL
Diego Alvarado	IDOT D1	Peter Knysz	CBBEL

JULY 11, 2023
LAKE COUNTY
SECTION NO. 19-00999-65-ES
OLD MCHENRY ROAD/QUENTIN ROAD
FHWA MEETING AGENDA ITEM #1 – 9:00 am

The project was last presented on April 18, 2023. This is the 6th FHWA presentation of the Old McHenry Crossings Phase I Engineering Study (TIP ID# 10-22-0001). The purpose of this presentation was to provide an update on environmental studies and associated impacts.

A package of meeting materials was distributed to IDOT and FHWA in advance of the meeting, which included the meeting agenda, the coordination meeting data form (BLR 22410) with attachments, including: project location map, functional classification exhibit, previous coordination meeting minutes, Preferred Alternative exhibits, AESR overall exhibit, Section 4(f) exhibits, Section 106 exhibits, displacements exhibit, wetlands exhibits, water quality exhibit, and existing/2050 ADT exhibit. A PDF slide deck was utilized to facilitate the meeting. The following is a summary of the key discussion points, decisions, and action items.

Project Recap & Overall Update

A brief recap was provided of the prior coordination meetings. At the June 2021 coordination meeting (2nd Presentation), concurrence was received for the project termini and scope, and to proceed with project development as a Fed CE. At the May 2022 coordination meeting (3rd presentation), the draft Purpose & Need, Virtual Public Forum/Stakeholder Involvement Group (SIG), and available environmental studies were presented. At the October 2022 meeting (4th presentation), the project team shared the range of Level 1 alternatives, Level 1 evaluation results, and the recommended alternatives for Level 2 alternatives analysis; it was determined to continue proceeding as a Fed CE. At the April 2023 meeting (5th presentation), the project team reviewed the Level 2 alternatives evaluation results, and the identification of the preliminary preferred alternative.

There are no proposed changes to the previously concurred to termini and scope of work. The project funding status has not changed since the last project presentation, with Lake County having received a commitment for \$12M in ICC funding in FY 2025. The project is currently included in the Lake County 2022 - 2027 Proposed Transportation Improvement Program. Lake County will be applying for various federal funding programs as the project gets closer to completion of Phase I Engineering. The anticipated project schedule for completion of Phase I Engineering is planned for February 2024, with Phase 2 anticipated to begin in Spring 2024.

Stakeholder involvement and agency coordination has continued through several events since the last coordination meeting with one-on-one meetings. Prior public involvement efforts included a Virtual Public Forum (Oct. 2021), three SIG meetings (Nov. 2021, Feb. 2022, Sept. 2022), and Public Information Meeting (Sept. 2022). One-on-one meetings have also taken place with key project stakeholders, CLC JAWA, Village of Hawthorn Woods, Village of Lake Zurich, St. Matthew Lutheran Church & School, Forward Stride Stables, Permitting Agencies and various homeowners/landowners. The railroad grade separation bridge type study is under review at the

CN Railroad. The Village of Hawthorn Woods continues to strongly support a grade separation of the CN Railroad.

Environmental Studies

An update was provided pertaining to the potential environmental and socio-economic impacts for the preliminary Preferred Alternative. The project team indicated that an Addendum ESR was submitted in May 2023 to cover extended roadway/intersection improvements, multi-use path connections, drainage, and construction access.

An overview was provided for two Section 4(f) resources, six cultural resources, Environmental Justice analysis, wetlands, water quality, land acquisition, traffic noise analysis and special waste.

4(f) Resources: The project team indicated that there are two Section 4(f) resources within the project limits, including Hawthorn Woods Community Park and Three Corners Park. There is proposed acquisition to both recreational 4(f) resources (permanent and temporary). The Village of Hawthorn Woods has jurisdiction of both resources.

Three Corners Park is located at three quadrants of the Midlothian Road with Old McHenry Road intersection and currently has no programmed recreational spaces. The resource was donated to the Village for the purpose of preventing development at the intersection and maintaining it as open space. The northern quadrant of the park houses Aqua Illinois water distribution for the Village of Hawthorn Woods, with a storage tank and two wells. There are known drainage issues adjacent to the Midlothian Road within a part of corner #1. Corners #2 and #3, are maintained with mowed grass with sporadic trees.

Three Corners Park has a total size of 3.43 acres, with corner #1 (north quadrant) 2.63 acres, corner #2 (west quadrant) 0.23 acres, and corner #3 (south quadrant) 0.58 acres. A total of 1.17 acres of permanent acquisition is proposed (0.64 acres of right-of-way; 0.53 acres of permanent easement), with 0.43 acres of right-of-way from corner #1, 0.16 acres of right-of-way from corner #2, and 0.05 acres of right-of-way and 0.53 acres of permanent easement from corner #3. The right-of-way acquisition is for roadway, intersection, and path/sidewalk improvements at the Old McHenry Road at Midlothian Road intersection. A proposed detention facility is located within corner #3, which is an expansion of an existing detention facility within an unused roadway right-of-way south of corner #3. The table below shows the summary of total size and acquisition from Three Corners Park.

PARK	TOTAL SIZE (AC)	PROPOSED RIGHT-OF-WAY (AC)	PROPOSED PERMANENT EASEMENT (AC)	PROPOSED TEMPORARY EASEMENT (AC)	WETLAND IMPACTS (AC)	TREE IMPACTS (QUANTITY)	CURRENT USE
Burnett Park/Three Corners Park	3.43	0.64	0.53	0.00	0.03	58	Open Space/Preservation
Corner #1	2.63	0.43	0.00	0.00	0.03	35	Open Space/Preservation
Corner #2	0.23	0.16	0.00	0.00	0.00	4	Open Space/Preservation
Corner #3	0.58	0.05	0.53	0.00	0.00	19	Open Space/Preservation

The project team has coordinated with the Village about the proposed improvements at Three Corners Park. Through that coordination with the Village of Hawthorn Woods, they expressed an interest in fixing the drainage issues along the north leg of the intersection with in corner #1, adjacent to Midlothian Road. The Village also requested that a gateway sign be placed in southern quadrant of the park (corner #3) and that the eastern quadrant of the intersection, which is privately held, be impacted as minimally as possible in an effort to accommodate

future planned commercial development. The Village requested that the detention facility reflect the current “Rural by Design” design aesthetic, which would include native plantings and a natural looking design. Other possible detention locations were vetted out and the Village is in support of the current proposed use of Three Corners Park.

IDOT and FHWA expressed concern about a proposed use that encompasses the entirety of corner #2 and nearly all of corner #3, with a total 1.17 acres of permanent use, approximately 34 percent. They indicated that the proposed use may require a full Section 4(f). It was requested that other possible alternative locations for the detention facility be vetted out, such as within corner #2, expansion of the existing basin within corner #1, or within the northeast quadrant of the intersection (privately held). The project team mentioned that it may be possible to vacate currently unused right-of-way to mitigate some of the proposed permanent acquisition. IDOT BDE asked IDOT BLRS D1 to provide the project team with an example programmatic section 4(f). The project team will follow-up with IDOT and FHWA on the proposed use of Three Corners Park.

Community Park is located along the north side of Old McHenry Road, east of the CN Railroad. It is a total of 28.51 acres in size with proposed of 0.67 acres of fee simple acquisition (0.35 acres right-of-way; 0.32 acres permanent easement) related to the multi-use path and 0.97 acres of temporary acquisition for the roadway runaround. There are numerous programmed spaces within the park, with a walking path, soccer fields, and basketball court abutting Old McHenry Road. The Village of Hawthorn Woods Public Works facility is located at the southwestern portion of the park with an access drive to Old McHenry Road.

The project team has been working with the Village of Hawthorn Woods on the design for the Public Works access drive and multi-use path within Community Park. The access drive will be relocated to the east, mirroring the St. Matthew/Hawthorn Gardens consolidated access on the south and will be signalized with new pedestrian crossings. The access drive design has been finalized with the Village. The Village requested that the existing basketball court be relocated to the west, in the location of the old access drive to provide better separation and buffer from the proposed access drive. The existing basketball court was not directly impacted, however, there was limited space between the court and access drive, preventing landscaped visual screening to be installed. The existing multi-use path within Community Park just north of Old McHenry Road between the proposed access drive and Quentin Road will be repaved and widened. A prior alternative included a new 10-foot multi-use path to be installed five feet from the roadway curb, and the existing multi-use path within the park would remain, creating two parallel paths within approximately 20 feet of one another. This alternative would impact numerous mature trees between the existing roadway and existing multi-use path. To avoid impact to the existing trees, the existing multi-use path will be improved within the park, and a permanent easement will be required to make this improvement and provide future maintenance of this segment of path, which is part of the Lake County regional path network. The Village of Hawthorn Woods is in support of the proposed improvement and de minimis processing is anticipated.

It was noted that impacts to the historic resources will require a Section 4(f) evaluation.

Cultural: Formal submittal of the Historic Property Inventory (HPI) was completed in May 2022, identifying five eligible properties for the National Register of Historic Places (NHRP). Comments were received from IDOT, and one additional historic resource was added, Former Hubbard School. The revised HPI report is anticipated to be resubmitted in August 2023, and will include ESR Addendum A. The six potentially eligible NHRP properties include: the former Hubbard School, the Leo Burnett Farm, St. Matthew Church School & Cemetery, Hawthorn Woods Village Barn, Fairfield Cemetery, and the Gambrel Barn. There are no NHRP historic districts or listed structures in the APE. The Preferred Alternative proposes acquisition from four historic properties, former Hubbard School, St. Matthew Campus, Hawthorn Woods Village Barn, and the Gambrel Barn. The Assessment of Effect is underway and will be submitted to IDOT when completed. Based on an initial assessment by the project team's architectural historian, it is anticipated that none of the proposed uses from historic properties will have an adverse effect. The project team briefly reviewed the six historic properties.

The Gambrel Barn has a proposed temporary construction easement for driveway regarding; no impacts to the structure are proposed. The existing fence and stone entrance to the Fairfield Cemetery are within the existing right-of-way and will be maintained. IDOT COBLRS asked if the fence could be relocated out of the existing right-of-way. The project team stated that there are existing grave plots within this area. A permanent easement is proposed along the Village of Hawthorn Woods Village Barn for drainage. There is no proposed acquisition from the Leo Burnett Farm. There is proposed right-of-way and permanent easement from the Hubbard School property for installation of the multi-use path and drainage. No direct impacts to structures for the St. Matthew Campus are proposed, but modifications to their existing access and parking are required. A retaining wall will be added along the frontage of the property, requiring closure of their three existing access points. A new consolidated access point to Old McHenry Road is proposed at the east end of their property and will be signalized. Parking lot reconfiguration is required to interface with the relocated access drive and to mitigate impacted parking stalls at the front of the property. Coordination between St. Matthew and the project team is ongoing, and they have reviewed the proposed access and parking reconfiguration concept design. A design workshop is planned with the St. Matthew in July 2023 to continue gathering input on the parking lot reconfiguration. IDOT BDE inquired what signal warrants were met for the consolidated St. Matthew/Hawthorn Garden Center/Hawthorn Woods Public Works signal. Signal warrants 2 (4-hour) and 3 (peak hour) are met for the weekend traffic volumes. IDOT COBLRS requested that a purpose and need memo and alternatives memo be provided. In the documentation for proposed use of the historic properties, information must be provided documenting the measures to minimize impacts.

Archeological: The archeological surveys have been conducted by ISAS and the project area has been cleared. The project team will keep IDOT apprised as to any changes with impacts to the two cemeteries within the ESR boundary, Fairfield Cemetery and St. Matthew Cemetery.

Environmental Justice Analysis for CE Projects: The project team has conducted the Environmental Justice (EJ) evaluation for the project based on the IDOT guidance provided in July 2022 for CE projects with displacements. There are no EJ populations exceeding the 50% threshold or meeting the 125% of Community of Comparison (COC) criterion. There are

currently four proposed residential displacements associated with the proposed improvement, three along the north side of Old McHenry Road related to grade separation and the other at the Fairfield Road intersection due to a proposed detention facility. The project team is in progress of coordinating with the displaced owners/tenants and will determine if there are any EJ owners/tenants. An EJ Memorandum will be prepared for the project.

Wetlands: The Wetland Delineation Report (WDR) was submitted in May 2022. Boundary Verification and Jurisdictional Determination have been completed with the Army Corps of Engineers and Lake County Stormwater Management Commission. The project team anticipates proceeding with a Section 404 Individual Permit. The WIE is anticipated to be submitted in July 2023. There are no impacts to high quality wetlands and EPFO surveys are not required.

Water Quality: Forest Lake is an impaired water body and is the primary outfall for the project. From prior IDOT coordination, water quality modeling will be performed in Phase I if an Individual 404 permit is required. The Preferred Alternative requires an individual USACE permit and water quality modeling will be performed during Phase I Engineering using the SELDM modeling tool. A memorandum will be submitted to IDOT with the water quality analysis for Forest Lake.

Land Acquisition: Overall, the proposed improvement has property acquisition from 87 parcels with 4.8 acres of acquisition per mile.

Traffic Noise: A draft Traffic Noise Report has been completed and no noise mitigation measures met the criteria for implementation. The Traffic Noise Report will be submitted to IDOT for review.

Special Waste: The IDOT PESA has been received for Midlothian Road and IL Route 22, with a local PESA in progress by the project team for the non-IDOT portions of the project.

The project team will continue with further assessment of environmental impacts of the preferred alternative.

Next Steps

The project team outlined the next steps of the project moving forward. This includes a SIG meeting (August 2023) and final Public Information Meeting (November 2023), with completion of Phase I Engineering targeted for February 2024. The project team will submit a memorandum for the final public engagement activity to obtain IDOT and FHWA concurrence.

Other Discussion

CMAQ stated that the TIP will be updated to incorporate the other add-lane elements of the Preferred Alternative. The project is currently in the fiscally constrained TIP. Due to the total project cost, a financial plan and value engineering study will be required. The project team is beginning to work on the staged implementation plan for the project due to the size of the improvement and current funding status. The County will continue to pursue various federal funding opportunities for the project.

Meeting Summary Prepared By: Julia Nigohosian & Matt Huffman – CBBEL

Meeting Attendees			
Name	Representing	Name	Representing
Gerardo Fierro	IDOT D1 BLRS	James Kyte	FHWA
Alex Househ	IDOT D1 BLRS	Chris Byars	FHWA
William Raffensperger	IDOT CBLRS	Michael Kowalczyk	FHWA
Stephen Letsky	IDOT CBLRS	Russell Pietrowiak	CMAP
Dwayne Ferguson	IDOT BDE	Mike Klemens	LCDOT
John Sherrill	IDOT BDE	Chuck Gleason	LCDOT
Steven Schilke	IDOT D1 Prog.	Ben Vander Wal	TranSystems
Jason Salley	IDOT D1 Prog.	Michael Matkovic	CBBEL
David Vargas	IDOT D1 Programming	Matthew Huffman	CBBEL
Jonathan Lloyd	IDOT D1 Traffic	Julia Nigohosian	CBBEL
Steve Lipkie	IDOT D1 Maintenance	Peter Knysz	CBBEL
Diego Alvarado	IDOT D1		
Hasan Al-Gholeh	IDOT D1		
Rama Al-Ali	IDOT D1		



Summary of Hawthorn Woods Coordination Meeting #8 - Purpose was to discuss 4(f)/public resources, non-motorized accommodations, drainage design, other project design items, and planned developments



MEETING MINUTES
Hawthorn Woods Coordination Meeting #8
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: September 8, 2023
 Time: 11:00 a.m.
 Place: LCDOT Conference Room

Attendees:

Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 8th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss 4(f)/public resources, non-motorized accommodations, drainage design, other project design items, and planned developments.

4(f) Resources

There are two public parks within the project limits, both Village of Hawthorn Woods parks. The project team reviewed the design plans and impacts, permanent and temporary, at both parks. The project team discussed the Section 4(f) process through FHWA, which is pertaining to impacts/use of public recreational or historical properties. The project team is preparing the 4(f) documentation for use of both parks. Before the documents are submitted to IDOT/FHWA for initial review, the project team would like concurrence from the Village on the proposed use of each park.

- Community Park
 - Detailed plans for the Public Works entrance and basketball court relocation were displayed for review and comment.
 - The basketball court would be relocated by Village post construction of the Old McHenry Road project. Cost of the relocation would be paid for by LCDOT.
 - The project team stated that the existing basketball court may be able to remain open during a portion of the roadway construction. The reconstruction of the new Public Works access drive causes a direct impact to the existing basketball court, which would not be done until the grade separation is completed and roadway run-around removed.
 - Discussion occurred about providing a sidewalk or path along the new Public Works access drive. The Village preferred not to provide a sidewalk adjacent to the access drive, but a path connection would be made to the new basketball

- court from the east. The path extension would likely be built when the basketball court is constructed and would be done by the Village. The project team will include the path connection in the design “by others”.
- The proposed acquisition was specifically reviewed:
 - A small frontage of right-of-way is proposed along the north side of Old McHenry Road, mostly related to the proposed multi-use path (MUP). About 0.22 acres of Community Park and about 0.16 acres of the Village of Hawthorn Woods Public Works parcel would need to be acquired for the new roadway section. Further acquisition evaluations will be conducted during detailed construction staging and design analysis.
 - Temporary easements are proposed for the roadway runaround, predominantly from the public works parcel, but the larger impact is with access during construction to the public works facility.
 - The project team will evaluate if some of the proposed right-of-way can be changed to permanent easement within the Community Park parcel.
 - The project team reviewed the County’s Excess Property Disposal Policy pertaining to the remnant portions of the two residential acquisitions adjacent to the Public Works parcel. Per the policy, excess property can be transferred to another governmental agency per State Statute. The County Board would need to approve the transfer and a resolution would need to be passed by the Village, and an IGA would be executed
 - The MUP on the park property will be maintained by the County.
 - The geometry of the path will be further evaluated as the intersection design progresses. The Village requested that the connection angle be looked at and softened up.
 - **Three Corners Park**
 - The Midlothian Road intersection improvement has proposed impacts to three parcels of the park. The project team’s understanding of this park is that it was a donation by Leo Burnett to preserve open space. The park currently does not have any programmed activities and there are no plans for future improvements to the park. There are two parcels adjacent to corner #2 and corner #3, which is LCDOT right-of-way and not currently utilized for roadway purposes; the County stated they are evaluating vacating the right-of-way. There was a detailed discussion for each corner of the park:
 - **Corner 1 (Northwest): Easements needed for road widening and MUP**
 - MUP will be owned and maintained by the Village.
 - Tree replacement is still an open discussion. The County explained tree impact costs would be part of the compensation for the acquisition, and funds could be used to replace trees as mitigation for the ones lost.
 - Detention basin #55 is not feasible for project detention since it is located in a different sub-watershed, and drains to the north.
 - **Corner 2 (Southwest): Easements needed for road widening and sidewalk**
 - This acquisition requires 0.16 acres of ROW and the parcel size is 0.23 acres. If the County vacates the adjacent ROW, 0.15 ac would go to the Village and would

- almost be a 1 to 1 replacement. The western half would go to the fire protection district. **The project team will prepare an exhibit to communicate the potential right-of-way vacation.**
- **Corner 3 (Southeast): Easements needed for path/sidewalk and possible detention**
 - The current design expands an existing detention area within the County right-of-way and requires use of the southeast portion of Corner #3. A permanent easement would be acquired from the Village for the expanded detention facility. A temporary easement would be needed to grade out the basin.
 - A detention option was explored on the northeast corner of the Midlothian intersection (per IDOT request) in an effort to minimize park impacts at corner #3, which the Village supports investigating. The Village's preference is to minimize property acquisition from this corner. There is a proposed site development project that is in the early stages of development, and they are also targeting detention at this location. Providing detention at this location is feasible.
 - Vacating the County ROW here would provide 0.27 acres to the Village and 0.30 acres to Forward Stride Stables. The project team will prepare an exhibit to communicate the potential right-of-way vacation.
 - **4(f) Documentation**
 - The project team discussed the detailed documentation required as part of the federal project development process. A separate analysis and report is required to document the use of public recreational or historic property. The Village would need to sign the document for Phase 1 Engineering to be completed. The draft 4(f) document would be advertised as part of the final public engagement activity for the project.
 - The Village requested that the project team provide them more information about the requirements for the 4(f) process and associated documentation if there is proposed use of Three Corners Park for detention purposes.
 - Two separate documents would be needed for Three Corners Park and Community Park. The project team also informed the Village that a 4(f) document would be prepared for proposed use of historic properties that would be approved by the SHPO.

Non-Motorized Accommodations

The project team provided two exhibits showing the existing and potential multi-use path and sidewalk within the project limits. The path along Quentin Road, west along Old McHenry Road, and north along Fairfield Road, are a regional County path. All other multi-use paths and sidewalks must follow the Lake County Non-Motorized Policy, which requires cost share and maintenance. The cost share for the local agency is 20 percent, however, if federal funding is received, the cost-share could be reduced down to 4 percent. The following decisions were made by the Village on whether or not they would fund various path or sidewalk connections:

- Old McHenry Road MUP: From Quentin to Lagoon **YES**
- Old McHenry Road MUP: From Abbey Glenn to Fairfield **NO**
 - Pending final decision from school district

- Midlothian MUP: From OMR to Commons **YES**
- Old McHenry Road Sidewalk: From Fairfield to Quentin **NO**
- Midlothian Sidewalk: From South of OMR to OMR intersection **NO**

Other Discussion

- **Berger Development (Northeast Corner of Midlothian Road and Old McHenry Road)**
 - It is understood that the Berger plans incorporate a meandering path throughout the development. This path, however, would not be within the Midlothian Road ROW and therefore would not be funded by IDOT. Discussions on how to move forward path/sidewalk design on the east side of Midlothian are ongoing and the project team recommended discussing this further with the property owner, Jonathan Berger, and IDOT.
 - The Village requested an exhibit with site development project plan with the proposed detention needed as part of this project. **The project team will prepare an exhibit showing the proposed detention site on the northeast corner development plan.**
- **“Waterfront Property”**
 - The property adjacent to the village hall is a potential detention site for this project. The village indicated that this property might have permitting issues associated with it. The detailed drainage design is in progress and more information will be shared with the Village. Overall, the Village did not object to the proposed use of this site, but indicated that further coordination and future land use considerations should be considered.
 - There was discussion about how the property would be accessed, which has a potential connection to the development to the north and an access to Old McHenry Road might not be permitted. **The County will discuss this potential development with their Engineer of Permits, and they will follow-up with the Village.**
- **APEX Landscaping Driveway Exit**
 - The Village indicated that the second driveway for APEX landscaping (which is an exit only onto Old McHenry Road) should be eliminated from the proposed improvement plan. The project team concurred, and the removal of this access has been coordinated with the LCDOT Engineer of Permits.
 - The project team discussed the existing outfall from the north side of Old McHenry Road through the Apex site, which currently has drainage/flooding issues. The project team would abandon the existing outfall and a new outfall pipe would be constructed through the Apex parking lot to a location further south on their site. The Village supported this design change and requested this design to be incorporated into the project.
- **Kim Wasson Property**
 - The proposed plans for the Kim Wasson Property include a RIRO driveway on Old McHenry. Kim Wasson has requested a second combined driveway entrance off of Midlothian. Further evaluation from the Village will be needed pertaining to the cross access of the properties within this site. Coordination with IDOT may also be needed to confirm what will be allowed on Midlothian Road. **Hawthorn Woods will review this and confirm if this will be allowed.**

- **Aesthetic Concept Verbiage**
 - The project team will modify the verbiage used to describe aesthetic components of the project moving forward. The aesthetics of the project are dependent on funding.
- **Gateway Signage**
 - The Village confirmed they plan to add a gateway sign to either corner #2 or corner #3 of Three Corners Park. The project team will continue to coordinate with the Village on this matter.

The meeting was adjourned at approximately 1:00 p.m.
By: Julia Nigohosian – CBBEL

IDOT Wetland Clearance - Project Cleared for Letting with respect to wetlands on September 19, 2023

Wetlands

Submittal Date: 07/23/2021	Sequence No: 24174
District: 1	Requesting Agency: Local Lake County
Contract #:	Job No.:
Counties: Lake	
Route: FAU 1249, FAU 2574	Marked:
Street: Old McHenry Rd.; Quentin Rd.	Section: 19-00999-65-ES
Municipality(ies): Hawthorn Woods, Lake Zurich, Unincorporated	Project Length: 5.6327 km 3.5 miles
From To (At): Old McHenry (Abbey Glenn Dr to Bonnie Ln); Quentin (IL 22 to Old McHenry Rd)	
Quadrangle: Lake Zurich	Township-Range-Section: T43N-R10E-(Sect. in additional info)
Anticipated Design Approval: 10/02/2023	Cleared for Design Approval: 09/19/2023
Cleared for Letting: 09/19/2023	Mitigation: Yes Mitigation Completed:

Wetland Impacts Evaluation

Submittal Date:	08/04/2023	Submitted By:	
Does the project have wetland impacts?	Yes	Type:	Both
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:	Various road widening & RR grade separation alts considered. Preliminary design incorporates minimum lane widths (e.g., 11-ft wide thru lanes), minimum lane addition at existing alignment, minor alignment & profile shifts, and retaining walls.		
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):	Due to the close proximity of wetlands to both sides of the existing roadways and adjacent land use (e.g., developed corridor, public parks, historic resources, cemeteries), all build alternatives would impact wetlands/waters.		
Wetland mitigation is being proposed:	wetland bank site	<input type="checkbox"/>	Reviewed

Memo Date:	09/19/2023	Memo By:	Joe Bartletti - BDE
Memo:	<p>The proposed improvement was surveyed for wetlands. We reviewed the wetland survey reports and the Wetlands Impact Evaluation form/exhibit and approve both. Twenty-eight (N=28) wetland areas, seven (N=7) other surface water (OSW) sites, one (N=1) Waters/Wetland area, thirty-two (N=32) stormwater detention basins and eleven (11) roadside ditches were identified during the surveys conducted in 2021 and 2023. None of the delineated wetlands had an FQI or mean c-value greater than or equal to 20.0 or 4.0 respectively, thus none of the features are considered high quality.</p> <p>According to the WIE there will be permanent impacts to twenty (N=20) wetland sites totaling 3.325 acres. Mitigation for these impacts will be assessed at a ratio of 1.5:1 for a total of 4.9875 acres of mitigation credit that will be required to offset the permanent impacts to wetlands. It is anticipated that mitigation will be provided at an offsite USACE approved mitigation bank within the same watershed as impacted resource: (a) Buffalo Creek Wetland Bank - Des Plaines River basin, or (b) Big Sag Wetland Bank - Fox River basin.</p> <p>The WIE also indicates impacts to six (N=6) OSW sites (W17- South Branch Indiana Creek; W25-Unnamed tributary to Forest Lake; W26- Unnamed tributary to Forest Lake; W28- Unnamed tributary to Forest Lake; W42- Unnamed tributary; W53- Lake Naomi & Unnamed Tributary) totaling 0.058-acre. Under the Interagency Wetland Policy Act (IWPA) of 1989, impacts to OSW sites do not require mitigation; however, the United States Army Corp of Engineers (USACE) still requires mitigation for impacts to OSW sites classified as Waters of the US (WOUS). If permanent impacts to WOUS are greater than or equal to 0.03 acres, the USACE requires mitigation for these impacts.</p> <p>Impacts to constructed stormwater features (roadside ditches and detention basins) do not require mitigation. These features will be replaced in-kind with similarly functioning features as part of the project. This project is cleared with respect to wetlands.</p>		

Memo Date:	08/04/2023	Memo By:	Pete Knysz - CBBEL
Memo:	<p>(1) Only wetlands depicted on WIE sheets are listed on WIE form. (2) Wetlands may contain more than one community type. See Wetland Report. (3) T&E species presence is unknown/NRR not received. (4) Some wetland/waters impacts involve more than one "work" type. (5) Temporary impacts are anticipated at Site #W2 (0.13 ac). (6) Avoid/Minimize (cont): SESC measures will be installed, as needed, to protect remaining wetland/waters. (7) It is anticipated that mitigation will be provided at an offsite USACE approved mitigation bank within same watershed as impacted resource: (a) Buffalo Creek Wetland Bank - Des Plaines River</p>		

basin, and (b) Big Sag Wetland Bank - Fox River basin. (8) NE part of Site #49 (0.076 acre impact) is located w/in mapped Des Plaines River basin (majority of impact located w/in mapped Fox River basin).

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation	
12	Marsh	No	No	No	No	1.41	.140	1.5	.210	
Basin	07120004	Quadrangle	Lake Zurich		FQI	7.64				
Describe the work:		Fill								
17	Wet Shrub	No	No	No	No	0.81	.001	1.5	.002	
Basin	07120004	Quadrangle	Lake Zurich		FQI	11.3				
Describe the work:		Fill								
18	Wet Mead	No	No	No	No	0.50	.090	1.5	.135	
Basin	07120004	Quadrangle	Lake Zurich		FQI	8.08				
Describe the work:		Fill								
25	Wet Shrub	No	No	No	No	0.88	.154	1.5	.231	
Basin	07120004	Quadrangle	Lake Zurich		FQI	10.4				
Describe the work:		Fill								
26	Wet Shrub	No	No	No	No	0.97	.250	1.5	.375	
Basin	07120004	Quadrangle	Lake Zurich		FQI	13.0				
Describe the work:		Drainage								
28	Wet Shrub	No	No	No	No	2.63	.160	1.5	.240	
Basin	07120004	Quadrangle	Lake Zurich		FQI	12.4				
Describe the work:		Fill								
29	Wet Mead	No	No	No	No	0.47	.470	1.5	.705	
Basin	07120004	Quadrangle	Lake Zurich		FQI	7.22				
Describe the work:		Excavation								
34	Wet Shrub		No	No	No	0.91	.270	1.5	.405	
Basin	07120004	Quadrangle	Lake Zurich		FQI	6.38				
Describe the work:		Drainage								
36	Wet Shrub		No	No	No	0.53	.410	1.5	.615	
Basin	07120004	Quadrangle	Lake Zurich		FQI	5.24				
Describe the work:										
37	Wet Mead		No	No	No	0.63	.060	1.5	.090	
Basin	07120004	Quadrangle	Lake Zurich		FQI	5.82				
Describe the work:		Fill								
42	Wet Shrub		No	No	No	4.81	.160	1.5	.240	
Basin	07120006	Quadrangle	Lake Zurich		FQI	8.26				
Describe the work:		Fill								
48	Wet Mead		No	No	No	1.12	.020	1.5	.030	
Basin	07120006	Quadrangle	Lake Zurich		FQI	7.38				
Describe the work:		Drainage								
49	Wet Mead		No	No	No	7.82	.310	1.5	.465	
Basin	07120006	Quadrangle	Lake Zurich		FQI	15.7				
Describe the work:		Fill								
50	Wet Shrub		No	No	No	0.10	.030	1.5	.045	
Basin	07120006	Quadrangle	Lake Zurich		FQI	7.21				
Describe the work:		Drainage								
53	Wet Shrub		No	No	No	0.98	.330	1.5	.495	
Basin	07120004	Quadrangle	Lake Zurich		FQI	14.0				
Describe the work:		Fill								
56	Wet Mead		No	No	No	0.01	.010	1.5	.015	
Basin	07120004	Quadrangle	Lake Zurich		FQI	2.10				
Describe the work:		Fill								

66	Wet Mead		No	No	No	0.17		.130	1.5	.195
Basin	07120004	Quadrangle	Lake Zurich			FQI	4.16			
Describe the work:		Fill								
67	Wet Mead		No	No	No	1.45		.190	1.5	.285
Basin	07120004	Quadrangle	Lake Zurich			FQI	5.08			
Describe the work:		Fill								
69	Wet Shrub		No	No	No	0.48		.030	1.5	.045
Basin	07120004	Quadrangle	Lake Zurich			FQI	4.91			
Describe the work:		Fill								
78	Farmed		No	No	No	0.28		.110	1.5	.165
Basin	07120004	Quadrangle	Lake Zurich			FQI	NA			
Describe the work:		Excavation								
Total								3.325		4.988

Summary of IDOT-FHWA Coordination Meeting #7 - Purpose was to provide an update on the alternative development with identification of the preferred alternative and an environmental studies update; Discussed proceeding with Section 4(f) *de minimis* processing for the proposed use of Community Park & Burnett Park/Three Corners Park

NOVEMBER 14, 2023

LAKE COUNTY

SECTION NO. 19-00999-65-ES

OLD MCHENRY ROAD/QUENTIN ROAD

FHWA MEETING AGENDA ITEM #4 – 10:30 am

The project was last presented on July 11, 2023. This is the 7th FHWA presentation of the Old McHenry Crossings Phase I Engineering Study (TIP ID# 10-22-0001). The purpose of this presentation was to provide an update on the alternative development with the identification of the preferred alternative and an environmental studies update.

A package of meeting materials was distributed to IDOT and FHWA in advance of the meeting, which included the meeting agenda, the coordination meeting data form (BLR 22410) with attachments, including: project location map, functional classification exhibit, previous coordination meeting minutes, Preferred Alternative exhibits, draft Alternatives Report AESR overall exhibit, Section 4(f) exhibits, Section 106 exhibits, displacements exhibit, wetlands exhibits, water quality exhibit, and existing/2050 ADT exhibit. A PDF slide deck was utilized to facilitate the meeting. The following is a summary of the key discussion points, decisions, and action items.

Project Recap & Overall Update

A brief recap was provided of the prior coordination meetings. At the June 2021 coordination meeting (2nd Presentation), concurrence was received for the project termini and scope, and to proceed with project development as a Fed CE. At the May 2022 coordination meeting (3rd presentation), the draft Purpose & Need, Virtual Public Forum/Stakeholder Involvement Group (SIG), and available environmental studies were presented. At the October 2022 meeting (4th presentation), the project team shared the range of Level 1 alternatives, Level 1 evaluation results, and the recommended alternatives for Level 2 alternatives analysis; it was determined to continue proceeding as a Fed CE. At the April 2023 meeting (5th presentation), the project team reviewed the Level 2 alternatives evaluation results, and the identification of the preliminary preferred alternative. At the July 2023 meeting (6th presentation), the project team reviewed the alternatives development and the identification of the preliminary preferred alternative and associated environmental impacts, specifically on Section 4(f) resources.

There are no proposed changes to the previously concurred to termini and scope of work. The project funding status has not changed since the last project presentation, with Lake County having received a commitment for \$12M in ICC funding in FY 2025. The project is currently included in the Lake County 2022 - 2027 Proposed Transportation Improvement Program. Lake County will be applying for various federal funding programs as the project gets closer to completion of Phase I Engineering. The anticipated project schedule for completion of Phase I Engineering is planned for June 2024, with Phase II anticipated to begin in Summer 2024. Lake County is planning on using local funds for Phase II engineering.

Stakeholder involvement and agency coordination has continued through several events since the last coordination meeting with one-on-one meetings. Prior public involvement efforts included a Virtual Public Forum (Oct. 2021), three SIG meetings (Nov. 2021, Feb. 2022, Sept. 2022, Aug.

2023), and Public Information Meeting (Sept. 2022). One-on-one meetings have also taken place with key project stakeholders, CLC JAWA, Village of Hawthorn Woods, Village of Lake Zurich, St. Matthew Lutheran Church & School, Forward Stride Stables, Permitting Agencies, and various homeowners/landowners. The railroad grade separation bridge type study is under review at the CN Railroad. The Village of Hawthorn Woods continues to strongly support a grade separation of the CN Railroad.

Alternatives Development

The project team provided an overview of the alternatives development process, which was previously covered in more detail at prior meetings. Generally, two levels of alternatives analysis were performed, which initiated with a Purpose and Need screening and relative alternatives analysis comparison, which is referred to as Level 1. A range of alternatives were developed, each for the Old McHenry Road corridor, Quentin Road corridor, and the CN Railroad/Old McHenry Road crossing. A total of nine Level 1 alternatives were evaluated along Old McHenry Road corridor (two carried forward), three Level 1 alternatives were evaluated along the Quentin Road corridor (two carried forward), and four alternatives for the CN railroad/Old McHenry Road grade crossing (one carried forward). In Level 2, conceptual design and more detailed comparative analysis was performed for all alternatives carried forward from Level 1. The results of the Level 2 analysis were a preliminary preferred alternative being identified for the Old McHenry Road corridor (Alternative O1J) and Quentin Road corridor (Alternative Q1.5B). A roadway underpass alternative was identified as the preferred grade separation alternative with six sub alternatives for the railroad bridge type. A two span, deck plate girder was identified as the preferred bridge type and is under review with the CN railroad. The alternatives development process is documented in the Alternatives Development Report, which was submitted to IDOT for review on November 7, 2023.

The project team has continued to meet with the SIG and project stakeholders regarding the identified preliminary preferred alternative, and minor changes are being made as stakeholder input is received. The identified preferred alternative has the support of the SIG, local agencies, and other key stakeholders.

Environmental Studies

An update was provided pertaining to the potential environmental and socio-economic impacts for the preliminary Preferred Alternative. The project team indicated that an Addendum ESR was submitted in May 2023 to cover extended roadway/intersection improvements, multi-use path connections, drainage, and construction access. An overview was provided for the Section 6(f), biological/wetlands, water quality analysis, land acquisition, traffic noise analysis, special waste, cultural/Section 106 resources and Section 4(f) resources.

6(f) Resources: Open Space Lands Acquisition and Development (OSLAD) funds were used for development of a portion of the Hawthorn Woods Community Park. The project team held a coordination meeting with IDNR and it was communicated to the project team that the OSLAD funding used at Community Park amortized out on January 7, 2023. Therefore, there are no 6(f) impacts associated with the proposed improvement. No further IDNR coordination is required related to OSLAD funding. No LAWCON funding was utilized for resources within the study limits.

Biological/Wetlands: Biological clearances has been obtained for the project, including the addendum ESR. There was nothing significant noted in the biological clearance. There are 3.325 acres of wetland impact with 4.988 acres of wetland mitigation required. The project team anticipates proceeding with a Section 404 Individual Permit.

Water Quality: Forest Lake is an impaired water body and is the primary outfall for the project. From prior IDOT coordination, water quality modeling will be performed in Phase I if an Individual 404 permit is required. The Preferred Alternative requires an individual USACE permit and water quality modeling will be performed during Phase I Engineering using the SELDM modeling tool. A memorandum is in progress and is anticipated to be submitted to IDOT in December 2023 for the water quality analysis for Forest Lake.

Land Acquisition: Overall, the proposed improvement has property acquisition from 87 parcels with 4.8 acres of acquisition per mile. There are four proposed residential displacements. As such, the project team is conducting the Environmental Justice (EJ) evaluation for the project based on the IDOT guidance provided in July 2022 for CE projects with displacements. There are no EJ populations exceeding the 50% threshold or meeting the 125% of Community of Comparison (COC) criterion. There are residential displacements three along the north side of Old McHenry Road related to grade separation and one residential displacement at the Fairfield Road intersection due to a proposed detention facility. The project team is in the process of coordinating with the displaced owners/tenants and will determine if there are any EJ owners/tenants. An EJ Memorandum is being prepared for this project and will be submitted prior to the final Public Information Meeting for IDOT/FHWA review.

Traffic Noise: A draft Traffic Noise Report has been completed and no noise mitigation measures met the criteria for implementation. The Traffic Noise Report will be submitted to IDOT for review in December 2023. Ben Sperry (IDOT) questioned if potential traffic noise impacts had been considered at the properties that warrant NRHP consideration. The OMX project team stated that potential traffic noise impacts will be addressed in the AOE.

Special Waste: The IDOT PESA has been received for Midlothian Road and IL Route 22, with a local PESA in progress by the project team for the non-IDOT portions of the project.

Cultural: Formal submittal of the Historic Property Inventory (HPI) was completed in May 2022, identifying five eligible properties for the National Register of Historic Places (NHRP). Comments were received from IDOT, and one additional historic resource was added, Former Hubbard School. The revised HPI report was resubmitted August 29, 2023, addressing the prior IDOT comments and incorporating ESR Addendum A. The six potentially eligible NHRP properties include: the former Hubbard School, the Leo Burnett Farm, St. Matthew Church School & Cemetery, Hawthorn Woods Village Barn, Fairfield Cemetery, and the Gambrel Barn. There are no NHRP historic districts or listed structures in the APE. The Preferred Alternative proposes acquisition from four historic properties, former Hubbard School, St. Matthew Campus, Hawthorn Woods Village Barn, and the Gambrel Barn.

The Assessment of Effect is underway and is anticipated to be submitted to IDOT in December 2023. The findings of the draft Assessment of Effect by the project team's architectural

historian concludes that the proposed improvement and associated acquisition from historic properties will not have an adverse effect. Section 4(f) processing will be determined upon review and approval of the Assessment of Effects.

Archeological: The archeological surveys have been conducted by ISAS and the project area has been cleared for the original ESR area. The addendum ESR field work was being conducted this fall and results are pending. The project team will keep IDOT apprised as to any changes with impacts to the two cemeteries within the ESR boundary, Fairfield Cemetery and St. Matthew Cemetery.

4(f) Resources: The project team indicated that there are two Section 4(f) resources within the project limits, including Hawthorn Woods Community Park and Three Corners Park. There is proposed acquisition to both recreational 4(f) resources (permanent and temporary). The Village of Hawthorn Woods has jurisdiction of both resources.

Community Park is located along the north side of Old McHenry Road, east of the CN Railroad. It is a total of 28.51 acres in size with proposed of 0.68 acres of fee simple acquisition (0.12 acres right-of-way; 0.56 acres permanent easement) related to the multi-use path and 1.03 acres of temporary acquisition for the roadway runaround and access drive relocation. There are numerous programmed spaces within the park, with a walking path, soccer fields, and basketball court abutting Old McHenry Road. The Village of Hawthorn Woods Public Works facility is located at the southwestern portion of the park with an access drive to Old McHenry Road.

The project team has been working with the Village of Hawthorn Woods on the design for the Public Works access drive and multi-use path within Community Park. The access drive will be relocated to the east, mirroring the St. Matthew/Hawthorn Gardens consolidated access on the south and will be signalized with new pedestrian crossings. The access drive design has been finalized with the Village. The Village requested that the existing basketball court be relocated to the west, in the location of the old access drive to provide better separation and buffer from the proposed access drive. The existing basketball court was not directly impacted, however, there was limited space between the court and access drive, preventing landscaped visual screening to be installed. The basketball court is anticipated to be relocated by others following completion of the project. The existing multi-use path within Community Park just north of Old McHenry Road between the proposed access drive and Quentin Road will be reconstructed and widened, and a line of trees between the roadway and path will be maintained. A permanent easement will be required to make this improvement and provide future maintenance of this segment of path, which is part of the Lake County regional path network. The Village of Hawthorn Woods is in support of the proposed improvement. There were no objections from IDOT and FHWA for proceeding with Section 4(f) *de minimis* processing for the proposed use of Community Park.

Three Corners Park is located at three quadrants of the Midlothian Road with Old McHenry Road intersection and currently has no programmed recreational spaces. The resource was donated to the Village for the purpose of preventing development at the intersection and maintaining it as open space. The northern quadrant of the park houses Aqua Illinois water distribution for the Village of Hawthorn Woods, with a storage tank and two wells. There are

known drainage issues adjacent to the Midlothian Road within a part of corner #1. Corners #2 and #3, are maintained with mowed grass with sporadic trees.

Three Corners Park has a total size of 3.44 acres, with corner #1 (north quadrant) 2.63 acres, corner #2 (west quadrant) 0.23 acres, and corner #3 (south quadrant) 0.58 acres. A total of 0.70 acres of right-of-way is proposed, with 0.46 acres of right-of-way from corner #1, 0.16 acres of right-of-way from corner #2, and 0.08 acres of right-of-way from corner #3. The right-of-way acquisition is for roadway, intersection, and path/sidewalk improvements at the Old McHenry Road at Midlothian Road intersection. Comments were received at the July 2023 FHWA meeting with concern about a proposed detention facility and associated permanent easement within corner #3. The project team has moved the previously proposed detention within corner #3 to another location, and the proposed use of corner #3 has been reduced from what was previously proposed. The table below shows the summary of total size and acquisition from Three Corners Park.

PARK	TOTAL SIZE (AC)	PROPOSED RIGHT-OF-WAY (AC)	PROPOSED PERMANENT EASEMENT (AC)	PROPOSED TEMPORARY EASEMENT (AC)	WETLAND IMPACTS (AC)	TREE IMPACTS (QUANTITY)	CURRENT USE
Burnett Park/Three Corners Park	3.44	0.70	0.00	0.09	0.03	46	Open Space/Preservation
Corner #1	2.63	0.46	0.00	0.00	0.03	35	Open Space/Preservation
Corner #2	0.23	0.16	0.00	0.00	0.00	4	Open Space/Preservation
Corner #3	0.58	0.08	0.00	0.09	0.00	7	Open Space/Preservation

The project team has coordinated with the Village about the proposed improvements at Three Corners Park. Through that coordination with the Village of Hawthorn Woods, they expressed an interest in fixing the drainage issues along the north leg of the intersection within corner #1, adjacent to Midlothian Road. The Village also requested that a gateway sign be placed in southern quadrant of the park (corner #3) and that the eastern quadrant of the intersection, which is privately held, be impacted as minimally as possible in an effort to accommodate future planned commercial development. It has been discussed with the Village that the County is pursuing vacating old right-of-way adjacent to corner #2 and corner #3, which would nearly mitigate the proposed acquisition from corner #2 and increase the size of corner #3 from existing condition. A project commitment is anticipated to be included in the Project Development Report for pursual of vacating these two old right-of-way areas in Phase II Engineering. There were no objections from IDOT and FHWA for proceeding with Section 4(f) *de minimis* processing for the proposed use of Three Corners Park.

It was noted that impacts to the historic resources will require a Section 4(f) evaluation. IDOT BLRS stated that all Section 4(f) documents must be advertised at the final public engagement activity and subsequently finalized for signature by the agency with jurisdiction.

The project team will continue with further assessment of environmental impacts of the preferred alternative.

Next Steps

1. The project team outlined the next steps of the project moving forward. A design submittal is forthcoming for the IDOT jurisdictional routes, Midlothian Road and IL Route 22. A BLR 22210 Project Development Report is being prepared and a draft is anticipated to be submitted in early 2024. Coordination will occur with IDOT District 1 about the timing of the draft submittal. The final public engagement activity is planned for Spring 2024 with design approval targeted for June 2024.
2. IDOT COBLRS requested that a schedule be submitted for forthcoming submittals and planned review times.
3. IDOT COBLRS inquired if a pump station is required for the underpass. The project team stated that the underpass can be gravity drained and pump station is not required.
4. IDOT COBLRS asked if there were design exceptions associated with the proposed improvement. The project team indicated that there are design exceptions on the local and state routes, and documentation is currently being prepared. IDOT stated that design exceptions/variances should be submitted electronically and that they do not need to be presented at a FHWA coordination meeting.
5. The project team will submit a memorandum for the final public engagement activity to obtain IDOT and FHWA concurrence.

Other Discussion

CMAQ stated that due to the total project cost, a financial plan and value engineering study will be required. The County confirmed that RTA sales tax funds will be utilized to fund Phase II Engineering. The project team is beginning to work on the staged implementation plan for the project due to the size of the improvement and current funding status. The County will continue to pursue various federal funding opportunities for the project, since Phase II is locally funded. The project team is aware that a Value Engineering Study and Financial Plan are required for this project.

Meeting Summary Prepared By: Julia Nigohosian & Matt Huffman – CBBEL

Meeting Attendees			
Name	Representing	Name	Representing
Gerardo Fierro	IDOT D1 BLRS	Carlos Feliciano	IDOT
Alex Househ	IDOT D1 BLRS	Andrea Eddy	IDOT BDE
William Raffensperger	IDOT CBLRS		
Stephen Letsky	IDOT CBLRS	Irene Pantoja	FHWA
Dwayne Ferguson	IDOT BDE	James Kyte	FHWA
John Sherrill	IDOT BDE	Chris Byars	FHWA
Steven Schilke	IDOT D1 Prog.	Michael Kowalczyk	FHWA
Jason Salley	IDOT D1 Prog.	Russell Pietrowiak	CMAP
David Vargas	IDOT D1 Prog.	Joe Surdam	LCDOT
Jonathan Lloyd	IDOT D1 Traffic	Mike Klemens	LCDOT
Steve Lipkie	IDOT D1 Maintenance	Chuck Gleason	LCDOT
Diego Alvarado	IDOT D1	Ben Vander Wal	TranSystems
Hasan Al-Gholeh	IDOT D1	Matt Smith	TranSystems
Rama Al-Ali	IDOT D1	Matthew Huffman	CBBEL
Carlos Feliciano	IDOT D1 Prog.	Julia Nigohosian	CBBEL
Ben Sperry	IDOT D1	Peter Knysz	CBBEL

OMX - **submittal of draft 4(f) documents** for Community Park and Burnett/Three
Corners Park

Matthew Smith <mjsmith@transystems.com>

Wed 2/14/2024 6:22 PM

To:Erika Frable <EFrable@vhw.org>

Cc:Gleason, Chuck L. <cgleason@lakecountyil.gov>;Matthew Huffman <mhuffman@cbbel.com>;Ben Vander Wal
<brvanderwal@transystems.com>

Hi Erika,

Per our discussion on Friday, we have prepared two documents required by the Federal Highway Administration to approve proposed use of publicly owned parks or recreational areas ([☐OMX - 2024-02-14 4f reports to HW](#)). More information about the FHWA Section 4(f) can be found [here](#) [environment.fhwa.dot.gov].

As you are aware, we have proposed use at both Community Park and Three Corners/Burnett Park. To this point, we have coordinated with the Village on the proposed uses and made modifications to the project design accordingly. Lake County Division of Transportation is approaching completion of preliminary engineering and environmental studies (Phase I) for the project. The proposed improvements will address several deficiencies along Old McHenry Road and Quentin Road, including the at-grade railroad crossing with the CN Railway along with intersection capacity, mobility, drainage, safety, and operational deficiencies. The project will also improve non-motorized accommodations and connectivity in the region.

The improvements along Old McHenry Road will impact two Village parks, Community Park and Burnett/Three Corners Park. The proposed improvements are anticipated to impact 1.73 acres of Community Park, consisting of 0.12 acres of free simple right-of-way, 0.56 acres of permanent easement, and 1.05 acres of temporary easement. A total of 0.79 acres of Three Corners/Burnett Park are anticipated to be impacted, consisting of 0.70 acres of fee simple right-of-way acquisition and 0.09 acres of temporary easement.

As this project is anticipated to use federal funds, the Village parks are eligible for protection under federal regulations 23 USC 138 and 49 USC 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as “Section 4(f).”

- Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties.
- The proposed use of each park was presented to the Federal Highway Administration (FHWA) at a November 2023 coordination meeting and direction was received proceed with a *de minimis* Section 4(f) processing, which is based on their determination that the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).
- **The purpose of this email today is to provide draft documentation that supports a *de minimis* finding to the Village of Hawthorn Woods for review.**
- An open house style Public Information Meeting is scheduled for June 26, 2024, to allow the public to review and comment on the effects of the project on the Section 4(f) property. All project materials, including the draft Section 4(f) documentation, will be posted on the project website for stakeholders to view and comment. Notice of availability will be advertised in the newspaper, by mailings, or other methods like the project website: <https://omxproject.com/> [omxproject.com].

Please review the enclosed Section 4(f) *de minimis* documentation for a more detailed description of the Section 4(f) property that will be affected.

We would request that the Village provide comments back to the County by March 29, 2024.

Following the Public Information Meeting and comment period, the Section 4(f) *de minimis* documentation will be updated with any comments received pertaining to the proposed Section 4(f) use and any design modifications. A formal letter will be sent to the Village of Hawthorn Woods requesting concurrence with the Section 4(f) impact and *de minimis* finding. Your comments will not affect any future negotiations with the County, including amount of compensation, for land being acquired.

If you have any questions or need additional information, please contact me or Chuck Gleason, Lake County Project Manager, at cgleason@lakecountyil.gov or 847-377-7447.

Thanks,
Matt

Matthew J. Smith, PE

Principal | Senior Vice President

c: 630-772-0142 | d: 847-407-5300 | o: 847-605-9600

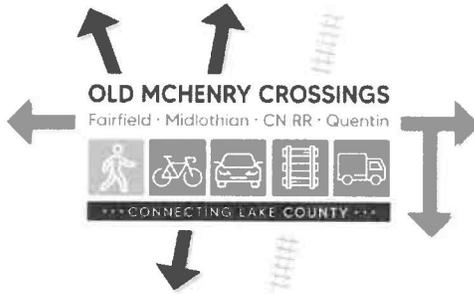
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Summary of Hawthorn Woods Coordination Meeting #9 - Purpose was to discuss Section 4(f)/public resources, cross access agreements, cost participation of aesthetic options, non-motorized accommodations, drainage design, and other project design items



MEETING MINUTES
Hawthorn Woods Coordination Meeting #9
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: **March 25, 2024**
 Time: 1:00 p.m.
 Place: Hawthorn Woods Village Hall

Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyl.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Peter Knysz	CBBEL	pknysz@cbbel.com

This is the 9th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss Section 4(f)/public resources, cross access agreements, cost participation of aesthetic options, non-motorized accommodations, drainage design, and other project design items. **Action Items are bolded.**

Section 4(f) Properties

There are two public parks within the project limits, both are Village of Hawthorn Woods parks. The OMX Project Team has evaluated the anticipated temporary and permanent impacts the proposed improvements will have on the parks which are documented in the draft Section 4(f) *de minimis* documents that were previously sent to the Village for review. The OMX Project Team stated the primary reason for the meeting was to discuss the anticipated park impacts and ask the Village for comments. The OMX Project Team provided an overview of the impacts at each park location, Community Park and Three Corners Park, and discussed the detailed documentation required as part of the federal project development process. In consultation with the FHWA, the proposed “use” of the Section 4(f) public parks would be processed/reviewed as a *de minimis* impact because the proposed “use” is not anticipated to adversely affect the resource’s activities, features, and attributes. The draft Section 4(f) documents would be advertised as part of the final public engagement activity for the project for public comment. Following the final public information meeting and after any necessary revisions are made, the OMX Project Team will request that the Village concur with the *de minimis* impact determination and sign the Section 4(f) documents for Phase 1 Engineering to be completed.

The Village agreed to provide written comments to the OMX Project Team by April 19.

During the meeting, the Village made several initial comments regarding the Section 4(f) impacts related to the public parks as follows:

- There is a concern that the public may confuse the proposed relocated Public Works entrance for the main entrance to Community Park (which is located at Park View Lane). The current design shifts the Public Works entrance approximately 120 feet east and closer to Community Park. It was noted that vehicles headed to the park have been observed in the existing Public Works entrance/parking lot. Several potential solutions were discussed such as signing, adding a turn-around or adding a new gate. **It was agreed that the Village staff would consider options and provide a suggestion to the OMX Project Team.**
- The Section 4(f) impact exhibits show the proposed basketball court relocation and path connection as constructed "By Others." The Village asked to confirm who is responsible for the construction. The OMX Project Team stated that it could be either by the County's contractor or a contractor hired by the Village. The County would prefer their contractor complete this work to control the overall schedule and work. The Village requested that this work be included in the contract. **Exhibits need to be updated to show a temporary construction easement to cover this area.**
- The group discussed the 10-foot-wide permanent easement over the bike path in Community Park. The OMX Project Team confirmed that the easement is in place for the County to build and maintain the path. The path is a regional path, paid for and maintained by the County, but the County will not perform snow removal, per policy. If desired, snow removal will be the responsibility of the Village.
- **The Village has concerns about losing larger diameter/mature trees at Corner #2 (southwest corner) of Three Corners Park. With the needed intersection widening, the trees will unfortunately need to be removed as it is not possible to shift the intersection east or north.**
- **Property impacts from proposed right-of-way (ROW) and easements were discussed.**
 - At Community Park, there is 0.12 ac of proposed ROW, 0.56 ac proposed permanent easement, and 1.05 ac proposed temporary easement. The County has identified approximately 0.70 acres of property that could potentially be transferred back to the Village Public Works property to offset the anticipated park impacts. Approximately 108 trees are anticipated to be impacted at the park. The existing trees at the southeast corner of the park (between the proposed path improvements and the roadway improvements) are to be preserved. The OMX Project Team stated that the temporary easement "impact" would be temporary and that there would be no loss of land associated with it. Therefore, there would be no net loss of land at Community Park (with the land transfer).
 - At Three Corners Park, there is 0.70 ac of proposed ROW and 0.09 ac of proposed temporary easement. Proposed permanent easement at the park is not anticipated. The County has identified approximately 0.41 acres of ROW that could be vacated and transferred back to the Village to offset the anticipated park impacts. This includes a larger area on the south side of Corner #3 (southeast corner), which would increase the total park size at this quadrant from 0.58 acres to 0.77 acres. Approximately 46 trees are anticipated to be impacted at the park.
 - **The Village asked to consider any additional surplus property that isn't needed be transferred back from the County.**

Cross Access Agreements

A cross access agreement is required between St. Matthew Church and Hawthorn Garden Center to allow for shared access with the newly constructed entrance. This is needed prior to starting the land acquisition process, so the County is planning on initiating this process with the two properties in the near future. There will be Village involvement as the new traffic signal will require the Village to be 100% responsible for maintenance costs as part of the maintenance agreement of the signal. The County will pay for the initial construction. The Village does not wish to take the entrance as public ROW under their jurisdiction.

The OMX Project Team discussed the access request from Forward Stride Stables to connect their driveway to Midlothian Road through their private property. This would allow vehicles exiting the horse farm access to northbound Midlothian Road or westbound Old McHenry Road as their new entrance on Old McHenry Road will be right-in/right-out. This would require approval from the Village as the issue does not involve a County route. The Village opposes granting this cross-property access due to the concern that traffic will use it as a cut-through to bypass the intersection.

Cost Participation on Aesthetics Items

The OMX Project Team presented the aesthetics concept design along with an approximate cost estimate of \$1.1 million, which would require 100% participation from the Village. The Village is not interested in including these concepts into the project at this time. It was agreed that these options would not be shown in the graphics at the final public information meeting, but they may be incorporated into the project at a later date at the direction of the Village.

Non-Motorized Accommodations and Participation

The project will include multi-use path and sidewalk in locations as agreed by the local agency, as cost participation is required at 20% (participation would be 4% if project receives federal funding). The Village had previously committed to cost participation for a multi-use path on Old McHenry Road between Quentin Road and Lagoon Drive and also along the west side of Midlothian Road north of Old McHenry Road to Commons Circle. Lake Zurich has committed to participation of both sidewalk and multi-use path along Midlothian Road from March Street to the Village boundary approximately 300 feet south of Old McHenry Road. The remaining distance to connect to Old McHenry Road lies within the Village of Hawthorn Woods' boundary. The OMX Project Team asked the Village to confirm their participation for these segments to provide continuous non-motorized connection.

The Village will let the OMX Project Team know if they agree to cost participate for the short segments on Midlothian Road south of Old McHenry Road.

Meeting Postscript: The Village agrees to participate in the cost of the bike path that is adjacent to Corner #3.

Tree Mitigation Opportunities

The total number of anticipated tree impacts shown in the Section 4(f) documents includes all existing trees that are within proposed right-of-way and easements. There are 108 anticipated tree impacts at Community Park and 46 at Three Corners Park for a total of 154 trees. It is anticipated that there will be many more trees impacted within Village limits outside of the park boundaries as well. The final number of impacted trees will be refined in detailed design. IDOT has a tree replacement policy (i.e., typically 1:1) which doesn't account for tree size or species. The Village requested that this project follow their local ordinance regarding tree replacement. The County stated that they are not required to follow the local ordinance with respect to tree replacement, but the County would continue to coordinate with the Village on this matter.

Due to limited space within the proposed ROW along the project corridor, the County will not be able to plant all replacement trees inside the ROW. Therefore, the OMX Project Team requested that the Village consider areas where replacement trees could be planted on off-roadway Village-owned property such as public parks and other open space areas.

Stormwater Detention

A stormwater detention basin was originally proposed at Corner #3 (southeast quadrant) of Three Corners Park. However, in response to prior coordination with the Village, the OMX Project Team considered other alternatives to minimize impact to the open space at Three Corners Park. The current design conveys the stormwater runoff downstream via storm sewer to a proposed detention basin that would be oversized to accommodate the added impervious area at the Old McHenry Road/Midlothian Road intersection. This relatively large detention basin is proposed on the Waterfront property west of Lagoon Drive on the north side of Old McHenry Road. Another nearby detention facility is proposed on the residential property at the northeast corner of Old McHenry Road and Fairfield Road. As a benefit to the Village if the Waterfront property were to be annexed, this detention facility could potentially be overbuilt to accommodate future development. The ditch that frequently sees standing water (Bank Lake) on the west side of Midlothian Road will be addressed with the proposed improvements of the project.

Open Discussion

Several other items were discussed:

- The Village has safety concerns with the Midlothian Road at Old McHenry Road intersection as there have been 3 accidents with injuries over the last several weekends. Some accidents have been caused by vehicles making a free flow right turn westbound to northbound crashing with eastbound to northbound left-turners. They hope the project will help improve the safety at this intersection.
- The Village noted that they are building a new cold storage building on the Public Works property against the block wall along their property line with the railroad. There is a temporary retaining wall planned inside the railroad ROW in this area. The team confirmed this wall won't conflict with the new building or the block wall. There is a 5-foot temporary easement planned for the construction of the temporary retaining wall, which will be refined if needed.
- The Village stated there were no recent status updates on the Berger Development except that they will be submitting a proposal soon. The developer has applied for an access permit to LCDOT

for an entrance on Old McHenry Road between Midlothian Road and the railroad. The County indicated that this permit will be approved.

The meeting was adjourned at approximately 2:30 p.m.
By: Ben Vander Wal - TranSystems

Transmittal of updated Draft Section 4(f) documentation for Community Park & Burnett Park/Three Corners Park to Hawthorn Woods for review

From: Matthew Smith
To: Erika Frable; Chris Heinen; Pamela Newton
Cc: Gleason, Chuck L.; Matthew Huffman; Peter Knysz; Ben Vander Wal
Subject: RE: OMX - Hawthorn Woods Coordination Meeting
Date: Wednesday, May 22, 2024 4:46:28 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hawthorn Woods Team,

Since our meeting back in late March, and subsequent emails and phone calls through April, I'm happy to pass along some updated documents that incorporate the comments from Hawthorn Woods.

The link below includes four sets of information:

1. Updated Section 4(f) documents for Three Corners Park and Community Park (track changes so you can see the revisions)
2. Updated exhibits from the Section 4(f) documents that show the changed easements
3. Technical memorandum that pulls out the detailed coordination items that were introduced in the last two months
4. Finalized meeting minutes from the March 25, 2024, coordination meeting (note that the comments from Hawthorn Woods that were added to the previous version of the meeting minutes have been pulled out into the technical memorandum for easier tracking)

[OMX - 2024-05-22 4\(f\) Updates for HW](#)

In summary, the Section 4(f) documents have incorporated all of the comments from Hawthorn Woods relative to the two parks. Easement changes have been included based on your input.

Tree mitigation questions have been moved into the technical memo for further discussion. We view this memo as the outline for a future letter of understanding between Hawthorn Woods and Lake County DOT. We are committed to addressing the tree mitigation questions and to develop a plan that meets your needs.

As you know we have our final public information meeting scheduled for Wednesday, June 26, 2024, at St. Matthews Church. The Section 4(f) reports, while still draft, will be available for review at the public information meeting. Please let us know by June 7 if there are any further changes that need to be made with these documents.

Please let me know of any questions or comments.

Thanks,
Matt

From: Erika Frable <EFrable@vhw.org>

Sent: Friday, April 19, 2024 4:14 PM

To: Ben Vander Wal <brvanderwal@transystems.com>; Chris Heinen <CHeinen@vhw.org>; Pamela Newton



Summary of Hawthorn Woods Coordination Meeting #10 - Purpose was to discuss Public Information Meeting #3, Section 4(f)/public related comments, outstanding design questions, and any planned/ongoing developments



MEETING MINUTES

Hawthorn Woods Coordination Meeting #10

Old McHenry Crossings Phase I

Section No. 19-00999-65-ES

Date: July 31, 2024

Time: 10:00 a.m.

Place: Teams Meeting

Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Brian Sullivan	Hawthorn Woods	bsullivan@vhw.org
Ryan Mathy	Hawthorn Woods	RMathy@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Peter Knysz	CBBEL	pknysz@cbbel.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 10th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss the Public Information Meeting #3, Section 4(f)/public related comments, outstanding design questions, and any planned/ongoing developments.

Public Information Meeting #3

Over 200 individuals attended Public Information Meeting (PIM) #3 and the project team was pleased with the overall stakeholder engagement. The PIM #3 summary will be completed following the close of the comment period in early August. A second mailing was conducted for property owners with land acquisition who we could not confirm received the initial certified mailing. As part of PIM #3, the draft Section 4(f) documentation for proposed use of Three Corners Park, Community Park, and historic properties were posted for public review and comment. All comments related to the proposed use of the Section 4(f) resources will be included in the final documentation. At this time, only one documented comment has been received which expressed direct concern for the tree impacts to Three Corners Park. Responses to questions received are in progress.

4(f) Resources

There are two public parks within the project limits, both Village of Hawthorn Woods parks. The project team reviewed the design plans and impacts, permanent and temporary, at both parks. Before the documents are submitted to IDOT/FHWA for final review/approval, the project team needs concurrence from the Village on the proposed use of each park.

- Three Corners Park
 - Three Corners Park currently does not have any programmed activities and there are no plans for future improvements to the park. There are two pieces of old LCDOT right-of-way adjacent to corner #2 and corner #3 respectively, which are not currently utilized for roadway purposes. The intent, as documented in the current Section 4(f) documentation, is for Lake County to vacate the old right-of-way to the Village. This additional vacated property will offset the proposed permanent property acquisition and will result in a greater total acreage of Three Corners Park than the park currently has.
 - Following the last round of Hawthorn Woods review and comment, a temporary easement has been added around the entirety of Three Corners Park which will allow the County to plant trees (which is stated in the 4(f) documentation and exhibits). The easement is not for other purposes such as construction staging. The proposed tree planning locations will be determined during the next phase of engineering.
 - No additional comments were provided from the Village regarding the proposed use of Three Corners Park. **The project team will submit the current Section 4(f) document and proposed improvement plans to the Village for final review before finalizing the Section 4(f) documentation.**
- Community Park
 - Detailed plans for the Public Works entrance and basketball court relocation were displayed for review and comment. The plans that were displayed showed the basketball court relocated approximately 70-feet west and rotated in a north-south orientation.
 - The reconstruction of the new Public Works access drive causes a direct impact to the existing basketball court, which would not be done until the grade separation is completed and roadway run-around removed. The Village shared some concerns about the proposed relocation of the basketball court and the need to further evaluate the best location within Community Park. **The project team will submit the current Section 4(f) document and proposed improvement plans to the Village for further review and requested that any desired design changes be provided to the project team.** It was noted that an in-person meeting will be scheduled within the next four weeks.
 - The existing access drive would remain during construction. The project team stated that a temporary signal will be installed for the relocated/consolidated access drive for St. Matthews and Hawthorn Gardens. The detailed construction staging will be performed during the next phase of engineering.
 - From previous discussions, the Village preferred not to provide a sidewalk adjacent to the PW access drive, but instead provide a path connection to the new basketball court from the east.

Non-Motorized Accommodations

The path along Quentin Road, west along Old McHenry Road, and north along Fairfield Road, are a regional County path. All other multi-use paths and sidewalks must follow the Lake County Non-Motorized Policy, which requires cost share and maintenance. The cost share for the local agency is 20 percent. The Village reiterated their prior position of not cost participating or providing maintenance for the multi-use path west of Fairfield Road. The County stated that they are proceeding to complete Phase I Engineering for the path, but it may not be constructed as there is no local agency sponsor.

- **The project team will send the Village the 3D renderings of the underpass and Old McHenry Roadway cross sections that were displayed at the PIM.**
- The County informed the Village that they do not provide new fences as part of their projects. If an existing fence needed to be removed, it would be replaced as part of a project.
- Berger Development (Northeast Corner of Midlothian Road and Old McHenry Road)
 - **The Village will send the project team the current Berger Development plat of subdivision that was submitted for review.**
 - It is understood that Mr. Berger would like a meeting scheduled to discuss the proposed access to the 9-unit commercial site. The County informed the Village that Mr. Berger will need to arrange a coordination meeting for all parties he would like to attend.
 - The project team stated the current design shows an access to the property from Old McHenry Road. The property owner will need to submit appropriate access permits to IDOT for access to Midlothian Road and LCDOT for access to Old McHenry Road.
- “Waterfront Property”
 - The property adjacent to the village hall is a proposed detention site for this project. The project team has met with the property owner and will be changing the current detention design on the property. More information will be shared with the Village when the design has been adjusted.
 - There was discussion about how the property would be accessed, which has a potential connection to the development to the north. No access to Old McHenry Road would be allowed by the County. The property owner mentioned a potential connection to Lagoon Drive. The Village stated they had not previously discussed this with the property owner.
- Village Hall Property
 - The Village had comments/questions about the right turn lane out of Lagoon Drive. The project team informed the Village that the turn lane would not take away from their existing paved parking spots and that any impacts to the stone pillars would be relocated as part of this project. The wooden sign will not be impacted. Any newly planted trees west of Lagoon Drive could likely be relocated. The Village should move the trees now before the roots take further hold. The project team indicated that there is an operational benefit for adding the right turn lane so that vehicles could make a right turn and not be blocked by the left turning vehicles.
 - As part of the Old McHenry Road improvements, a 10-foot permanent easement is proposed for grading purposes. The widening of Old McHenry Road in front of the Village Hall would only result in a net gain of approximately 3-feet of impervious roadway area. Any impact to trees within that easement would be due to necessary grading. **The project**

team will provide more information to the Village for the impacts to the Village Hall property and roadway design of Lagoon Drive.

- Hubbard School
 - The project team received additional information from the Village about the history of the Hubbard Schoolhouse. The project team architectural historian is further evaluating the site and assessing any adverse effects.

Within the next month, the project team will reach back out to the Village to plan an in-person meeting to go over any final design questions/concerns.

The meeting was adjourned at approximately 11:40 a.m.
By: Julia Nigohosian – CBBEL

Summary of Hawthorn Woods Coordination Meeting #11 - Purpose was to discuss Section 4(f) resources and outstanding design questions



MEETING MINUTES
Hawthorn Woods Coordination Meeting #11
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: September 16, 2024
Time: 2:00 p.m.
Place: Hawthorn Woods Village Barn
Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Ryan Mathy	Hawthorn Woods	RMathy@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyiil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Peter Knysz	CBBEL	pknysz@cbbel.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 11th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss the Section 4(f) resources and outstanding design questions.

4(f) Resources

There are two public parks, Three Corners/Burnett Park and Community Park, that are within the project limits, both under Village of Hawthorn Woods jurisdiction. The project team reviewed the design plans and impacts, permanent and temporary, at both parks along with mitigation strategies. Additionally, the project team reviewed the proposed impacts to the Village Hall property, which has been identified as a historic property, as well as the roadway design abutting the Village Hall property. The project team is currently working with IDOT staff on the required documentation for affecting public lands and historic properties. Before the documents are submitted to IDOT/FHWA for final review/approval, the project team needs concurrence from the Village on the proposed use of each park.

- Community Park
 - From the prior coordination with the Village, there was discussion about the location of the relocated basketball court and Public Works access drive.

- Conceptual plans for the Public Works entrance and basketball court relocation were displayed for review and comment. The plans that were displayed showed the basketball court relocated approximately 70-feet west and rotated in a north-south orientation.
 - The reconstruction of the new Public Works access drive causes a direct impact to the existing basketball court, which would not be constructed until the grade separation is completed and roadway run-around removed. After further discussion, the Village concurred with the location of the proposed basketball court and had no objections to the design of the 28-foot-wide access drive, which includes a 2-foot concrete ribbon on either side.
 - The detailed construction staging will be finalized during Phase II Engineering. The existing access drive would remain during construction and would connect the roadway runaround, which will maintain a 5-lane roadway section. The project team stated that for the existing basketball court to remain during construction of the temporary runaround, the access drive would need to stay in its current location and tie directly into the temporary runaround (similar to existing conditions). The project team stated that there will be a short period of time (approximately 1 month) that there will be no basketball court due to the staging of the entrance drive and the new court relocation.
 - Village staff requested the addition of landscaping around the south and west sides of the relocated basketball court to provide a barrier from the access drive. The detailed construction staging and landscape plan will be performed during the next phase of engineering.
 - Tree impacts near the existing basketball court will be reduced by making minor grading adjustments to preserve some of the more mature trees in that area.
 - The village requested inclusion of an entrance sign as discussed in earlier meetings. It was also requested to include signage on the future traffic signal mast arm indicating this is a private entrance.
- No additional comments were provided from the Village regarding the proposed use of Community Park.
- **Three Corners Park**
 - Three Corners Park currently does not have any programmed activities and there are no plans for future improvements to the park. Following the last round of Hawthorn Woods review and comment prior to the final Public Information Meeting, a temporary easement was added around the entirety of Three Corners Park to allow the County to plant trees and mitigate some of the tree impacts (which is stated in the 4(f) documentation and exhibits). The additional temporary construction easement is not for other purposes such as construction staging. The proposed tree planting locations will be determined during the next phase of engineering.
 - There are two pieces of old LCDOT right-of-way adjacent to corner #2 and corner #3 respectively, which are not currently used for roadway purposes but do contain utilities and detention. The intent, as documented in the current Section 4(f) documentation, is for Lake County to vacate the old right-of-way to the Village. This additional vacated

property will offset the proposed permanent property acquisition and will result in a greater total acreage of Three Corners Park than the park currently has.

- **The Village would like the project team to investigate further the land vacation of corners #2 and #3 to see if there is any way to increase the amount of land given to the Village. The project team will discuss the details of the property vacation with our land surveyor.**
- No additional comments were provided from the Village regarding the proposed use of Three Corners Park.

Other Properties

- Village Hall Property and Lagoon Drive
 - The Village agreed with the need for a southbound right turn lane out of Lagoon Drive. The proposed turn lane would not take away from the Village Barn's existing paved parking spots and the stone pillars will be relocated as part of this project. The wooden sign will not be impacted.
 - Any newly planted trees west of Lagoon Drive will be evaluated to be relocated during Phase II Engineering. The Village should move the trees now before the roots take further hold. The Village staff intend to complete this later this year.
 - Profile adjustments have been made in front of the Village Barn to improve driver sight distance when turning out of Lagoon Drive.
 - The conflicting Apex Landscaping entrance directly across from Lagoon Drive is being removed. Apex will now have one consolidated entrance further west along Old McHenry Road.
 - As part of the Old McHenry Road improvements, a 10-foot permanent easement is proposed on the Village Barn's property for grading and drainage purposes. The widening of Old McHenry Road in front of the Village Hall results in a net gain of approximately 3-feet of impervious roadway area. Any impact to trees within that easement would be due to necessary grading. During the design phase, the project team will try to minimize tree impacts where possible.
 - The Village and project team discussed the possibility of extending the proposed multi-use path on the west side of Lagoon Drive further north to provide a connection to the Village Hall by routing it through the Village-owned triangle property and adjacent to the proposed detention basin. This would also eliminate the need for a crosswalk at Old McHenry Road and Lagoon Drive, which would result in additional impacts. **The project team will update the preferred improvement plans to shift the multi-use path to the north along the west side of Lagoon Drive, terminating at the radius at the south end of the parking area on the west side of Lagoon Drive.**
- Waterfront Property
 - The property adjacent to the village hall is a proposed detention site for this project. The project team has met with the property owner and will be changing the current detention design on the property. More information will be shared with the Village when the design has been adjusted.

- The project team has also coordinated with Bob Atwater, the owner of Apex Landscaping, pertaining to the location of a new outfall pipe from the detention facility on the Waterfront property. A revised design will be provided to the property owner for review.

Next Steps

- The project team will send the Village images of example “standard” LCDOT retaining walls.
- The project team will send the Village the Pre-Final 4(f) Documentation for Community Park and Three Corners Park by the end of September so that the Village review prior to presenting the documents to the board for approval.
- The project team will prepare additional materials for the Village to aid their presentation at the October 28th board meeting. The Village requested talking points summarizing the documents to aid in the presentation to the Village Board.
- The project team will modify the path design connection to Village Hall and will provide to the Village for review.

The meeting was adjourned at approximately 3:45 p.m.
By: Julia Nigohosian – CBBEL

Attachment E

Public Information Meeting Summary



Public Information Meeting #3 Summary June 26, 2024

INTRODUCTION

The third and final Old McHenry Crossings public outreach event was an in-person Public Information Meeting (PIM) located at St. Matthew Lutheran Church on Wednesday, June 26, 2024, from 5:00 p.m. to 7:00 p.m. St Matthew is located in the heart of the project study area on the southeast corner of the intersection of Old McHenry Road and the Canadian National Railroad (24500 N Old McHenry Rd, Hawthorn Woods, IL 60047). The purpose of the meeting was to present a project overview, summary of feedback received during the study, the alternatives development process, the preferred alternative design, the results of multiple environmental analyses, and to solicit stakeholder feedback. People who attended the PIM were able to review project exhibits, provide comments through a comment form, and ask the project team questions.

NOTIFICATIONS

Prior to the public information meeting, display ads were published in the Daily Herald and the Lake Zurich Courier, a newspaper published by the Chicago Tribune. The Daily Herald notice was published on June 10 and June 21, 16 days and 5 days before the public meeting, respectively. The notice was also published in the Lake Zurich Courier on June 10 and June 21, to provide additional coverage. Invitation emails were sent to elected officials and representatives of public agencies. Social media posts informing the public of the event were displayed on the Lake County Division of Transportation and Hawthorn Woods Facebook pages, and 2,211 postcards were sent to addresses within the project area. The event was also advertised by two County Board Members in their monthly newsletter, Jessica Vealitzik and Adam Schlick. Lastly, two changeable message signs were posted within the project area a week prior to PIM #3 announcing the meeting. One was placed on the east side of Quentin Road just south of Old McHenry Road and a second was placed on the south side of Old McHenry Road at the entrance to Forward Stride Stables.

As part of the public information meeting, individual letters were sent to 157 property owners notifying them of the meeting and that the project intends to acquire land from their property. Property owners were invited to attend the meeting to learn about the project and have their questions answered.

DAY OF MEETING

A total of 240 people signed in at the public information meeting including Lake County board members Marah Altenberg and Sara Knizhnik, Pam Newton and Erika Frable from the Village of Hawthorn Woods, Michael Talbott from the Village of Kildeer, and the Honorable Dan McConchie, Illinois State Senator 26th District. Attendees were greeted at a registration table and provided a project brochure. After signing in, attendees were directed into the main room which consisted of eight stations.

The first station, titled "Get Informed" was to present an overview of the project including study limits, the project team and SIG members, the Phase I design process, a project schedule, and a summary of PIM #1 and PIM #2.



The second station, “What are the Challenges?”, provided an overview of the project purpose and need, crash analysis summaries, and existing/2050 daily traffic volumes, travel patterns, existing paths in the community, estimated traffic growth, and the project staged construction plan.

The third and fourth stations were “Old McHenry Road Design Alternatives” and “Quentin Road Design Alternatives”. Between these two stations, the Level 1 and Level 2 alternative development process boards were displayed as well as exhibits of the preferred alternative design for Old McHenry and Quentin Road. Existing and future path exhibits were available for both roadways, evaluation criteria for a grade separation, different grade separation options, and the selected underpass design was also displayed.

The fifth station, “Design Visualization”, consisted of a looped video presentation and boards showing 3D graphic design rendering of the proposed improvement. The video presentation also displayed a traffic simulation of cars driving through the proposed underpass and along the proposed roadway.

The sixth station, “Environmental Evaluation”, provided an overview of the project’s key environmental and community resources, Section 4(f), identified historic properties, results of the noise study, and water quality analysis.

The seventh station, titled “Land Acquisition Process”, described the steps on the land acquisition process and gave attendees the opportunity to speak with project team members about their specific property. Land acquisition exhibits as well as other detailed proposed improvement plans were available for reference at this station.

Station eight provided a location for visitors to submit comments. Comments were accepted from June 26, 2024, to July 15, 2024. The community was also able to submit comments via email to the project email address, OMXTeam@transystems.com.

The video simulation and all other exhibits are available on the project website omxproject.com.

SUMMARY OF COMMENTS

General

Overall, the project received support from the public for adding an underpass at the Canadian National Railway Crossing and general support for the project overall. Some residents along Quentin Road expressed concerns about roadway noise in their back yards.

Written Comment Summary

A total of 78 written comments were received during the comment period. 22 of the comments were written and submitted at the public information meeting and 16 of the comments were received via email. 40 comments were submitted during the comment period via the project website’s interactive mapping tool. Several comments were in support of different components of the project, such as: support for a new traffic signal at the Highland Drive intersection with Quentin Road, support for the proposed combined access and new traffic signal at St. Matthew Church/Hawthorn Garden Center, support for the minimization of park impacts, support for flush medians implemented throughout the project, and a desire to see improved non-motorized accommodations throughout the project area.



Summary of Feedback from Open House

Environmental and Historic Resources

Many conversations had with residents throughout the community revolved around the environmental impacts associated with this project. Residents were concerned about the impacts to the parks and other historic elements within the community, as well as concern for wildlife in the area.

Quentin Road Residents

Attendees that live along the east side of Quentin Road expressed concerns about the temporary easements proposed on their properties. Residents were worried about maintaining access to their properties during construction. Many of the driveways along that east side are short and currently require drivers to either back out onto Quentin Road when exiting or stop and back into their driveways when entering to make leaving easier.

Pedestrian Safety

Many of the conversations had touched on non-motorized travel through the project study area and stressed the safety of pedestrians and bicyclists. Currently there are many gaps in the network for non-motorists and there was a lot of support to fill those gaps. Residents were also curious about future maintenance of the proposed paths and who would be responsible to their upkeep.

While there was overall strong support of the project's goals to include multi-use paths and fill gaps in the non-motorized network, some residents were opposed to these elements. Residents who live near Midlothian Road south of Old McHenry Road were generally opposed to the inclusion of a sidewalk on the west side of the road. Also, some property owners along Old McHenry Road between Abbey Glenn Drive and Fairfield Road were not in support of a planned multi-use path.

Tree Impacts

Along with the Heather Highlands Community, there was a general concern for the trees within the project area. The mature trees and greenery create a character unique to Hawthorn Woods and provide the residents privacy and protection from the noise of vehicles. Maintaining the same feel by either saving existing trees or replacing them with new trees and greenery was a common theme.

Noise Walls

A prominent concern of residents was the lack of proposed noise walls, especially along Quentin Road. Residents wanted either the ability to put up fences or have a noise wall proposed as part of this project. A similar theme of concern for truck noise and speeding along Quentin Road was shared.

Drainage

Residents that currently experience flooding or drainage issues on their properties were concerned about the lack of proposed swales throughout the project. Along with the Heather Highlands Community, there was a general concern for the use of retaining walls and their locations.



APPENDICES

Appendix A: Public Information Meeting Postcard

Appendix B: Public Information Meeting Social Media Graphic

Appendix C: Public Information Meeting Newspaper Advertisements

Appendix D: County Board Member Monthly Newsletter

Appendix E: Public Information Meeting Sign-In Sheets

Appendix F: Public Information Meeting Written Comments

Appendix G: Public Information Meeting Email Comments

Appendix H: Public Information Meeting Website Mapping Comments

Appendix I: Public Information Meeting Land Acquisition Comments

Appendix C: Public Information
Meeting Newspaper Advertisement

Receipt No:

DAILY HERALD PAYMENT RECEIPT

Ad Number: 4616589

Customer: CHRISTOPHER B. BURKE ENGINEERING Phone: 8478230500 Account No: 5018196
9575 W. HIGGINS ROAD
ROSEMONT, IL 60018-4920

Class: 09980; PUBLIC HEARINGS & NOTICES Size: 2 X 118.00

Start Date: 06/10/2024 End Date: 06/21/2024 Times Ordered: 2 Price: \$637.20

Amount Paid: 637.2 Payment Method: CC

Check No: 0 Credit Card: VI

Dates: 06/10/2024 06/21/2024

Printed By: EJCLASS

Date Printed: 06/07/2024

**Public Information Meeting
Scheduled by**

Lake County Division of Transportation (LCDOT)

For Improvement of the areas within and surrounding the Old McHenry Road and CN Railroad area and along Quentin Road, referred to as the Old McHenry Crossings project. The project study area includes: Old McHenry Road (Abbey Glenn Drive to Bonnie Lane), Quentin Road (IL Route 22 to Old McHenry Road), Midlothian Road (north and south of the Old McHenry Road intersection), Fairfield Road (north of Old McHenry Road), and Echo Lake Road (south of the Old McHenry Road intersection). LCDOT, in cooperation with the Village of Hawthorn Woods and the Village of Lake Zurich, will hold a public information meeting concerning the proposed improvement of the Old McHenry Road and CN Railroad area and along Quentin Road. The public information meeting will be held on Wednesday June 26, 2024, from 5 to 7 p.m. at St. Matthew Lutheran Church, 24500 North Old McHenry Road, Hawthorn Woods. The meeting will be in the gymnasium. All persons may enter through the ADA accessible Door 2, located on the northeast corner of the building. All persons interested in this project are invited to attend this meeting. Persons with a disability desiring to participate in this meeting should contact the person listed in this Notice by June 19, 2024, to make arrangements for participating. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TTY).

To allow for all potential federal and state funding sources, the public information meeting is being held in compliance with the National Environmental Policy Act (NEPA) requirements and the Illinois Department of Transportation's public involvement policy.

All persons interested in the project are invited to attend the meeting to express their views and comments on the project. This Public Information Meeting will also serve to obtain views of the public about:

- * Section 106 of the National Historic Preservation Act of 1966, as amended. Information will be available on known historic resources that may be affected by the proposed project and the historic resources protection process. IDOT requests comments from the public on effects to historic resources to assist in consultation with the Illinois State Historic Preservation Officer.
- * The effects that proposed improvements to Old McHenry Road and Midlothian Road will have on the Burnett/Three Corners Park. The Burnett/Three

Corners Park, which is under the jurisdiction of the Village of Hawthorn Woods, is a significant, publicly owned park with natural areas. As such, it is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. For the Old McHenry Crossings project, LCDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Burnett/Three Corners Park for protection under Section 4(f). Effects of the Old McHenry Crossings project on the Burnett/Three Corners Park will include impact to a total of 0.78 acres of parkland (0.69 acres proposed right-of-way and 0.09 acres temporary easement), 0.03 acres of roadside ditch/wetland, and 46 trees. Mitigation will include pursuit of replacement property with adjacent abandoned Lake County right-of-way and tree replacement (requires a temporary construction easement 2.68 acres to allow tree planting).

- The effects that proposed improvements to Old McHenry Road will have on the Community Park. The Community Park, which is under the jurisdiction of the Village of Hawthorn Woods, is a significant, publicly owned park with recreational uses, natural areas and open space and also includes Hawthorn Woods Public Works Facility. As such, it is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. For the Old McHenry Crossings project, LCDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Community Park for protection under Section 4(f). Effects of the Old McHenry Crossings project on the Community Park will include impact to a total of 1.93 acres of parkland (0.12 acres proposed right-of-way, 0.56 acres of permanent easement, and 1.25 acres temporary easement) and 19 trees. Mitigation will include potential replacement property adjacent to the park, restoration of affected parkland, tree replacement, and relocation of the existing basketball court.
- Detailed documentation describing the impacts and mitigation associated with the effects of the Old McHenry Crossings project on the Burnett/Three Corners Park and Community Park will be available for review at the Public Information Meeting, on the project website, and at LCDOT headquarters from June 26, 2024 to July 15, 2024.

The meeting will be conducted on an informal basis. Representatives of LCDOT will be available from 5 to 7 p.m. Representatives will answer individual questions and provide comment forms for those in attendance. Verbatim comments will not be recorded. The LCDOT representatives will address topics such as the need for the project, alternatives considered, preferred alternative design, right-of-way acquisition and relocation assistance, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps, and aerial photography, will be available for inspection and viewing during the full meeting time. Additional project information is available on the project website at www.omxproject.com.

For more information, contact Chuck Gleason, Project Manager, Lake County Division of Transportation at 847-377-7447 or CGleason@lakecountyil.gov or 600 W. Winchester Rd, Libertyville, IL 60048.

Published in Daily Herald June 10, 21, 2024 (4616589)

Chicago Tribune

Printed: 6/10/2024 9:56:51 AM

Page 1 of 4

Order ID: 7647894

* Agency Commission not included

GROSS PRICE * : **\$660.66**

PACKAGE NAME: IL Govt Legal Lake County

Order ID: 7647894

* Agency Commission not included

GROSS PRICE * : \$660.66

PACKAGE NAME: IL Govt Legal Lake County

Product(s): SubTrib_Lake County News Sun, Publicnotices.com

AdSize(s): 2 Column

Run Date(s): Monday, June 10, 2024, Friday, June 21, 2024

Zone: Full Run

Color Spec. B/W

Preview

Public Information Meeting

Scheduled by
Lake County Division of Transportation (LCDOT)

For Improvement of the areas within and surrounding the Old McHenry Road and CN Railroad area and along Quentin Road, referred to as the Old McHenry Crossings project. The project study area includes: Old McHenry Road (Abbey Glenn Drive to Bonnie Lane), Quentin Road (IL Route 22 to Old McHenry Road), Midlothian Road (north and south of the Old McHenry Road intersection), Fairfield Road (north of Old McHenry Road), and Echo Lake Road (south of the Old McHenry Road intersection).

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Order ID: 7647894

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GROSS PRICE * : \$660.66

PACKAGE NAME: IL Govt Legal Lake County

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* Agency Commission not included

GROSS PRICE * : **\$660.66**

PACKAGE NAME: IL Govt Legal Lake County

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For more information, contact Chuck Gleason, Project Manager, Lake County Division of Transportation at 847-377-7447 or CGleason@lakecountyil.gov or 600 W. Winchester Rd, Libertyville, IL 60048.

Appendix I: Public Information
Meeting Land Acquisition
Comments



OLD MCHENRY CROSSINGS

PHASE I ENGINEERING STUDY

PROPERTY OWNER & ACQUISITION COMMENT FORM

The Lake County Division of Transportation (LCDOT) would like to obtain more information from those affected by the proposed Old McHenry Crossings improvement project. Additional information is included in the attached letter and exhibit, pertaining the proposed property acquisition. Please fill out the below form.

Please check the desired response.

- I have no comments at this time.
- I have noted my comments below.
- I will call Mat Ciss at (847) 605-9600 or email OMXTeam@transystems.com to discuss this further or to arrange a meeting to discuss this project.
- Please call me at _____ (your telephone number) to discuss this further in a phone conversation. The best time to reach me is at _____ (preferred time and date).
- There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):
- | | |
|--|--|
| <input type="radio"/> Well | <input type="radio"/> Advertising Sign |
| <input type="radio"/> Septic System | <input type="radio"/> Access |
| <input checked="" type="radio"/> Fence | <input type="radio"/> Other _____ |

You may submit this using one of the following methods:

- Submit via mail: TranSystems Attn: Mathew R. Ciss 1475 E Woodfield Rd, Ste 600, Schaumburg, IL. 60173
- Take a photo or scan and e-mail to OMXTeam@transystems.com

To be included in the Public Meeting record, please submit comments by **Monday, July 15, 2024.**

[Redacted Name and Address]

Comments:

We are the new owners of [redacted] since 11/2021. [redacted] are no longer owners

We are against the proposed sidewalk as it is not a safe area for people to be walking and doesn't connect to any other sidewalks that lead to anything. In addition it takes away more square footage + trees from our property. Taking away from the canopy that the Barnett family donated for that specific reason is unacceptable.

Attachment F

Preferred Improvement Plan
(Roadway Plan & Profile Sheets)

SEE SHEET 28
FOR MORE INFORMATION

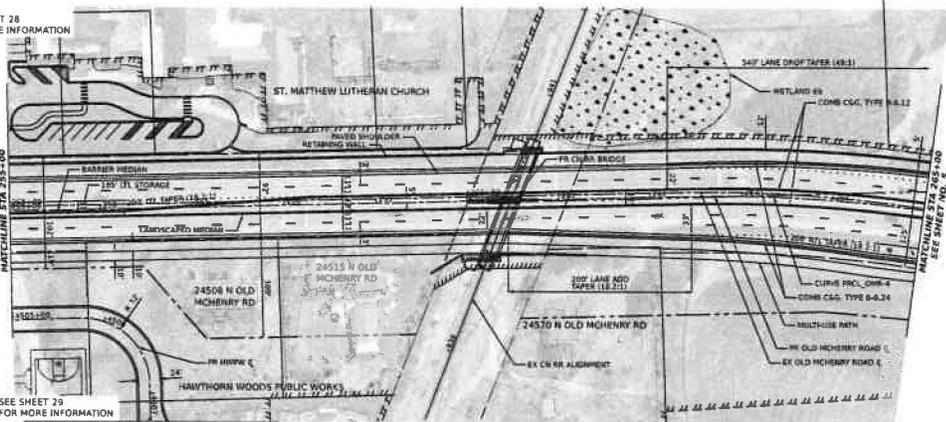
SEE SHEET NO. 3
MATCHLINE STA 235+00

SEE SHEET 29
FOR MORE INFORMATION

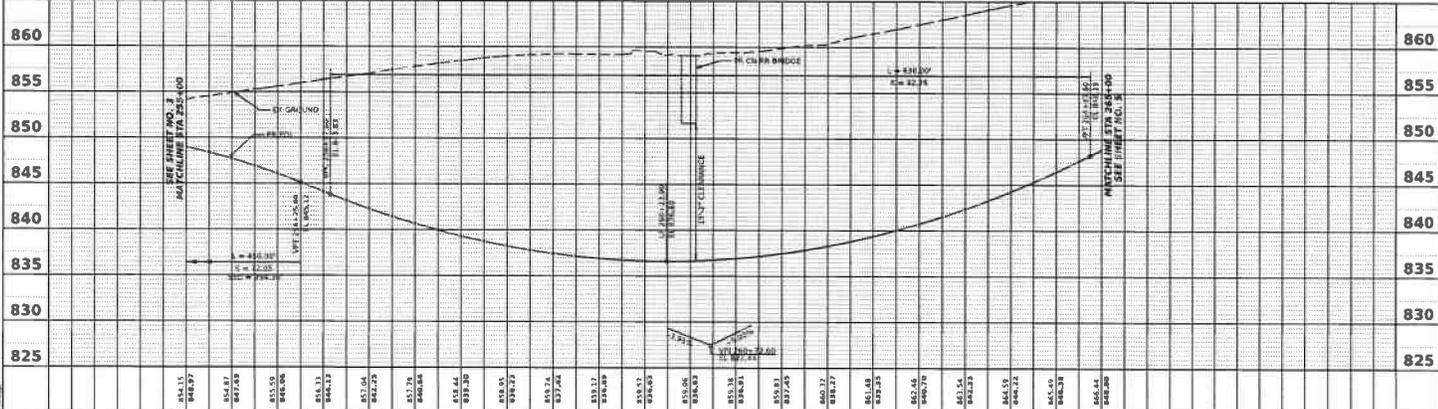
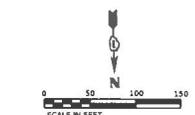
PR & ST. MATTHEW & HWPW

LEGEND:

- EX ROW
- - - PR ROW
- ▨ PR PERM EASEMENT
- ▨ PR TEMP EASEMENT



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 $A = 1.592.00'$
 $T = 387.31'$
 $L = 198.80'$
 $E = 46.44'$
 $c = 3.20\%$
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 $e = 1.00\%$ (270+50.00 TO 2)
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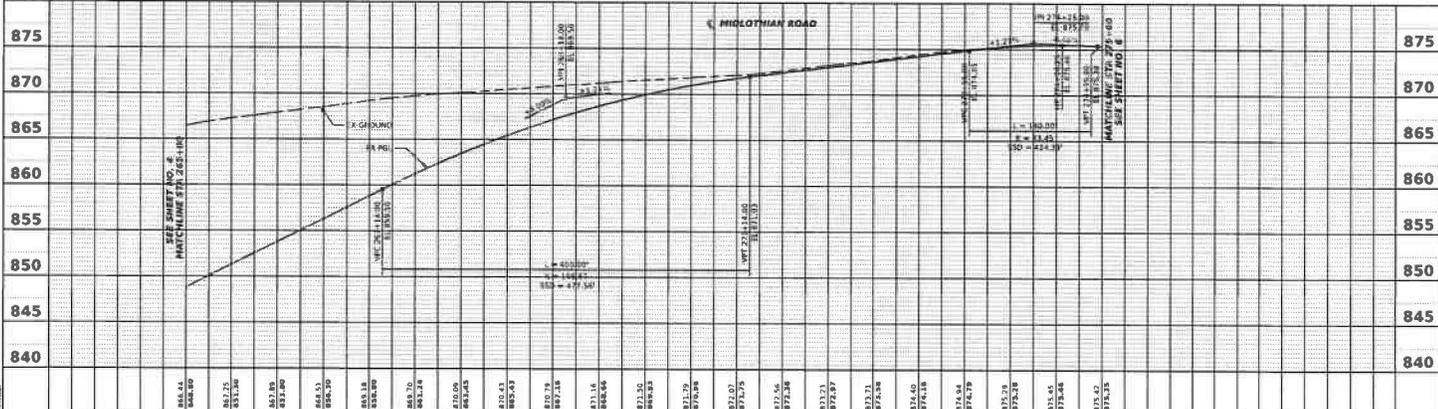
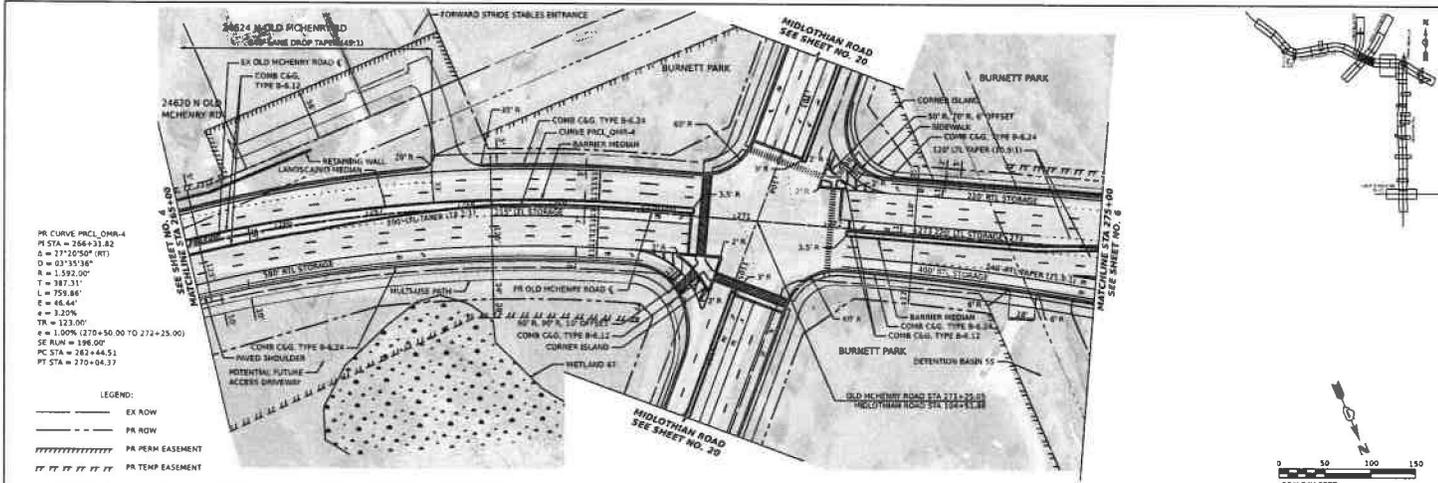
DESIGNED	REVIEWED
DRAWN	REVIEWED
CHECKED	REVIEWED
DATE	REVIEWED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD MCHENRY ROAD
PREFERRED IMPROVEMENT PLAN

SECTION	COUNTY	TOTAL SHEETS
16-00999-01-01	LAKE	42
CONTRACT NO.		

SCALE: 1" = 10'
SHEET 4 OF 11 SHEETS STA 235+00 TO STA 293+00



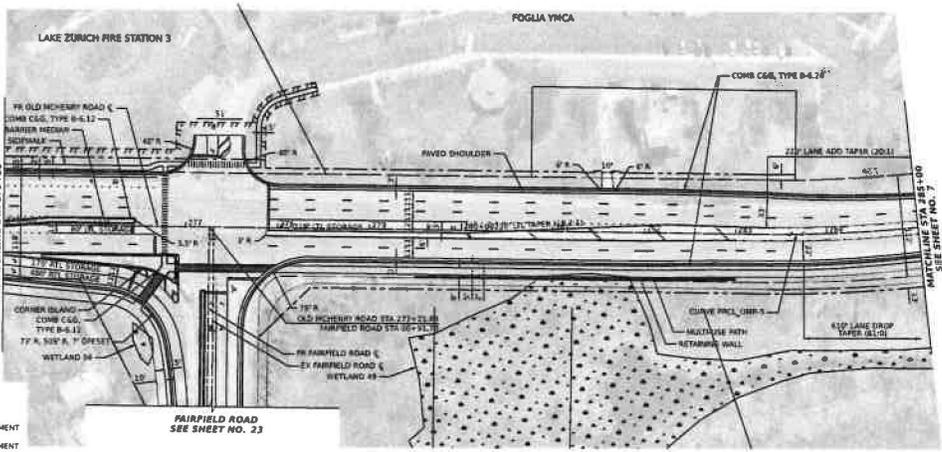
DESIGNED -	REVIEWED -	DATE -	REVISED -
DRAWN -	REVIEWED -	DATE -	REVISED -
CHECKED -	REVIEWED -	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

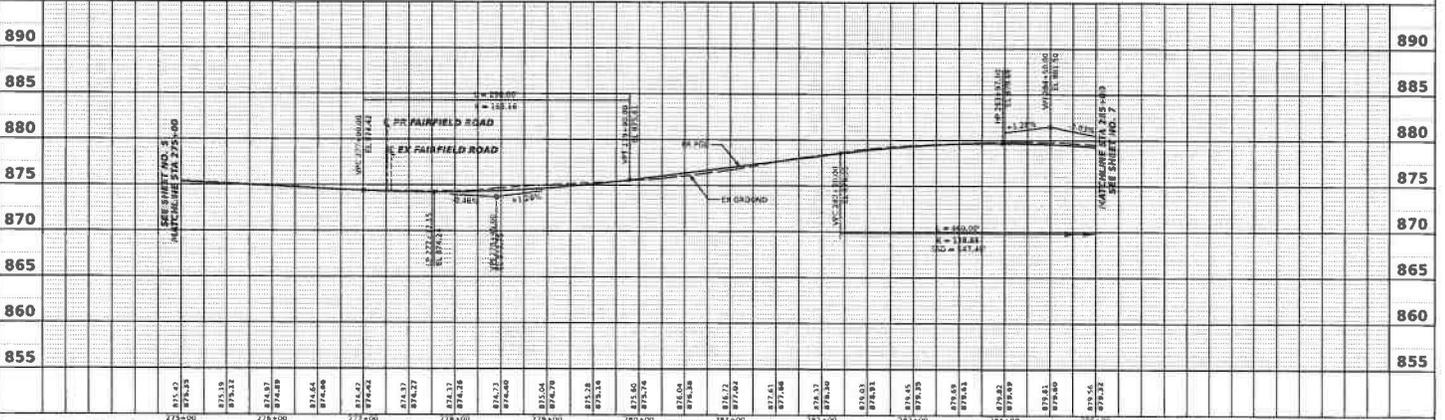
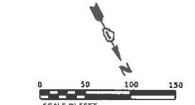
**OLD MCHENRY ROAD
PREFERRED IMPROVEMENT PLAN**

SCALE: 1" = 50' | SHEET 1 OF 11 | SHEETS STA. 265+00 TO STA. 275+00

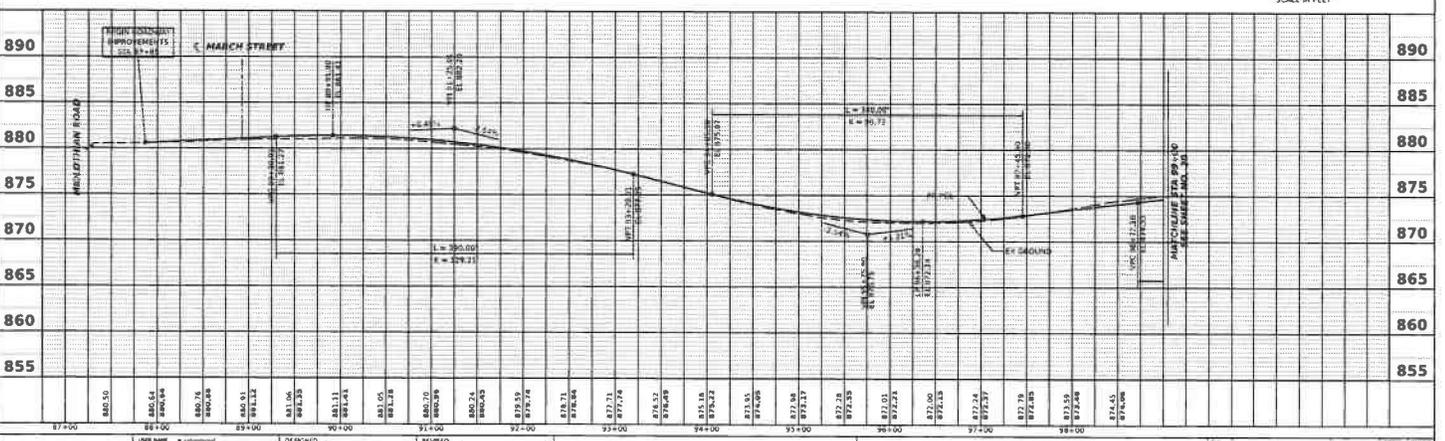
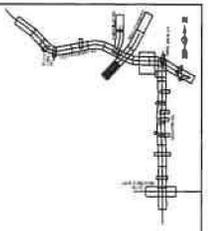
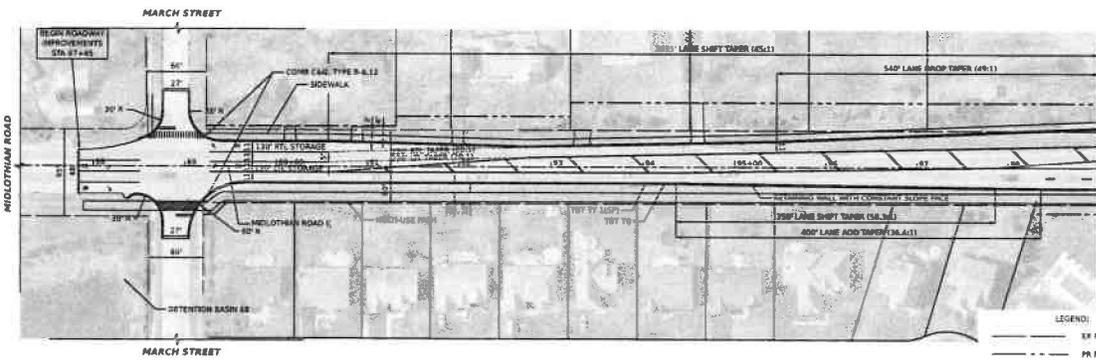
PROJECT NO.	SECTION	COUNTY	TOWNSHIP	RANGE	SURVEY
18-0999-6185		LAKE	E 2	5	
CONTRACT NO.					



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 D = 6375934"
 T = 505.59'
 L = 972.21'
 E = 86.40'
 S = 5.10%
 TR = 97.00'
 SE RUN = 245.00'
 PC STA = 283+92.22
 PT STA = 293+64.83



DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OLD MCHENRY ROAD PREFERRED IMPROVEMENT PLAN	SHEET 4 OF 11	SHEET STA. 275+00 TO STA. 285+00
DRAWN -	REVISD -				
CHECKED -	REVISD -				
DATE -	REVISD -				



DESIGNED -	REVIEWED -	DATE -	REVIEWED -
DRAWN -	REVIEWED -	DATE -	REVIEWED -
CHECKED -	REVIEWED -	DATE -	REVIEWED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

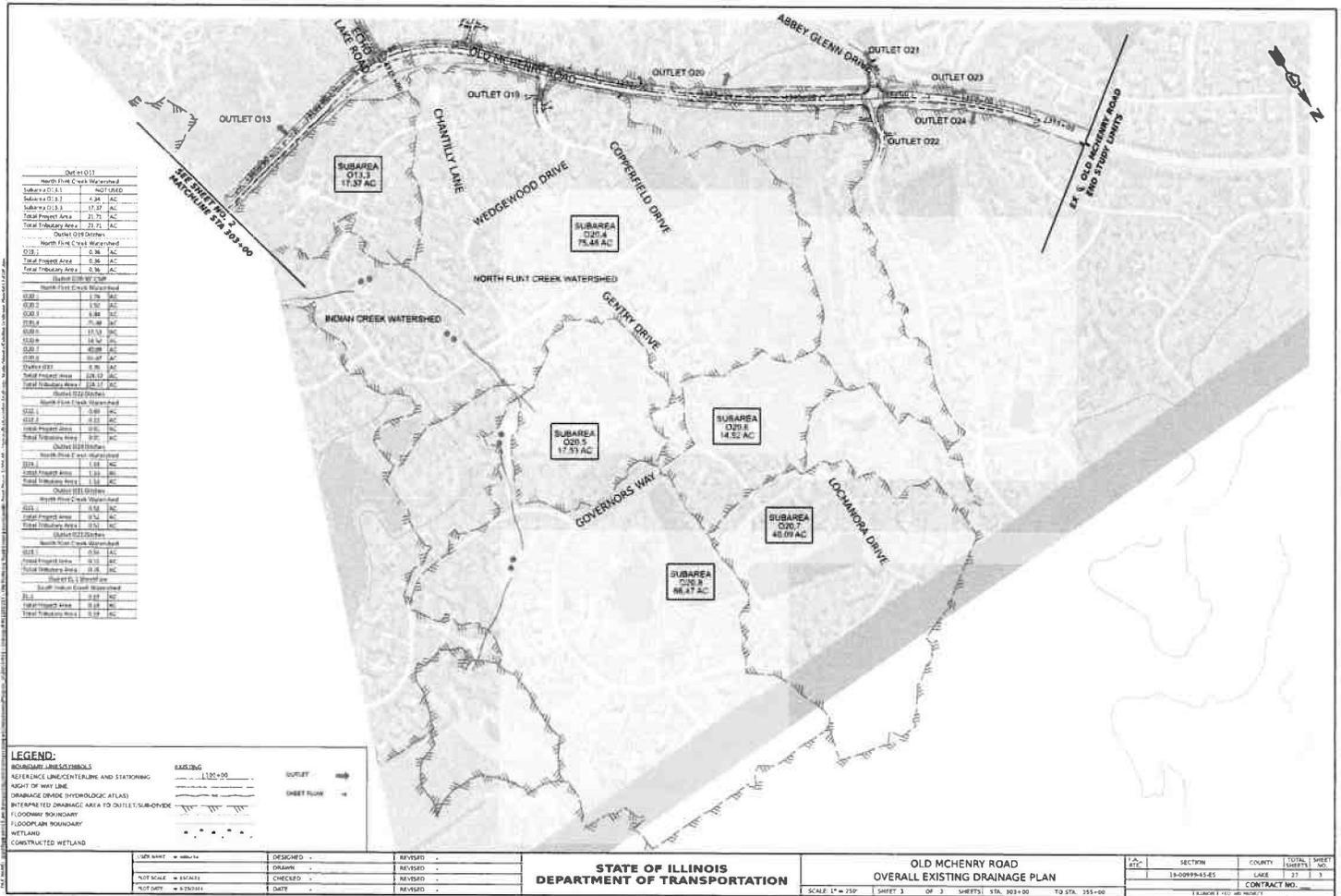
**MIDLOTHIAN ROAD
PREFERRED IMPROVEMENT PLAN**

ACT. DATE	SECTION	COUNTY	TOWN	SHEET NO.
	15-0099-43-45	LAKE	42	19
CONTRACT NO.				

SCALE: 1" = 50' 1 SHEET 1 OF 4 SHEETS STA. 87+20.00 TO STA. 99+00

Attachment G

Existing Drainage Plan and Proposed Drainage Plan



Outlet 011	
North Flint Creek Watershed	
Subarea 011.3	11.37 AC
Subarea 011.3	11.37 AC
Total Project Area	11.37 AC
Total Tributary Area	23.71 AC
Outlet 019	
North Flint Creek Watershed	
Subarea 019.1	0.36 AC
Subarea 019.1	0.36 AC
Total Project Area	0.36 AC
Total Tributary Area	0.36 AC
Outlet 020	
North Flint Creek Watershed	
Subarea 020.4	75.48 AC
Subarea 020.5	17.53 AC
Subarea 020.6	14.55 AC
Subarea 020.7	40.09 AC
Subarea 020.8	36.47 AC
Subarea 020.9	3.70 AC
Subarea 020.10	1.50 AC
Subarea 020.11	0.84 AC
Subarea 020.12	0.84 AC
Subarea 020.13	0.84 AC
Subarea 020.14	0.84 AC
Subarea 020.15	0.84 AC
Subarea 020.16	0.84 AC
Subarea 020.17	0.84 AC
Subarea 020.18	0.84 AC
Subarea 020.19	0.84 AC
Subarea 020.20	0.84 AC
Subarea 020.21	0.84 AC
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Subarea 020.25	0.84 AC
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Subarea 020.83	0.84 AC
Subarea 020.84	0.84 AC
Subarea 020.85	0.84 AC
Subarea 020.86	0.84 AC
Subarea 020.87	0.84 AC
Subarea 020.88	0.84 AC
Subarea 020.89	0.84 AC
Subarea 020.90	0.84 AC
Subarea 020.91	0.84 AC
Subarea 020.92	0.84 AC
Subarea 020.93	0.84 AC
Subarea 020.94	0.84 AC
Subarea 020.95	0.84 AC
Subarea 020.96	0.84 AC
Subarea 020.97	0.84 AC
Subarea 020.98	0.84 AC
Subarea 020.99	0.84 AC
Subarea 020.100	0.84 AC

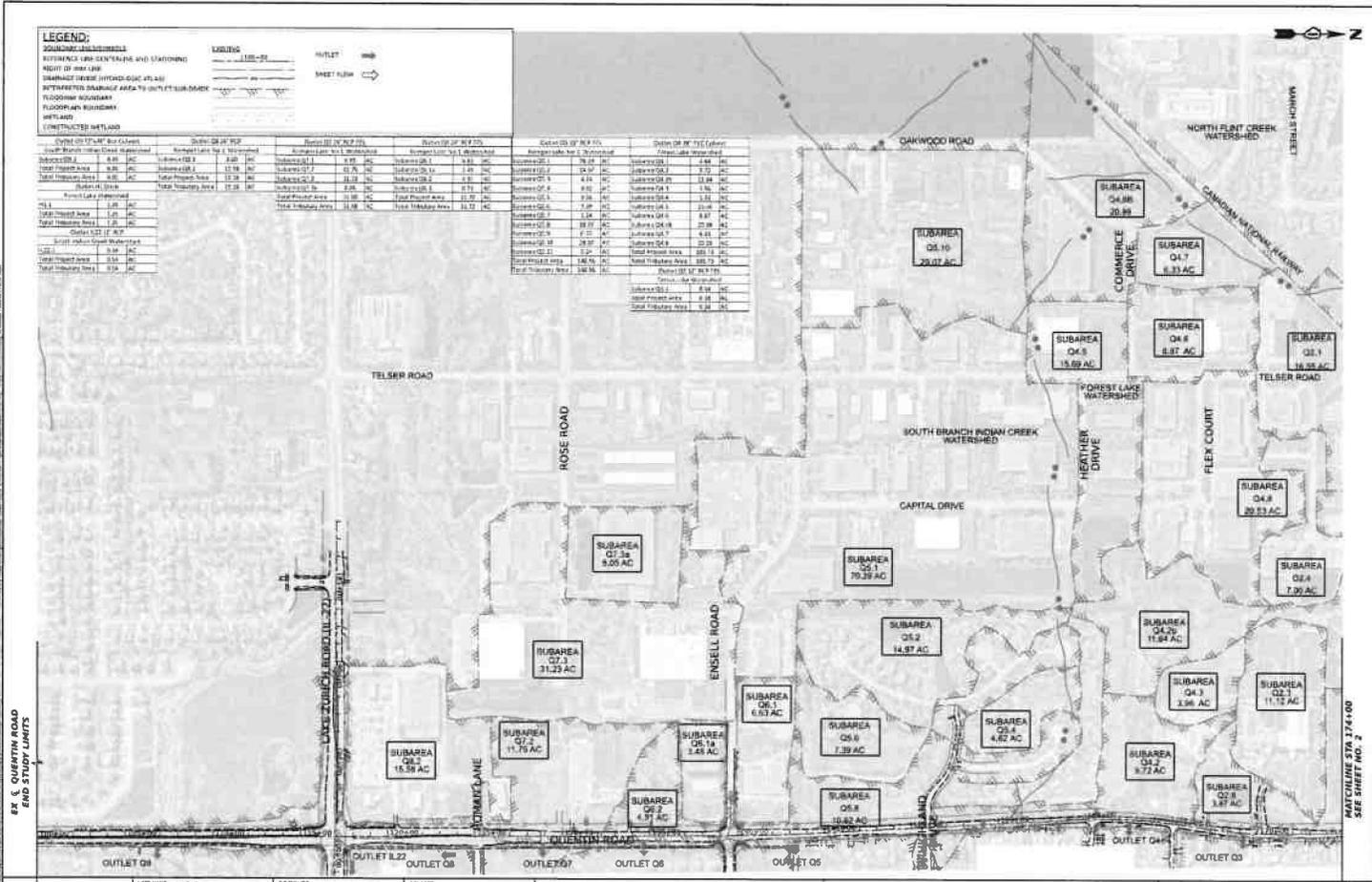
LEGEND:

BOUNDARY - UNDESIGNATED	EXISTING	OUTLET
REFERENCE LINE - CENTERLINE AND STATIONING	1:120=1	SHEET FLOW
RIGHT OF WAY LINE		
DRAINAGE DIVIDE (HYDROLOGIC ATLAS)		
INTERFERED DRAINAGE AREA TO OUTLET SUB-BOUNDARY		
FLOODPLAIN BOUNDARY		
FLOODPLAIN BOUNDARY		
WETLAND		
CONSTRUCTED WETLAND		

DESIGNED	REVISION	STATE OF ILLINOIS	OLD MCHENRY ROAD	SECTION	COUNTY	TOTAL SHEET
DRAWN	REVISION	DEPARTMENT OF TRANSPORTATION	OVERALL EXISTING DRAINAGE PLAN	13-0099445-05	LAKE	27
CHECKED	REVISION					3
DATE	REVISION					
SCALE: 1" = 250'			SHEET 3 OF 3 SHEETS STA. 00+00 TO STA. 155+00		CONTRACT NO.:	

LEGEND:
 SUBAREA BOUNDARIES
 SUBAREA LINES (EXISTING AND PROPOSED)
 RIGHT OF WAY LINE
 SUBAREA DRAINAGE (HYDROLOGIC ATLAS)
 HYDROLOGIC SUBAREA AREA TO WHICH IT SUBDRAINS
 FLOODPLAIN BOUNDARY
 FLOODPLAIN BOUNDARY
 FLOODPLAIN BOUNDARY
 FLOODPLAIN BOUNDARY

Subarea	Area (Ac)	Subarea	Area (Ac)	Subarea	Area (Ac)	Subarea	Area (Ac)
Subarea Q1	1.00	Subarea Q2	1.00	Subarea Q3	1.00	Subarea Q4	1.00
Subarea Q5	1.00	Subarea Q6	1.00	Subarea Q7	1.00	Subarea Q8	1.00
Subarea Q9	1.00	Subarea Q10	1.00	Subarea Q11	1.00	Subarea Q12	1.00
Subarea Q13	1.00	Subarea Q14	1.00	Subarea Q15	1.00	Subarea Q16	1.00
Subarea Q17	1.00	Subarea Q18	1.00	Subarea Q19	1.00	Subarea Q20	1.00
Subarea Q21	1.00	Subarea Q22	1.00	Subarea Q23	1.00	Subarea Q24	1.00
Subarea Q25	1.00	Subarea Q26	1.00	Subarea Q27	1.00	Subarea Q28	1.00
Subarea Q29	1.00	Subarea Q30	1.00	Subarea Q31	1.00	Subarea Q32	1.00
Subarea Q33	1.00	Subarea Q34	1.00	Subarea Q35	1.00	Subarea Q36	1.00
Subarea Q37	1.00	Subarea Q38	1.00	Subarea Q39	1.00	Subarea Q40	1.00
Subarea Q41	1.00	Subarea Q42	1.00	Subarea Q43	1.00	Subarea Q44	1.00
Subarea Q45	1.00	Subarea Q46	1.00	Subarea Q47	1.00	Subarea Q48	1.00
Subarea Q49	1.00	Subarea Q50	1.00	Subarea Q51	1.00	Subarea Q52	1.00
Subarea Q53	1.00	Subarea Q54	1.00	Subarea Q55	1.00	Subarea Q56	1.00
Subarea Q57	1.00	Subarea Q58	1.00	Subarea Q59	1.00	Subarea Q60	1.00
Subarea Q61	1.00	Subarea Q62	1.00	Subarea Q63	1.00	Subarea Q64	1.00
Subarea Q65	1.00	Subarea Q66	1.00	Subarea Q67	1.00	Subarea Q68	1.00
Subarea Q69	1.00	Subarea Q70	1.00	Subarea Q71	1.00	Subarea Q72	1.00
Subarea Q73	1.00	Subarea Q74	1.00	Subarea Q75	1.00	Subarea Q76	1.00
Subarea Q77	1.00	Subarea Q78	1.00	Subarea Q79	1.00	Subarea Q80	1.00
Subarea Q81	1.00	Subarea Q82	1.00	Subarea Q83	1.00	Subarea Q84	1.00
Subarea Q85	1.00	Subarea Q86	1.00	Subarea Q87	1.00	Subarea Q88	1.00
Subarea Q89	1.00	Subarea Q90	1.00	Subarea Q91	1.00	Subarea Q92	1.00
Subarea Q93	1.00	Subarea Q94	1.00	Subarea Q95	1.00	Subarea Q96	1.00
Subarea Q97	1.00	Subarea Q98	1.00	Subarea Q99	1.00	Subarea Q100	1.00



DESIGNED -	REVISOR -	SECTION	TOTAL SHEETS
DRAWN -	REVISOR -	15-00994-1-15	27
CHECKED -	REVISOR -	LAKE	1
DATE -	REVISOR -	CONTRACT NO.	

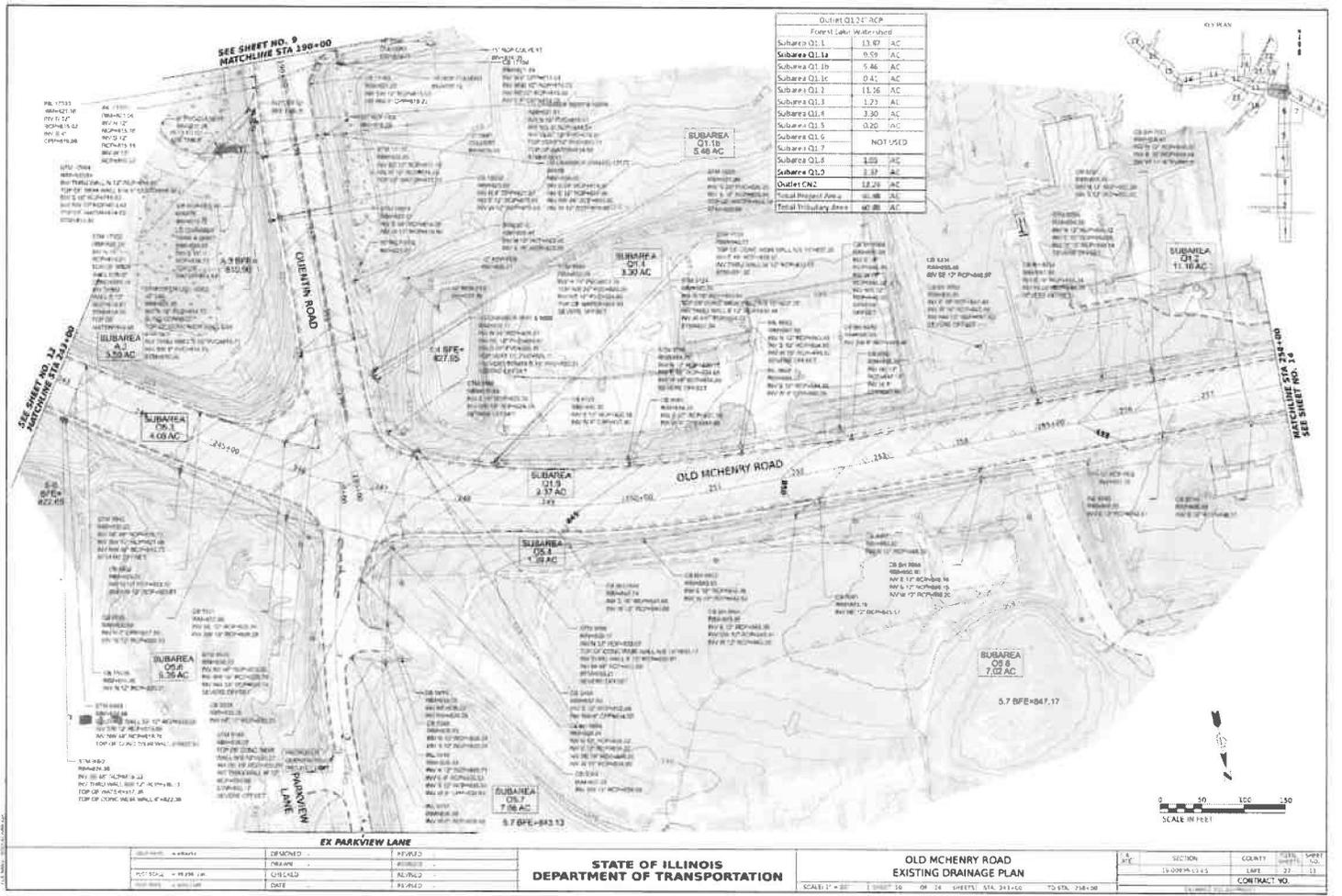
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**QUENTIN ROAD
 OVERALL EXISTING DRAINAGE PLAN**

SCALE: 1" = 250' SHEET 1 OF 1 SHEETS STA. 99+00 TO STA. 174+00

AK C. QUENTIN ROAD
 END STUDY LIMITS

MATCHLINE STA. 174+00
 SEE SHEET NO. 2



Outlet Q1.1 ACP	
Forest Lake Watershed	
Subarea Q1.1	13.87 AC
Subarea Q1.1a	0.59 AC
Subarea Q1.1b	5.46 AC
Subarea Q1.1c	0.41 AC
Subarea Q1.2	13.36 AC
Subarea Q1.3	1.23 AC
Subarea Q1.4	3.30 AC
Subarea Q1.5	0.20 AC
Subarea Q1.6	NOT USED
Subarea Q1.7	1.09 AC
Subarea Q1.8	1.37 AC
Subarea Q1.9	12.28 AC
Subarea Q1.10	12.48 AC
Total Project Area	67.88 AC
Total Tributary Area	67.88 AC



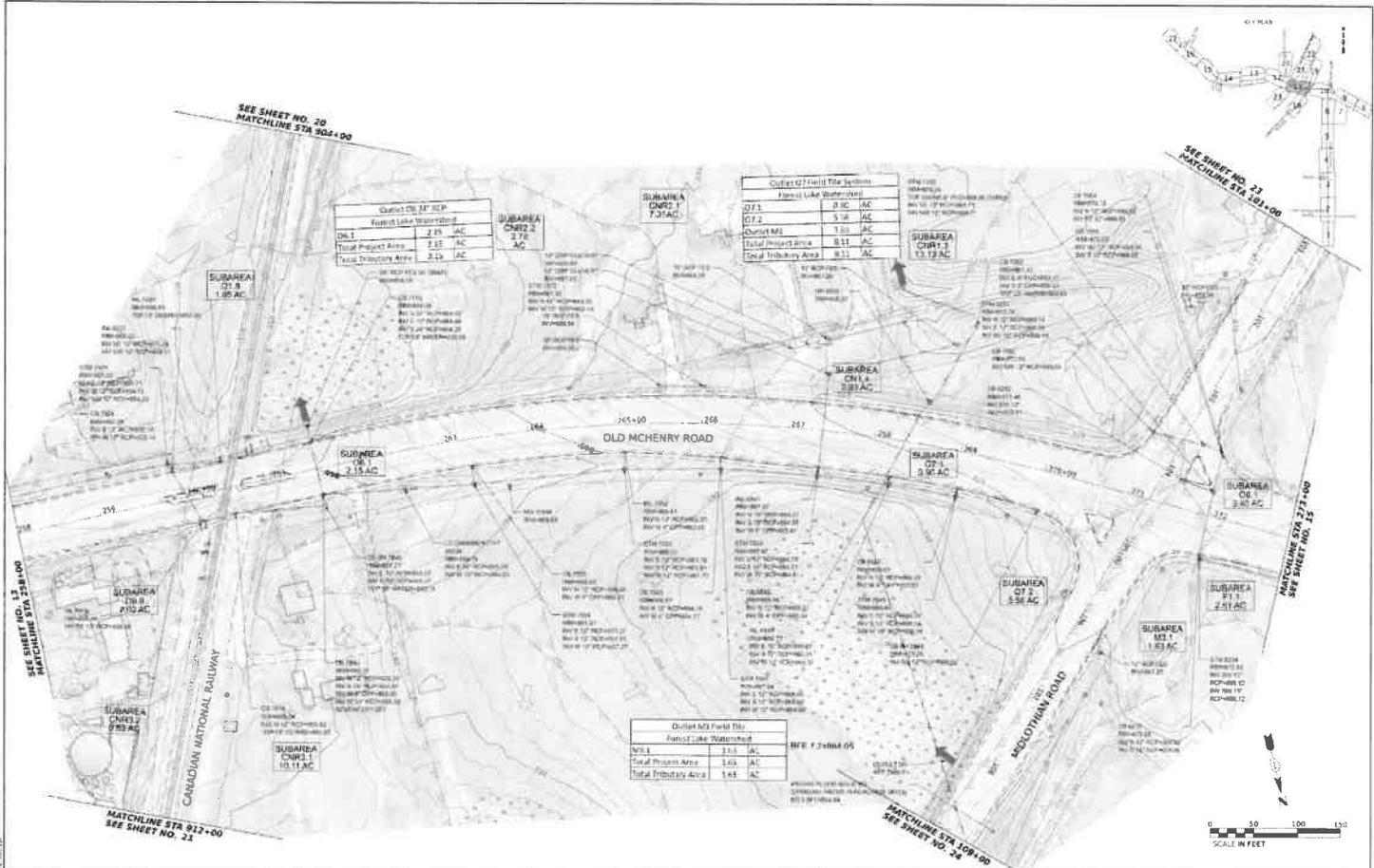
EX PARKVIEW LANE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD MCHENRY ROAD
EXISTING DRAINAGE PLAN

DATE	SECTION	COUNTY	PROJECT NO.
10/20/11	19-009A-C14.5	LAKE	22-11
DATE	SCALE	CONTRACT NO.	
10/20/11	1" = 40'		

SCALE: 1" = 40'

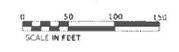


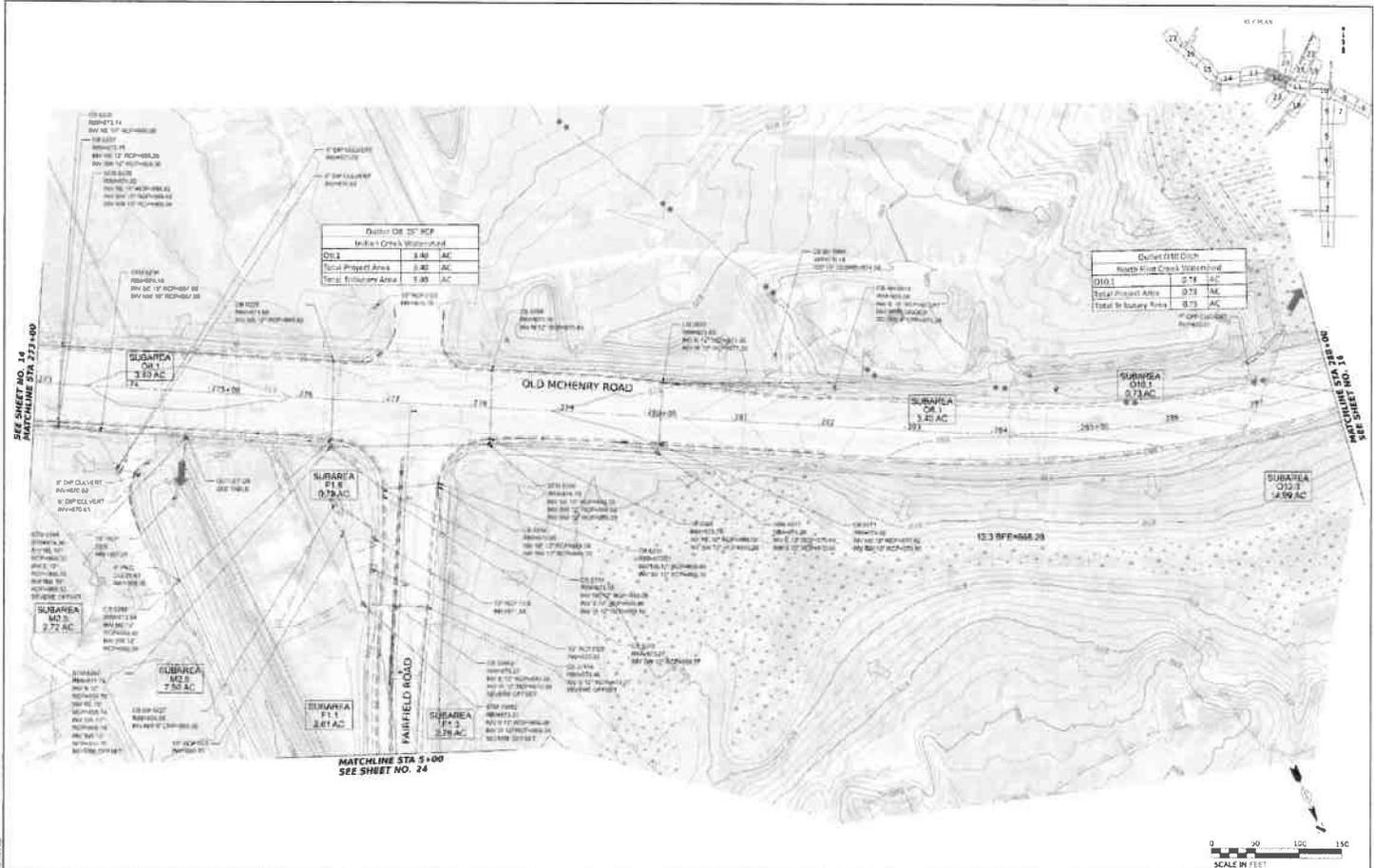
Outlet Of Field Tile System	
Farm of Lake Waterford	
DT 1	1.18 AC
DT 2	5.18 AC
Outlet M1	1.03 AC
Total Project Area	7.39 AC
Total Tributary Area	7.39 AC

Outlet Of Field Tile System	
Farm of Lake Waterford	
DT 1	1.18 AC
DT 2	5.18 AC
Outlet M1	1.03 AC
Total Project Area	7.39 AC
Total Tributary Area	7.39 AC

Outlet M3 Field Tile	
Farm of Lake Waterford	
M3	1.18 AC
Total Project Area	1.18 AC
Total Tributary Area	1.18 AC

<table border="1"> <tr> <td>DESIGNED BY</td> <td>ENGINEER</td> <td>DRAWN BY</td> <td>CHECKED</td> <td>DATE</td> <td>PERIOD</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	DESIGNED BY	ENGINEER	DRAWN BY	CHECKED	DATE	PERIOD							<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">OLD MCHENRY ROAD EXISTING DRAINAGE PLAN</p>	<p>SCALE: 1" = 30'</p> <p>SHEET 11 OF 24 SHEETS STA. 216+00 TO STA. 273+00</p>	<p>S.A. SECTION COUNTY TOWNSHIP</p> <p>19.0000N11E25 W. LAKE 27 14</p> <p>CONTRACT NO.</p>
DESIGNED BY	ENGINEER	DRAWN BY	CHECKED	DATE	PERIOD											

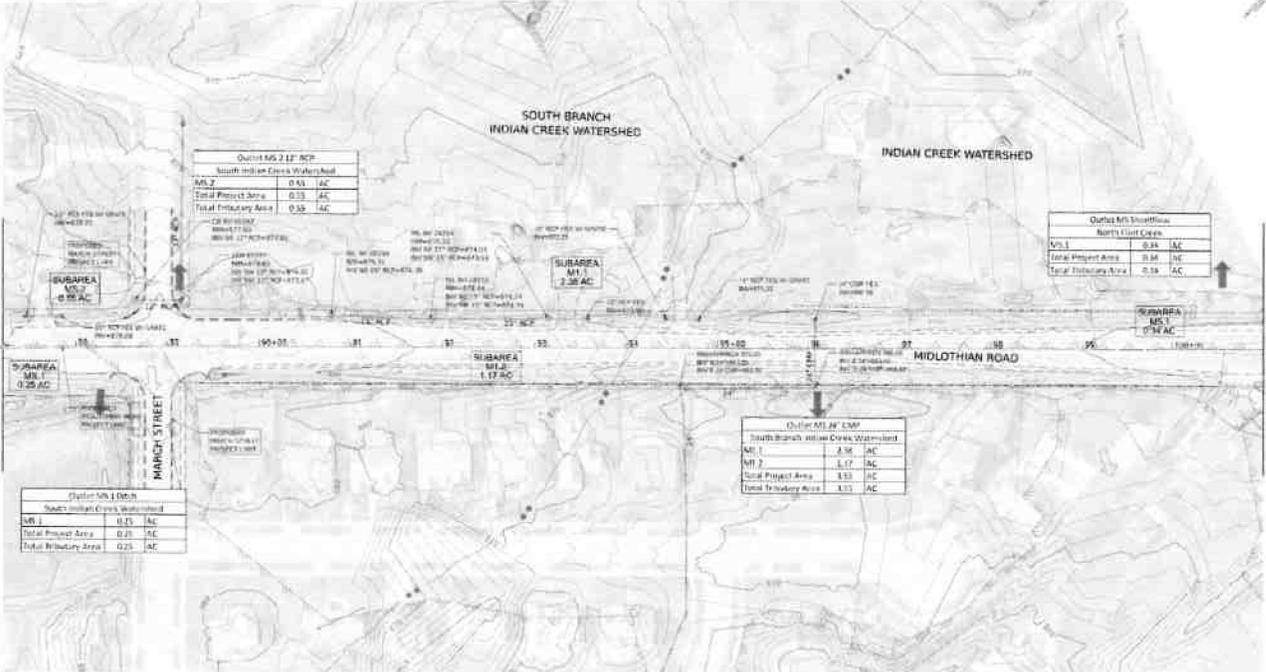




DESIGNER: <input type="checkbox"/> CHECKED: <input type="checkbox"/> REVISION: <input type="checkbox"/> DATE: <input type="checkbox"/>		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		OLD MCHENRY ROAD EXISTING DRAINAGE PLAN		SHEET NO. 24 OF 24 SHEETS STA. 271+00 TO STA. 284+00		SECTION: <input type="checkbox"/> COUNTY: <input type="checkbox"/> TOWNSHIP: <input type="checkbox"/> RANGE: <input type="checkbox"/> CONTRACT NO.: <input type="checkbox"/>	
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EX. C. MIDLOTHIAN ROAD
END STUDY LIMITS



Outlet MI.2 L1F BMP
South Indian Creek Watershed

MI.2	0.41 AC
Total Project Area	0.33 AC
Total Tributary Area	0.32 AC

Outlet MI.4 Substation
North East Creek

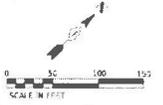
MI.4	0.34 AC
Total Project Area	0.34 AC
Total Tributary Area	0.34 AC

Outlet MI.1 Outlet
South Indian Creek Watershed

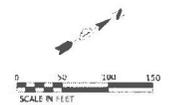
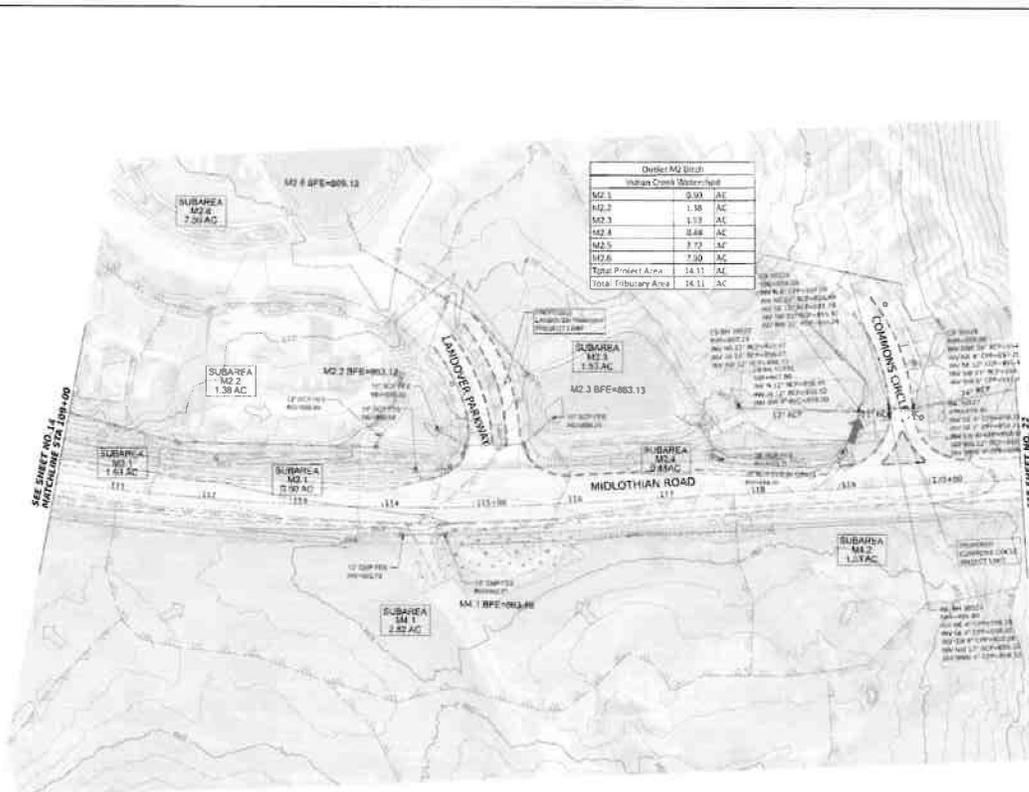
MI.1	0.15 AC
Total Project Area	0.25 AC
Total Tributary Area	0.25 AC

Outlet MI.4F BMP
South Branch Indian Creek Watershed

MI.1	1.56 AC
MI.2	1.17 AC
Total Project Area	0.33 AC
Total Tributary Area	0.33 AC



DESIGNER: [blank]	DRAWN: [blank]	PERIOD: [blank]	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MIDLOTHIAN ROAD EXISTING DRAINAGE PLAN	<table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>ISSUED FOR BIDDING</td> <td>10/15/10</td> </tr> <tr> <td>2</td> <td>AS BUILT</td> <td>10/15/10</td> </tr> </table>	NO.	DESCRIPTION	DATE	1	ISSUED FOR BIDDING	10/15/10	2	AS BUILT	10/15/10
NO.	DESCRIPTION	DATE												
1	ISSUED FOR BIDDING	10/15/10												
2	AS BUILT	10/15/10												
PROJECT NO.: 10-0000-00	CHECKED: [blank]	PERIOD: [blank]	<table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>ISSUED FOR BIDDING</td> <td>10/15/10</td> </tr> <tr> <td>2</td> <td>AS BUILT</td> <td>10/15/10</td> </tr> </table>	NO.	DESCRIPTION	DATE	1	ISSUED FOR BIDDING	10/15/10	2	AS BUILT	10/15/10		
NO.	DESCRIPTION	DATE												
1	ISSUED FOR BIDDING	10/15/10												
2	AS BUILT	10/15/10												
PROJECT NO.: 10-0000-00	DATE: [blank]	PERIOD: [blank]	<table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>ISSUED FOR BIDDING</td> <td>10/15/10</td> </tr> <tr> <td>2</td> <td>AS BUILT</td> <td>10/15/10</td> </tr> </table>	NO.	DESCRIPTION	DATE	1	ISSUED FOR BIDDING	10/15/10	2	AS BUILT	10/15/10		
NO.	DESCRIPTION	DATE												
1	ISSUED FOR BIDDING	10/15/10												
2	AS BUILT	10/15/10												



SHEET NO. 11 MIDDLEBURY STA 10+00 SEE SHEET NO. 10	SUBAREA M2.1 1.38 AC SEE SHEET NO. 10	SUBAREA M2.2 1.38 AC SEE SHEET NO. 10	SUBAREA M2.3 1.73 AC SEE SHEET NO. 10	SUBAREA M2.4 0.44 AC SEE SHEET NO. 10	SUBAREA M2.5 3.72 AC SEE SHEET NO. 10	SUBAREA M2.6 7.90 AC SEE SHEET NO. 10	M2.1 BPE=885.13 M2.2 BPE=883.12 M2.3 BPE=883.13 M2.4 BPE=883.14 M2.5 BPE=883.15 M2.6 BPE=883.16	MIDLOTHIAN ROAD LAND OVER PREVIOUS COMMON CHUTE	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SCALE: 1" = 80' SHEET 11 OF 24 SHEETS STA 10+00 TO STA 12+50	MIDLOTHIAN ROAD EXISTING DRAINAGE PLAN CONTRACT NO.	T.A. 100 SECTION 1000 COUNTY 1000 L.M.P. 1000 SHEET 11 OF 24
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SEE SHEET NO. 21
MATCHLINE STA. 171+00

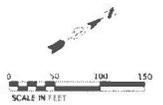


Outlet 330 Watershed

Subarea	Area (AC)
Subarea 1	2.29
Subarea 2	1.13
Total Project Area	3.42
Total Tributary Area	4.31

Outlet 220 Watershed

Subarea	Area (AC)
Subarea 1	0.79
Total Project Area	0.79
Total Tributary Area	0.79



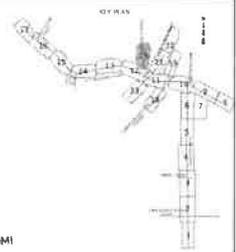
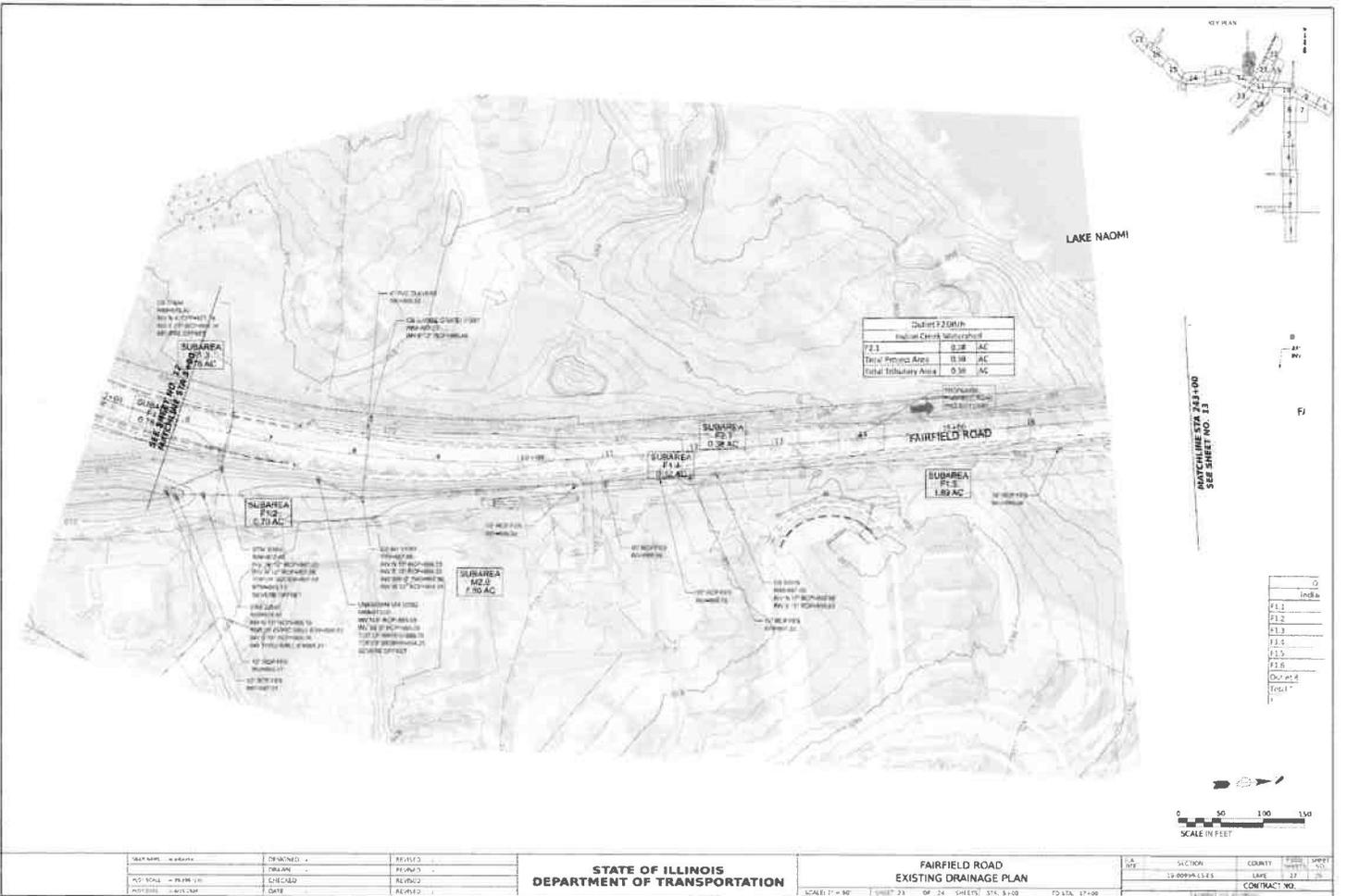
DESIGNED BY	DRAWN BY	REVIEWED BY
CHECKED BY	DATE	PERMITTED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MIDLOTHIAN ROAD
EXISTING DRAINAGE PLAN

SECTION	COUNTY	SHEET NO.
19.000A-13.05	LAKE	22
CONTRACT NO.		

SCALE: 1" = 80' SHEET 22 OF 24 SHEETS: STA. 199+00 TO STA. 121+00



0 50 100 150
SCALE IN FEET

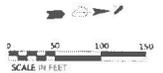
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SCALE IN FEET

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SCALE IN FEET

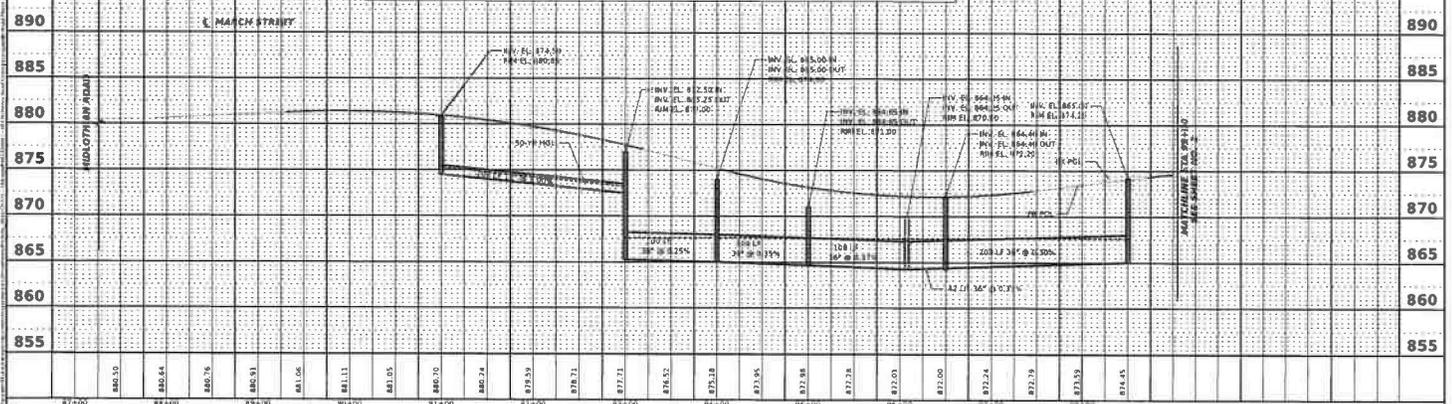
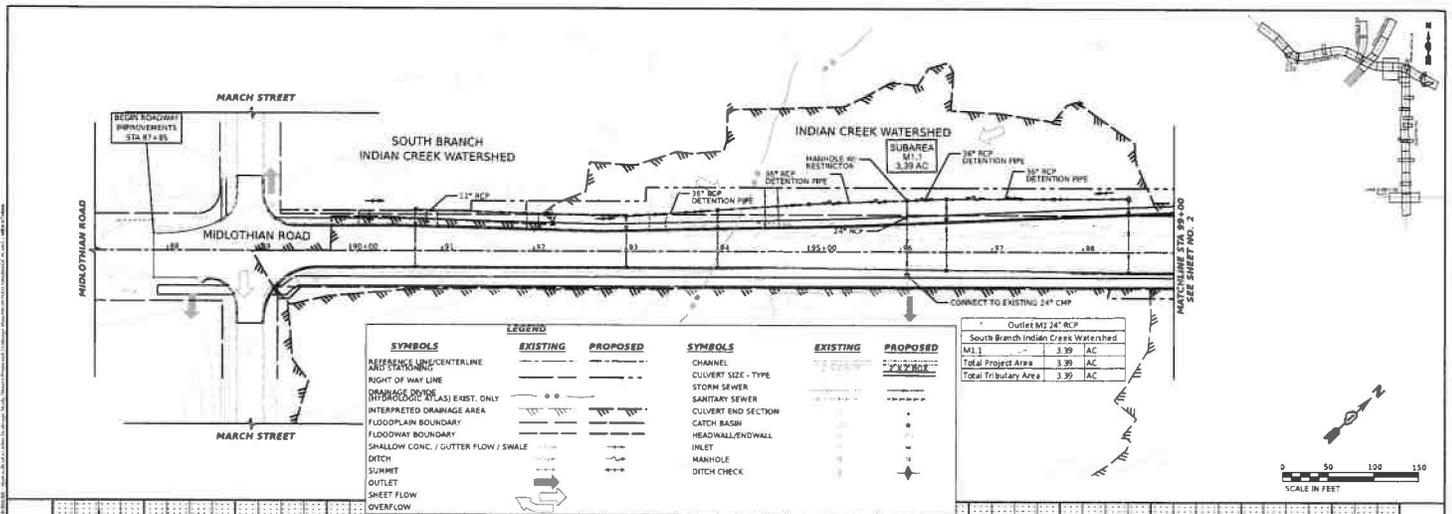
F1.1	
F1.2	
F1.3	
F1.4	
F1.5	
F1.6	
F1.7	
F1.8	
F1.9	
F1.10	
F1.11	
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F1.40	
F1.41	
F1.42	
F1.43	
F1.44	
F1.45	
F1.46	
F1.47	
F1.48	
F1.49	
F1.50	



Outlet #1 Current	
Indian Creek Watershed	
F1.1	7.61 AC
F1.2	9.59 AC
F1.3	2.56 AC
F1.4	0.52 AC
F1.5	1.99 AC
F1.6	0.78 AC
Subarea 6	2.30 AC
Total Project Area	17.36 AC
Total Tributary Area	12.06 AC



DESIGNED BY: K. HANNA	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAIRFIELD ROAD EXISTING DRAINAGE PLAN	SECTION: 18.000P.12.1.5	COUNTY: LAKE	TOWNSHIP: 22	SHEET: 27	
CHECKED BY: M. HANNA	CHECKED: -	REVISED: -			SCALE: 1" = 80'	SHEET 24 OF 24 SHEETS STA. 3+00 TO STA. 37+00	CONTRACT NO.		
DATE: 11/14/14	DATE: -	REVISED: -							



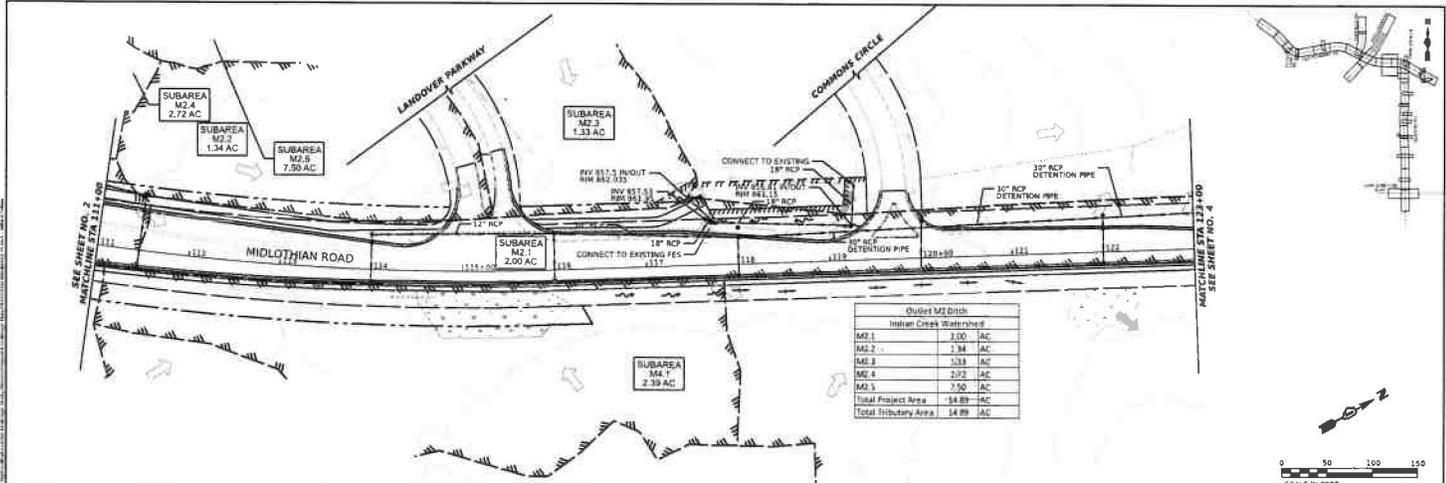
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DRAWN - MC	CHECKED - JMD	REVISIONS -	DATE -	REVERSED -
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PLUT DATE - NOT USED	CHECKED -	REVISIONS -	DATE -	REVERSED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

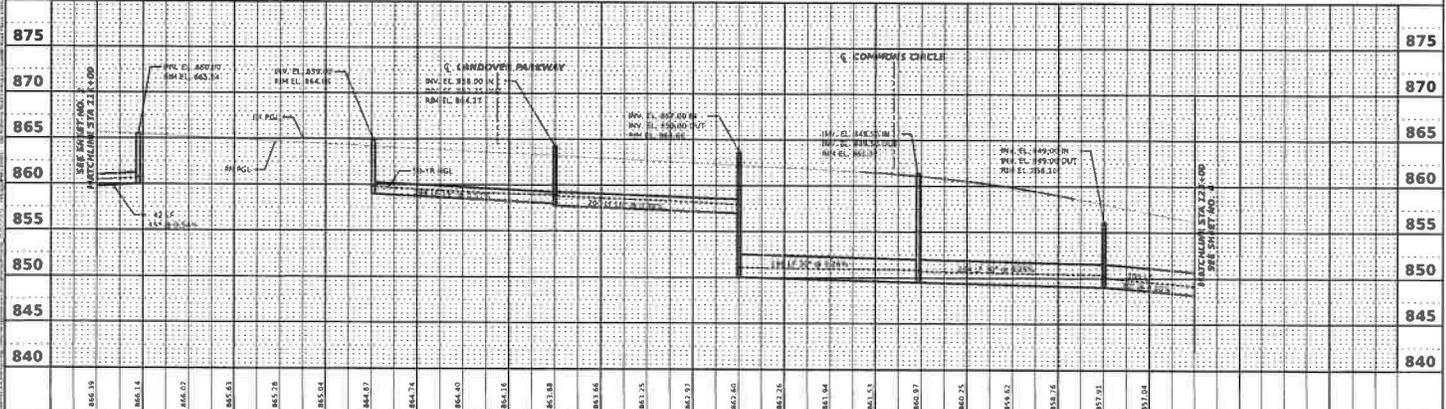
MIDLOTHIAN ROAD
PROPOSED DRAINAGE PLAN

P.L.	SECTION	COUNTY	TOWNSHIP	RANGE
87	18-0099-81-61	LAKE	24	1
CONTRACT NO.				

SCALE: 1" = 40' | SHEET 1 OF 4 SHEETS STA. 87+20.00 TO STA. 99+00



Outlet M2 Ditch	
M2.1	2.00 AC
M2.2	2.94 AC
M2.3	3.38 AC
M2.4	2.92 AC
M2.5	7.90 AC
Total Project Area	14.89 AC
Total Tributary Area	14.89 AC



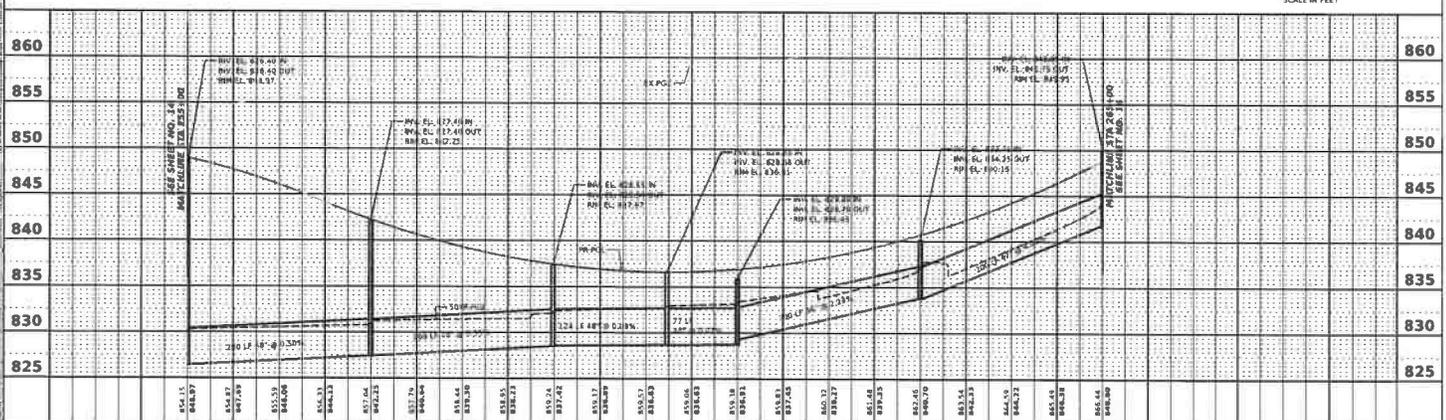
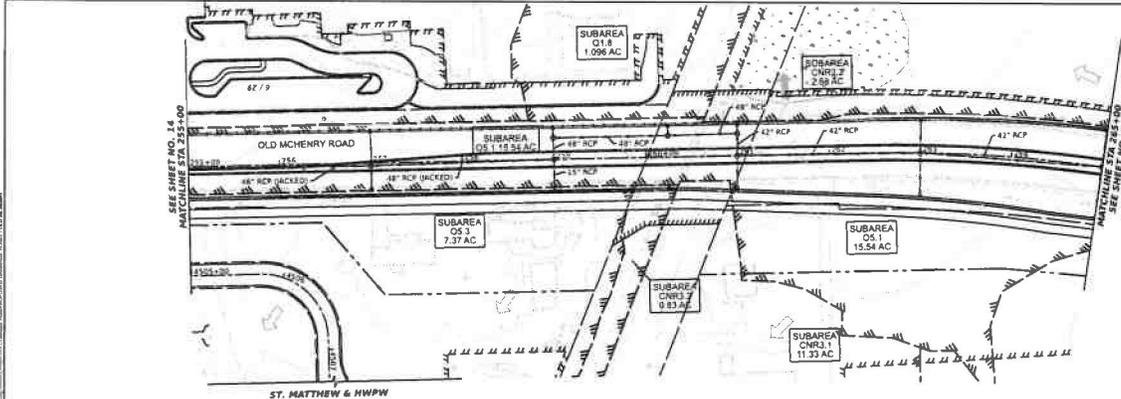
112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MIDLOTHIAN ROAD
PROPOSED DRAINAGE PLAN

SECTION	COUNTY	TOWNSHIP	RANGE	SURVEY
19-0999-61-65	LAKE	24	3	
CONTRACT NO.				

SCALE: 1" = 50' SHEET 3 OF 4 SHEETS STA. 111+00 TO STA. 131+00



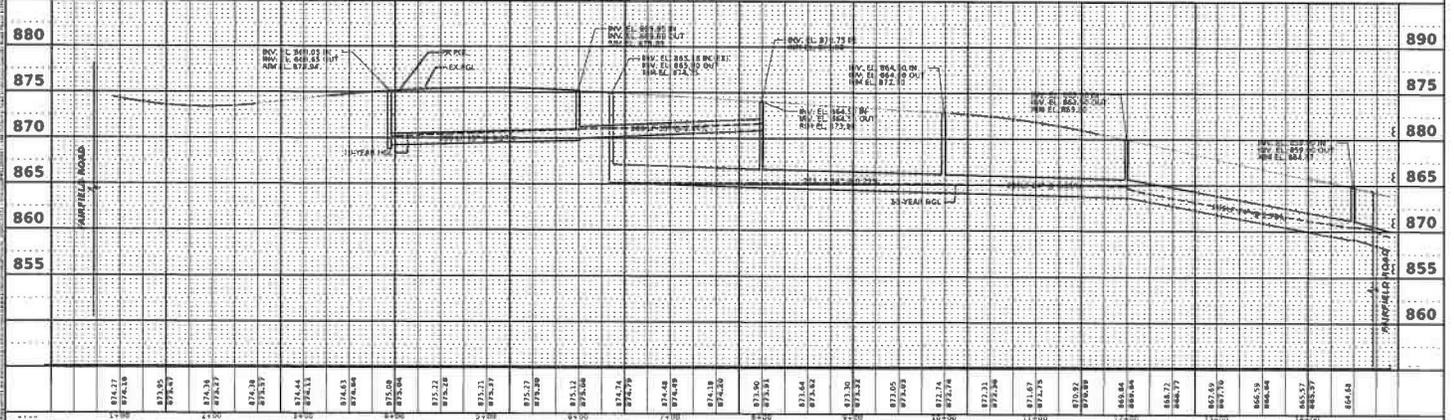
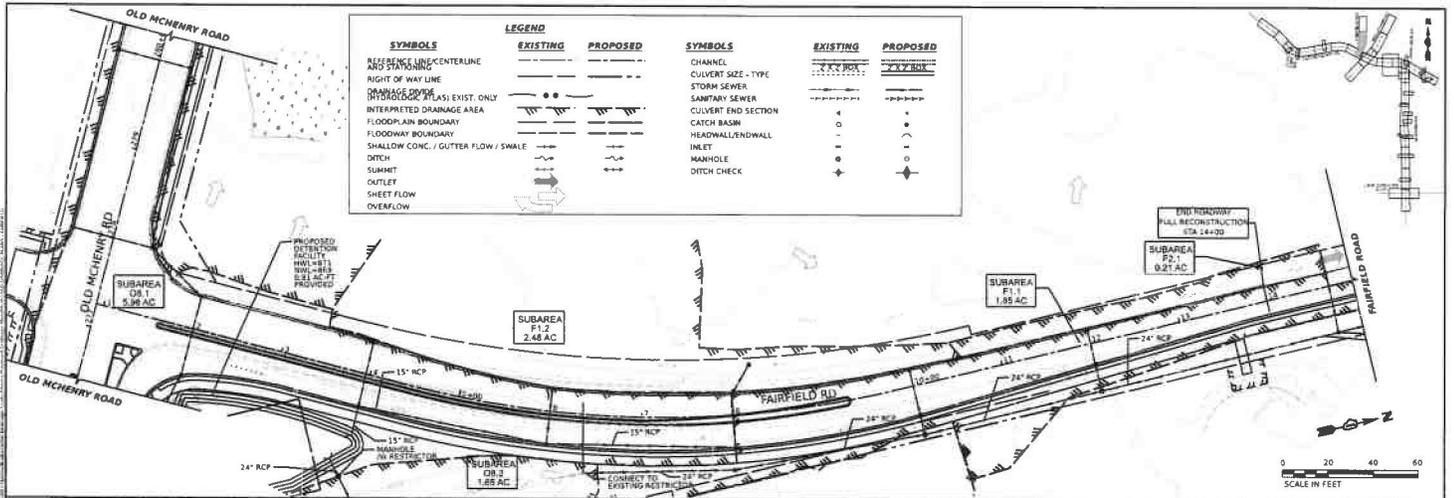
USER NAME =	DESIGNED BY =	REVISION =	DATE =
PROJECT =	CHECKED BY =	REVISION =	DATE =
PLOT DATE =	DATE =	REVISION =	DATE =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OLD MCHENRY ROAD
PROPOSED DRAINAGE PLAN**

SCALE: 1" = 10' | SHEET 4 OF 10 | SHEETS STA. 253+00 TO STA. 263+00

FILE NO.	SECTION	COUNTY	TOTAL SHEETS
15-00999-45-25			15
CONTRACT NO.			



874.37	874.34	874.35	874.36	874.37	874.38	874.39	874.40	874.41	874.42	874.43	874.44	874.45	874.46	874.47	874.48	874.49	874.50	874.51	874.52	874.53	874.54	874.55	874.56	874.57	874.58	874.59	874.60	874.61	874.62	874.63	874.64	874.65	874.66	874.67	874.68	874.69	874.70	874.71	874.72	874.73	874.74	874.75	874.76	874.77	874.78	874.79	874.80	874.81	874.82	874.83	874.84	874.85	874.86	874.87	874.88	874.89	874.90	874.91	874.92	874.93	874.94	874.95	874.96	874.97	874.98	874.99	875.00
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAIRFIELD ROAD
PROPOSED DRAINAGE PLAN
SCALE: 1" = 20'

ACT.	SECTION	COUNTY	TOWN	SHEET
15-009945-45				24
				21
CONTRACT NO.				

Attachment H

FHWA and IDOT Section 4(f) *de minimis* Approval

<<Placeholder>>

SECTION 4(F) DETERMINATION Community Park

**Old McHenry Crossings (OMX)
Old McHenry Road – Abbey Glenn Drive to Forest Drive
Quentin Road – IL Route 22 to Old McHenry Road
Section No. 19-00999-65-ES
Lake County, Illinois**

Prepared by: Lake County Division of Transportation

Pursuant to: Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303)

The Old McHenry Crossings (OMX) project, including Old McHenry Road (from Abbey Glenn Drive to Forest Drive) and Quentin Road (from IL Route 22 to Old McHenry Road) in southwest Lake County, Illinois, will result in the use of Community Park owned by the Village of Hawthorn Woods, a Section 4(f) resource. Based on the information provided, the Federal Highway Administration (FHWA) hereby makes a *de minimis* impact finding for this use as it will not adversely affect this resource's activities, features, and attributes. The *de minimis* impact finding is based on the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on (MONTH XX, 2024).

**Chris Byars, P.E.
Metropolitan Transportation Engineer
FHWA - Chicago Urban Satellite Office**

**Section 4(f) *de minimis* Impact Documentation
Community Park**

**Old McHenry Crossings (OMX)
Old McHenry Road – Abbey Glenn Drive to Forest Drive
Quentin Road – IL Route 22 to Old McHenry Road
Section No. 19-00999-65-ES
Lake County, Illinois**

1. Project Description

- a. **Project Number:** N/A
Section Number: 19-00999-65-ES
- b. **Project Name:** Old McHenry Crossings (OMX): Old McHenry Road from Abbey Glenn Drive to Forest Drive; Quentin Road from IL Route 22 to Old McHenry Road
- c. **Location:** Unincorporated Ela Township, Unincorporated Forest Lake Community, Village of Hawthorn Woods, Village of Kildeer, Village of Lake Zurich, Lake County, Illinois
- d. **Project Type:** Roadway widening/reconstruction with multi-use path, sidewalk, and railroad grade separation (Lake County Division of Transportation [LCDOT] is the lead agency)
- e. **Project Length:** Old McHenry Road = ±2.1 miles
Quentin Road = ±1.5 miles
- f. **NEPA Class of Action:** Federal Approved Categorical Exclusion
- g. **Purpose and Need of the Project:** The purpose and needs of this project are to provide an improved transportation system to address capacity, safety, and mobility deficiencies along Old McHenry Road and Quentin Road based on past and projected future growth in the project area, and to improve non-motorized accommodations/connections within the project area. A key element of the project includes the evaluation of a new above-grade or below-grade separation of Old McHenry Road at the Canadian National (CN) Railroad crossing.
- h. **Project Status:** Phase I Engineering and Environmental Studies are near completion with a Public Information Meeting held on June 26, 2024. The draft Section 4(f) documentation was available for review and comment on the OMX project website from June 26, 2024, through July 15, 2024. Design Approval is anticipated for March 2025.

LCDOT will use REBUILD Illinois grant funding for Phase I Engineering and has received a commitment for \$12 million in Illinois Commerce Commission (ICC) funding for construction in 2025. Currently, subsequent engineering and construction costs are not yet funded. As the Phase I Engineering study progresses, LCDOT anticipates applying for federal grants and Surface

Transportation Program (STP) funding to support future phases of engineering and construction.

2. Description of Section 4(f) Resource

- a. Name of Resource:** Community Park
- b. Type of Resource:** Public Municipal Park - Programmed Recreational Areas with Natural Areas/Open Space
- c. Official with Jurisdiction (OWJ):** Village of Hawthorn Woods (Hawthorn Woods)
- d. Description of role/significance in the community:**

Community Park is a ±28.5-acre public park located in Hawthorn Woods at the northwest corner of the Old McHenry Road at Quentin Road intersection (see Attachment A). Community Park is considered by Hawthorn Woods to be the “signature park” of the community.¹

The Hawthorn Woods *Comprehensive Plan* (adopted June 16, 2014) separates their municipal parks into five categories. Community Park is categorized as a “community park”. The *Comprehensive Plan* describes community parks as having three characteristics: (1) serving a broad purpose with a focus on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces; (2) location is a function of site desirability and ability to serve multiple residential neighborhoods; and (3) minimum size is 20-acres.

Community Park consists of programmed recreational areas and natural areas/open space (see Attachment B). Park amenities include:

- Baseball Field
- Softball Field
- Lacrosse Field
- Multi-Purpose Field
- Basketball Court
- Tennis Courts (2)
- Playground
- In-Line Hockey Rink
- Sled Hill
- Indoor Seasonal Restrooms
- Gazebo
- Parking Lot
- Picnic Areas
- Trails/Paths
- Tree Nursery
- Natural Areas & Open Space (turf)

During the summer months, free community concerts are offered on a weekly basis at the Community Park gazebo where hundreds of people tend to gather. These events are often accompanied by art tables or an outdoor movie for family entertainment.

The Hawthorn Woods Public Works Facility (Public Works Facility) is located on a ±3.9-acre parcel of land at the southwest corner of Community Park. It consists of two buildings with garage space, maintenance bays, and a salt storage dome.

¹ [Community Park | Hawthorn Woods, IL - Official Website \(vhwo.org\)](http://www.vhwo.org)

Community Park has been part of Hawthorn Woods for roughly 30 years. In September 1988, the Hawthorn Woods Village Board approved the purchase of land from the Koch family for Community Park. Community Park was to be completed in three phases with the ground-breaking in 1990. Construction of the public works facility began in March 1992.²

Hawthorn Woods received an Open Space Lands Acquisition and Development (OSLAD) grant from the Illinois Department of Natural Resources (IDNR) for Community Park in 2000 (IDNR Project No. OS 00-1002). Based on coordination with IDNR, the Community Park development project amortized out on January 7, 2023, and the restrictions and obligations associated with the OSLAD funding have lapsed. No Land and Water Conservation (LAWCON) funds have been used for property acquisition or development at Community Park (see Attachment D). Community Park is not considered an Illinois Natural Areas Inventory (INAI) site.

The open space land cover at Community Park primarily consists of mowed turf grass (e.g., associated with ball fields), naturalized wooded areas, landscape trees, and wetland areas (including man-made wetland detention basins). In the vicinity of the proposed OMX project (e.g., near the south perimeter of the park, near the CN Railroad), dominant tree species include: white pine (*Pinus strobus*), box elder (*Acer negundo*), cockspur hawthorn (*Crataegus crus-galli*), black locust (*Robinia pseudoacacia*), and Austrian pine (*Pinus nigra*).

Based on field reconnaissance completed by Christopher B Burke Engineering, Ltd (CBBEL) in August 2021, two man-made detention basins were identified within Community Park near the proposed OMX project. Detention Basin #31 (total size = 0.91+ acre) is located at the southeast corner of the park (just north of the park entrance). Detention Basin #32 (total size = 0.40+ acre) is located near the southwest corner of the park (adjacent to the Public Works Facility).

Both detention basins contain relatively low quality emergent-marsh wetland vegetation. The US Army Corps of Engineers (USACE) determined that neither detention basin is subject to Federal regulation under Section 404 of the Clean Water Act.³ Because these detention basins contain wetland vegetation, potential impacts associated with the OMX improvements would be regulated under the Interagency Wetlands Policy Act (IWPA). Detention Basin #32 is considered to be an Isolated Waters of Lake County (IWLC) by the Lake County Stormwater Management Commission (LCSMC) (in coordination with Hawthorn Woods) – subject to local jurisdiction under the Lake County Watershed

² *The Village of Hawthorn Woods: The First Fifty Years*. 2008.

³ Machalek, M.J. *Jurisdictional Determination for the Quentin Road/Old McHenry Road Project Site in Lake Zurich, Lake County, Illinois (Latitude 42.197395, Longitude -88.057826)*. September 13, 2022.

Development Ordinance (WDO). Detention Basin #31 was determined to be an IWLC excluded feature.⁴

Based on the Illinois Environmental Protection Agency (IEPA) Source Water Assessment Program (SWAP) & Mapping Tool, three groundwater wells are located at Community Park. Two of the wells are mapped in the vicinity of the proposed OMX project. One of these wells appears to serve the Public Works Facility. The other mapped well appears to serve the recreational area of the park. The third well is mapped at the north half of the park. None of these wells are identified as Community Water Supply wells.

3. Description of Intended Section 4(f) Resource Use

a. Type and Acres of Impact:

As described below, the proposed improvements are anticipated to impact a total of ±1.93 acres of parkland, including 108 trees within Community Park. No wetland or other surface water impacts are anticipated to occur within the park.

The surface areas of identified impacts include ±0.12-acre proposed right-of-way, ±0.56-acre proposed permanent easement, and ±1.25-acre proposed temporary easement at the south and southwest perimeter of the park (see Attachments C-1, C-2 & C-3).

- The proposed right-of-way acquisition (±0.12-acre) is required to accommodate the Old McHenry Road improvements, including a new signalized intersection for the Public Works Facility, St. Matthew Lutheran Church Campus, and Hawthorn Gardens (Garden Center) with dedicated eastbound and westbound left turn lanes. The proposed right-of-way also allows for construction of a new 10-foot-wide multi-use path on the north side of Old McHenry Road to the west of the new signalized intersection.
- The proposed permanent easement (±0.56-acre) is necessary to replace and widen (to 10-foot wide) an existing multi-use path located near the south perimeter of Community Park. This portion of the multi-use path on park property will be maintained by LCDOT and will be part of the Lake County regional path network. A new proposed multi-use path (from the east) would tie into the existing (improved) path at the northwest corner of the Old McHenry Road/Quentin Road intersection.
- The proposed temporary easement (±1.25-acre) is required to construct the grade separation at the CN Railroad, maintain traffic flow, and relocate the existing Public Works Facility access drive. The proposed improvements include an underpass at the railroad crossing (i.e., Old McHenry Road under the CN Railroad). To construct the underpass, a portion of the CN Railroad will need to be temporarily relocated slightly to the east of the existing

⁴ Frank, B. & Crane, J.E. *LCDOT Old McHenry Rd to Quentin Rd Improvements, Lake County, IL – IWLC Exclusion Determination*. June 14, 2023.

railroad tracks (i.e., east shoofly) and a temporary roadway will need to be installed at the north side of Old McHenry Road to maintain traffic flow in an east-west direction during construction. The east shoofly also requires that a temporary retaining wall be installed within CN Railroad right-of-way near the southwest corner of Community Park during construction. The temporary retaining wall will be constructed just inside the limits of the railroad right-of-way and require a 5-foot wide temporary easement on park property for construction purposes.

As a result of the proposed underpass, the existing Public Works Facility access drive will be relocated to align with a new consolidated St. Matthew Lutheran Church Campus (and Hawthorn Gardens) signalized intersection at Old McHenry Road. An existing basketball court located immediately adjacent to the proposed Public Works Facility access drive relocation will be relocated. The existing basketball court is anticipated to remain operational during a portion of the roadway construction. The reconstruction of the new Public Works Facility access drive (which would not be built until the grade separation is complete and the temporary roadway run-around is removed) would cause a direct impact to the existing basketball court.

It is anticipated that the basketball court would be relocated as part of the OMX contract or by Hawthorn Woods following construction of the relocated Public Works Facility access drive. A path connection/extension will be made to the new basketball court from the east. The path extension would also be installed as part of the OMX contract or by Hawthorn Woods when the relocated basketball court is constructed. If the basketball court relocation and path extension are constructed by a Hawthorn Woods contractor, the cost of these improvements would be paid for by LCDOT. At a March 25, 2024 coordination meeting, Hawthorn Woods requested that the OMX Project Team expand the proposed temporary easement to cover the proposed basketball court relocation and the proposed path extension (see Attachment D).

No impacts to the groundwater wells at Community Park are anticipated. The two groundwater wells in the vicinity of the improvements have total depths of approximately 260-feet. These potable water supply wells have groundwater protection zones with a minimum setback of 200 feet. These minimum protection zones are regulated by IEPA. This project is not anticipated to create any new potential "routes" (i.e., dry wells, borrow pits, abandoned and improperly plugged wells) for groundwater pollution or any new potential "sources" (i.e., bulk road oil or deicing salt storage facilities) of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.). In addition, the OMX project will not impact the salt dome at the Public Works Facility. Accordingly, the project is not subject to compliance with the minimum setback requirements for potable water supply wells, as set forth in 415 ILCS 5/14, et seq. Since no LCDOT or Illinois Department of Transportation

(IDOT) facilities exist or are planned for this project, there should be no impact on the 200 feet minimum setback zones around these wells as determined by the IEPA Division of Public Water Supplies.

b. Existing Function of Impacted Acres:

The area at Community Park that is anticipated to be impacted by the proposed improvements is comprised primarily of open space (e.g., mowed turf grass, naturalized wooded areas, and individual stems and groupings of landscape trees), an existing multi-use path, a basketball court, and the Public Works Facility access drive. Based on preliminary engineering, a total of 108 trees are anticipated to be impacted within the proposed park acquisition areas. The dominant tree species within the impact areas include: white pine (*Pinus strobus*), Austrian pine (*Pinus nigra*), black locust (*Robinia pseudoacacia*), and box elder (*Acer negundo*). The vegetation at Community Park is managed/maintained by Hawthorn Woods. The trees provide functions such as aesthetics, windbreaks, shading, screening, erosion control, wildlife habitat, and air quality benefits. Other functions of the impacted areas include access, recreation (e.g., bicycle/pedestrian facility, basketball court), and wetland buffer. Access from Old McHenry Road to the Public Works Facility and bicycle/pedestrian accommodations will be maintained during construction, to the extent practicable. Any potential closures would be short-term in nature and coordinated with Hawthorn Woods.

4. Description of Efforts to Avoid, Minimize, and Mitigate/Enhance the Resource

a. Avoidance and minimization efforts made and benefits to resource:

Avoidance Alternatives

Community Park is located adjacent to the existing right-of-way at the north side of Old McHenry Road. The St. Matthew Lutheran Church Campus is located adjacent to the existing right-of-way at the south side of Old McHenry Road – across from the southwest corner of Community Park. A cemetery is located to the west and south of the existing buildings at the St. Matthew Lutheran Church Campus. The 1864 Pioneer Cemetery at the church campus warrants National Register of Historic Places consideration (see Attachment B). The CN Railroad is located at the west property boundary of both Community Park and the St. Matthew Lutheran Church Campus. Commonwealth Edison (ComEd) transmission towers are located west of the railroad tracks within the railroad right-of-way. Two residential lots are also located at the southwest corner of Community Park (just south of the Public Works Facility) on the north side of Old McHenry Road. During the December 13, 2021 CBBEL site visit, the residence at the east parcel appeared to be vacant.

The Phase I Engineering study considered four primary Old McHenry Road alternatives (additional alternatives were modeled for transportation performance). Two of these alternatives were carried forward for more detailed

analysis. The preferred Old McHenry Road alternative consists of a 5-lane typical section with a barrier median in the vicinity of Community Park. A 10-foot-wide multi-use path is proposed on the north side of Old McHenry Road.

Grade separation is proposed at the nearby CN Railroad crossing. The OMX Project Team considered both railroad overpass and railroad underpass alternatives. The preferred alternative includes a railroad underpass. Four proposed shoofly options were considered with the underpass, including options with a shoofly located east or west of the existing mainline tracks. The underpass evaluation considered the proximity of the railroad tracks to existing ComEd facilities and the St. Matthew Lutheran Church cemetery, bridge constructability, need for retaining wall, amount of track work, and other potential environmental impacts (e.g., wetlands). Based on coordination with the CN Railroad, the potential impacts, cost, and construction feasibility associated with each option, the east shoofly option was selected by the OMX Project Team as the preferred option.

Any improvements to Old McHenry Road, including the grade separation at the CN Railroad, that meet the project Purpose & Need would impact Community Park. Due to the adjacent land use/constraints and design requirements, impacts to the public park property are unavoidable.

The proposed OMX improvements that affect Community Park will not impact property that used LAWCON funds. As previously stated, Community Park received an OSLAD grant in 2000 (IDNR Project No. OS 00-1002). However, the Community Park project amortized out on January 7, 2023, and the restrictions and obligations associated with the OSLAD funding have lapsed. Per IDNR-Office of Grant Management & Assistance, the “proposed roadwork and encroachment on the [Community Park] property do not constitute a conversion of property and work may proceed without further consultation” with their office (see Attachment D).

Measures to Minimize Harm

The OMX Project Team has been refining the geometric design to minimize impacts along the entire project corridor, with focus on public parks, wetland areas, 100-year floodplain, potential historic properties (including cemeteries), mature trees, railroad right-of-way, businesses, churches, residential properties, and major utilities.

The existing Old McHenry Road cross section adjacent to Community Park consists of a 5-lane urban roadway with curb & gutter and a closed drainage system. There are two through lanes in each direction with a flush painted bi-directional turn lane. At the intersection with Quentin Road, the west leg of Old McHenry Road consists of a 6-lane cross-section (two through lanes in each direction, a dedicated right turn lane, and a dedicated left turn lane). There is a paved carriage walk behind the back of curb. There are no formal pedestrian facilities alongside Old McHenry Road.

The proposed roadway cross section retains the same number of lanes as the existing condition, with an urban 5 or 6-lane cross section, curb & gutter, and closed drainage system. A 10-foot-wide separated multi-use path is proposed along the north side of Old McHenry Road.

The proposed project limits have been designed to utilize existing roadways and rights-of-way to the extent practicable, which will minimize disturbance to adjacent properties. However, a portion of the Old McHenry Road alignment will be shifted approximately two feet south (away from Community Park). Minimum lane widths (11-foot wide versus standard 12-foot wide lanes), curb & gutter, and a closed drainage system will be used at Old McHenry Road. The roadway footprint, drainage system footprint, and offsets associated with the multi-use path have been minimized to the extent practicable.

To minimize tree impacts at Community Park and maintain screening between the park and Old McHenry Road, the existing path at the south limits of the park will be incorporated into the proposed Old McHenry Road bicycle/pedestrian accommodations – rather than placing a parallel path in the Old McHenry Road right-of-way. The existing multi-use path located on park property will be replaced and widened to 10-feet total width. The existing parkway trees located between the path and Old McHenry Road will be preserved and protected during construction, to the extent practical. A permanent easement will be placed over the widened path for future maintenance purposes. This proposed impact minimization strategy was coordinated with Hawthorn Woods and is consistent with their preference to preserve/maintain as many trees as possible along the OMX project corridor (see Attachment D).

The location of the proposed temporary roadway (to be used during construction), proposed relocated Public Works Facility access drive, and proposed basketball court relocation site were all designed to minimize impacts to park property and the environment to the extent practicable by taking into consideration existing land use, topography, and potential wetland impact. For example, the site of the proposed basketball court relocation is within the footprint of the existing Public Works Facility access drive (i.e., existing developed land). The proposed Public Works Facility access drive will be routed through a vacant residential parcel to minimize the need for additional easements at the park and avoid wetland impacts (i.e., Detention Basin #32). Potential tree impacts near the existing basketball court will be reduced through minor grading adjustments to preserve some of the more mature trees in that area.

A temporary retaining wall will be installed within the CN Railroad right-of-way for construction of the temporary railroad track during construction of the underpass. Construction activities also require a 5-foot-wide temporary easement on park property to build the temporary retaining wall. The purpose of the temporary retaining wall is to minimize the grading footprint and reduce the area of disturbance needed during construction activities.

Net Benefits

Restoration of disturbed areas at the park and at the two residential property acquisition parcels located immediately south of the Public Works Facility (at the location of the proposed temporary roadway) could be tailored to meet the goals of the *2020-2030 Hawthorn Woods Sustainability Plan*, where practical and feasible. Final landscaping provides an opportunity to install an appropriate native seed mix that contains forbs as well as grasses. Seed mixes could be tailored to meet community goals that integrate color, texture, bloom times, and/or seasonal interest. Final landscaping could provide a net ecological benefit by filtering runoff, increasing native species diversity, and providing wildlife habitat.

The proposed OMX project and final landscaping also provide an opportunity for the removal and replacement of less desirable tree species at the park with more desirable native tree species. For example, the proposed impact area at the park includes trees, such as black locust (*Robinia pseudoacacia*), box elder (*Acer negundo*), Siberian elm (*Ulmus pumila*), silver maple (*Acer saccharinum*), and white mulberry (*Morus alba*). These tree species are not designated as “protected trees” in the Hawthorn Woods *Tree Preservation and Landscaping Ordinance*.⁵ Several of these tree species are aggressive, highly susceptible to ice damage, have messy fruit/plant parts, and weak wood/branch structure. Black locust and Siberian elm have invasive traits and are not recommended for planting sites by the Morton Arboretum. Box elder, Siberian elm, and silver maple are not acceptable for use as replacement trees in Hawthorn Woods.

The relocation of the Public Works Facility access drive at a new signalized intersection is anticipated to provide safety improvements to both Hawthorn Woods staff and the traveling public. As part of the OMX improvements, signage will be installed to provide additional clarification that the Public Works Facility access drive is not an entrance to Community Park (see commitments below).

The OMX improvements also provide the opportunity to link the existing interior trails at Community Park with the proposed LCDOT maintained bicycle/pedestrian trail system, which benefits Hawthorn Woods residents and visitors.

The anticipated site of the proposed basketball court relocation (within the footprint of the existing Public Works Facility access drive) offers a chance to improve site location. The existing basketball court is oriented east-west, which can result in issues when the sun appears low in the sky behind the backboard, potentially blinding the shooter and other players. The proposed north-south orientation of the relocated basketball court would address this issue.

⁵ Maple trees (*Acer* spp), excluding silver maple and similar softwood species, are listed as “protected trees” in the Hawthorn Woods *Tree Preservation and Landscaping Ordinance*.

b. Commitments for mitigation or enhancement:

- i. As compensation for the ±0.12 acre of proposed right-of-way acquisition, LCDOT proposes to negotiate the potential transfer of ±0.70-acre remnant portion of the two residential parcels (to be acquired by LCDOT) at the southwest corner of Community Park to Hawthorn Woods as either additional Public Works Facility property and/or as parkland (see Attachment C-1). The Lake County Board will need to approve the transfer, a resolution will need to be passed by Hawthorn Woods, and an Intergovernmental Agreement will need to be executed. This potential land transfer would result in a net property gain for Hawthorn Woods.
- ii. Disturbed parkland areas will be returned to pre-construction conditions and/or re-seeded with an appropriate native seed mix that contains forbs as well as grasses, where practical and feasible. Restoration of disturbed parkland will be coordinated with Hawthorn Woods during Phase II. Corridor aesthetics and final landscaping will consider the Hawthorn Woods “rural by design” motto.
- iii. During the design phase of the project, additional tree impact evaluation will be completed as necessary to avoid/minimize impacts. As mitigation for tree impacts, it is anticipated that native replacement trees will be planted on Hawthorn Woods and LCDOT property located at/near Community Park, including the remnant portion of the two anticipated residential property acquisition parcels located immediately south of the Public Works Facility. Selection of replacement tree species will consider the Hawthorn Woods *Tree Preservation and Landscaping* requirements.

Tree species that Hawthorn Woods considers “not acceptable for use as replacement” (e.g., box elder [*Acer negundo*], silver maple [*Acer saccharinum*], female ginkgo tree [*Ginkgo biloba*], thorned honeylocust [*Gleditsia triacanthos*]) will not be used. Mitigation for tree impacts (e.g., species, location) will be discussed in further detail with Hawthorn Woods during Phase II.
- iv. A permanent easement will be placed over the widened path at the south limits of Community Park. LCDOT will maintain this portion of the path as part of its bicycle/pedestrian facilities.
- v. The proposed basketball court relocation and path extension will be constructed as part of the OMX contract or will be paid for by LCDOT and constructed by a Hawthorn Woods contractor.
- vi. LCDOT will install signage near the entrance of the proposed Public Works Facility access drive so that the public does not confuse the relocated Public Works Facility entrance for the main entrance to Community Park (which is located at Park View Lane). The proposed

Public Works Facility monument sign will be updated to meet the Village of Hawthorn Woods current standards and will replace the existing monument sign. The proposed sign will indicate that the access drive is a private road. LCDOT and the Village of Hawthorn Woods will continue to discuss additional practices to be incorporated into the OMX project design to further clarify that the Public Works Facility entrance is not a park entrance.

5. Evidence of Opportunity for Public Review and Comment

Type of public availability: Use of the Section 4(f) property was advertised and the draft Section 4(f) *de minimis* documentation was available for public review and comment as part of the Public Information Meeting held on June 26, 2024. The draft Section 4(f) documentation was available for review and comment on the OMX project website from June 26, 2024, through July 15, 2024. No comments were received regarding the proposed use of the Community Park Section 4(f) property. The Public Information Meeting Summary is located in Attachment E.

6. Evidence of Coordination with Official(s) with Jurisdiction

- a. September 1, 2020: E-mail from IDNR-Office of Grant Management & Assistance regarding parks/trails that received grant funds
- b. July 12, 2021: Summary of Hawthorn Woods Coordination Meeting #1
- c. August 11, 2021: Summary of Hawthorn Woods Coordination Meeting #2
- d. December 7, 2022: Summary of Hawthorn Woods Coordination Meeting #4 (Aesthetics)
- e. January 13, 2023: Summary of Hawthorn Woods Coordination Meeting #5
- f. February 9, 2023: Letter prepared by IDNR-Office of Grant Management & Assistance stating that the proposed OMX improvements will not result in a conversion of OSLAD grant funded property; No additional consultation required
- g. March 8, 2023: Summary of Hawthorn Woods Coordination Meeting #6
- h. April 18, 2023: Summary of IDOT-FHWA Coordination Meeting #5
- i. June 20, 2023: E-mail from Hawthorn Woods regarding Community Park - preference for the potential basketball court relocation site & location of the proposed multi-use path at the south perimeter of the park
- j. July 11, 2023: Summary of IDOT-FHWA Coordination Meeting #6
- k. September 8, 2023: Summary of Hawthorn Woods Coordination Meeting #8
- l. November 14, 2023: Summary of IDOT-FHWA Coordination Meeting #7 (No objections from FHWA or IDOT for proceeding with Section 4(f) *de minimis* processing for the proposed use of Burnett Park/Three Corners Park)

- m. February 14, 2024: E-mail transmittal of draft Section 4(f) *de minimis* documentation to Hawthorn Woods for review
- n. March 25, 2024: Summary of Hawthorn Woods Coordination Meeting #9
- o. May 22, 2024: E-mail transmittal of updated draft Section 4(f) *de minimis* documentation to Hawthorn Woods for review
- p. July 31, 2024: Summary of Hawthorn Woods Coordination Meeting #10
- q. September 16, 2024: Summary of Hawthorn Woods Coordination Meeting #11
- r. Month XX, 2024: Letter of transmittal of final Section 4(f) *de minimis* documentation <<Placeholder>>
- s. Month XX, 2024: Letter of transmittal of Section 4(f) *de minimis* concurrence from Hawthorn Woods <<Placeholder>>

7. Supporting Documentation

Attachment A: Project Location Map

Attachment B: Aerial Map

Attachment C: Section 4(f) Impact Exhibits & Community Park - Anticipated Tree Impact Inventory List

Attachment D: Coordination

Attachment E: Public Information Meeting Summary

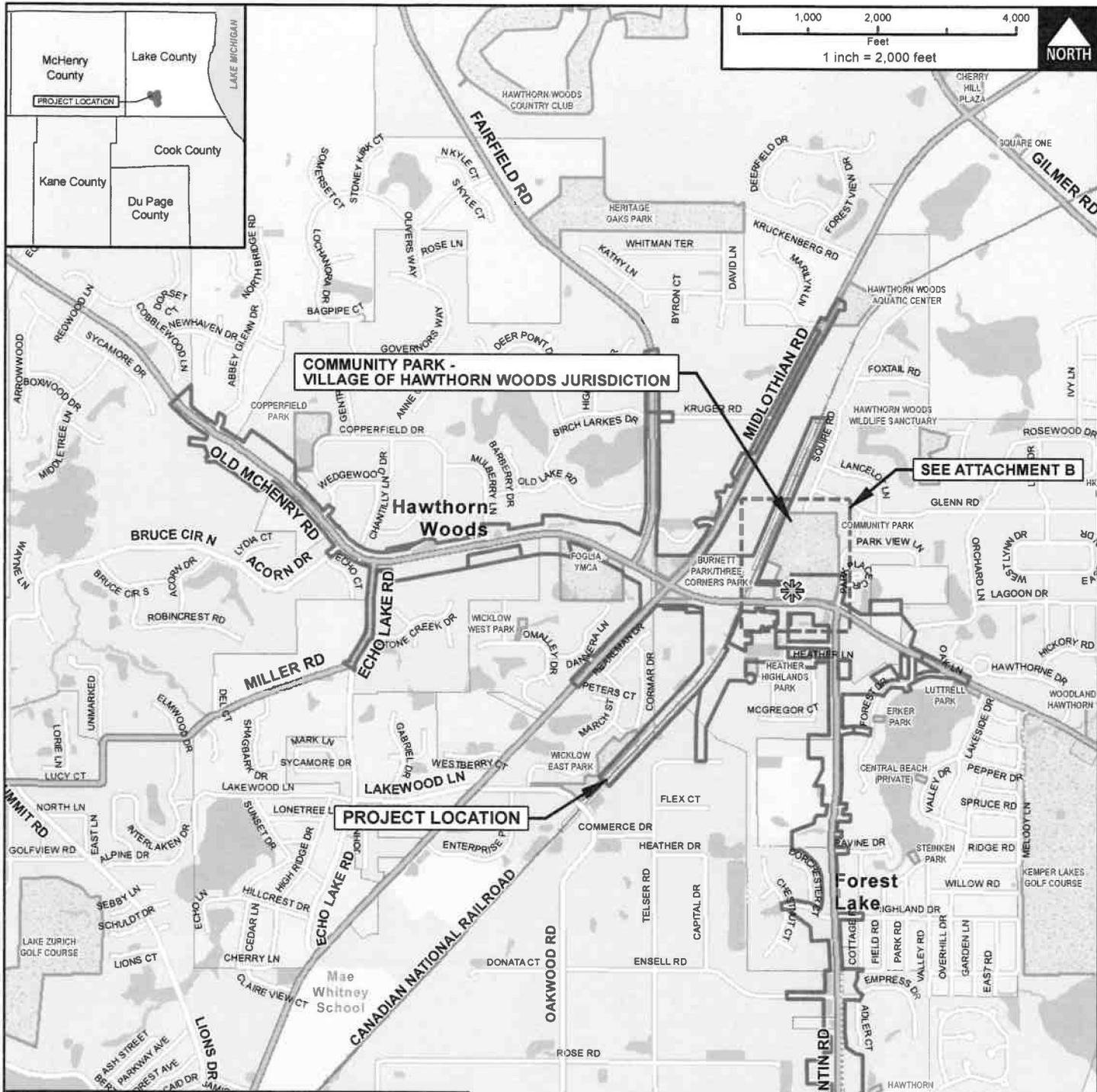
Attachment F: Preferred Improvement Plan (Roadway Plan & Profile Sheets)

Attachment G: Existing Drainage Plan and Proposed Drainage Plan

Attachment H: FHWA and IDOT Section 4(f) *de minimis* Approval <<Placeholder>>

Attachment A

Project Location Map



Legend

- PROJECT LOCATION
- PROJECT LOCATION ADDENDUM A
- PUBLIC LANDS/PARKS
- TRAILS
- AFFECTED SECTION 4(f) PUBLIC LAND/PARK

CLIENT:



TITLE:

**PROJECT LOCATION MAP
COMMUNITY PARK**

PROJ. NO.	210174
DATE:	04/04/2023
SHEET	1 OF 1
ATTACHMENT	

DSGN.	DRW.	SCALE:	1:24,000
CHKD.		AUTHOR:	DWALTERS
FILE:	Community Park Location Map	PLOT DATE:	8/24/2023

A

Path: N:\LICDOT\210174\GIS\Exhibits\ENVIRONMENTAL_RESOURCES\Community Park Location Map.mxd

Attachment B

Aerial Map

Legend

- PUBLIC PARK
- EXISTING RIGHT-OF-WAY
- EXISTING MULTI-USE TRAIL
- RESOURCE WARRANTS NATIONAL REGISTER OF HISTORIC PLACES (NRHP) CONSIDERATION
- MUNICIPAL BOUNDARY
- PARCEL BOUNDARY
- WETLAND
- SURFACE WATERS
- CONSTRUCTED STORMWATER FEATURE

AERIAL PHOTOGRAPHY TAKEN BY: NEARMAP - APRIL 6, 2023

0 100 200 400
Feet
1 inch = 200 feet

NORTH



NOTE:
NO LAWCON FUNDS USED FOR ACQUISITION
OR DEVELOPMENT. OSLAD AMORTIZED OUT ON 01/07/2023

CB

OLD MCHENRY CROSSINGS
Parcel: 1864 Pioneer CEMETERY

TRANSYSTEMS

TITLE:
**AERIAL MAP
COMMUNITY PARK**

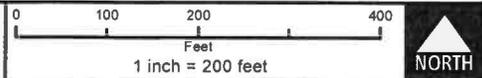
PROJ. NO.	210174
DATE:	03/22/2023
SHEET	1 OF 1
ATTACHMENT NO.	B

Attachment C

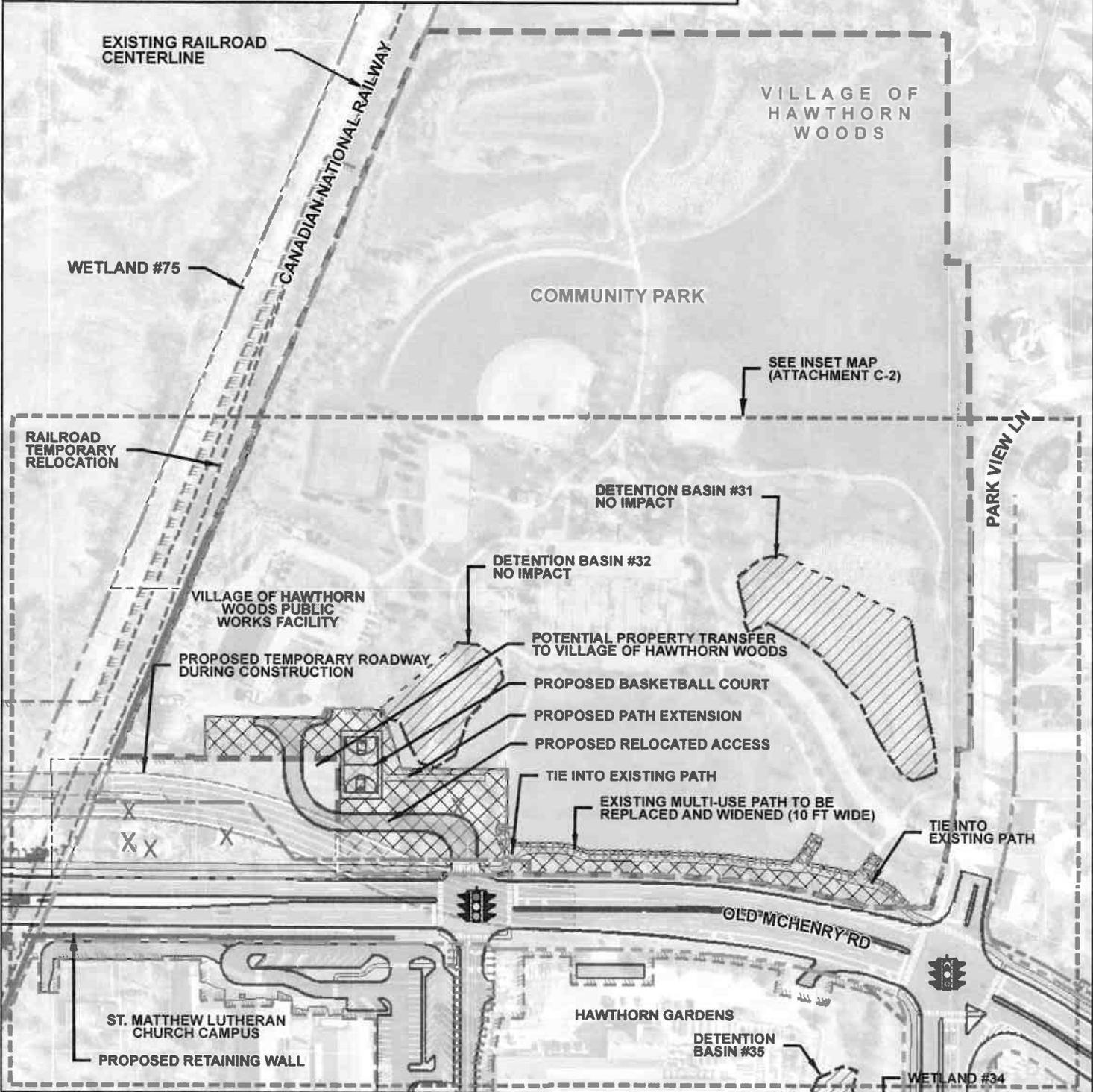
Section 4(f) Impact Exhibits &
Community Park - Anticipated Tree Impact Inventory List

Legend

-  PUBLIC PARK
-  PUBLIC PARK IMPACT
-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY
-  PROPOSED TEMPORARY EASEMENT
-  PROPOSED PERMANENT EASEMENT
-  WETLAND
-  SURFACE WATERS
-  CONSTRUCTED STORMWATER FEATURE
-  PROPOSED RETAINING WALL
-  ANTICIPATED REMOVAL (AT/ADJACENT TO RESOURCE)
-  MUNICIPAL BOUNDARY
-  PARCEL BOUNDARY
-  POTENTIAL PROPERTY TRANSFER TO VILLAGE OF HAWTHORN WOODS



PRELIMINARY - SUBJECT TO CHANGE



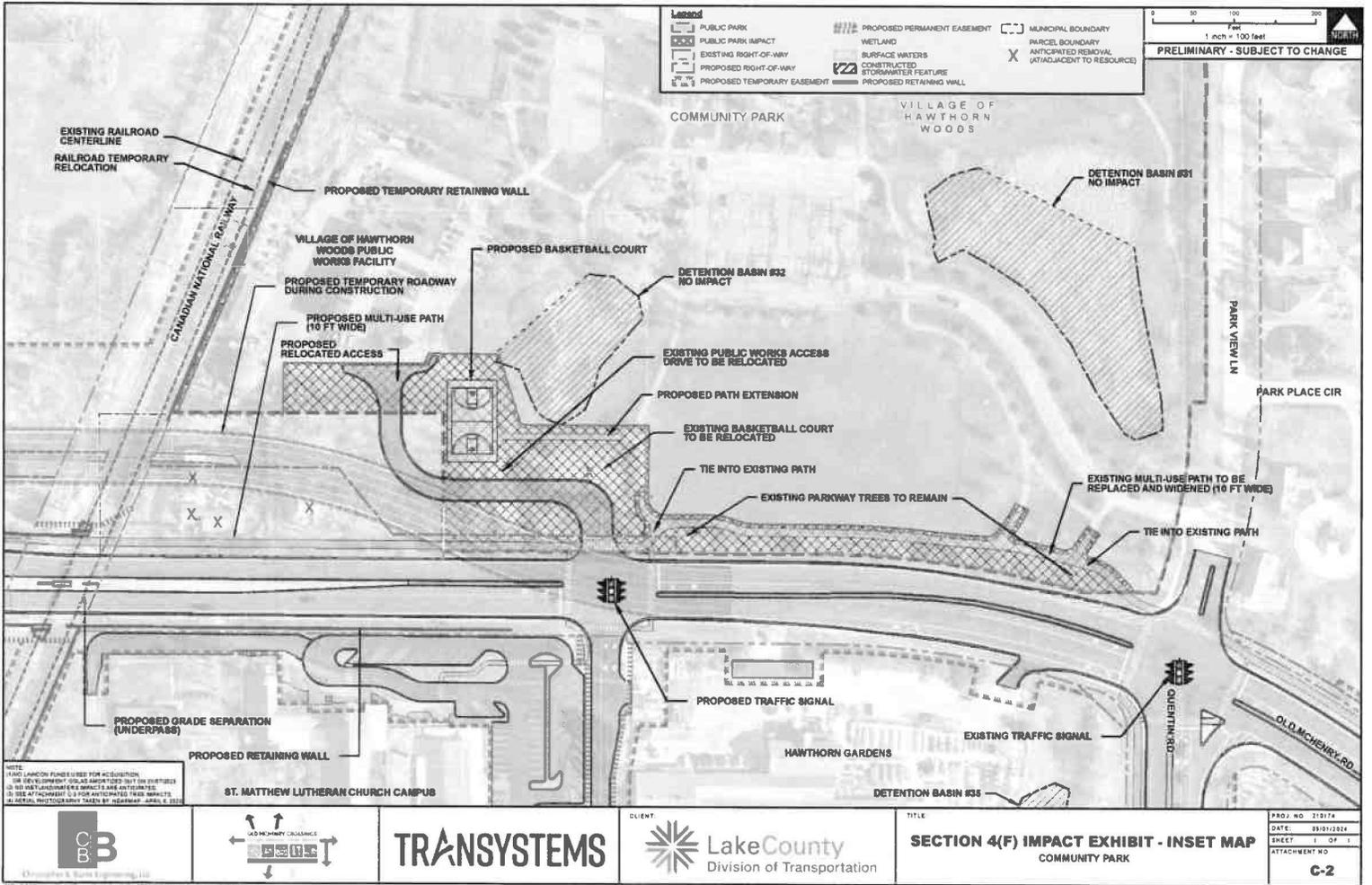
PARK	TOTAL SIZE (AC)	PROPOSED RIGHT-OF-WAY (AC)	PROPOSED PERMANENT EASEMENT (AC)	PROPOSED TEMPORARY EASEMENT (AC)	POTENTIAL PROPERTY TRANSFER (AC)	TREE IMPACTS (QUANTITY)	CURRENT USE
Community Park	28.51	0.12	0.56	1.25	0.70	108	Programmed Space/Activities

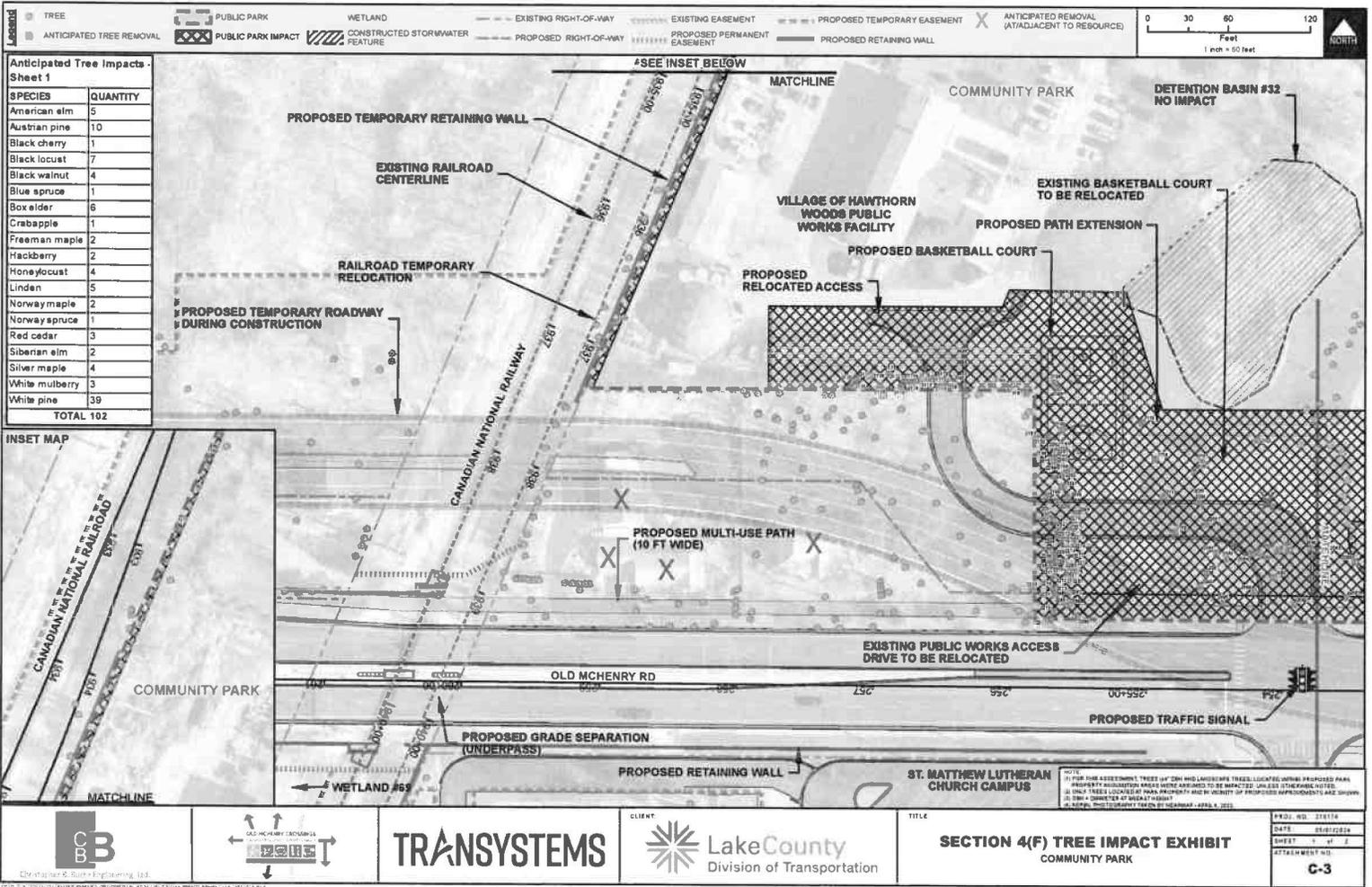
NOTE:
 (1) NO LAWCON FUNDS USED FOR ACQUISITION OR DEVELOPMENT. OSLAD AMORTIZED OUT ON 01/07/2023.
 (2) NO WETLAND/WATERS IMPACTS ARE ANTICIPATED.
 (3) SEE ATTACHMENT C-3 FOR ANTICIPATED TREE IMPACTS.
 (4) AERIAL PHOTOGRAPHY TAKEN BY NEARMAP - APRIL 6, 2023



TITLE:
SECTION 4(F) IMPACT EXHIBIT
 COMMUNITY PARK

PROJ. NO.	210174
DATE:	05/01/2024
SHEET	1 OF 1
ATTACHMENT NO.	C-1





BCB
 Consulting & Survey Engineering Ltd.

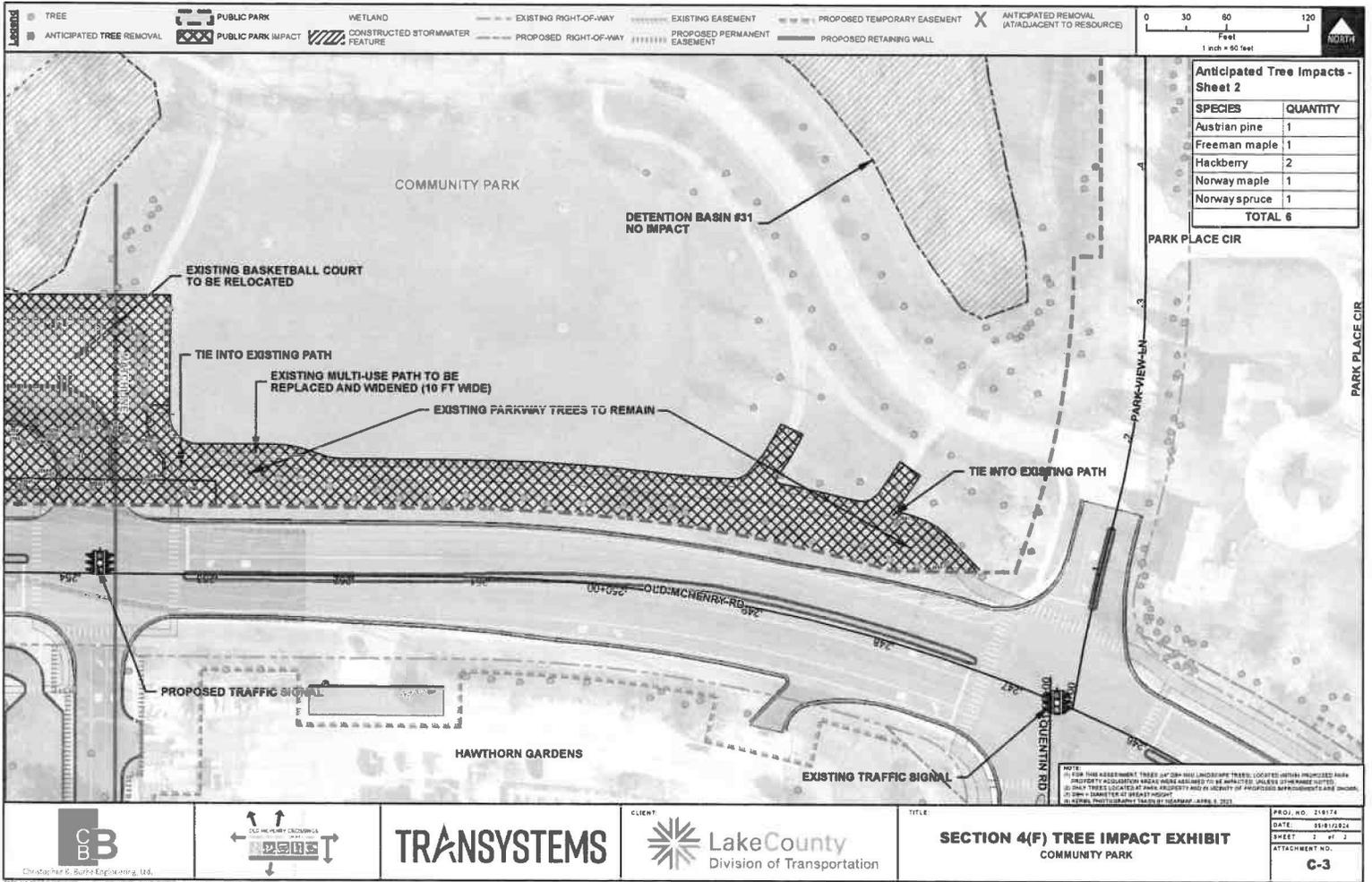


TRANSYSTEMS

CLIENT
Lake County
 Division of Transportation

TITLE
SECTION 4(F) TREE IMPACT EXHIBIT
 COMMUNITY PARK

PROJECT NO: 220114
 DATE: 05/02/2024
 SHEET: 1 of 2
 ATTACHMENT NO:
C-3



Anticipated Tree Impacts - Sheet 2

SPECIES	QUANTITY
Austrian pine	1
Freeman maple	1
Hackberry	2
Norway maple	1
Norway spruce	1
TOTAL	6

NOTE:
 1) FOR THIS ASSESSMENT TREES OF 30' DBH AND GREATER TREES LOCATED WITHIN IMPROVED PARK PROPERTY ADJACENT AREAS WERE ASSUMED TO BE ANTICIPATED UNLESS OTHERWISE NOTED.
 2) ONLY TREES LOCATED ON PARK PROPERTY AND IN VICINITY OF PROPOSED IMPROVEMENTS WERE COUNTED.
 3) DBH = DIAMETER AT BREAST HEIGHT.
 4) SOURCE: NATIONAL ARBOR DAY SURVEY, APRIL 6, 2011.



TRANSYSTEMS



SECTION 4(F) TREE IMPACT EXHIBIT
 COMMUNITY PARK

PROJ. NO.	218174
DATE	08/12/24
SHEET	2 of 2
ATTACHMENT NO.	C-3

Attachment C-3
Community Park - Anticipated Tree Impact Inventory List

ID NUMBER	TREE SPECIES - COMMON NAME	TREE SPECIES - BOTANICAL NAME	SIZE - DIAMETER AT BREAST HEIGHT (DBH) AS INCHES	CONDITION	FORM
2047	Norway maple	<i>Acer platanoides</i>	9	2	3
2055	Hackberry	<i>Celtis occidentalis</i>	7	2	2
2080	Freeman maple	<i>Acer x freemanii</i>	15	2	2
2081	Hackberry	<i>Celtis occidentalis</i>	12	2	2
2082	Hackberry	<i>Celtis occidentalis</i>	6	2	2
2083	Norway maple	<i>Acer platanoides</i>	5	3	4
2084	Hackberry	<i>Celtis occidentalis</i>	6	2	2
2085	Freeman maple	<i>Acer x freemanii</i>	7	2	2
2086	Norway maple	<i>Acer platanoides</i>	5	2	2
2087	Freeman maple	<i>Acer x freemanii</i>	7	2	2
2088	Norway spruce	<i>Picea abies</i>	3	2	2
2089	Austrian pine	<i>Pinus nigra</i>	15	3	4
2090	Austrian pine	<i>Pinus nigra</i>	13	3	3
2091	Austrian pine	<i>Pinus nigra</i>	13	3	3
2092	Austrian pine	<i>Pinus nigra</i>	11	3	3
2093	Austrian pine	<i>Pinus nigra</i>	12	3	3
2094	Austrian pine	<i>Pinus nigra</i>	14	3	3
2095	Austrian pine	<i>Pinus nigra</i>	10	3	4
2096	Austrian pine	<i>Pinus nigra</i>	11	3	4
2097	Norway spruce	<i>Picea abies</i>	6	2	2
2098	Austrian pine	<i>Pinus nigra</i>	14	2	2
2099	Austrian pine	<i>Pinus nigra</i>	14	3	3
2100	Austrian pine	<i>Pinus nigra</i>	13	4	4
2101	Blue spruce	<i>Picea pungens</i>	10	2	2
2102	Linden	<i>Tilia cordata</i>	6	2	2
2112	Linden	<i>Tilia cordata</i>	7	2	2
2113	Linden	<i>Tilia cordata</i>	6	2	2
2114	Linden	<i>Tilia cordata</i>	10	2	2
2115	Linden	<i>Tilia cordata</i>	8	2	2
2135	Black locust	<i>Robinia pseudoacacia</i>	13	3	3
2136	Black locust	<i>Robinia pseudoacacia</i>	11	2	3
2137	White pine	<i>Pinus strobus</i>	4	2	2
2138	White pine	<i>Pinus strobus</i>	4	2	2
2139	Black locust	<i>Robinia pseudoacacia</i>	13	3	3
2170	Black locust	<i>Robinia pseudoacacia</i>	10	3	3
2171	White pine	<i>Pinus strobus</i>	3	2	2
2172	White pine	<i>Pinus strobus</i>	6	2	2
2173	White pine	<i>Pinus strobus</i>	3	2	2
2174	White pine	<i>Pinus strobus</i>	3	2	2
2175	White pine	<i>Pinus strobus</i>	5	2	2
2176	White pine	<i>Pinus strobus</i>	3	2	2
2177	White pine	<i>Pinus strobus</i>	3	2	2

Attachment C-3
Community Park - Anticipated Tree Impact Inventory List

ID NUMBER	TREE SPECIES - COMMON NAME	TREE SPECIES - BOTANICAL NAME	SIZE - DIAMETER AT BREAST HEIGHT (DBH) AS INCHES	CONDITION	FORM
2178	White pine	<i>Pinus strobus</i>	3	2	2
2179	White pine	<i>Pinus strobus</i>	4	2	2
2180	Black locust	<i>Robinia pseudoacacia</i>	20	3	3
2181	White pine	<i>Pinus strobus</i>	3	2	2
2182	White pine	<i>Pinus strobus</i>	3	2	2
2185	White mulberry	<i>Morus alba</i>	14	2	3
2186	Silver maple	<i>Acer saccharinum</i>	11	2	2
2187	Silver maple	<i>Acer saccharinum</i>	7	2	3
2188	White pine	<i>Pinus strobus</i>	3	2	2
2189	White pine	<i>Pinus strobus</i>	3	2	2
2190	Black walnut	<i>Juglans nigra</i>	13	2	3
2191	Box elder	<i>Acer negundo</i>	12	2	3
2192	Box elder	<i>Acer negundo</i>	7	2	3
2193	Black locust	<i>Robinia pseudoacacia</i>	13	3	3
2196	Honeylocust	<i>Gleditsia triacanthos</i>	11	2	2
2197	Black locust	<i>Robinia pseudoacacia</i>	13	3	3
2198	Honeylocust	<i>Gleditsia triacanthos</i>	14	2	2
2199	Black walnut	<i>Juglans nigra</i>	5	2	2
2200	Crabapple	<i>Malus spp.</i>	13,13	3	3
2201	Black walnut	<i>Juglans nigra</i>	6	2	2
2202	Siberian elm	<i>Ulmus pumila</i>	6	3	4
2203	Box elder	<i>Acer negundo</i>	7	3	3
2204	Box elder	<i>Acer negundo</i>	7	3	3
2205	American elm	<i>Ulmus americana</i>	7	2	2
2206	American elm	<i>Ulmus americana</i>	10	2	3
2207	Siberian elm	<i>Ulmus pumila</i>	6	3	3
2208	Silver maple	<i>Acer saccharinum</i>	4	2	3
2209	Honeylocust	<i>Gleditsia triacanthos</i>	8	2	3
2210	Honeylocust	<i>Gleditsia triacanthos</i>	4	2	3
2211	American elm	<i>Ulmus americana</i>	14	2	2
2212	White mulberry	<i>Morus alba</i>	6	3	3
2213	White mulberry	<i>Morus alba</i>	5	3	3
2214	Box elder	<i>Acer negundo</i>	4	2	3
2215	American elm	<i>Ulmus americana</i>	13,12	2	2
2216	Box elder	<i>Acer negundo</i>	6	2	3
2217	American elm	<i>Ulmus americana</i>	8	2	2
2235	Red cedar	<i>Juniperus virginiana</i>	2	3	3
2261	White pine	<i>Pinus strobus</i>	6	2	2
2262	White pine	<i>Pinus strobus</i>	4	2	2
2263	White pine	<i>Pinus strobus</i>	4	2	2
2264	White pine	<i>Pinus strobus</i>	4	2	2
2265	White pine	<i>Pinus strobus</i>	7	2	2

Attachment C-3
Community Park - Anticipated Tree Impact Inventory List

ID NUMBER	TREE SPECIES - COMMON NAME	TREE SPECIES - BOTANICAL NAME	SIZE - DIAMETER AT BREAST HEIGHT (DBH) AS INCHES	CONDITION	FORM
2266	White pine	<i>Pinus strobus</i>	4	2	2
2267	White pine	<i>Pinus strobus</i>	4	2	2
2268	White pine	<i>Pinus strobus</i>	3	2	2
2269	White pine	<i>Pinus strobus</i>	9	2	2
2270	White pine	<i>Pinus strobus</i>	4	2	2
2271	White pine	<i>Pinus strobus</i>	10	2	2
2272	White pine	<i>Pinus strobus</i>	2	2	2
2273	White pine	<i>Pinus strobus</i>	10	2	2
2274	White pine	<i>Pinus strobus</i>	3	3	3
2275	White pine	<i>Pinus strobus</i>	1	2	2
2276	White pine	<i>Pinus strobus</i>	5	2	2
2277	White pine	<i>Pinus strobus</i>	5	2	2
2278	White pine	<i>Pinus strobus</i>	9	2	2
2279	White pine	<i>Pinus strobus</i>	1	2	2
2280	White pine	<i>Pinus strobus</i>	6	2	2
2281	White pine	<i>Pinus strobus</i>	1	2	2
2282	White pine	<i>Pinus strobus</i>	2	2	2
2283	White pine	<i>Pinus strobus</i>	2	2	2
2284	White pine	<i>Pinus strobus</i>	3	2	2
2285	Red cedar	<i>Juniperus virginiana</i>	5	3	3
2286	Red cedar	<i>Juniperus virginiana</i>	7	3	3
2333	Black walnut	<i>Juglans nigra</i>	12	3	4
717A	Silver maple	<i>Acer saccharinum</i>	16	2	2
718A	Black cherry	<i>Prunus serotina</i>	12	2	2

Notes:

- 1) Tree survey data collected by Christopher B Burke Engineering, Ltd (CBBEL) in June/July 2022 and September 2023.
- 2) Tree survey included all naturalized stems 4-inches and greater diameter at breast height (dbh) and all landscape trees (regardless of dbh).
- 3) The table above includes trees identified within the Old McHenry Crossings (OMX) Tree Survey Boundary. The OMX Tree Survey Boundary varies from the OMX Environmental Survey Request (ESR) Boundary.
- 4) Condition and form ratings are based on general observations at the time of the CBBEL site visit, and range on a scale of 1 (excellent) to 5 (poor).

Attachment D

Coordination

From: [Bauer, Judy K.](#)
To: [Peter Knysz](#)
Subject: RE: Lake County Project
Date: Tuesday, September 01, 2020 10:10:54 AM

From: Peter Knysz <pknysz@cbbel.com>
Sent: Tuesday, September 1, 2020 9:59 AM
To: Bauer, Judy K. <Judy.K.Bauer@Illinois.gov>
Subject: [External] RE: Lake County Project

Is there any way that we could find out what the funding was used for and which parcels it applied to? In the past you've provided some attachments...can you do that for this park?

Thanks so much for your help!

Peter M. Knysz
Senior Environmental Policy Manager
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278
E-Mail: pknysz@cbbel.com



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From: Bauer, Judy K. <Judy.K.Bauer@Illinois.gov>
Sent: Tuesday, September 01, 2020 9:56 AM
To: Peter Knysz <pknysz@cbbel.com>
Subject: RE: Lake County Project

See below in blue. I only found one.

From: Peter Knysz <pknysz@cbbel.com>
Sent: Monday, August 31, 2020 11:41 AM
To: Bauer, Judy K. <Judy.K.Bauer@Illinois.gov>
Subject: [External] Lake County Project

Hi Judy,

Do you know if any of the following parks/trails were purchased or involved LAWCON, OSLAD, OLT,

or other grant funds administered by IDNR?

- Community Park (Village of Hawthorn Woods)
OS 00-1002
- Burnett Park/Three Corners Park (Village of Hawthorn Woods)
- Hawthorn Trails Park (Village of Hawthorn Woods)
- Quentin Road Bike Path (Lake County)

Our study area is primarily located along Old McHenry Road and Quentin Road, north of IL Route 22 in Lake County - see attached Location Map.

Any information would be appreciated.

Call with questions...Thanks!

Peter M. Knysz

Senior Environmental Policy Manager

Christopher B. Burke Engineering, Ltd.

9575 W. Higgins Road, Suite 600 Rosemont, IL 60018

Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278

E-Mail: pknysz@cbbel.com

www.cbbel.com



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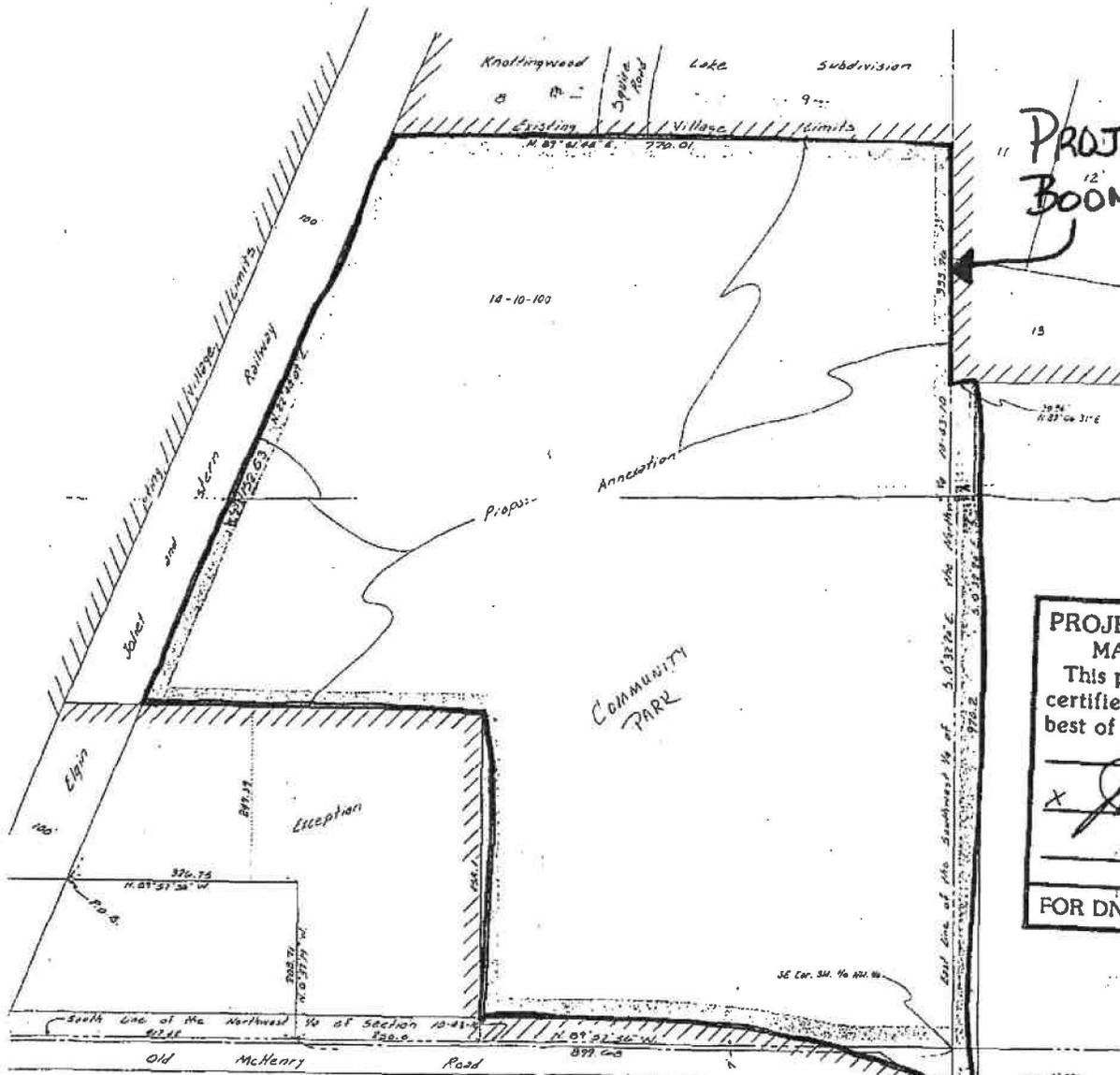
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PLAT OF ANNEXATION

Attachment A-2 Premise Plat Map
Village of Hawthorn Woods

Community Park Development
Project - Phase II

BEGINNING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF THE VALUEDAN AND SOUTHWESTERN RAILWAY COMPANY (NOW ELGIN, JOLIET AND EASTERN RAILWAY COMPANY) WITH THE NORTH LINE OF THE SOUTH 208.71 FEET OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 22 DEGREES 48 MINUTES 09 SECONDS EAST OF SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1152.65 FEET TO THE SOUTH LINE OF KNOTTINGWOOD LAKE SUBDIVISION, BEING THE SOUTH LINE OF LOTS 8 AND 9 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS EAST OF SAID SOUTH LINE OF KNOTTINGWOOD LAKE SUBDIVISION, A DISTANCE OF 770.01 FEET TO THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS EAST ALONG SAID WEST LINE, 331.76 FEET TO THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS EAST ON A LINE PARALLEL WITH THE EAST LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10, A DISTANCE OF 30.95 FEET; THENCE SOUTH 60 DEGREES 32 MINUTES 20 SECONDS WEST ON THE NORTH LINE OF SAID LOT 13, A DISTANCE OF 208.72 FEET TO THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS WEST, A DISTANCE OF 43.03 FEET TO THE SOUTHWEST CORNER OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS WEST, A DISTANCE OF 208.72 FEET TO THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS WEST ON THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10, A DISTANCE OF 899.68 FEET TO THE EAST LINE OF THE WEST 417.42 FEET OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS WEST ON SAID EAST LINE OF THE WEST 417.42 FEET, A DISTANCE OF 208.72 FEET TO THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 10; THENCE NORTH 89 DEGREES 31 MINUTES 08 SECONDS WEST ON SAID NORTH LINE A DISTANCE OF 306.75 FEET TO THE POINT OF BEGINNING, (EXCEPTING THEREFROM THE NORTH SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 43 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF THE ELGIN, JOLIET AND EASTERN RAILWAY COMPANY RIGHT-OF-WAY AND THAT PORTION LYING SOUTH OF THE NORTH McHENRY ROAD RIGHT-OF-WAY LINE), ALL IN LAKE COUNTY, ILLINOIS.



PROJECT 00-1002
MAP CERTIFICATION
This project boundary map is certified to be correct to the best of my knowledge.

DATE: _____
SIGNATURE: *John T. Cluy*
TITLE: _____

FOR DNR USE: _____

State of Illinois | S.S.
County of Lake |

We, Devery Engineering, Inc., do hereby certify that we have prepared this Plat of Annexation from previously recorded plats and records. Dimensions shown are in feet and decimal parts thereof.

Dated this 30th day of November, A. D. 1990
By: Frank J. Bradke

Frank J. Bradke



DEVERY EN

Summary of Hawthorn Woods Coordination Meeting #1 - Purpose was to introduce the OMX Project and gather information



MEETING MINUTES
Village of Hawthorn Woods Meeting #1
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

<u>Meeting Date:</u>	July 12, 2021 – 2:00 p.m.	
<u>Location:</u>	Village of Hawthorn Woods – Village Hall	
<u>Attendees:</u>	<u>Representing:</u>	<u>Email:</u>
Erika Frable	Hawthorn Woods – Public Works Director/Village Engineer	efrable@vhw.com
Chris Heinen	Hawthorn Woods – Community Development Director	cheinen@vhw.com
Chuck Gleason	LCDOT (Project Manager)	cgleason@lakecountyiil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Jodi Mariano	Teska	JMariano@teskaassociates.com
Pete Knysz	CBBEL	PKnysz@cbbel.com
Matthew Huffman	CBBEL	mhuffman@cbbel.com

A coordination meeting was held on July 12, 2021, at 2:00 p.m. with the Village of Hawthorn Woods (Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings Phase I Engineering Study. The purpose of the meeting was to initiate a discussion and inform the Village about the recently initiated Old McHenry Crossings project. This was the first coordination meeting with the Village.

Introductions were made. Chuck Gleason is the project manager for LCDOT. Matt Smith is the consultant project manager with TranSystems. Matt Huffman is the deputy consultant project manager with Christopher B. Burke Engineering, Ltd. (CBBEL). Jodi Mariano with Teska will be involved with public engagement and landscape architecture.

Below is a summary of meeting discussion points (action items and design considerations are in bold):

Project Scope

1. An overview of the project scope was provided. Generally, the focus of this Phase I Engineering Study is an evaluation of Old McHenry Road from Abbey Glenn Drive on the west to Bonnie Lane on the east and Quentin Road from IL 22 on the south to Old McHenry Road on the north. The scope of the study will evaluate the need for a grade separation of the CN Railroad and Old McHenry Road as well as capacity, safety, mobility, operation deficiencies, and non-motorized accommodations within the project study limits.

2. The project will proceed through federal project development procedures managed by Illinois Department of Transportation (IDOT). LCDOT has secured \$12M from the Illinois Commerce Commission (ICC) for the grade separation of the CN Railroad and Old McHenry Road, which is programmed for FY 2025. Rebuild Illinois funding is being utilized for Phase I Engineering. The overall project improvement is anticipated to be constructed in pieces depending on funding availability. **The Village informed the project team about possible funding for railroad crossing improvements they have investigated. The Village spoke with Lee Fell (CBBEL) regarding status and will provide a response to this request.**
3. The project team will go through a process of establishing the issues and needs for the project, which is kicked off with upfront one-on-one meetings with the local agencies and a public information meeting. The project team will then develop a full range of transportation alternatives to address the identified issues and needs. The alternatives will consist of varying roadway cross sections (2-lane, 3-lane, 4-lane, 5-lane), intersection treatments/improvements, and non-motorized improvements/connections. The basis for the transportation improvements will be an initial evaluation of existing and projected traffic, which factors in the CN Railroad crossing. From the traffic counts conducted in May 2021, the project team observed 17 trains in a 24-hour period. **The Village stated they have tracked the queues related to the CN railroad crossing; the project team requested any information they have pertaining observed queues.** The project team will be evaluating the latent demand created by the CN Railroad crossing, which is to identify the motorists currently avoiding this area due to the at-grade railroad crossing that would change their travel patterns and likely use Old McHenry Road if a grade separation were implemented. All potential improvements will be evaluated under 2050 projected traffic, which is the required planning year by the Chicago Metropolitan Agency for Planning (CMAP).
4. A general project schedule was provided with Phase I Engineering beginning in May 2021 with a targeted completion in October 2023. Phase II Engineering is anticipated to start following Phase I completion in November 2023 with a project letting in April 2025 and construction activities initiating in the summer of 2025. The project consultant team has been selected by LCDOT for Phase I and Phase II Engineering.
5. **The Village expressed their support for a grade separation at this location to address the congestion/delays for the motoring public and improve response time for emergency services.**
6. The project team solicited input on key project issues and challenges:
 - a. Several stormwater/flooding items were discussed:
 - i. The Village would like to address or remove the long skinny detention basins along Quentin Road at Heather Highlands/Heather Lane. **(Project team design consideration)**
 - ii. One of the main stormwater outfalls along Old McHenry Road within the project limits drains to Forest Lake, which is listed as an impaired water body by the Illinois Environmental Protection Agency (IEPA). One of the outfalls to the lake is through the Apex Landscaping (Apex) property. The Village informed the project team that there have been recent improvements to the Apex site to meet the requirements of the Lake County Stormwater (LCSMC) Watershed Development Ordinance. Previously, Apex had been scrutinized for the quality of their stormwater runoff. The Village

recommended reaching out to former LCSMC employee, Mike Warner (who was a former resident of Forest Lake) for additional information.

- iii. The Village indicated that the southwest corner of Acorn Drive and Old McHenry Road retains a lot of water. The Village has implemented numerous improvements and this area has been an issue since Old McHenry Road was last improved.
 - iv. The Village indicated there is a problematic field tile west of Abbey Glenn Drive, which LCDOT is looking to replace next year.
 - v. The field tile at the northeast corner of Midlothian Road and Old McHenry Road has an issue that is causing a depressional area/wetland to not drain effectively. IDOT has investigated this issue since Midlothian Road is under their jurisdiction. The Village continuously pumps out this depressional area on a regular basis and has not identified the source of the issue (potentially a broken field tile). The Village asked the project team to try and address this issue as part of this project (**Project team design consideration**). **The project team requested the prior drainage studies conducted on this specific issue along Midlothian Road.**
- b. Aqua America Illinois operates the water distribution system within Hawthorn Woods and has a transmission main along Old McHenry Road that will likely be affected with the potential grade separation at the CN Railroad. There is a Lake County Public Works sanitary sewer that runs through the Village Public Works site. The Village has minimal utility atlas documentation and has several field tile studies. **The Village granted permission to directly contact Lee Fell with CBEL to obtain Village utility information.**
 - c. There were numerous sites within the project study area that have potential future development:
 - i. The Village stated there has been interest from developers for the “L” shaped parcel on the north side of Old McHenry Road across from Apex.
 - ii. There is also interest for the property along the north side of Old McHenry Road between Midlothian Road and the CN Railroad tracks up to Kruger Road (mixed use development). The Village desires to establish a pedestrian-friendly corridor in conjunction with this development, referred to as Main on Midlothian.
 - iii. Another area of interest to developers is the area along both sides of Kruger Road, which is the site of the potential “Town Center”. The Village desires improvements at the Kruger Road intersection with Fairfield Road and Midlothian Road (intersection angle improved).
 - iv. The Village stated that many years ago there was a developer considering developing the property north of Kruger Road and part of the consideration was a realignment of Kruger Road and Midlothian Road. This development never moved forward. The County owns a larger parcel in this area from delinquent property taxes.
 - v. A property along the south side of Old McHenry Road owned by the Jung family is a potential site for residential development. The Village mentioned that this property drains a lot of water from north to south.
 - vi. There are other additional developments along Old McHenry Road, two being Stonewood Glenn (proposed residential subdivision east of Abbey Glenn Drive) and

Stonebridge (residential development near Spencer at Hubbard Lane which is approximately two-thirds complete).

- d. The Village expressed concern about access to their Public Works facility during construction, which is located between the CN Railroad tracks and Community Park. The Village did not identify any other access concerns or access changes at this point. The Village would like to beautify the park frontage along Community Park.
- e. The homes south of the Village Public Works facility are privately owned.
- f. The Village stated they have no programmed activities within Three Corners Park at the Old McHenry Road and Midlothian Road intersection.
- g. The project team should utilize the existing comprehensive plan (2014) as a resource during development of this project, specifically pertaining trails, access, land use and transportation. The Village does not currently have a “downtown area”, but considers the Midlothian Road corridor as a potential future “downtown/main street”. **The Village will provide the project team a copy of the Comprehensive Plan.**
 - i. The Village is a dark sky community, meaning they have minimal street lights within their municipal limits along roadways under their jurisdiction.
 - ii. The Village is a designated American in Bloom community, which is an organization that promotes nationwide beautification through education and community improvement by encouraging use of natural native plantings which highlight the individual communities’ unique identity and heritage. **The Village will share more information about their American in Bloom (AIB) designation. Brian Sullivan was mentioned as a point of contact for AIB. (project team design consideration)**
 - iii. The project team should coordinate with Robin Grooms, the Village sustainability coordinator.
 - iv. The Villages tree preservation policy is located on their website.
 - v. **The Village will provide a list of current Homeowners Associations and points of contacts to the project team.**
 - vi. There are currently no plans to update the 2014 Comprehensive Plan.
- h. The project team explained that the Lake County non-motorized long range plan has identified several segments within the study limits as regional paths, which would be constructed and maintained by Lake County. **The project team will follow-up with the Village to confirm the location of the planned regional paths within the project limits. [The project team confirms that Lake County’s 2040 Non-Motorized plan includes a regional trail on Quentin Road, Old McHenry Road, and Fairfield Road in the study area. The portion of trail along Old McHenry Road is only a connection between Fairfield Road and Quentin Road and does not continue beyond those intersections.]** For paths that are not identified in the Lake County long range non-motorized plan as regional paths, cost participation (80/20) and maintenance will be required from a local agency to be included with this project. If federal funding is obtained, the local cost share is 4% of the construction/engineering cost. The Village expressed interest in the improvement of non-motorized accommodations along Midlothian Road, which is the potential future location of the Village Town Center.

Stakeholder Involvement

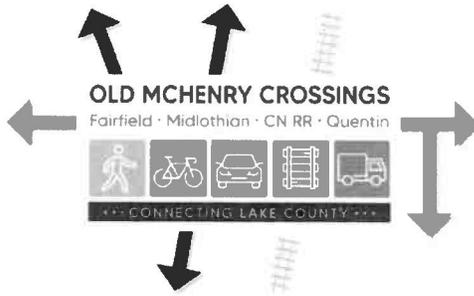
1. The project will follow the principles of Context Sensitive Solutions (CSS), which is aimed at seeking public input from project stakeholders throughout the entire project development process. The overall public engagement plan will be documented in a Stakeholder Involvement Plan (SIP) that details the overall approach, which generally consists of three public meetings, five Stakeholder Involvement Group (SIG) meetings, one-on-one meetings, other outreach, and project website.
2. A SIG will be formed and composed of a diverse representation of key project stakeholders to aid in facilitation of project information and provide input to the project team. The targeted size of the SIG is 15 – 20 stakeholders from public agencies, homeowners associations, businesses, and residents. Typically, the Public Works Director/Village Engineer from the local agencies affected by the project are represented on the SIG. Some projects have had elected officials on the SIG. Solicitation of SIG members will occur at the first public information meeting. There are five scheduled SIG meetings throughout the duration of the Phase I Study.
3. The Village stated they are not aware of any main community groups within the Village that the project team should reach out to.

Public Involvement

1. The project team plans to attend the Lake Zurich Farmers Market on August 27th, 2021. The Village stated that they do not currently operate a farmers' market. The Village has a concert in the park series which draws 200 to 300 people. A Fall Family Fun Fest is being held on September 25th, 2021, and there is a possibility for the project team to have a booth at that event for the project team to interact with the public about the project. The project team will look into attending the concert in the park series but felt the Fall Family Fun Fest was not an appropriate venue for the project team to attend.
2. A public meeting has been tentatively scheduled for September 23, 2021, at St. Matthew Church. **The project team will reach out to the Village when the public meeting has been finalized.**
3. The Village stated they have a weekly newsletter that is sent out via email. The project team could provide information to include in the weekly e-blasts as needed.
4. The project team is nearly finalized on the project branding and project website. The branding for the project anticipated to be Old McHenry Crossings and project website will be <https://omxproject.com/>.

The meeting adjourned at 3:15 p.m.

By: Matt Huffman - CBEL



Summary of Hawthorn Woods Coordination Meeting #2 - Purpose was to discuss America in Bloom and receive input from the Village Parks and Recreation



MEETING MINUTES
Village of Hawthorn Woods Meeting #2
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

<u>Meeting Date:</u>	August 11, 2021 – 2:00 p.m.	
<u>Location:</u>	Microsoft Teams Meeting	
<u>Attendees:</u>	<u>Representing:</u>	<u>Email:</u>
Erika Frable	Hawthorn Woods – Public Works Director/Village Engineer	efrable@vhw.com
Pamela Newton	Hawthorn Woods – Chief Operating Officer	pnewton@vhw.org
John Malcolm	Hawthorn Woods – Director of Public Safety	JMalcolm@hwpd.com
Brian Sullivan	Hawthorn Woods – Director of Parks & Recreation	bsullivan@vhw.org
Robin Grooms	Hawthorn Woods – Sustainability Coordinator	rgrooms@vhw.org
Chuck Gleason	LCDOT (Project Manager)	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Jodi Mariano	Teska	JMariano@teskaassociates.com
Matthew Huffman	CBBEL	mhuffman@cbbel.com

A coordination meeting was held on August 11, 2021, at 2:00 p.m. with the Village of Hawthorn Woods (Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings Phase I Engineering Study. The purpose of the meeting was to discuss America in Bloom and receive input from the Village Parks and Recreation. This was the second coordination meeting with the Village.

Introductions were made. Chuck Gleason is the project manager for LCDOT. Matt Smith is the consultant project manager with TranSystems. Matt Huffman is the deputy consultant project manager with Christopher B. Burke Engineering, Ltd. (CBBEL). Jodi Mariano with Teska will be involved with public engagement and landscape architecture. John Malcolm is the Director of Public Safety. Brian Sullivan is the Director of Parks and Recreation. Robin Grooms is the Sustainability Coordinator.

Below is a summary of meeting discussion points (action items and design considerations are in bold):

Project Scope

1. Chuck Gleason gave a summary of the content discussed in the first coordination meeting. This was followed by an overview of the project. Generally, the focus of this Phase I Engineering Study is an evaluation of Old McHenry Road from Abbey Glenn Drive in the west to Bonnie Lane in the east and Quentin Road from IL 22 in the south to Old McHenry Road in the north. The scope of the study will evaluate the need for a grade separation of the CN Railroad and Old McHenry Road as well as capacity, safety, mobility, operation deficiencies, and non-motorized accommodations within the project study limits. Phase I started in May 2021 and will continue until approximately

October 2023. Phase II is scheduled to begin around November 2023 with construction activities initiated in the summer of 2025.

2. Hawthorn Woods Input:

- a. Hawthorn Woods embraces a Rural by Design philosophy, which incorporates environmental design in everything they do. The Village has won several environmental awards on a national level from America in Bloom.
- b. Roadway runoff from most of the roadways within the village limits use roadside ditches and overland flow routes. There is a depression area within the Midlothian Road right-of-way on the west side of the road north of Old McHenry Road that is referred to as "Bank Lake". This storage area is next to commercial buildings along Landover Parkway that have been used by banking companies (Inland Bank & Trust, Market Financial Group). Ms. Newton stated that Bank Lake often has standing water adjacent to the roadway shoulder and that it can lead to a life-or-death situation if a vehicle enters. Drainage and stormwater management is important for the Village and has become a safety issue with Bank Lake.
- c. The Village expressed interest in a multi-use path along roadways within the project limits. One goal for this project is to incorporate a multi-use path along Quentin Road, but there is uncertainty of which side should be used. **This will be evaluated in the Phase I study.** The Village noted that both the Village Hall and Community Park are on the north side of Old McHenry Road, so if the multi-use path was on the south side of the road, there would be a desire for safe crossings to these resources. The Village also noted a desire to see multi-use path connections to Foglia YMCA and to Lake Zurich Middle School – North Campus.
- d. The length and number of trains impacts emergency response times daily. There is strong interest from the Village in a grade separation to reduce this delay.
- e. America in Bloom is a large national organization which provides an accreditation process from which the Village received awards since 2017/2018. The Village expounded on some of the features with the program:
 - i. Use pleasant scenery to get more people into parks.
 - ii. Make use of the parks every month of the year.
 - iii. Incorporate perennials and pollinators to attract wildlife such as hummingbirds and bees.
 - iv. Reduce invasive species from roadways and parks to improve the tree canopy. The Village is working with Morton Arboretum to achieve this goal.
 - v. Provide interconnected parks with walkable, ADA accessible, open space for people.
 - vi. Educate people on the various types of trees using QR codes, signage, etc.
 - vii. Enable the Village to develop a sense of community by bringing people together.

f. Aesthetics and Historical Influences

- i. CN Railway granted \$30,000 to the Village, which funds the America in Bloom program. CN's logo is displayed on the park signs throughout the Village promoting the program. CN asked the Village to host training for other communities in Illinois to demonstrate the railroad's positive impact.
- ii. The Village desires plants that support nature. There is an emphasis on plants that help pollinators as Hawthorn Woods is in a Migratory Flyway and is a designated bee community.
- iii. The Village desires to comply with International Dark-Sky Association regulations to keep its status as a dark sky community. No nighttime illumination can escape into the night sky. Lighting should only be used where necessary for safety with the illumination directed towards the ground. There are to be no internally illuminated signs.
- iv. The Village would like to incorporate cooling techniques into the landscape to combat hot summers. (Project team design consideration)
- v. The Village has an initiative to be 5th community to be designated as an Audubon Community - already have an Audubon certified golf course.

g. The Village will work on getting the list of HOA representatives in the Village next week.

Stakeholder Involvement

1. The Village is looking for alternative sources of funding.
2. There will be a Stakeholder Involvement Group (SIG) of 20 people that will be given input to the project team over 5 meetings. There will be a variety of representatives from the community to help guide the study.

Public Involvement

1. There will not be in person public meetings. There will be a virtual forum around the time the public meeting was to be held, September 23rd. People can use the website to visit, look at information, and provide comments and input. This can also be used to advertise the SIG.
2. The study team will be attending LZ Farmer's Market to inform the community about the project and the website. **Since the meeting due to the surge in the COVID pandemic, it has been decided to not attend the LZ Farmer's Market.**
3. The Village suggested the Fun Family Fall Fest or Friday Nights to also help inform the community and town leaders. Fun Family Fall Fest is on September 25th from 10 a.m. to 12 p.m. Friday night's Concert in the Park series is scheduled for August 13th and August 20th from 6:30 p.m. to dusk. **Since the meeting due to the surge in the COVID pandemic, it has been decided to not attend either of the events in Hawthorn Woods.**

The meeting adjourned at 3:00 p.m.

By: Nathan Hochstetler & Ben Vander Wal - TranSystems

Summary of Hawthorn Woods Coordination Meeting #4 - Purpose was to gauge community interest in landscaping



MEETING MINUTES
Village of Hawthorn Woods Meeting #4
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

<u>Meeting Date:</u>	December 7, 2022 – 10:00 a.m.	
<u>Location:</u>	Village of Hawthorn Woods – Village Hall	
<u>Attendees:</u>	<u>Representing:</u>	<u>Email:</u>
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Pam Newton	Hawthorn Woods	pnewton@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Mat Ciss	TranSystems	mrciss@transystems.com
Jodi Mariano	Teska	JMariano@teskaassociates.com
Matthew Huffman	CBBEL	mhuffman@cbbel.com

The purpose of this meeting was to gauge community interest in landscaping. If landscaping is desired, Hawthorn Woods would be required to maintain it. LCDOT will not maintain landscaping and therefore does not intend to install landscaping associated with the Old McHenry Road Crossings project.

Teska presented a slideshow that illustrated potential design opportunities. Village comments follow below:

Hawthorn Woods desires native perennials and tree plantings and has stated they will maintain them. The following details were discussed:

1. **Retaining walls and railings** – Hawthorn Woods is working with a designer to develop an entry monument program. This information should be incorporated into the OMX design plans, including reference to 'Hawthorn Woods Stone' materials and patterns. Teska requests a copy of the Village's entry monument design plans.
2. **Native plantings** – incorporate native perennials and trees
3. **Irrigation** - incorporate
4. **Community Park Trail** – currently includes a holiday tree and outdoor walkable museum which includes native pollinator gardens and donor / interpretive signs. Any impacts to this area should be replaced in kind.
5. **The Water Walk Trail** – anticipated along Midlothian Road includes an asphalt pathway. At each development site, developers are required to install a water feature and pedestrian features (benches, pergolas). These features are intended to provide a connection to the Aquatic Center
6. **Walking / biking** – coordinate with the schools; provide connections to neighborhoods, schools, YMCA and other destinations.



Summary of Hawthorn Woods Coordination Meeting #5 - Purpose was to coordinate the proposed combined driveway entrance to St. Matthew Lutheran Church & Hawthorn Gardens, and multi-use paths throughout the project area



MEETING SUMMARY
Village of Hawthorn Woods Meeting #5
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES
January 13, 2023

Date: January 13, 2023
 Time: 10:00 A.M.
 Place: LCDOT Conference Room A

Attendees:

Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Matt Huffman	CBBEL	mhuffman@cbbel.com

The main purpose of this meeting was to coordinate the proposed combined driveway entrance to St. Matthew Lutheran Church and Hawthorn Gardens, a potential connection of this driveway entrance to Heather Lane, and multi-use paths throughout the project area with the Village of Hawthorn Woods.

Combined Driveway Entrance

Three draft alternatives were presented for the new combined St. Matthew Church and Hawthorn Gardens entrance. One alternative included only a driveway entrance, while the other two included connections to Heather Lane. If this connection will be constructed, it would be a minimum of 27 feet from back of back of curb and will sit within 66 feet of new village owned right-of-way, in accordance with village standards. The Village was concerned about how impactful a future connection to Heather Lane would be. The Village saw why the connection was proposed, but it seemed beyond the impacts necessary for the underpass. It was agreed that these alternatives will no longer be considered.

The exhibits also showed a realigned entrance for The Village Public Works facility. The Village noted that a salt truck is the largest vehicle to be accommodated. A request was made by the Village to realign the Hawthorn Woods Public Works entrance to avoid impacting the basketball court in Community Park.

Multi-Use Paths

The need for a multi-use path along Midlothian Road, specifically on the east side, was discussed. The cost of this path will require cost participation from the Village. There is no sidewalk in the project scope, but IDOT will require the OMX project to create a shelf for a future path. The Village mentioned that there are two paths they have been budgeting for: one along Gilmer Road and Midlothian Road,

Meeting Summary

January 13, 2023

Page 2

and one along IL 22. They inquired about the possibility of IDOT paying for 100% of the multi-use path along Midlothian Road.

The Village also requested a planning estimate of the cost to construct the multi-use path along Old McHenry Road west of Fairfield Road. Chuck Gleason suggested coordination with Kevin Carrier about the potential of having IDOT cover 100% of the cost of the multi-use path along Midlothian Road.

The meeting adjourned at 11:00 A.M.

By: Anna Bogdanski – TranSystems



Illinois
Department of
**Natural
Resources**

JB Pritzker, Governor • Natalie Phelps Finnie, Director
One Natural Resources Way • Springfield, Illinois 62702-1271

www.dnr.illinois.gov

Letter prepared by IDNR-Office of Grant Management & Assistance stating that the proposed OMX improvements will not result in a conversion of OSLAD grant funded property; No additional consultation required

February 9, 2023

Mr. Peter Knysz
Senior Environmental Policy Manager
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Re: Conversion of OSLAD-Funded Property
OS 00-1002

Mr. Knysz,

Thank you for the time you and your team took to review the possible impact of your activities on grant-funded property located in the Village of Hawthorn Woods, IL.

My staff has concluded that the only grant-funded property that would be impacted by the Old McHenry Crossing project is the property known to us as "Hawthorn Woods Community Park." This project received development assistance from the OSLAD grant program in 2000. This development project amortized out on January 7, 2023, and the restrictions and obligations associated with the OSLAD funding has lapsed. The proposed roadwork and encroachment on the property do not constitute a conversion of property and work may proceed without further consultation with IDNR, Office of Grant Management and Assistance.

If you have any questions or require further information, please contact Grant Administrator Drew Jenkins at Andrew.Jenkins@Illinois.gov and he will be happy to assist you in any way he can.

Sincerely,

Gary K. Eicken
Chief Administrator
Office of Grant Management and Assistance

GKE/aj



Summary of Hawthorn Woods Coordination Meeting #6 - Purpose was to review the preliminary preferred alternative, potential non-motorized accommodations, 4(f)/public resources, Village planned developments, and go over next steps/schedule



MEETING MINUTES
Hawthorn Woods Coordination Meeting #6
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: **March 8, 2023**
 Time: **3:00 p.m.**
 Place: **Hawthorn Woods Village Hall**

Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 5th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to review the preliminary preferred alternative, potential non-motorized accommodations, 4(f)/public resources, Village planned developments, and go over next steps/schedule.

Alternative Analysis Update

The Level II alternatives analysis process is nearing completion and the OMX Team has arrived at a preliminary preferred alternative.

CBBEL provided an alternative analysis update for the Quentin Road corridor. A full size exhibit of the preliminary preferred alternative Q1.5B was presented to the Village and a discussion followed. Generally Alternative Q1.5B consists of a 5-lane urban roadway section from IL 22 to Highland Avenue, transitioning to a 3-lane urban roadway section to Old McHenry Road. A new signalized intersection will be included at Highland Avenue and a multi-use path will be provided along the Quentin Road corridor with potential for sidewalk (contingent upon local cost participation). The Village showed overall support for the selected alternative. Clarification was provided by CBBEL on a number of topics such as detention basin impacts, roadway widening symmetry, subdivision signage impacts, landscaping replacement, multi-use path/sidewalk location, and property acquisition compensation. The majority of the Quentin Road corridor is not within the jurisdiction of Hawthorn Woods, therefore the remainder of the discussion focused on the Old McHenry Road corridor.

TranSystems presented several exhibits that highlighted the proposed improvements to Old McHenry Road from Bonnie Lane to Abbey Glenn Drive. The proposed improvement design east of Quentin Road

consists of a 5-lane roadway section with improved geometric design. A flush median will be carried further east to provide a left turn lane onto Lagoon Drive. Based on initial analysis, a traffic signal is not warranted at this intersection. The Village requested that the project team review the warrant analysis again to confirm that no signal is warranted at Lagoon Drive. There were no objections to the preliminary geometry shown from Bonnie Lane to Quentin Road.

The grade separation design generally consists of an underpass of Old McHenry Road underneath the CN railroad tracks. Two lanes in each direction are maintained with a center barrier median that allows for a center bridge pier for the railroad crossing. Sidewalk is proposed along the south side and multi-use path along the north side. Temporary runaround concept design was presented, which will likely be in-place for two construction seasons. Generally, a temporary run-around 5-lane roadway will be provided north of the existing railroad crossing, which will impact three residential homes and a portion of the Village Public Works/Community Park parcel. A temporary railroad track will be placed along the eastern railroad right-of-way.

Two access drive designs were presented to the Village for the Public Works facility for their further review. One access driveway alternative aligned with the combined St. Matthews/Hawthorn Garden Center drive, a potential signalized intersection. The Village and St. Matthews/Hawthorn Garden Center would need to cost participate in the signal. The second alternative design moved the access driveway further west to an unsignalized location, which would maintain full access. The Village indicated that the basketball court could be impacted and relocated, which was being avoided with the current access drive design alternatives. The Village requested a larger exhibit showing the extents of Community Park, and the Village will further review the access drive design and will provide the project team input.

A significant intersection improvement is needed at the Midlothian Road intersection, with a second northbound/southbound through lane and dual left turn lane proposed and a third eastbound/westbound through lane. IDOT has reviewed the intersection alternatives and has provided their concurrence on the design currently shown as part of the preliminary preferred alternative. The Village stated the drainage issues along Midlothian Road and "Bank Lake" continue to be an area of concern. The project team stated they will have more information to share once the proposed drainage design is further along. At the Fairfield Road intersection a dual westbound right turn lane is proposed. The project team is pursuing open detention in the northeast quadrant of the intersection, which will likely impact a residential home.

Overall, the Village did not object to the preliminary preferred alternative design. The project team will continue with design development and will follow-up with the Village when more information is available for their review. The preliminary preferred alternative for Old McHenry Road consists of a 4 lane section from the eastern project limits near Forest Drive through the underpass at the railroad crossing. This stretch includes intersection improvements at Quentin Road a new signalized intersection at a combined entrance for St. Matthew Lutheran Church and School and Hawthorn Gardens on the south side of Old McHenry Road and realigned entrance to Hawthorn Woods Public Works on the north side. The roadway cross section includes a multi-use path on the north side of the road extending under the new grade separation. West of the underpass, Old McHenry Road opens up to a 6 lane section through west of Fairfield Road where it tapers down to a 3 lane section with a center turn lane through Echo Lake before

matching into the existing road. This section includes intersection improvements for Midlothian Road, Fairfield Road, and a new signal at Echo Lake Road. The multi-use path on the north side of the road continues west to Abbey Glenn Drive while the sidewalk on the south side terminates at the YMCA just west of Fairfield Road.

Non-Motorized Accommodations

The project team provided two exhibits showing the existing and potential multi-use path and sidewalk within the project limits. The path along Quentin Road, west along Old McHenry Road, and north along Fairfield Road, are a regional County path. All other multi-use paths and sidewalks must follow the Lake County Non-Motorized Policy, which requires cost share and maintenance. The cost share for the local agency is 20 percent, however, if federal funding is received, the cost-share could be reduced down to 4 percent. The Village stated they are a proponent of making path and sidewalk connections.

- The Village confirmed they would like a multi-use path connection from Quentin Road to Lagoon, along the north side of Old McHenry Road.
- The Village confirmed they would like a Multi-Use Path located along the west side of Midlothian Road within the project limits. They requested that a multi-use path be implemented on the east side of Midlothian Road, however, the east side would be constructed with future development and not included with this project. Overall, the Village would like the multi-use path as far north as possible up Midlothian Road.
- The Village agreed with the plan to include the multi-use path along the east side of Fairfield Road up to Kruger Road.
- The Village is in support of the multi-use path west of the Fairfield Road intersection but will get back to the project team with their preference on what side of the road the path is located (north or south) and with more information about cost participation. Design will move forward with a path on the north side of Old McHenry Road to Abbey Glenn Drive until feedback is received. Cost information was provided to the Village, and they indicated that additional funding would be needed for the 20 percent match, and that the school district may be a potential partner. The Village will initiate discussions with the school district.

4(f) Resources

There are two public parks within the project limits, both Village of Hawthorn Woods parks, Community Park and Three Corners Park. The project team reviewed the impacts, permanent and temporary, at both parks.

- The Village would be willing to relocate their basketball court if the county funded the relocation as part of the project. The proximity of the basketball court to the access drive is a concern to the Village. The Village informed the project team they would not consider a fence between the basketball court and access drive.
- There is a small frontage of right-of-way needed from Community Park along the north side of Old McHenry Road, mostly related to the proposed multi-use path. About 0.22 acres of Community Park and about 0.16 acres of the Village of Hawthorn Woods Public Works parcel would need to be acquired for the new roadway section. A temporary turnaround would have a small ROW need for the public works parcel, but the larger impact is with access during construction to the public works facility.

- The Midlothian Road intersection improvement has proposed impacts to three parcels of the park. Two of the parcels have adjacent LCDOT right-of-way currently not utilized for roadway purposes and could be vacated and used as replacement property for the park acquisition. The Village indicated they would like to include their new gateway sign at the intersection. The Village was also open to creating depressional, natural looking stormwater storage basins within the park parcels.

Post meeting note: The project team provided the Village with an additional exhibit that showed option 1 for the public works entrance and Community Park in one view. The Village plans to draw up their desired entrance to public works for the project team.

Update on Village Planned Developments

- The Village provided the project team with a gateway sign plan. The signs will be implemented at intersection corners throughout Hawthorn Woods. One sign at the northeast corner of the IL-22 and Quentin Road intersection has been funded so far for implementation. The Village has plans to include additional signs in the future within the project limits. The project team will coordinate with the Village on other potential locations for the gateway signage.
- Neither the project team nor the Village have received any updated plans or a traffic study for the Berger development and until such time will not incorporate access locations into the roadway design. The Village plans to reach out to the Berger development for a status update.

The meeting adjourned at approximately 4:40 p.m.

By: Julia Nigohosian – CBBEL

Summary of IDOT-FHWA Coordination Meeting #5 - Purpose was to provide an overall project status update & review new project information including: Alternatives Development/Evaluation Process, identification of the Preliminary Preferred Alternative, Public Involvement, Environmental Studies, and next steps

APRIL 18, 2023

LAKE COUNTY

SECTION NO. 19-00999-65-ES

OLD MCHENRY ROAD/QUENTIN ROAD

FHWA MEETING AGENDA ITEM #2 – 9:00 am

The project was last presented on October 18, 2022. This is the 5th FHWA presentation of the Old McHenry Crossings Phase I Engineering Study (TIP ID# 10-22-0001). The purpose of this presentation was to provide an overall project status update since the last meeting and review new project information including: Alternatives Development/Evaluation Process, identification of the Preliminary Preferred Alternative, Public Involvement, Environmental Studies, and next steps.

A package of meeting materials was distributed to IDOT and FHWA in advance of the meeting, which included the meeting agenda, the coordination meeting data form (BLR 22410) with attachments, including: project location map, functional classification exhibit, previous coordination meeting minutes, Level 2 alternative evaluation, Preliminary Preferred Alternative exhibits, Section 106 exhibits, Section 4(f) exhibits, displacements exhibits, PowerPoint presentation (used for meeting facilitation), Existing/2050 ADT exhibit, Environmental Resource Exhibits. A PowerPoint presentation was utilized to facilitate the meeting. The following is a summary of the key discussion points, decisions, and action items.

Project Recap & Overall Update

A brief recap was provided of the prior coordination meetings. At the June 2021 coordination meeting (2nd Presentation), concurrence was received for the project termini and scope, and to proceed with project development as a Fed CE. At the May 2022 coordination meeting (3rd presentation), the draft Purpose & Need, Virtual Public Forum/Stakeholder Involvement Group (SIG), and available environmental studies were presented. At the October 2022 meeting (4th presentation), the project team shared the range of Level 1 alternatives, Level 1 evaluation results, and the recommended alternatives for Level 2 alternatives analysis; it was determined to continue proceeding as a Fed CE.

There are no proposed changes to the previously concurred to termini and scope of work. The project funding status has not changed since the last project presentation, with Lake County having received a commitment for \$12M in ICC funding in FY 2025. The project is currently included in the Lake County 2022 - 2027 Proposed Transportation Improvement Program. Lake County will be applying for various federal funding programs as the project gets closer to completion of Phase I Engineering. The anticipated project schedule for completion of Phase I Engineering is project team stated that completion of Phase 1 is planned for February 2024, with Phase 2 anticipated to begin in Spring 2024.

Public Involvement & Stakeholder Coordination

Stakeholder involvement and agency coordination has continued through several events since the last coordination meeting such as SIG meeting #3 (Sept. 2022), a Public Information Meeting (Sept. 2022), and one-on-one meetings. Prior public involvement efforts included a Virtual Public Forum (Oct. 2021), and two SIG meetings (Nov. 2021, Feb. 2022). The project team provided an update on the various public involvement activities:

Stakeholder Involvement Group: A two-part SIG meeting took place in September 2022 to discuss Level 1 Alternatives and recommended alternatives to be carried forward into Level 2 for Old McHenry Road (SIG 3.1) then Quentin Road (SIG 3.2). Comments and questions were received from the SIG groups during these meetings and were overwhelmingly in support of a grade separation at the railroad crossing.

Public Information Meeting: A Public Information Meeting (PIM) took place on September 28th, 2022, at St. Matthew Church, to present the Level 1 Alternatives for Old McHenry Road and Quentin Road, as well as the results of the Level 1 analysis and the recommended alternatives to be carried forward for Level 2 development and analysis. The meeting took place in an open-house style format. Representatives from Lake County DOT and the project team were available to guide the public and answer questions.

Information presented at the PIM included project Purpose & Need information, the project timeline, existing conditions, summaries of prior public outreach events, and exhibits showing all alternatives considered for Old McHenry Road and Quentin Road, as well as the comparative analysis results, and the recommended alternatives to be carried forward for Level 2 analysis. Information was also presented on the potential grade separation alternatives at the CN Railroad crossing (over vs under). There were approximately 110 attendees, submitting approximately 27 written comments to the team. These comments include feedback on alternative preference, as well as concerns for environmental impacts and land acquisition. There were no direct objections to the project and the Public Information Meeting summary and comments received are posted on the project website.

One-on-one Meetings: One-on-one meetings have also taken place with key project stakeholders, including the CN Railroad, ComEd, Nicor Gas, Village of Hawthorn Woods, IDOT D1 Bureau of Programming, Lake Zurich Fire Department, Forest Lake Community Association, St. Matthew Lutheran Church & School, Hawthorn Garden Center, Permitting Agencies and various homeowners/landowners.

In general, there is overall public support for the project and the recommended alternatives presented to advance forward to Level 2. Over the last several months, the project team has begun to share information pertaining to the results of Level 2 analysis and the identified preliminary Preferred Alternative with individual project stakeholders. The Village of Hawthorn Woods strongly supports a grade separation of the CN Railroad.

Alternatives Development

A summary of the overall alternatives development process and approach was provided by the project team. Alternatives were developed for three distinct sections of the project: CN Grade Separation, Old McHenry Road and Quentin Road.

Alternatives Development Approach: A two level approach is being utilized for alternatives development. Level 1 consists of the development of a full range of alternatives, which were first evaluated for meeting the purpose and need of the project and were primarily based on traffic demand modeling and travel performance. Level 2 alternative evaluation utilized nearly similar evaluation metrics and criteria as Level 1, but was updated based on more detailed

concept geometric design, stormwater detention considerations, and further traffic analysis. The alternative evaluation metrics for Level 2 included transportation performance, safety, mobility & accessibility, non-motorized accommodations, environmental & socio-economic impacts, and cost. From the Level 2 alternative evaluation results, and in conjunction with project stakeholders, a preliminary preferred alternative was identified.

Level 2 Alternatives: The roadway improvement and multi-use path limits were shown, which are applicable to all Level 2 Alternatives.

As a key element of the project, the function of an at-grade crossing at the CN railroad was evaluated. In the 2021 base year condition, the analysis concluded that the traffic delay at the crossing was 87 vehicle-hours per day. If no improvements were made by 2050, that delay would increase to 181 vehicle-hours per day and queuing would increase by about 40%. Because of the proximity to Midlothian and Quentin Roads, congestion and delay are made worse during gate-down events due to queuing through these intersections. In addition, emergency response times are delayed due to the railroad crossing that splits Hawthorn Woods in half. For these reasons, the at-grade option was ruled out since it does not meet the mobility and safety needs of the project.

Four grade separation concepts were evaluated: a roadway overpass (Alternative 1), a roadway underpass (Alternative 2), a railroad overpass (Alternative 3), and a railroad underpass (Alternative 4). Alternatives 3 and 4 were deemed to be not feasible due to the impact to the railroad's operations, the length of track reconstruction and multiple roadway crossings impacted. Therefore, alternatives 1 and 2 were evaluated in greater detail. Alternative 2, the Roadway Underpass, was selected because it maintains access to St. Matthew Church, minimizes viewshed impacts, avoids ComEd Tower impacts and has the support of the local community. Alternative 2 was then developed further into three bridge sub-alternatives: B1 is a two-span structure with unequal span lengths and was broken down further into 4 sub-alternatives with some minor differences; B2 is a single span bridge option; B3 is a two-span bridge with equal span lengths. After careful evaluation, the conclusion was to move forward with Alternative B1.3. This alternative has four 11-foot travel lanes, an 18-foot median with a center pier, it has multi-use path and sidewalk under the bridge and is flexible to accommodate 6 lanes in the future, if needed. The disadvantage with B2 is it has a much deeper structure depth and will not allow for a bike-friendly shoulder in the future. B3 would impact a ComEd transmission tower, likely requiring two new towers to replace it.

The Old McHenry Road alternatives outside of the grade separation, Alternatives O1 and O2 were evaluated further. Initially O1 looked to be preferred, but operational and queuing issues were identified that could be improved at the closely spaced Fairfield and Midlothian intersections. Using O1 as a starting point, 12 new hybrid alternatives with different lane configurations were analyzed at those intersections strictly from a traffic operations standpoint. The outcome is the preliminary preferred alternative O1J – which consists of 5 lanes on Old McHenry Road with various intersection capacity improvements. At the Fairfield intersection, this alternative includes 2 westbound thru lanes and 1 shared thru/right lane, 2 eastbound thru lanes and 2 dedicated eastbound right lanes. No change to the lanes on southbound Fairfield – dual left turns and a shared thru/right. At Midlothian, there is an additional thru lane being added in all directions (from 2 to 3 EB & WB and from 1 to 2 SB & NB). Dual left turns in

both northbound and southbound direction are needed to maximize the operational efficiency. The 3 westbound thru lanes at Midlothian turn into 4 as you approach Fairfield, with the middle lane having the option to diverge into one of the right turn lanes. East of Midlothian, the 3rd eastbound lane is dropped prior to the bridge, while the 3rd westbound lane is added just west of the bridge.

The Quentin Road alternatives evaluation was presented. Alternatives Q1B and Q2B were the alternatives recommended from Level 1. The “B” suffix on these indicates asymmetrical widening to the west side which was preferred to avoid impacts to residential properties, a historic gambrel barn and the Fairfield Cemetery. Similar to the Old McHenry evaluation, Level 2 analysis required some further refinements which led to a hybrid alternative, Q1.5B. This alternative consists of 5 lanes from IL 22 to Ensell Rd, a varying number of lanes from Ensell Rd to Ravine Dr, then 3 lanes from Ravine Dr to Old McHenry Rd. In the northbound direction, there are 2 thru lanes from IL 22 through Ensell Rd, then the outside lane drops into the exclusive right-turn lane at the signalized Highland Drive intersection. In the southbound direction, the second lane is added north of Highland Drive. This configuration was driven primarily by queue management. In the AM peak, there tends to be more of a constant stream in the southbound direction arriving at Highland Drive creating longer queues versus in the PM peak the northbound direction, which has more platooning due to the signals at IL 22 and Ensell Rd, therefore a second northbound through lane is not necessary at Highland Drive.

New traffic signals are warranted at Echo Lake Road at Old McHenry and Highland Drive at Quentin Road. A third new signal is also warranted at the new consolidated St. Matthew/Hawthorn Garden access drive (south leg) and relocated Hawthorn Woods Public Works access drive (north leg).

Detailed exhibits of the Preliminary Preferred Alternative were presented.

Level 2 Alternatives Discussion:

IDOT-CBLRS noted that for Old McHenry Road (ADT 29,800 and 45 mph design speed), on road bicycle accommodations are likely not suggested per BDE Chapter 17. **[Post Meeting Note: The preferred improvement plan will include a 10-foot shared use path on Old McHenry Road, satisfying the bicycle accommodation per BDE Fig 17-2.A. The additional 3 feet of pavement on the outside lane is provided to give additional space for experienced bicyclists who prefer to ride on the roadway, which is included in Lake County’s standard typical section for urban cross sections roadways.]**

IDOT-CBLRS noted that with the 2050 design year ADT of 29,800 would exceed warrant for a 6-lane facility for Old McHenry Rd and 2050 ADT of 17,500 would exceeds warrant for a 4-lane facility on Quentin Road. The project team noted that the lane configurations as presented provide acceptable levels of service at the intersections and to accommodate 6 or 4 lanes would introduce additional impacts to wetlands, Section 4(f) park land, residential properties and potential historic properties. Design exceptions will be submitted where required for number of lanes.

IDOT-BDE requested the projected levels of service for the mainlines. The project team noted that information isn’t available at the time but will be provided in the future. The intersection

levels of service are shown on the alternative evaluation matrices which are provided in the advanced materials.

Environmental Studies

An exhibit was displayed each for the Old McHenry Road corridor and Quentin Road corridor, showing wetlands, surface water, constructed stormwater features, floodplain, watershed boundaries, parks, OSLAD funding sites, potential historic property, and proposed displacements. An update was provided pertaining the potential environmental and socio-economic impacts for the preliminary Preferred Alternative, which resulted from the Level 2 alternatives analysis. The project team indicated that an Addendum ESR will be submitted in April 2023.

An overview was provided for cultural, wetlands, Section 4(f)/6(f), Environmental Justice, water quality, noise, and special waste.

Cultural: Formal submittal of the Historic Property Inventory (HPI) was completed in May 2022, identifying five eligible properties for the National Register of Historic Places (NHRP). Comments were received from IDOT, and one additional historic resource was added, Former Hubbard School. The revised HPI report is anticipated to be resubmitted in May 2022, and will include ESR Addendum A. The six potentially eligible NHRP properties include: the former Hubbard School, the Leo Burnett Farm, St. Matthew Church School & Cemetery, Hawthorn Woods Village Barn, Fairfield Cemetery, and the Gambrel Farm. There are no NHRP historic districts or listed structures in the APE. The preliminary Preferred Alternative proposes acquisition from two historic properties, St. Matthew Campus and former Hubbard School.

No direct impacts to structures for the St. Matthew Campus are anticipated, but modifications to their existing access and parking are required. A retaining wall will be added along the frontage of the property, requiring closure of their three existing access points. A new consolidated access point to Old McHenry Road is proposed at the east end of their property, and will be signalized. Parking lot reconfiguration is required to interface with the relocated access drive and to mitigate impacted parking stalls at the front of the property. Coordination between St. Matthew and the project team is ongoing, and they have reviewed the proposed access and parking reconfiguration concept design. Based on initial assessment by the project team architectural historian, adverse effects are unlikely. The assessment of effects will begin in the coming months and will be shared with IDOT when completed.

There is proposed right-of-way and temporary construction easements proposed along the frontage of the former Hubbard School property and is associated with multi-use path construction. A newer shed will be impacted with the acquisition, but no impacts are proposed to the historic resources on site, which constitute only the schoolhouse structure. Based on initial discussion with the project team architectural historian, no adverse effects to historic resources are anticipated. The assessment of effects will begin in the coming months and will be shared with IDOT when completed.

Archeological: The archeological surveys have been conducted by ISAS and the project area has been cleared. The project team will keep IDOT apprised as to any changes with impacts to the two cemeteries within the ESR boundary, Fairfield Cemetery and St. Matthew Cemetery.

Wetlands: The Wetland Delineation Report (WDR) was submitted in May 2022. Boundary Verification and Jurisdictional Determination have been completed with the Army Corps of Engineers and Lake County Stormwater Management Commission. For the preliminary Preferred Alternative, the potential wetland impacts are currently estimated at 1.95 acres, with 1.40 acres being USACE jurisdictional. The project team anticipates proceeding with a Section 404 Individual Permit. The WIE is anticipated to be submitted in May 2023. There are no impacts to high quality wetlands and EPFO surveys are not required.

4(f) Resources: The project team indicated that there are two Section 4(f) resources within the project limits, including Hawthorn Woods Community Park and Three Corners Park. There is proposed acquisition to both recreational 4(f) resources (permanent and temporary). The Village of Hawthorn Woods has jurisdiction of both parks.

Three Corners Park is located at three quadrants of the Midlothian Road with Old McHenry Road intersection and currently has no programmed recreational spaces. It has a total size of 3.43 acres with proposed acquisition of 1.17 acres for roadway/intersection improvements and detention. The northern quadrant of the park houses Aqua Illinois water distribution for the Village of Hawthorn Woods. The project team has had initial discussions with the Village about the proposed impacts to Three Corners Park.

Community Park is located along the north side of Old McHenry Road, east of the CN Railroad. It is a total of 28.5 acres in size with proposed of 0.35 acres of fee simple acquisition related to the multi-use path and 0.98 acres of temporary acquisition for the roadway runaround. There are numerous programmed spaces within the park, with a walking path, soccer fields, and basketball court abutting Old McHenry Road. The Village of Hawthorn Woods Public Works facility is located at the southwestern portion of the park with an access drive to Old McHenry Road. Through coordinating with the Village, the access drive will be relocated to the east, mirroring the St. Matthew/Hawthorn Gardens consolidated access on the south and will be signalized. The project team is continuing to work with the Village of Hawthorn Woods on mitigating any negative effects of the proposed improvement on Community Park.

It was noted that impacts to the historic resources, St. Matthew and Former Hubbard School, will require a Section 4(f) evaluation.

6(f) Resources: Open Space Lands Acquisition and Development (OSLAD) funds were used for development of a portion of the Hawthorn Woods Community Park. The project team held a coordination meeting with IDNR and it was communicated to the project team that the OSLAD funding used at Community Park amortized out on January 7, 2023. Therefore, there are no 6(f) impacts associated with the proposed improvement. No further IDNR coordination is required related to OSLAD funding.

Environmental Justice: The project team has conducted the Environmental Justice (EJ) evaluation for the project based on the IDOT guidance provided in July 2022 for CE projects with displacements. There are no EJ populations exceeding the 50% threshold or meeting the 125% of Community of Comparison (COC) criterion. There are currently four proposed residential displacements associated with the proposed improvement, three along the north side

of Old McHenry Road related to grade separation and the other at the Fairfield Road intersection due to a proposed detention facility. The project team is in progress of coordinating with the displaced owners/tenants and will determine if there are any EJ owners/tenants. An EJ Memorandum will be prepared for the project.

Overall, the proposed improvement has property acquisition from 87 parcels with 4.8 acres of acquisition per mile.

Water Quality: Forest Lake is an impaired water body and is the primary outfall for the project. From prior IDOT coordination, water quality modeling will be performed in Phase I if an Individual 404 permit is required. Based on the preliminary Preferred Alternative impacting 1.40 acres of USACE jurisdictional wetlands, water quality modeling will be performed during Phase I Engineering using the SELDM modeling tool.

Traffic Noise: A noise receptor memo has been approved, with further analysis forthcoming as the preliminary Preferred Alternative is further developed.

Special Waste: The IDOT PESA has been received for Midlothian Road and IL Route 22, with a local PESA in progress by the project team for the non-IDOT portions of the project.

The project team will continue with further assessment of environmental impacts.

IDOT-BDE asked for clarification if the four displacements were anticipated to be Environmental Justice designations? The project team stated that it is unknown and we are in the process of conducting EJ outreach to displaced owners/tenants.

IDOT-CBLRS asked if there has been any consideration of closing Old McHenry Road with a detour to build the grade separation rather than construct a temporary run-around. The project team did consider this option early on with a high-level analysis. With Old McHenry Road carrying 24,000 vehicles per day and the closest alternate routes (US 12 and Gilmer Road) being greater than 1 mile away, there is a concern about the impact a detour of Old McHenry Road would have on the travel patterns in this area, as well as emergency services response times. The three residential displacements next to the railroad would have their access eliminated by a grade separation due to the change in grade, so a detour would not allow the displacements to be avoided.

Next Steps

The project team outlined the next steps of the project moving forward. This includes a SIG meeting (August 2023) and final Public Information Meeting (November 2023), with completion of Phase I Engineering targeted for February 2024.

IDOT D1 BLRS requested to be invited to the Public Information Meeting. A list will be provided to the project team to be invited.

IDOT CBLRS requested that the proposed final public engagement activity be submitted to IDOT with justification for a Public Information Meeting. A decision will be made in consultation with FHWA.

Other Discussion

Following the presentation, the following discussion occurred.

CBLRS asked about what kind of response the team has received from the public at the SIG meetings and at the Public Information Meeting, and if there had been any opposition to the project. The feedback from the public has been supportive throughout the public involvement process. There is one resident near the historic gambrel barn, a member of the SIG, who expressed early opposition to the premise of the project. LCDOT and the project team met with the resident twice in addition to the SIG meetings to explain the process. There is strong support from the Village of Hawthorn Woods, Ela Township and Lake Zurich regarding the preliminary preferred alternative.

CMAPI stated that based on the elements included in the preliminary preferred alternative, additional components will need to be added to the conformity analysis due to added lanes and traffic signals. CMAPI will follow up and coordinate with the Planning Liaison. The timeframe to reconform the project will be October 2023 with approval in January 2024. Design Approval can not be obtained prior to this approval of the conformity analysis. With DA anticipated in February 2024, the timeline will work.

Meeting Summary Prepared By: Ben Vander Wal; TranSystems; Matt Huffman - CBBEL

Meeting Attendees			
Name	Representing	Name	Representing
Gerardo Fierro	IDOT D1 BLRS	Irene Pantoja	FHWA
Alex Househ	IDOT D1 BLRS	Chris Byars	FHWA
Kevin Stallworth	IDOT D1 BLRS	Michael Kowalczyk	FHWA
William Raffensperger	IDOT CBLRS	Russell Pietrowiak	CMAPI
Stephane Seck-Birhame	IDOT CBLRS	Mike Klemens	LCDOT
Dwayne Ferguson	IDOT BDE	Chuck Gleason	LCDOT
Ben Sperry	IDOT BDE (Noise & Air)	Matt Smith	TranSystems
Jason Salley	IDOT D1 Prog.	Ben Vander Wal	TranSystems
Carlos Feliciano	IDOT D1 Prog.	Michael Matkovic	CBBEL
Helen Lin	IDOT D1 Maintenance	Matthew Huffman	CBBEL
Steve Lipkie	IDOT D1 Maintenance	Julia Nigohosian	CBBEL
Diego Alvarado	IDOT D1	Peter Knysz	CBBEL

E-mail from Hawthorn Woods regarding Community Park - preference for the potential basketball court relocation site & location of the proposed multi-use path at the south perimeter of the park

Peter Knysz

Subject: FW: OMX - follow up items for Community Park

From: Matthew Smith <mjsmith@transystems.com>
Sent: Tuesday, June 20, 2023 3:27 PM
To: Chris Heinen <CHeinen@vhw.org>; Erika Frable <EFrable@vhw.org>
Cc: Ben Vander Wal <brvanderwal@transystems.com>; Mathew Ciss <mrciss@transystems.com>; Gleason, Chuck L. <cgleason@lakecountyil.gov>; Matthew Huffman <mhuffman@cbbel.com>; Julia Nigohosian <jnigohosian@cbbel.com>
Subject: RE: OMX - follow up items for Community Park

Thank you for the update! We'll move forward based on this direction.

Thanks,
Matt

From: Chris Heinen <CHeinen@vhw.org>
Sent: Tuesday, June 20, 2023 2:05 PM
To: Matthew Smith <mjsmith@transystems.com>; Erika Frable <EFrable@vhw.org>
Cc: Ben Vander Wal <brvanderwal@transystems.com>; Mathew Ciss <mrciss@transystems.com>; Gleason, Chuck L. <CGleason@lakecountyil.gov>; Matthew Huffman <mhuffman@cbbel.com>; Julia Nigohosian <jnigohosian@cbbel.com>
Subject: RE: OMX - follow up items for Community Park

Good afternoon.

We have discussed internally and have the following responses.

1. We agree that Location 1 is the more optimal spot for the basketball court.
2. The Village would like to maintain as many trees along Old McHenry as possible. Please move forward with incorporating the trail within the park and create an easement over it.
3. The Village is not interested in the small sidewalk connection you depicted from Quentin Road and South Road.

Please let me know if you have any other questions.

Chris Heinen
Community Development Director
Village of Hawthorn Woods
2 Lagoon Drive
Hawthorn Woods, IL 60047
847.847.3592
cheinen@vhw.org



[vhw.org]

From: Matthew Smith <mjsmith@transystems.com>
Sent: Monday, June 12, 2023 5:17 PM
To: Chris Heinen <CHeinen@vhw.org>; Erika Frable <EFrable@vhw.org>

Cc: Ben Vander Wal <brvanderwal@transystems.com>; Mathew Ciss <mrciss@transystems.com>; Gleason, Chuck L. <CGleason@lakecountyil.gov>; Matthew Huffman <mhuffman@cbbel.com>; Julia Nigohosian <jinigohosian@cbbel.com>
Subject: RE: OMX - follow up items for Community Park

Good afternoon,

I'm following up with you about the email below and the attached email. The emails covered 3 items: location of basketball court at Community Park, location of multi-use path along Community Park, and the interest in a sidewalk connection from Quentin Road to South Road.

A response back on the first two items (basketball court and multi-use path) by Friday, June 23, would help us out as we are completing the first draft of environmental reports for Community Park.

Thanks,
Matt

From: Matthew Smith
Sent: Thursday, May 25, 2023 5:37 PM
To: Chris Heinen <CHeinen@vhw.org>; Erika Frable <EFrable@vhw.org>
Cc: Ben Vander Wal <brvanderwal@transystems.com>; Mathew Ciss <mrciss@transystems.com>; Gleason, Chuck L. <CGleason@lakecountyil.gov>; Matthew Huffman <mhuffman@cbbel.com>; Julia Nigohosian <jinigohosian@cbbel.com>
Subject: RE: OMX - follow up items for Community Park

Chris,

See attached for an updated exhibit that shows the two potential locations for the basketball courts. A few notes:

- The courts were drawn in to match the current size of the court in the park today and we added a 5' buffer on the sidelines and a 10' buffer on the end lines.
- We recommend Location 1 as this seems to be the least impactful as the contractor would re-grade the area as part of the temporary easement to remove the old driveway.
- The area near the tennis courts (Location 2) is very uneven and would probably require a wall to get enough flat area for the court (photos attached).
- Location 1 gives the optimal orientation of the court because the hoops are never going to have the sun behind them.

Regarding the path location, we wanted to give some more information on the benefits of keeping the path on Community Park property. The attached exhibit shows the two path locations on it for comparison.

- Keeping the path within the LCDOT right-of-way would require removal of ~13 trees and remove the screening between the road and the park.
- If the path stays within the park only two trees would need to be removed.
- LCDOT would place the path in a permanent easement and would still maintain the path.

Please confirm again which location you prefer based on this new information.

Please let me know of any questions.

Thanks,
Matt

From: Chris Heinen <CHeinen@vhw.org>
Sent: Wednesday, May 10, 2023 11:18 AM
To: Matthew Smith <mjsmith@transystems.com>; Erika Frable <EFrable@vhw.org>
Cc: Ben Vander Wal <brvanderwal@transystems.com>; Mathew Ciss <mrciss@transystems.com>; Gleason, Chuck L. <CGleason@lakecountylvil.gov>; Matthew Huffman <mhuffman@cbbel.com>; Julia Nigohosian <jnigohosian@cbbel.com>
Subject: RE: OMX - follow up items for Community Park

Good morning Matt.

I spoke with Pam and Erika regarding the questions below and have the following responses.

1. Can you please provide a site map showing two separate locations as depicted in the map below. This will give us a better visual of two locations we are thinking of. The Village is open to orientation of the courts as well.
2. Please proceed with the path within the LCDOT ROW. The Village would like to see a connection to the proposed path from the existing Village path located within the park. The Village is open to suggestions on to where this connection would take place.



Let me know if you have any other questions.

Chris Heinen
Community Development Director
Village of Hawthorn Woods

2 Lagoon Drive
Hawthorn Woods, IL 60047
847.847.3592
cheinen@vhw.org



[vhw.org]

From: Matthew Smith <mjsmith@transystems.com>
Sent: Tuesday, May 2, 2023 4:06 PM
To: Erika Frable <EFrable@vhw.org>; Chris Heinen <CHeinen@vhw.org>
Cc: Ben Vander Wal <brvanderwal@transystems.com>; Mathew Ciss <mrciss@transystems.com>; Gleason, Chuck L. <CGleason@lakecountylvil.gov>; Matthew Huffman <mhuffman@cbbel.com>; Julia Nigohosian <jnigohosian@cbbel.com>
Subject: OMX - follow up items for Community Park

Good afternoon Erika and Chris,

Over the course of our last few meetings, there's two items I need an update from you as we move forward on our design plans for the Community Park area.

- Where is the preferred location for a new basketball court along with the relationship with the relocated public works entrance?
- Regarding the multi-use path along Old McHenry Road, should we move forward with a path in the LCDOT propose ROW with a connection to the park (remove the current internal path), or build a new path within the park and provide a connection from the roadway right-of-way?

It would be great if you could get back to us on these items by next Friday, May 12. We are preparing drafts for our 4(f) documentation and we need your input on these areas to help us meet our schedule.

Thanks,
Matt

Matthew J. Smith, PE
Principal/Senior Vice President

c: 630-772-0142 | d: 847-407-5300 | o: 847-605-9600

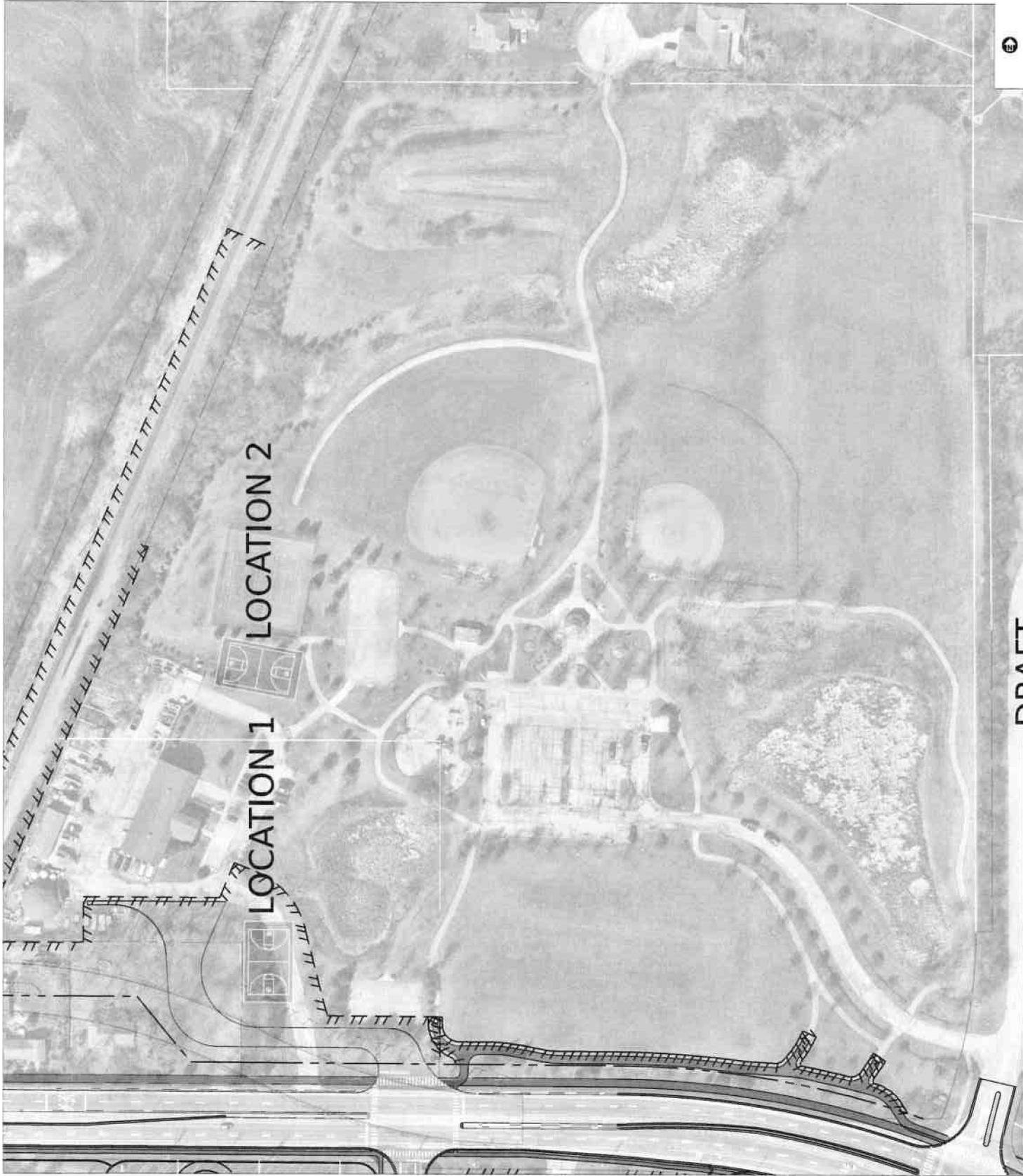
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LOCATION 2

LOCATION 1



DRAFT

JULY 11, 2023

LAKE COUNTY

SECTION NO. 19-00999-65-ES

OLD MCHENRY ROAD/QUENTIN ROAD

FHWA MEETING AGENDA ITEM #1 – 9:00 am

The project was last presented on April 18, 2023. This is the 6th FHWA presentation of the Old McHenry Crossings Phase I Engineering Study (TIP ID# 10-22-0001). The purpose of this presentation was to provide an update on environmental studies and associated impacts.

A package of meeting materials was distributed to IDOT and FHWA in advance of the meeting, which included the meeting agenda, the coordination meeting data form (BLR 22410) with attachments, including: project location map, functional classification exhibit, previous coordination meeting minutes, Preferred Alternative exhibits, AESR overall exhibit, Section 4(f) exhibits, Section 106 exhibits, displacements exhibit, wetlands exhibits, water quality exhibit, and existing/2050 ADT exhibit. A PDF slide deck was utilized to facilitate the meeting. The following is a summary of the key discussion points, decisions, and action items.

Project Recap & Overall Update

A brief recap was provided of the prior coordination meetings. At the June 2021 coordination meeting (2nd Presentation), concurrence was received for the project termini and scope, and to proceed with project development as a Fed CE. At the May 2022 coordination meeting (3rd presentation), the draft Purpose & Need, Virtual Public Forum/Stakeholder Involvement Group (SIG), and available environmental studies were presented. At the October 2022 meeting (4th presentation), the project team shared the range of Level 1 alternatives, Level 1 evaluation results, and the recommended alternatives for Level 2 alternatives analysis; it was determined to continue proceeding as a Fed CE. At the April 2023 meeting (5th presentation), the project team reviewed the Level 2 alternatives evaluation results, and the identification of the preliminary preferred alternative.

There are no proposed changes to the previously concurred to termini and scope of work. The project funding status has not changed since the last project presentation, with Lake County having received a commitment for \$12M in ICC funding in FY 2025. The project is currently included in the Lake County 2022 - 2027 Proposed Transportation Improvement Program. Lake County will be applying for various federal funding programs as the project gets closer to completion of Phase I Engineering. The anticipated project schedule for completion of Phase I Engineering is planned for February 2024, with Phase 2 anticipated to begin in Spring 2024.

Stakeholder involvement and agency coordination has continued through several events since the last coordination meeting with one-on-one meetings. Prior public involvement efforts included a Virtual Public Forum (Oct. 2021), three SIG meetings (Nov. 2021, Feb. 2022, Sept. 2022), and Public Information Meeting (Sept. 2022). One-on-one meetings have also taken place with key project stakeholders, CLC JAWA, Village of Hawthorn Woods, Village of Lake Zurich, St. Matthew Lutheran Church & School, Forward Stride Stables, Permitting Agencies and various homeowners/landowners. The railroad grade separation bridge type study is under review at the

CN Railroad. The Village of Hawthorn Woods continues to strongly support a grade separation of the CN Railroad.

Environmental Studies

An update was provided pertaining to the potential environmental and socio-economic impacts for the preliminary Preferred Alternative. The project team indicated that an Addendum ESR was submitted in May 2023 to cover extended roadway/intersection improvements, multi-use path connections, drainage, and construction access.

An overview was provided for two Section 4(f) resources, six cultural resources, Environmental Justice analysis, wetlands, water quality, land acquisition, traffic noise analysis and special waste.

4(f) Resources: The project team indicated that there are two Section 4(f) resources within the project limits, including Hawthorn Woods Community Park and Three Corners Park. There is proposed acquisition to both recreational 4(f) resources (permanent and temporary). The Village of Hawthorn Woods has jurisdiction of both resources.

Three Corners Park is located at three quadrants of the Midlothian Road with Old McHenry Road intersection and currently has no programmed recreational spaces. The resource was donated to the Village for the purpose of preventing development at the intersection and maintaining it as open space. The northern quadrant of the park houses Aqua Illinois water distribution for the Village of Hawthorn Woods, with a storage tank and two wells. There are known drainage issues adjacent to the Midlothian Road within a part of corner #1. Corners #2 and #3, are maintained with mowed grass with sporadic trees.

Three Corners Park has a total size of 3.43 acres, with corner #1 (north quadrant) 2.63 acres, corner #2 (west quadrant) 0.23 acres, and corner #3 (south quadrant) 0.58 acres. A total of 1.17 acres of permanent acquisition is proposed (0.64 acres of right-of-way; 0.53 acres of permanent easement), with 0.43 acres of right-of-way from corner #1, 0.16 acres of right-of-way from corner #2, and 0.05 acres of right-of-way and 0.53 acres of permanent easement from corner #3. The right-of-way acquisition is for roadway, intersection, and path/sidewalk improvements at the Old McHenry Road at Midlothian Road intersection. A proposed detention facility is located within corner #3, which is an expansion of an existing detention facility within an unused roadway right-of-way south of corner #3. The table below shows the summary of total size and acquisition from Three Corners Park.

PARK	TOTAL SIZE (AC)	PROPOSED RIGHT-OF-WAY (AC)	PROPOSED PERMANENT EASEMENT (AC)	PROPOSED TEMPORARY EASEMENT (AC)	WETLAND IMPACTS (AC)	TREE IMPACTS (QUANTITY)	CURRENT USE
Burnett Park/Three Corners Park	3.43	0.64	0.53	0.00	0.03	58	Open Space/Preservation
Corner #1	2.63	0.43	0.00	0.00	0.03	35	Open Space/Preservation
Corner #2	0.23	0.16	0.00	0.00	0.00	4	Open Space/Preservation
Corner #3	0.58	0.05	0.53	0.00	0.00	19	Open Space/Preservation

The project team has coordinated with the Village about the proposed improvements at Three Corners Park. Through that coordination with the Village of Hawthorn Woods, they expressed an interest in fixing the drainage issues along the north leg of the intersection with in corner #1, adjacent to Midlothian Road. The Village also requested that a gateway sign be placed in southern quadrant of the park (corner #3) and that the eastern quadrant of the intersection, which is privately held, be impacted as minimally as possible in an effort to accommodate

future planned commercial development. The Village requested that the detention facility reflect the current “Rural by Design” design aesthetic, which would include native plantings and a natural looking design. Other possible detention locations were vetted out and the Village is in support of the current proposed use of Three Corners Park.

IDOT and FHWA expressed concern about a proposed use that encompasses the entirety of corner #2 and nearly all of corner #3, with a total 1.17 acres of permanent use, approximately 34 percent. They indicated that the proposed use may require a full Section 4(f). It was requested that other possible alternative locations for the detention facility be vetted out, such as within corner #2, expansion of the existing basin within corner #1, or within the northeast quadrant of the intersection (privately held). The project team mentioned that it may be possible to vacate currently unused right-of-way to mitigate some of the proposed permanent acquisition. IDOT BDE asked IDOT BLRS D1 to provide the project team with an example programmatic section 4(f). The project team will follow-up with IDOT and FHWA on the proposed use of Three Corners Park.

Community Park is located along the north side of Old McHenry Road, east of the CN Railroad. It is a total of 28.51 acres in size with proposed of 0.67 acres of fee simple acquisition (0.35 acres right-of-way; 0.32 acres permanent easement) related to the multi-use path and 0.97 acres of temporary acquisition for the roadway runaround. There are numerous programmed spaces within the park, with a walking path, soccer fields, and basketball court abutting Old McHenry Road. The Village of Hawthorn Woods Public Works facility is located at the southwestern portion of the park with an access drive to Old McHenry Road.

The project team has been working with the Village of Hawthorn Woods on the design for the Public Works access drive and multi-use path within Community Park. The access drive will be relocated to the east, mirroring the St. Matthew/Hawthorn Gardens consolidated access on the south and will be signalized with new pedestrian crossings. The access drive design has been finalized with the Village. The Village requested that the existing basketball court be relocated to the west, in the location of the old access drive to provide better separation and buffer from the proposed access drive. The existing basketball court was not directly impacted, however, there was limited space between the court and access drive, preventing landscaped visual screening to be installed. The existing multi-use path within Community Park just north of Old McHenry Road between the proposed access drive and Quentin Road will be repaved and widened. A prior alternative included a new 10-foot multi-use path to be installed five feet from the roadway curb, and the existing multi-use path within the park would remain, creating two parallel paths within approximately 20 feet of one another. This alternative would impact numerous mature trees between the existing roadway and existing multi-use path. To avoid impact to the existing trees, the existing multi-use path will be improved within the park, and a permanent easement will be required to make this improvement and provide future maintenance of this segment of path, which is part of the Lake County regional path network. The Village of Hawthorn Woods is in support of the proposed improvement and de minimis processing is anticipated.

It was noted that impacts to the historic resources will require a Section 4(f) evaluation.

Cultural: Formal submittal of the Historic Property Inventory (HPI) was completed in May 2022, identifying five eligible properties for the National Register of Historic Places (NHRP). Comments were received from IDOT, and one additional historic resource was added, Former Hubbard School. The revised HPI report is anticipated to be resubmitted in August 2023, and will include ESR Addendum A. The six potentially eligible NHRP properties include: the former Hubbard School, the Leo Burnett Farm, St. Matthew Church School & Cemetery, Hawthorn Woods Village Barn, Fairfield Cemetery, and the Gambrel Barn. There are no NHRP historic districts or listed structures in the APE. The Preferred Alternative proposes acquisition from four historic properties, former Hubbard School, St. Matthew Campus, Hawthorn Woods Village Barn, and the Gambrel Barn. The Assessment of Effect is underway and will be submitted to IDOT when completed. Based on an initial assessment by the project team's architectural historian, it is anticipated that none of the proposed uses from historic properties will have an adverse effect. The project team briefly reviewed the six historic properties.

The Gambrel Barn has a proposed temporary construction easement for driveway regarding; no impacts to the structure are proposed. The existing fence and stone entrance to the Fairfield Cemetery are within the existing right-of-way and will be maintained. IDOT COBLRS asked if the fence could be relocated out of the existing right-of-way. The project team stated that there are existing grave plots within this area. A permanent easement is proposed along the Village of Hawthorn Woods Village Barn for drainage. There is no proposed acquisition from the Leo Burnett Farm. There is proposed right-of-way and permanent easement from the Hubbard School property for installation of the multi-use path and drainage. No direct impacts to structures for the St. Matthew Campus are proposed, but modifications to their existing access and parking are required. A retaining wall will be added along the frontage of the property, requiring closure of their three existing access points. A new consolidated access point to Old McHenry Road is proposed at the east end of their property and will be signalized. Parking lot reconfiguration is required to interface with the relocated access drive and to mitigate impacted parking stalls at the front of the property. Coordination between St. Matthew and the project team is ongoing, and they have reviewed the proposed access and parking reconfiguration concept design. A design workshop is planned with the St. Matthew in July 2023 to continue gathering input on the parking lot reconfiguration. IDOT BDE inquired what signal warrants were met for the consolidated St. Matthew/Hawthorn Garden Center/Hawthorn Woods Public Works signal. Signal warrants 2 (4-hour) and 3 (peak hour) are met for the weekend traffic volumes. IDOT COBLRS requested that a purpose and need memo and alternatives memo be provided. In the documentation for proposed use of the historic properties, information must be provided documenting the measures to minimize impacts.

Archeological: The archeological surveys have been conducted by ISAS and the project area has been cleared. The project team will keep IDOT apprised as to any changes with impacts to the two cemeteries within the ESR boundary, Fairfield Cemetery and St. Matthew Cemetery.

Environmental Justice Analysis for CE Projects: The project team has conducted the Environmental Justice (EJ) evaluation for the project based on the IDOT guidance provided in July 2022 for CE projects with displacements. There are no EJ populations exceeding the 50% threshold or meeting the 125% of Community of Comparison (COC) criterion. There are

currently four proposed residential displacements associated with the proposed improvement, three along the north side of Old McHenry Road related to grade separation and the other at the Fairfield Road intersection due to a proposed detention facility. The project team is in progress of coordinating with the displaced owners/tenants and will determine if there are any EJ owners/tenants. An EJ Memorandum will be prepared for the project.

Wetlands: The Wetland Delineation Report (WDR) was submitted in May 2022. Boundary Verification and Jurisdictional Determination have been completed with the Army Corps of Engineers and Lake County Stormwater Management Commission. The project team anticipates proceeding with a Section 404 Individual Permit. The WIE is anticipated to be submitted in July 2023. There are no impacts to high quality wetlands and EPFO surveys are not required.

Water Quality: Forest Lake is an impaired water body and is the primary outfall for the project. From prior IDOT coordination, water quality modeling will be performed in Phase I if an Individual 404 permit is required. The Preferred Alternative requires an individual USACE permit and water quality modeling will be performed during Phase I Engineering using the SELDM modeling tool. A memorandum will be submitted to IDOT with the water quality analysis for Forest Lake.

Land Acquisition: Overall, the proposed improvement has property acquisition from 87 parcels with 4.8 acres of acquisition per mile.

Traffic Noise: A draft Traffic Noise Report has been completed and no noise mitigation measures met the criteria for implementation. The Traffic Noise Report will be submitted to IDOT for review.

Special Waste: The IDOT PESA has been received for Midlothian Road and IL Route 22, with a local PESA in progress by the project team for the non-IDOT portions of the project.

The project team will continue with further assessment of environmental impacts of the preferred alternative.

Next Steps

The project team outlined the next steps of the project moving forward. This includes a SIG meeting (August 2023) and final Public Information Meeting (November 2023), with completion of Phase I Engineering targeted for February 2024. The project team will submit a memorandum for the final public engagement activity to obtain IDOT and FHWA concurrence.

Other Discussion

CMAQ stated that the TIP will be updated to incorporate the other add-lane elements of the Preferred Alternative. The project is currently in the fiscally constrained TIP. Due to the total project cost, a financial plan and value engineering study will be required. The project team is beginning to work on the staged implementation plan for the project due to the size of the improvement and current funding status. The County will continue to pursue various federal funding opportunities for the project.

Meeting Summary Prepared By: Julia Nigohosian & Matt Huffman – CBBEL

Meeting Attendees			
Name	Representing	Name	Representing
Gerardo Fierro	IDOT D1 BLRS	James Kyte	FHWA
Alex Househ	IDOT D1 BLRS	Chris Byars	FHWA
William Raffensperger	IDOT CBLRS	Michael Kowalczyk	FHWA
Stephen Letsky	IDOT CBLRS	Russell Pietrowiak	CMAP
Dwayne Ferguson	IDOT BDE	Mike Klemens	LCDOT
John Sherrill	IDOT BDE	Chuck Gleason	LCDOT
Steven Schilke	IDOT D1 Prog.	Ben Vander Wal	TranSystems
Jason Salley	IDOT D1 Prog.	Michael Matkovic	CBBEL
David Vargas	IDOT D1 Programming	Matthew Huffman	CBBEL
Jonathan Lloyd	IDOT D1 Traffic	Julia Nigohosian	CBBEL
Steve Lipkie	IDOT D1 Maintenance	Peter Knysz	CBBEL
Diego Alvarado	IDOT D1		
Hasan Al-Gholeh	IDOT D1		
Rama Al-Ali	IDOT D1		



Summary of Hawthorn Woods Coordination Meeting #8 - Purpose was to discuss 4(f)/public resources, non-motorized accommodations, drainage design, other project design items, and planned developments



MEETING MINUTES
Hawthorn Woods Coordination Meeting #8
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: September 8, 2023
 Time: 11:00 a.m.
 Place: LCDOT Conference Room

Attendees:

Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyiil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 8th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss 4(f)/public resources, non-motorized accommodations, drainage design, other project design items, and planned developments.

4(f) Resources

There are two public parks within the project limits, both Village of Hawthorn Woods parks. The project team reviewed the design plans and impacts, permanent and temporary, at both parks. The project team discussed the Section 4(f) process through FHWA, which is pertaining to impacts/use of public recreational or historical properties. The project team is preparing the 4(f) documentation for use of both parks. Before the documents are submitted to IDOT/FHWA for initial review, the project team would like concurrence from the Village on the proposed use of each park.

- **Community Park**
 - Detailed plans for the Public Works entrance and basketball court relocation were displayed for review and comment.
 - The basketball court would be relocated by Village post construction of the Old McHenry Road project. Cost of the relocation would be paid for by LCDOT.
 - The project team stated that the existing basketball court may be able to remain open during a portion of the roadway construction. The reconstruction of the new Public Works access drive causes a direct impact to the existing basketball court, which would not be done until the grade separation is completed and roadway run-around removed.
 - Discussion occurred about providing a sidewalk or path along the new Public Works access drive. The Village preferred not to provide a sidewalk adjacent to the access drive, but a path connection would be made to the new basketball

- court from the east. The path extension would likely be built when the basketball court is constructed and would be done by the Village. The project team will include the path connection in the design “by others”.
- The proposed acquisition was specifically reviewed:
 - A small frontage of right-of-way is proposed along the north side of Old McHenry Road, mostly related to the proposed multi-use path (MUP). About 0.22 acres of Community Park and about 0.16 acres of the Village of Hawthorn Woods Public Works parcel would need to be acquired for the new roadway section. Further acquisition evaluations will be conducted during detailed construction staging and design analysis.
 - Temporary easements are proposed for the roadway runaround, predominantly from the public works parcel, but the larger impact is with access during construction to the public works facility.
 - The project team will evaluate if some of the proposed right-of-way can be changed to permanent easement within the Community Park parcel.
 - The project team reviewed the County’s Excess Property Disposal Policy pertaining to the remnant portions of the two residential acquisitions adjacent to the Public Works parcel. Per the policy, excess property can be transferred to another governmental agency per State Statute. The County Board would need to approve the transfer and a resolution would need to be passed by the Village, and an IGA would be executed
 - The MUP on the park property will be maintained by the County.
 - The geometry of the path will be further evaluated as the intersection design progresses. The Village requested that the connection angle be looked at and softened up.
 - Three Corners Park
 - The Midlothian Road intersection improvement has proposed impacts to three parcels of the park. The project team’s understanding of this park is that it was a donation by Leo Burnett to preserve open space. The park currently does not have any programmed activities and there are no plans for future improvements to the park. There are two parcels adjacent to corner #2 and corner #3, which is LCDOT right-of-way and not currently utilized for roadway purposes; the County stated they are evaluating vacating the right-of-way. There was a detailed discussion for each corner of the park:
 - Corner 1 (Northwest): Easements needed for road widening and MUP
 - MUP will be owned and maintained by the Village.
 - Tree replacement is still an open discussion. The County explained tree impact costs would be part of the compensation for the acquisition, and funds could be used to replace trees as mitigation for the ones lost.
 - Detention basin #55 is not feasible for project detention since it is located in a different sub-watershed, and drains to the north.
 - Corner 2 (Southwest): Easements needed for road widening and sidewalk
 - This acquisition requires 0.16 acres of ROW and the parcel size is 0.23 acres. If the County vacates the adjacent ROW, 0.15 ac would go to the Village and would

- almost be a 1 to 1 replacement. The western half would go to the fire protection district. **The project team will prepare an exhibit to communicate the potential right-of-way vacation.**
- Corner 3 (Southeast): Easements needed for path/sidewalk and possible detention
 - The current design expands an existing detention area within the County right-of-way and requires use of the southeast portion of Corner #3. A permanent easement would be acquired from the Village for the expanded detention facility. A temporary easement would be needed to grade out the basin.
 - A detention option was explored on the northeast corner of the Midlothian intersection (per IDOT request) in an effort to minimize park impacts at corner #3, which the Village supports investigating. The Village's preference is to minimize property acquisition from this corner. There is a proposed site development project that is in the early stages of development, and they are also targeting detention at this location. Providing detention at this location is feasible.
 - Vacating the County ROW here would provide 0.27 acres to the Village and 0.30 acres to Forward Stride Stables. The project team will prepare an exhibit to communicate the potential right-of-way vacation.
 - **4(f) Documentation**
 - **The project team discussed the detailed documentation required as part of the federal project development process. A separate analysis and report is required to document the use of public recreational or historic property. The Village would need to sign the document for Phase 1 Engineering to be completed. The draft 4(f) document would be advertised as part of the final public engagement activity for the project.**
 - The Village requested that the project team provide them more information about the requirements for the 4(f) process and associated documentation if there is proposed use of Three Corners Park for detention purposes.
 - **Two separate documents would be needed for Three Corners Park and Community Park.** The project team also informed the Village that a 4(f) document would be prepared for proposed use of historic properties that would be approved by the SHPO.

Non-Motorized Accommodations

The project team provided two exhibits showing the existing and potential multi-use path and sidewalk within the project limits. The path along Quentin Road, west along Old McHenry Road, and north along Fairfield Road, are a regional County path. All other multi-use paths and sidewalks must follow the Lake County Non-Motorized Policy, which requires cost share and maintenance. The cost share for the local agency is 20 percent, however, if federal funding is received, the cost-share could be reduced down to 4 percent. The following decisions were made by the Village on whether or not they would fund various path or sidewalk connections:

- Old McHenry Road MUP: From Quentin to Lagoon **YES**
- Old McHenry Road MUP: From Abbey Glenn to Fairfield **NO**
 - Pending final decision from school district

- Midlothian MUP: From OMR to Commons **YES**
- Old McHenry Road Sidewalk: From Fairfield to Quentin **NO**
- Midlothian Sidewalk: From South of OMR to OMR intersection **NO**

Other Discussion

- Berger Development (Northeast Corner of Midlothian Road and Old McHenry Road)
 - It is understood that the Berger plans incorporate a meandering path throughout the development. This path, however, would not be within the Midlothian Road ROW and therefore would not be funded by IDOT. Discussions on how to move forward path/sidewalk design on the east side of Midlothian are ongoing and the project team recommended discussing this further with the property owner, Jonathan Berger, and IDOT.
 - The Village requested an exhibit with site development project plan with the proposed detention needed as part of this project. **The project team will prepare an exhibit showing the proposed detention site on the northeast corner development plan.**
- “Waterfront Property”
 - The property adjacent to the village hall is a potential detention site for this project. The village indicated that this property might have permitting issues associated with it. The detailed drainage design is in progress and more information will be shared with the Village. Overall, the Village did not object to the proposed use of this site, but indicated that further coordination and future land use considerations should be considered.
 - There was discussion about how the property would be accessed, which has a potential connection to the development to the north and an access to Old McHenry Road might not be permitted. **The County will discuss this potential development with their Engineer of Permits, and they will follow-up with the Village.**
- APEX Landscaping Driveway Exit
 - The Village indicated that the second driveway for APEX landscaping (which is an exit only onto Old McHenry Road) should be eliminated from the proposed improvement plan. The project team concurred, and the removal of this access has been coordinated with the LCDOT Engineer of Permits.
 - The project team discussed the existing outfall from the north side of Old McHenry Road through the Apex site, which currently has drainage/flooding issues. The project team would abandon the existing outfall and a new outfall pipe would be constructed through the Apex parking lot to a location further south on their site. The Village supported this design change and requested this design to be incorporated into the project.
- Kim Wasson Property
 - The proposed plans for the Kim Wasson Property include a RIRO driveway on Old McHenry. Kim Wasson has requested a second combined driveway entrance off of Midlothian. Further evaluation from the Village will be needed pertaining to the cross access of the properties within this site. Coordination with IDOT may also be needed to confirm what will be allowed on Midlothian Road. **Hawthorn Woods will review this and confirm if this will be allowed.**

- Aesthetic Concept Verbiage
 - The project team will modify the verbiage used to describe aesthetic components of the project moving forward. The aesthetics of the project are dependent on funding.
- Gateway Signage
 - The Village confirmed they plan to add a gateway sign to either corner #2 or corner #3 of Three Corners Park. The project team will continue to coordinate with the Village on this matter.

The meeting was adjourned at approximately 1:00 p.m.

By: Julia Nigohosian – CBBEL

Summary of IDOT-FHWA Coordination Meeting #7 - Purpose was to provide an update on the alternative development with identification of the preferred alternative and an environmental studies update; Discussed proceeding with Section 4(f) *de minimis* processing for the proposed use of Community Park & Burnett Park/Three Corners Park

NOVEMBER 14, 2023

LAKE COUNTY

SECTION NO. 19-00999-65-ES

OLD MCHENRY ROAD/QUENTIN ROAD

FHWA MEETING AGENDA ITEM #4 – 10:30 am

The project was last presented on July 11, 2023. This is the 7th FHWA presentation of the Old McHenry Crossings Phase I Engineering Study (TIP ID# 10-22-0001). The purpose of this presentation was to provide an update on the alternative development with the identification of the preferred alternative and an environmental studies update.

A package of meeting materials was distributed to IDOT and FHWA in advance of the meeting, which included the meeting agenda, the coordination meeting data form (BLR 22410) with attachments, including: project location map, functional classification exhibit, previous coordination meeting minutes, Preferred Alternative exhibits, draft Alternatives Report AESR overall exhibit, Section 4(f) exhibits, Section 106 exhibits, displacements exhibit, wetlands exhibits, water quality exhibit, and existing/2050 ADT exhibit. A PDF slide deck was utilized to facilitate the meeting. The following is a summary of the key discussion points, decisions, and action items.

Project Recap & Overall Update

A brief recap was provided of the prior coordination meetings. At the June 2021 coordination meeting (2nd Presentation), concurrence was received for the project termini and scope, and to proceed with project development as a Fed CE. At the May 2022 coordination meeting (3rd presentation), the draft Purpose & Need, Virtual Public Forum/Stakeholder Involvement Group (SIG), and available environmental studies were presented. At the October 2022 meeting (4th presentation), the project team shared the range of Level 1 alternatives, Level 1 evaluation results, and the recommended alternatives for Level 2 alternatives analysis; it was determined to continue proceeding as a Fed CE. At the April 2023 meeting (5th presentation), the project team reviewed the Level 2 alternatives evaluation results, and the identification of the preliminary preferred alternative. At the July 2023 meeting (6th presentation), the project team reviewed the alternatives development and the identification of the preliminary preferred alternative and associated environmental impacts, specifically on Section 4(f) resources.

There are no proposed changes to the previously concurred to termini and scope of work. The project funding status has not changed since the last project presentation, with Lake County having received a commitment for \$12M in ICC funding in FY 2025. The project is currently included in the Lake County 2022 - 2027 Proposed Transportation Improvement Program. Lake County will be applying for various federal funding programs as the project gets closer to completion of Phase I Engineering. The anticipated project schedule for completion of Phase I Engineering is planned for June 2024, with Phase II anticipated to begin in Summer 2024. Lake County is planning on using local funds for Phase II engineering.

Stakeholder involvement and agency coordination has continued through several events since the last coordination meeting with one-on-one meetings. Prior public involvement efforts included a Virtual Public Forum (Oct. 2021), three SIG meetings (Nov. 2021, Feb. 2022, Sept. 2022, Aug.

2023), and Public Information Meeting (Sept. 2022). One-on-one meetings have also taken place with key project stakeholders, CLC JAWA, Village of Hawthorn Woods, Village of Lake Zurich, St. Matthew Lutheran Church & School, Forward Stride Stables, Permitting Agencies, and various homeowners/landowners. The railroad grade separation bridge type study is under review at the CN Railroad. The Village of Hawthorn Woods continues to strongly support a grade separation of the CN Railroad.

Alternatives Development

The project team provided an overview of the alternatives development process, which was previously covered in more detail at prior meetings. Generally, two levels of alternatives analysis were performed, which initiated with a Purpose and Need screening and relative alternatives analysis comparison, which is referred to as Level 1. A range of alternatives were developed, each for the Old McHenry Road corridor, Quentin Road corridor, and the CN Railroad/Old McHenry Road crossing. A total of nine Level 1 alternatives were evaluated along Old McHenry Road corridor (two carried forward), three Level 1 alternatives were evaluated along the Quentin Road corridor (two carried forward), and four alternatives for the CN railroad/Old McHenry Road grade crossing (one carried forward). In Level 2, conceptual design and more detailed comparative analysis was performed for all alternatives carried forward from Level 1. The results of the Level 2 analysis were a preliminary preferred alternative being identified for the Old McHenry Road corridor (Alternative O1J) and Quentin Road corridor (Alternative Q1.5B). A roadway underpass alternative was identified as the preferred grade separation alternative with six sub alternatives for the railroad bridge type. A two span, deck plate girder was identified as the preferred bridge type and is under review with the CN railroad. The alternatives development process is documented in the Alternatives Development Report, which was submitted to IDOT for review on November 7, 2023.

The project team has continued to meet with the SIG and project stakeholders regarding the identified preliminary preferred alternative, and minor changes are being made as stakeholder input is received. The identified preferred alternative has the support of the SIG, local agencies, and other key stakeholders.

Environmental Studies

An update was provided pertaining to the potential environmental and socio-economic impacts for the preliminary Preferred Alternative. The project team indicated that an Addendum ESR was submitted in May 2023 to cover extended roadway/intersection improvements, multi-use path connections, drainage, and construction access. An overview was provided for the Section 6(f), biological/wetlands, water quality analysis, land acquisition, traffic noise analysis, special waste, cultural/Section 106 resources and Section 4(f) resources.

6(f) Resources: Open Space Lands Acquisition and Development (OSLAD) funds were used for development of a portion of the Hawthorn Woods Community Park. The project team held a coordination meeting with IDNR and it was communicated to the project team that the OSLAD funding used at Community Park amortized out on January 7, 2023. Therefore, there are no 6(f) impacts associated with the proposed improvement. No further IDNR coordination is required related to OSLAD funding. No LAWCON funding was utilized for resources within the study limits.

Biological/Wetlands: Biological clearances has been obtained for the project, including the addendum ESR. There was nothing significant noted in the biological clearance. There are 3.325 acres of wetland impact with 4.988 acres of wetland mitigation required. The project team anticipates proceeding with a Section 404 Individual Permit.

Water Quality: Forest Lake is an impaired water body and is the primary outfall for the project. From prior IDOT coordination, water quality modeling will be performed in Phase I if an Individual 404 permit is required. The Preferred Alternative requires an individual USACE permit and water quality modeling will be performed during Phase I Engineering using the SELDM modeling tool. A memorandum is in progress and is anticipated to be submitted to IDOT in December 2023 for the water quality analysis for Forest Lake.

Land Acquisition: Overall, the proposed improvement has property acquisition from 87 parcels with 4.8 acres of acquisition per mile. There are four proposed residential displacements. As such, the project team is conducting the Environmental Justice (EJ) evaluation for the project based on the IDOT guidance provided in July 2022 for CE projects with displacements. There are no EJ populations exceeding the 50% threshold or meeting the 125% of Community of Comparison (COC) criterion. There are residential displacements three along the north side of Old McHenry Road related to grade separation and one residential displacement at the Fairfield Road intersection due to a proposed detention facility. The project team is in the process of coordinating with the displaced owners/tenants and will determine if there are any EJ owners/tenants. An EJ Memorandum is being prepared for this project and will be submitted prior to the final Public Information Meeting for IDOT/FHWA review.

Traffic Noise: A draft Traffic Noise Report has been completed and no noise mitigation measures met the criteria for implementation. The Traffic Noise Report will be submitted to IDOT for review in December 2023. Ben Sperry (IDOT) questioned if potential traffic noise impacts had been considered at the properties that warrant NRHP consideration. The OMX project team stated that potential traffic noise impacts will be addressed in the AOE.

Special Waste: The IDOT PESA has been received for Midlothian Road and IL Route 22, with a local PESA in progress by the project team for the non-IDOT portions of the project.

Cultural: Formal submittal of the Historic Property Inventory (HPI) was completed in May 2022, identifying five eligible properties for the National Register of Historic Places (NHRP). Comments were received from IDOT, and one additional historic resource was added, Former Hubbard School. The revised HPI report was resubmitted August 29, 2023, addressing the prior IDOT comments and incorporating ESR Addendum A. The six potentially eligible NHRP properties include: the former Hubbard School, the Leo Burnett Farm, St. Matthew Church School & Cemetery, Hawthorn Woods Village Barn, Fairfield Cemetery, and the Gambrel Barn. There are no NHRP historic districts or listed structures in the APE. The Preferred Alternative proposes acquisition from four historic properties, former Hubbard School, St. Matthew Campus, Hawthorn Woods Village Barn, and the Gambrel Barn.

The Assessment of Effect is underway and is anticipated to be submitted to IDOT in December 2023. The findings of the draft Assessment of Effect by the project team's architectural

historian concludes that the proposed improvement and associated acquisition from historic properties will not have an adverse effect. Section 4(f) processing will be determined upon review and approval of the Assessment of Effects.

Archeological: The archeological surveys have been conducted by ISAS and the project area has been cleared for the original ESR area. The addendum ESR field work was being conducted this fall and results are pending. The project team will keep IDOT apprised as to any changes with impacts to the two cemeteries within the ESR boundary, Fairfield Cemetery and St. Matthew Cemetery.

4(f) Resources: The project team indicated that there are two Section 4(f) resources within the project limits, including Hawthorn Woods Community Park and Three Corners Park. There is proposed acquisition to both recreational 4(f) resources (permanent and temporary). The Village of Hawthorn Woods has jurisdiction of both resources.

Community Park is located along the north side of Old McHenry Road, east of the CN Railroad. It is a total of 28.51 acres in size with proposed of 0.68 acres of fee simple acquisition (0.12 acres right-of-way; 0.56 acres permanent easement) related to the multi-use path and 1.03 acres of temporary acquisition for the roadway runaround and access drive relocation. There are numerous programmed spaces within the park, with a walking path, soccer fields, and basketball court abutting Old McHenry Road. The Village of Hawthorn Woods Public Works facility is located at the southwestern portion of the park with an access drive to Old McHenry Road.

The project team has been working with the Village of Hawthorn Woods on the design for the Public Works access drive and multi-use path within Community Park. The access drive will be relocated to the east, mirroring the St. Matthew/Hawthorn Gardens consolidated access on the south and will be signalized with new pedestrian crossings. The access drive design has been finalized with the Village. The Village requested that the existing basketball court be relocated to the west, in the location of the old access drive to provide better separation and buffer from the proposed access drive. The existing basketball court was not directly impacted, however, there was limited space between the court and access drive, preventing landscaped visual screening to be installed. The basketball court is anticipated to be relocated by others following completion of the project. The existing multi-use path within Community Park just north of Old McHenry Road between the proposed access drive and Quentin Road will be reconstructed and widened, and a line of trees between the roadway and path will be maintained. A permanent easement will be required to make this improvement and provide future maintenance of this segment of path, which is part of the Lake County regional path network. The Village of Hawthorn Woods is in support of the proposed improvement. There were no objections from IDOT and FHWA for proceeding with Section 4(f) *de minimis* processing for the proposed use of Community Park.

Three Corners Park is located at three quadrants of the Midlothian Road with Old McHenry Road intersection and currently has no programmed recreational spaces. The resource was donated to the Village for the purpose of preventing development at the intersection and maintaining it as open space. The northern quadrant of the park houses Aqua Illinois water distribution for the Village of Hawthorn Woods, with a storage tank and two wells. There are

known drainage issues adjacent to the Midlothian Road within a part of corner #1. Corners #2 and #3, are maintained with mowed grass with sporadic trees.

Three Corners Park has a total size of 3.44 acres, with corner #1 (north quadrant) 2.63 acres, corner #2 (west quadrant) 0.23 acres, and corner #3 (south quadrant) 0.58 acres. A total of 0.70 acres of right-of-way is proposed, with 0.46 acres of right-of-way from corner #1, 0.16 acres of right-of-way from corner #2, and 0.08 acres of right-of-way from corner #3. The right-of-way acquisition is for roadway, intersection, and path/sidewalk improvements at the Old McHenry Road at Midlothian Road intersection. Comments were received at the July 2023 FHWA meeting with concern about a proposed detention facility and associated permanent easement within corner #3. The project team has moved the previously proposed detention within corner #3 to another location, and the proposed use of corner #3 has been reduced from what was previously proposed. The table below shows the summary of total size and acquisition from Three Corners Park.

PARK	TOTAL SIZE (AC)	PROPOSED RIGHT-OF-WAY (AC)	PROPOSED PERMANENT EASEMENT (AC)	PROPOSED TEMPORARY EASEMENT (AC)	WETLAND IMPACTS (AC)	TREE IMPACTS (QUANTITY)	CURRENT USE
Burnett Park/Three Corners Park	3.44	0.70	0.00	0.09	0.03	46	Open Space/Preservation
Corner #1	2.63	0.46	0.00	0.00	0.03	35	Open Space/Preservation
Corner #2	0.23	0.16	0.00	0.00	0.00	4	Open Space/Preservation
Corner #3	0.58	0.08	0.00	0.09	0.00	7	Open Space/Preservation

The project team has coordinated with the Village about the proposed improvements at Three Corners Park. Through that coordination with the Village of Hawthorn Woods, they expressed an interest in fixing the drainage issues along the north leg of the intersection within corner #1, adjacent to Midlothian Road. The Village also requested that a gateway sign be placed in southern quadrant of the park (corner #3) and that the eastern quadrant of the intersection, which is privately held, be impacted as minimally as possible in an effort to accommodate future planned commercial development. It has been discussed with the Village that the County is pursuing vacating old right-of-way adjacent to corner #2 and corner #3, which would nearly mitigate the proposed acquisition from corner #2 and increase the size of corner #3 from existing condition. A project commitment is anticipated to be included in the Project Development Report for pursual of vacating these two old right-of-way areas in Phase II Engineering. There were no objections from IDOT and FHWA for proceeding with Section 4(f) *de minimis* processing for the proposed use of Three Corners Park.

It was noted that impacts to the historic resources will require a Section 4(f) evaluation. IDOT BLRS stated that all Section 4(f) documents must be advertised at the final public engagement activity and subsequently finalized for signature by the agency with jurisdiction.

The project team will continue with further assessment of environmental impacts of the preferred alternative.

Next Steps

1. The project team outlined the next steps of the project moving forward. A design submittal is forthcoming for the IDOT jurisdictional routes, Midlothian Road and IL Route 22. A BLR 22210 Project Development Report is being prepared and a draft is anticipated to be submitted in early 2024. Coordination will occur with IDOT District 1 about the timing of the draft submittal. The final public engagement activity is planned for Spring 2024 with design approval targeted for June 2024.
2. IDOT COBLRS requested that a schedule be submitted for forthcoming submittals and planned review times.
3. IDOT COBLRS inquired if a pump station is required for the underpass. The project team stated that the underpass can be gravity drained and pump station is not required.
4. IDOT COBLRS asked if there were design exceptions associated with the proposed improvement. The project team indicated that there are design exceptions on the local and state routes, and documentation is currently being prepared. IDOT stated that design exceptions/variances should be submitted electronically and that they do not need to be presented at a FHWA coordination meeting.
5. The project team will submit a memorandum for the final public engagement activity to obtain IDOT and FHWA concurrence.

Other Discussion

CMAP stated that due to the total project cost, a financial plan and value engineering study will be required. The County confirmed that RTA sales tax funds will be utilized to fund Phase II Engineering. The project team is beginning to work on the staged implementation plan for the project due to the size of the improvement and current funding status. The County will continue to pursue various federal funding opportunities for the project, since Phase II is locally funded. The project team is aware that a Value Engineering Study and Financial Plan are required for this project.

Meeting Summary Prepared By: Julia Nigohosian & Matt Huffman – CBBEL

Meeting Attendees			
Name	Representing	Name	Representing
Gerardo Fierro	IDOT D1 BLRS	Carlos Feliciano	IDOT
Alex Househ	IDOT D1 BLRS	Andrea Eddy	IDOT BDE
William Raffensperger	IDOT CBLRS		
Stephen Letsky	IDOT CBLRS	Irene Pantoja	FHWA
Dwayne Ferguson	IDOT BDE	James Kyte	FHWA
John Sherrill	IDOT BDE	Chris Byars	FHWA
Steven Schilke	IDOT D1 Prog.	Michael Kowalczyk	FHWA
Jason Salley	IDOT D1 Prog.	Russell Pietrowiak	CMAP
David Vargas	IDOT D1 Prog.	Joe Surdam	LCDOT
Jonathan Lloyd	IDOT D1 Traffic	Mike Klemens	LCDOT
Steve Lipkie	IDOT D1 Maintenance	Chuck Gleason	LCDOT
Diego Alvarado	IDOT D1	Ben Vander Wal	TranSystems
Hasan Al-Gholeh	IDOT D1	Matt Smith	TranSystems
Rama Al-Ali	IDOT D1	Matthew Huffman	CBBEL
Carlos Feliciano	IDOT D1 Prog.	Julia Nigohosian	CBBEL
Ben Sperry	IDOT D1	Peter Knysz	CBBEL

OMX - **submittal of draft 4(f) documents** for Community Park and Burnett/Three
Corners Park

Matthew Smith <mjsmith@transystems.com>

Wed 2/14/2024 6:22 PM

To:Erika Frable <EFrable@vhw.org>

Cc:Gleason, Chuck L. <cgleason@lakecountyil.gov>;Matthew Huffman <mhuffman@cbbel.com>;Ben Vander Wal
<brvanderwal@transystems.com>

Hi Erika,

Per our discussion on Friday, we have prepared two documents required by the Federal Highway Administration to approve proposed use of publicly owned parks or recreational areas ([☐_OMX - 2024-02-14 4f reports to HW](#)). More information about the FHWA Section 4(f) can be found [here](#) [environment.fhwa.dot.gov].

As you are aware, we have proposed use at both Community Park and Three Corners/Burnett Park. To this point, we have coordinated with the Village on the proposed uses and made modifications to the project design accordingly. Lake County Division of Transportation is approaching completion of preliminary engineering and environmental studies (Phase I) for the project. The proposed improvements will address several deficiencies along Old McHenry Road and Quentin Road, including the at-grade railroad crossing with the CN Railway along with intersection capacity, mobility, drainage, safety, and operational deficiencies. The project will also improve non-motorized accommodations and connectivity in the region.

The improvements along Old McHenry Road will impact two Village parks, Community Park and Burnett/Three Corners Park. The proposed improvements are anticipated to impact 1.73 acres of Community Park, consisting of 0.12 acres of free simple right-of-way, 0.56 acres of permanent easement, and 1.05 acres of temporary easement. A total of 0.79 acres of Three Corners/Burnett Park are anticipated to be impacted, consisting of 0.70 acres of fee simple right-of-way acquisition and 0.09 acres of temporary easement.

As this project is anticipated to use federal funds, the Village parks are eligible for protection under federal regulations 23 USC 138 and 49 USC 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as “Section 4(f).”

- Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties.
- The proposed use of each park was presented to the Federal Highway Administration (FHWA) at a November 2023 coordination meeting and direction was received proceed with a *de minimis* Section 4(f) processing, which is based on their determination that the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).
- The purpose of this email today is to provide draft documentation that supports a *de minimis* finding to the Village of Hawthorn Woods for review.
- An open house style Public Information Meeting is scheduled for June 26, 2024, to allow the public to review and comment on the effects of the project on the Section 4(f) property. All project materials, including the draft Section 4(f) documentation, will be posted on the project website for stakeholders to view and comment. Notice of availability will be advertised in the newspaper, by mailings, or other methods like the project website: <https://omxproject.com/> [omxproject.com].

Please review the enclosed Section 4(f) *de minimis* documentation for a more detailed description of the Section 4(f) property that will be affected.

We would request that the Village provide comments back to the County by March 29, 2024.

Following the Public Information Meeting and comment period, the Section 4(f) *de minimis* documentation will be updated with any comments received pertaining to the proposed Section 4(f) use and any design modifications. A formal letter will be sent to the Village of Hawthorn Woods requesting concurrence with the Section 4(f) impact and *de minimis* finding. Your comments will not affect any future negotiations with the County, including amount of compensation, for land being acquired.

If you have any questions or need additional information, please contact me or Chuck Gleason, Lake County Project Manager, at cgleason@lakecountyil.gov or 847-377-7447.

Thanks,
Matt

Matthew J. Smith, PE

Principal | Senior Vice President

c: 630-772-0142 | d: 847-407-5300 | o: 847-605-9600

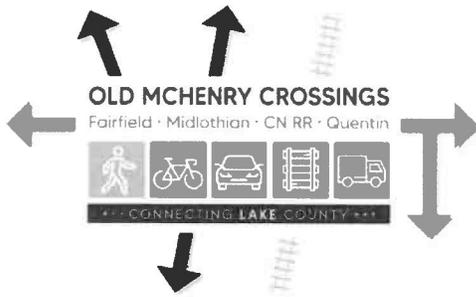
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Summary of Hawthorn Woods Coordination Meeting #9 - Purpose was to discuss Section 4(f)/public resources, cross access agreements, cost participation of aesthetic options, non-motorized accommodations, drainage design, and other project design items



MEETING MINUTES

Hawthorn Woods Coordination Meeting #9 Old McHenry Crossings Phase I Section No. 19-00999-65-ES

Date: **March 25, 2024**
Time: 1:00 p.m.
Place: Hawthorn Woods Village Hall

Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Peter Knysz	CBBEL	pknysz@cbbel.com

This is the 9th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss Section 4(f)/public resources, cross access agreements, cost participation of aesthetic options, non-motorized accommodations, drainage design, and other project design items. **Action Items are bolded.**

Section 4(f) Properties

There are two public parks within the project limits, both are Village of Hawthorn Woods parks. The OMX Project Team has evaluated the anticipated temporary and permanent impacts the proposed improvements will have on the parks which are documented in the draft Section 4(f) *de minimis* documents that were previously sent to the Village for review. The OMX Project Team stated the primary reason for the meeting was to discuss the anticipated park impacts and ask the Village for comments. The OMX Project Team provided an overview of the impacts at each park location, Community Park and Three Corners Park, and discussed the detailed documentation required as part of the federal project development process. In consultation with the FHWA, the proposed "use" of the Section 4(f) public parks would be processed/reviewed as a *de minimis* impact because the proposed "use" is not anticipated to adversely affect the resource's activities, features, and attributes. The draft Section 4(f) documents would be advertised as part of the final public engagement activity for the project for public comment. Following the final public information meeting and after any necessary revisions are made, the OMX Project Team will request that the Village concur with the *de minimis* impact determination and sign the Section 4(f) documents for Phase 1 Engineering to be completed.

The Village agreed to provide written comments to the OMX Project Team by April 19.

During the meeting, the Village made several initial comments regarding the Section 4(f) impacts related to the public parks as follows:

- There is a concern that the public may confuse the proposed relocated Public Works entrance for the main entrance to Community Park (which is located at Park View Lane). The current design shifts the Public Works entrance approximately 120 feet east and closer to Community Park. It was noted that vehicles headed to the park have been observed in the existing Public Works entrance/parking lot. Several potential solutions were discussed such as signing, adding a turn-around or adding a new gate. **It was agreed that the Village staff would consider options and provide a suggestion to the OMX Project Team.**
- The Section 4(f) impact exhibits show the proposed basketball court relocation and path connection as constructed “By Others.” The Village asked to confirm who is responsible for the construction. The OMX Project Team stated that it could be either by the County’s contractor or a contractor hired by the Village. The County would prefer their contractor complete this work to control the overall schedule and work. The Village requested that this work be included in the contract. **Exhibits need to be updated to show a temporary construction easement to cover this area.**
- The group discussed the 10-foot-wide permanent easement over the bike path in Community Park. The OMX Project Team confirmed that the easement is in place for the County to build and maintain the path. The path is a regional path, paid for and maintained by the County, but the County will not perform snow removal, per policy. If desired, snow removal will be the responsibility of the Village.
- The Village has concerns about losing larger diameter/mature trees at Corner #2 (southwest corner) of Three Corners Park. With the needed intersection widening, the trees will unfortunately need to be removed as it is not possible to shift the intersection east or north.
- Property impacts from proposed right-of-way (ROW) and easements were discussed.
 - At Community Park, there is 0.12 ac of proposed ROW, 0.56 ac proposed permanent easement, and 1.05 ac proposed temporary easement. The County has identified approximately 0.70 acres of property that could potentially be transferred back to the Village Public Works property to offset the anticipated park impacts. Approximately 108 trees are anticipated to be impacted at the park. The existing trees at the southeast corner of the park (between the proposed path improvements and the roadway improvements) are to be preserved. The OMX Project Team stated that the temporary easement “impact” would be temporary and that there would be no loss of land associated with it. Therefore, there would be no net loss of land at Community Park (with the land transfer).
 - At Three Corners Park, there is 0.70 ac of proposed ROW and 0.09 ac of proposed temporary easement. Proposed permanent easement at the park is not anticipated. The County has identified approximately 0.41 acres of ROW that could be vacated and transferred back to the Village to offset the anticipated park impacts. This includes a larger area on the south side of Corner #3 (southeast corner), which would increase the total park size at this quadrant from 0.58 acres to 0.77 acres. Approximately 46 trees are anticipated to be impacted at the park.
 - The Village asked to consider any additional surplus property that isn’t needed be transferred back from the County.

Cross Access Agreements

A cross access agreement is required between St. Matthew Church and Hawthorn Garden Center to allow for shared access with the newly constructed entrance. This is needed prior to starting the land acquisition process, so the County is planning on initiating this process with the two properties in the near future. There will be Village involvement as the new traffic signal will require the Village to be 100% responsible for maintenance costs as part of the maintenance agreement of the signal. The County will pay for the initial construction. The Village does not wish to take the entrance as public ROW under their jurisdiction.

The OMX Project Team discussed the access request from Forward Stride Stables to connect their driveway to Midlothian Road through their private property. This would allow vehicles exiting the horse farm access to northbound Midlothian Road or westbound Old McHenry Road as their new entrance on Old McHenry Road will be right-in/right-out. This would require approval from the Village as the issue does not involve a County route. The Village opposes granting this cross-property access due to the concern that traffic will use it as a cut-through to bypass the intersection.

Cost Participation on Aesthetics Items

The OMX Project Team presented the aesthetics concept design along with an approximate cost estimate of \$1.1 million, which would require 100% participation from the Village. The Village is not interested in including these concepts into the project at this time. It was agreed that these options would not be shown in the graphics at the final public information meeting, but they may be incorporated into the project at a later date at the direction of the Village.

Non-Motorized Accommodations and Participation

The project will include multi-use path and sidewalk in locations as agreed by the local agency, as cost participation is required at 20% (participation would be 4% if project receives federal funding). The Village had previously committed to cost participation for a multi-use path on Old McHenry Road between Quentin Road and Lagoon Drive and also along the west side of Midlothian Road north of Old McHenry Road to Commons Circle. Lake Zurich has committed to participation of both sidewalk and multi-use path along Midlothian Road from March Street to the Village boundary approximately 300 feet south of Old McHenry Road. The remaining distance to connect to Old McHenry Road lies within the Village of Hawthorn Woods' boundary. The OMX Project Team asked the Village to confirm their participation for these segments to provide continuous non-motorized connection.

The Village will let the OMX Project Team know if they agree to cost participate for the short segments on Midlothian Road south of Old McHenry Road.

Meeting Postscript: The Village agrees to participate in the cost of the bike path that is adjacent to Corner #3.

Tree Mitigation Opportunities

The total number of anticipated tree impacts shown in the Section 4(f) documents includes all existing trees that are within proposed right-of-way and easements. There are 108 anticipated tree impacts at Community Park and 46 at Three Corners Park for a total of 154 trees. It is anticipated that there will be many more trees impacted within Village limits outside of the park boundaries as well. The final number of impacted trees will be refined in detailed design. IDOT has a tree replacement policy (i.e., typically 1:1) which doesn't account for tree size or species. The Village requested that this project follow their local ordinance regarding tree replacement. The County stated that they are not required to follow the local ordinance with respect to tree replacement, but the County would continue to coordinate with the Village on this matter.

Due to limited space within the proposed ROW along the project corridor, the County will not be able to plant all replacement trees inside the ROW. Therefore, the OMX Project Team requested that the Village consider areas where replacement trees could be planted on off-roadway Village-owned property such as public parks and other open space areas.

Stormwater Detention

A stormwater detention basin was originally proposed at Corner #3 (southeast quadrant) of Three Corners Park. However, in response to prior coordination with the Village, the OMX Project Team considered other alternatives to minimize impact to the open space at Three Corners Park. The current design conveys the stormwater runoff downstream via storm sewer to a proposed detention basin that would be oversized to accommodate the added impervious area at the Old McHenry Road/Midlothian Road intersection. This relatively large detention basin is proposed on the Waterfront property west of Lagoon Drive on the north side of Old McHenry Road. Another nearby detention facility is proposed on the residential property at the northeast corner of Old McHenry Road and Fairfield Road. As a benefit to the Village if the Waterfront property were to be annexed, this detention facility could potentially be overbuilt to accommodate future development. The ditch that frequently sees standing water (Bank Lake) on the west side of Midlothian Road will be addressed with the proposed improvements of the project.

Open Discussion

Several other items were discussed:

- The Village has safety concerns with the Midlothian Road at Old McHenry Road intersection as there have been 3 accidents with injuries over the last several weekends. Some accidents have been caused by vehicles making a free flow right turn westbound to northbound crashing with eastbound to northbound left-turners. They hope the project will help improve the safety at this intersection.
- The Village noted that they are building a new cold storage building on the Public Works property against the block wall along their property line with the railroad. There is a temporary retaining wall planned inside the railroad ROW in this area. The team confirmed this wall won't conflict with the new building or the block wall. There is a 5-foot temporary easement planned for the construction of the temporary retaining wall, which will be refined if needed.
- The Village stated there were no recent status updates on the Berger Development except that they will be submitting a proposal soon. The developer has applied for an access permit to LCDOT

Transmittal of updated Draft Section 4(f) documentation for Community Park & Burnett Park/Three Corners Park to Hawthorn Woods for review

From: Matthew Smith
To: Erika Frable; Chris Heinen; Pamela Newton
Cc: Gleason, Chuck L.; Matthew Huffman; Peter Knysz; Ben Vander Wal
Subject: RE: OMX - Hawthorn Woods Coordination Meeting
Date: Wednesday, May 22, 2024 4:46:28 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hawthorn Woods Team,

Since our meeting back in late March, and subsequent emails and phone calls through April, I'm happy to pass along some updated documents that incorporate the comments from Hawthorn Woods.

The link below includes four sets of information:

1. Updated Section 4(f) documents for Three Corners Park and Community Park (track changes so you can see the revisions)
2. Updated exhibits from the Section 4(f) documents that show the changed easements
3. Technical memorandum that pulls out the detailed coordination items that were introduced in the last two months
4. Finalized meeting minutes from the March 25, 2024, coordination meeting (note that the comments from Hawthorn Woods that were added to the previous version of the meeting minutes have been pulled out into the technical memorandum for easier tracking)

[OMX - 2024-05-22 4\(f\) Updates for HW](#)

In summary, the Section 4(f) documents have incorporated all of the comments from Hawthorn Woods relative to the two parks. Easement changes have been included based on your input.

Tree mitigation questions have been moved into the technical memo for further discussion. We view this memo as the outline for a future letter of understanding between Hawthorn Woods and Lake County DOT. We are committed to addressing the tree mitigation questions and to develop a plan that meets your needs.

As you know we have our final public information meeting scheduled for Wednesday, June 26, 2024, at St. Matthews Church. The Section 4(f) reports, while still draft, will be available for review at the public information meeting. Please let us know by June 7 if there are any further changes that need to be made with these documents.

Please let me know of any questions or comments.

Thanks,
Matt

From: Erika Frable <EFrable@vhw.org>

Sent: Friday, April 19, 2024 4:14 PM

To: Ben Vander Wal <brvanderwal@transystems.com>; Chris Heinen <CHeinen@vhw.org>; Pamela Newton



Summary of Hawthorn Woods Coordination Meeting #10 - Purpose was to discuss Public Information Meeting #3, Section 4(f)/public related comments, outstanding design questions, and any planned/ongoing developments



MEETING MINUTES

Hawthorn Woods Coordination Meeting #10

Old McHenry Crossings Phase I

Section No. 19-00999-65-ES

Date: July 31, 2024
 Time: 10:00 a.m.
 Place: Teams Meeting
 Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Brian Sullivan	Hawthorn Woods	bsullivan@vhw.org
Ryan Mathy	Hawthorn Woods	RMathy@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Peter Knysz	CBBEL	pknysz@cbbel.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 10th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss the Public Information Meeting #3, Section 4(f)/public related comments, outstanding design questions, and any planned/ongoing developments.

Public Information Meeting #3

Over 200 individuals attended Public Information Meeting (PIM) #3 and the project team was pleased with the overall stakeholder engagement. The PIM #3 summary will be completed following the close of the comment period in early August. A second mailing was conducted for property owners with land acquisition who we could not confirm received the initial certified mailing. As part of PIM #3, the draft Section 4(f) documentation for proposed use of Three Corners Park, Community Park, and historic properties were posted for public review and comment. All comments related to the proposed use of the Section 4(f) resources will be included in the final documentation. At this time, only one documented comment has been received which expressed direct concern for the tree impacts to Three Corners Park. Responses to questions received are in progress.

4(f) Resources

There are two public parks within the project limits, both Village of Hawthorn Woods parks. The project team reviewed the design plans and impacts, permanent and temporary, at both parks. Before the documents are submitted to IDOT/FHWA for final review/approval, the project team needs concurrence from the Village on the proposed use of each park.

- Three Corners Park
 - Three Corners Park currently does not have any programmed activities and there are no plans for future improvements to the park. There are two pieces of old LCDOT right-of-way adjacent to corner #2 and corner #3 respectively, which are not currently utilized for roadway purposes. The intent, as documented in the current Section 4(f) documentation, is for Lake County to vacate the old right-of-way to the Village. This additional vacated property will offset the proposed permanent property acquisition and will result in a greater total acreage of Three Corners Park than the park currently has.
 - Following the last round of Hawthorn Woods review and comment, a temporary easement has been added around the entirety of Three Corners Park which will allow the County to plant trees (which is stated in the 4(f) documentation and exhibits). The easement is not for other purposes such as construction staging. The proposed tree planning locations will be determined during the next phase of engineering.
 - No additional comments were provided from the Village regarding the proposed use of Three Corners Park. **The project team will submit the current Section 4(f) document and proposed improvement plans to the Village for final review before finalizing the Section 4(f) documentation.**
- Community Park
 - Detailed plans for the Public Works entrance and basketball court relocation were displayed for review and comment. The plans that were displayed showed the basketball court relocated approximately 70-feet west and rotated in a north-south orientation.
 - The reconstruction of the new Public Works access drive causes a direct impact to the existing basketball court, which would not be done until the grade separation is completed and roadway run-around removed. The Village shared some concerns about the proposed relocation of the basketball court and the need to further evaluate the best location within Community Park. **The project team will submit the current Section 4(f) document and proposed improvement plans to the Village for further review and requested that any desired design changes be provided to the project team.** It was noted that an in-person meeting will be scheduled within the next four weeks.
 - The existing access drive would remain during construction. The project team stated that a temporary signal will be installed for the relocated/consolidated access drive for St. Matthews and Hawthorn Gardens. The detailed construction staging will be performed during the next phase of engineering.
 - From previous discussions, the Village preferred not to provide a sidewalk adjacent to the PW access drive, but instead provide a path connection to the new basketball court from the east.

Non-Motorized Accommodations

The path along Quentin Road, west along Old McHenry Road, and north along Fairfield Road, are a regional County path. All other multi-use paths and sidewalks must follow the Lake County Non-Motorized Policy, which requires cost share and maintenance. The cost share for the local agency is 20 percent. The Village reiterated their prior position of not cost participating or providing maintenance for the multi-use path west of Fairfield Road. The County stated that they are proceeding to complete Phase I Engineering for the path, but it may not be constructed as there is no local agency sponsor.

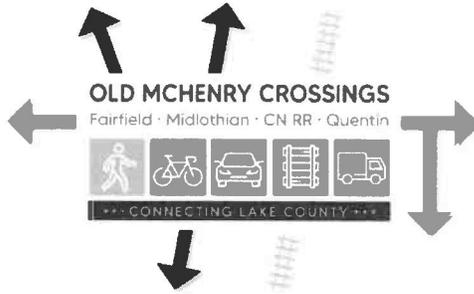
- **The project team will send the Village the 3D renderings of the underpass and Old McHenry Roadway cross sections that were displayed at the PIM.**
- The County informed the Village that they do not provide new fences as part of their projects. If an existing fence needed to be removed, it would be replaced as part of a project.
- Berger Development (Northeast Corner of Midlothian Road and Old McHenry Road)
 - **The Village will send the project team the current Berger Development plat of subdivision that was submitted for review.**
 - It is understood that Mr. Berger would like a meeting scheduled to discuss the proposed access to the 9-unit commercial site. The County informed the Village that Mr. Berger will need to arrange a coordination meeting for all parties he would like to attend.
 - The project team stated the current design shows an access to the property from Old McHenry Road. The property owner will need to submit appropriate access permits to IDOT for access to Midlothian Road and LCDOT for access to Old McHenry Road.
- “Waterfront Property”
 - The property adjacent to the village hall is a proposed detention site for this project. The project team has met with the property owner and will be changing the current detention design on the property. More information will be shared with the Village when the design has been adjusted.
 - There was discussion about how the property would be accessed, which has a potential connection to the development to the north. No access to Old McHenry Road would be allowed by the County. The property owner mentioned a potential connection to Lagoon Drive. The Village stated they had not previously discussed this with the property owner.
- Village Hall Property
 - The Village had comments/questions about the right turn lane out of Lagoon Drive. The project team informed the Village that the turn lane would not take away from their existing paved parking spots and that any impacts to the stone pillars would be relocated as part of this project. The wooden sign will not be impacted. Any newly planted trees west of Lagoon Drive could likely be relocated. The Village should move the trees now before the roots take further hold. The project team indicated that there is an operational benefit for adding the right turn lane so that vehicles could make a right turn and not be blocked by the left turning vehicles.
 - As part of the Old McHenry Road improvements, a 10-foot permanent easement is proposed for grading purposes. The widening of Old McHenry Road in front of the Village Hall would only result in a net gain of approximately 3-feet of impervious roadway area. Any impact to trees within that easement would be due to necessary grading. **The project**

team will provide more information to the Village for the impacts to the Village Hall property and roadway design of Lagoon Drive.

- Hubbard School
 - The project team received additional information from the Village about the history of the Hubbard Schoolhouse. The project team architectural historian is further evaluating the site and assessing any adverse effects.

Within the next month, the project team will reach back out to the Village to plan an in-person meeting to go over any final design questions/concerns.

The meeting was adjourned at approximately 11:40 a.m.
By: Julia Nigohosian – CBBEL



MEETING MINUTES
Hawthorn Woods Coordination Meeting #11
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES

Date: September 16, 2024
 Time: 2:00 p.m.
 Place: Hawthorn Woods Village Barn

Attendees:

Pam Newton	Hawthorn Woods	pnewton@vhw.org
Erika Frable	Hawthorn Woods	efrable@vhw.org
Chris Heinen	Hawthorn Woods	cheinen@vhw.org
Ryan Mathy	Hawthorn Woods	RMathy@vhw.org
Chuck Gleason	LCDOT	cgleason@lakecountyil.gov
Matt Smith	TranSystems	mjsmith@transystems.com
Ben Vander Wal	TranSystems	brvanderwal@transystems.com
Peter Knysz	CBBEL	pknysz@cbbel.com
Matt Huffman	CBBEL	mhuffman@cbbel.com
Julia Nigohosian	CBBEL	jnigohosian@cbbel.com

This is the 11th coordination meeting with the Village of Hawthorn Woods (the Village) for the Lake County Division of Transportation (LCDOT) Old McHenry Crossings (OMX) Phase I Engineering Study. The purpose of this meeting was to discuss the Section 4(f) resources and outstanding design questions.

4(f) Resources

There are two public parks, Three Corners/Burnett Park and Community Park, that are within the project limits, both under Village of Hawthorn Woods jurisdiction. The project team reviewed the design plans and impacts, permanent and temporary, at both parks along with mitigation strategies. Additionally, the project team reviewed the proposed impacts to the Village Hall property, which has been identified as a historic property, as well as the roadway design abutting the Village Hall property. The project team is currently working with IDOT staff on the required documentation for affecting public lands and historic properties. Before the documents are submitted to IDOT/FHWA for final review/approval, the project team needs concurrence from the Village on the proposed use of each park.

- **Community Park**
 - From the prior coordination with the Village, there was discussion about the location of the relocated basketball court and Public Works access drive.

- Conceptual plans for the Public Works entrance and basketball court relocation were displayed for review and comment. The plans that were displayed showed the basketball court relocated approximately 70-feet west and rotated in a north-south orientation.
 - The reconstruction of the new Public Works access drive causes a direct impact to the existing basketball court, which would not be constructed until the grade separation is completed and roadway run-around removed. After further discussion, the Village concurred with the location of the proposed basketball court and had no objections to the design of the 28-foot-wide access drive, which includes a 2-foot concrete ribbon on either side.
 - The detailed construction staging will be finalized during Phase II Engineering. The existing access drive would remain during construction and would connect the roadway runaround, which will maintain a 5-lane roadway section. The project team stated that for the existing basketball court to remain during construction of the temporary runaround, the access drive would need to stay in its current location and tie directly into the temporary runaround (similar to existing conditions). The project team stated that there will be a short period of time (approximately 1 month) that there will be no basketball court due to the staging of the entrance drive and the new court relocation.
 - Village staff requested the addition of landscaping around the south and west sides of the relocated basketball court to provide a barrier from the access drive. The detailed construction staging and landscape plan will be performed during the next phase of engineering.
 - Tree impacts near the existing basketball court will be reduced by making minor grading adjustments to preserve some of the more mature trees in that area.
 - The village requested inclusion of an entrance sign as discussed in earlier meetings. It was also requested to include signage on the future traffic signal mast arm indicating this is a private entrance.
- No additional comments were provided from the Village regarding the proposed use of Community Park.
- Three Corners Park
 - Three Corners Park currently does not have any programmed activities and there are no plans for future improvements to the park. Following the last round of Hawthorn Woods review and comment prior to the final Public Information Meeting, a temporary easement was added around the entirety of Three Corners Park to allow the County to plant trees and mitigate some of the tree impacts (which is stated in the 4(f) documentation and exhibits). The additional temporary construction easement is not for other purposes such as construction staging. The proposed tree planting locations will be determined during the next phase of engineering.
 - There are two pieces of old LCDOT right-of-way adjacent to corner #2 and corner #3 respectively, which are not currently used for roadway purposes but do contain utilities and detention. The intent, as documented in the current Section 4(f) documentation, is for Lake County to vacate the old right-of-way to the Village. This additional vacated

property will offset the proposed permanent property acquisition and will result in a greater total acreage of Three Corners Park than the park currently has.

- **The Village would like the project team to investigate further the land vacation of corners #2 and #3 to see if there is any way to increase the amount of land given to the Village. The project team will discuss the details of the property vacation with our land surveyor.**
- No additional comments were provided from the Village regarding the proposed use of Three Corners Park.

Other Properties

- Village Hall Property and Lagoon Drive
 - The Village agreed with the need for a southbound right turn lane out of Lagoon Drive. The proposed turn lane would not take away from the Village Barn's existing paved parking spots and the stone pillars will be relocated as part of this project. The wooden sign will not be impacted.
 - Any newly planted trees west of Lagoon Drive will be evaluated to be relocated during Phase II Engineering. The Village should move the trees now before the roots take further hold. The Village staff intend to complete this later this year.
 - Profile adjustments have been made in front of the Village Barn to improve driver sight distance when turning out of Lagoon Drive.
 - The conflicting Apex Landscaping entrance directly across from Lagoon Drive is being removed. Apex will now have one consolidated entrance further west along Old McHenry Road.
 - As part of the Old McHenry Road improvements, a 10-foot permanent easement is proposed on the Village Barn's property for grading and drainage purposes. The widening of Old McHenry Road in front of the Village Hall results in a net gain of approximately 3-feet of impervious roadway area. Any impact to trees within that easement would be due to necessary grading. During the design phase, the project team will try to minimize tree impacts where possible.
 - The Village and project team discussed the possibility of extending the proposed multi-use path on the west side of Lagoon Drive further north to provide a connection to the Village Hall by routing it through the Village-owned triangle property and adjacent to the proposed detention basin. This would also eliminate the need for a crosswalk at Old McHenry Road and Lagoon Drive, which would result in additional impacts. **The project team will update the preferred improvement plans to shift the multi-use path to the north along the west side of Lagoon Drive, terminating at the radius at the south end of the parking area on the west side of Lagoon Drive.**
- Waterfront Property
 - The property adjacent to the village hall is a proposed detention site for this project. The project team has met with the property owner and will be changing the current detention design on the property. More information will be shared with the Village when the design has been adjusted.

- The project team has also coordinated with Bob Atwater, the owner of Apex Landscaping, pertaining to the location of a new outfall pipe from the detention facility on the Waterfront property. A revised design will be provided to the property owner for review.

Next Steps

- The project team will send the Village images of example “standard” LCDOT retaining walls.
- The project team will send the Village the Pre-Final 4(f) Documentation for Community Park and Three Corners Park by the end of September so that the Village review prior to presenting the documents to the board for approval.
- The project team will prepare additional materials for the Village to aid their presentation at the October 28th board meeting. The Village requested talking points summarizing the documents to aide in the presentation to the Village Board.
- The project team will modify the path design connection to Village Hall and will provide to the Village for review.

The meeting was adjourned at approximately 3:45 p.m.
By: Julia Nigohosian – CBBEL

Attachment E

Public Information Meeting Summary



Public Information Meeting #3 Summary June 26, 2024

INTRODUCTION

The third and final Old McHenry Crossings public outreach event was an in-person Public Information Meeting (PIM) located at St. Matthew Lutheran Church on Wednesday, June 26, 2024, from 5:00 p.m. to 7:00 p.m. St Matthew is located in the heart of the project study area on the southeast corner of the intersection of Old McHenry Road and the Canadian National Railroad (24500 N Old McHenry Rd, Hawthorn Woods, IL 60047). The purpose of the meeting was to present a project overview, summary of feedback received during the study, the alternatives development process, the preferred alternative design, the results of multiple environmental analyses, and to solicit stakeholder feedback. People who attended the PIM were able to review project exhibits, provide comments through a comment form, and ask the project team questions.

NOTIFICATIONS

Prior to the public information meeting, display ads were published in the Daily Herald and the Lake Zurich Courier, a newspaper published by the Chicago Tribune. The Daily Herald notice was published on June 10 and June 21, 16 days and 5 days before the public meeting, respectively. The notice was also published in the Lake Zurich Courier on June 10 and June 21, to provide additional coverage. Invitation emails were sent to elected officials and representatives of public agencies. Social media posts informing the public of the event were displayed on the Lake County Division of Transportation and Hawthorn Woods Facebook pages, and 2,211 postcards were sent to addresses within the project area. The event was also advertised by two County Board Members in their monthly newsletter, Jessica Vealitzik and Adam Schlick. Lastly, two changeable message signs were posted within the project area a week prior to PIM #3 announcing the meeting. One was placed on the east side of Quentin Road just south of Old McHenry Road and a second was placed on the south side of Old McHenry Road at the entrance to Forward Stride Stables.

As part of the public information meeting, individual letters were sent to 157 property owners notifying them of the meeting and that the project intends to acquire land from their property. Property owners were invited to attend the meeting to learn about the project and have their questions answered.

DAY OF MEETING

A total of 240 people signed in at the public information meeting including Lake County board members Marah Altenberg and Sara Knizhnik, Pam Newton and Erika Fable from the Village of Hawthorn Woods, Michael Talbott from the Village of Kildeer, and the Honorable Dan McConchie, Illinois State Senator 26th District. Attendees were greeted at a registration table and provided a project brochure. After signing in, attendees were directed into the main room which consisted of eight stations.

The first station, titled "Get Informed" was to present an overview of the project including study limits, the project team and SIG members, the Phase I design process, a project schedule, and a summary of PIM #1 and PIM #2.



The second station, “What are the Challenges?”, provided an overview of the project purpose and need, crash analysis summaries, and existing/2050 daily traffic volumes, travel patterns, existing paths in the community, estimated traffic growth, and the project staged construction plan.

The third and fourth stations were “Old McHenry Road Design Alternatives” and “Quentin Road Design Alternatives”. Between these two stations, the Level 1 and Level 2 alternative development process boards were displayed as well as exhibits of the preferred alternative design for Old McHenry and Quentin Road. Existing and future path exhibits were available for both roadways, evaluation criteria for a grade separation, different grade separation options, and the selected underpass design was also displayed.

The fifth station, “Design Visualization”, consisted of a looped video presentation and boards showing 3D graphic design rendering of the proposed improvement. The video presentation also displayed a traffic simulation of cars driving through the proposed underpass and along the proposed roadway.

The sixth station, “Environmental Evaluation”, provided an overview of the project’s key environmental and community resources, Section 4(f), identified historic properties, results of the noise study, and water quality analysis.

The seventh station, titled “Land Acquisition Process”, described the steps on the land acquisition process and gave attendees the opportunity to speak with project team members about their specific property. Land acquisition exhibits as well as other detailed proposed improvement plans were available for reference at this station.

Station eight provided a location for visitors to submit comments. Comments were accepted from June 26, 2024, to July 15, 2024. The community was also able to submit comments via email to the project email address, OMXTeam@transystems.com.

The video simulation and all other exhibits are available on the project website omxproject.com.

SUMMARY OF COMMENTS

General

Overall, the project received support from the public for adding an underpass at the Canadian National Railway Crossing and general support for the project overall. Some residents along Quentin Road expressed concerns about roadway noise in their back yards.

Written Comment Summary

A total of 78 written comments were received during the comment period. 22 of the comments were written and submitted at the public information meeting and 16 of the comments were received via email. 40 comments were submitted during the comment period via the project website’s interactive mapping tool. Several comments were in support of different components of the project, such as: support for a new traffic signal at the Highland Drive intersection with Quentin Road, support for the proposed combined access and new traffic signal at St. Matthew Church/Hawthorn Garden Center, support for the minimization of park impacts, support for flush medians implemented throughout the project, and a desire to see improved non-motorized accommodations throughout the project area.



Summary of Feedback from Open House

Environmental and Historic Resources

Many conversations had with residents throughout the community revolved around the environmental impacts associated with this project. Residents were concerned about the impacts to the parks and other historic elements within the community, as well as concern for wildlife in the area.

Quentin Road Residents

Attendees that live along the east side of Quentin Road expressed concerns about the temporary easements proposed on their properties. Residents were worried about maintaining access to their properties during construction. Many of the driveways along that east side are short and currently require drivers to either back out onto Quentin Road when exiting or stop and back into their driveways when entering to make leaving easier.

Pedestrian Safety

Many of the conversations had touched on non-motorized travel through the project study area and stressed the safety of pedestrians and bicyclists. Currently there are many gaps in the network for non-motorists and there was a lot of support to fill those gaps. Residents were also curious about future maintenance of the proposed paths and who would be responsible to their upkeep.

While there was overall strong support of the project's goals to include multi-use paths and fill gaps in the non-motorized network, some residents were opposed to these elements. Residents who live near Midlothian Road south of Old McHenry Road were generally opposed to the inclusion of a sidewalk on the west side of the road. Also, some property owners along Old McHenry Road between Abbey Glenn Drive and Fairfield Road were not in support of a planned multi-use path.

Tree Impacts

Along with the Heather Highlands Community, there was a general concern for the trees within the project area. The mature trees and greenery create a character unique to Hawthorn Woods and provide the residents privacy and protection from the noise of vehicles. Maintaining the same feel by either saving existing trees or replacing them with new trees and greenery was a common theme.

Noise Walls

A prominent concern of residents was the lack of proposed noise walls, especially along Quentin Road. Residents wanted either the ability to put up fences or have a noise wall proposed as part of this project. A similar theme of concern for truck noise and speeding along Quentin Road was shared.

Drainage

Residents that currently experience flooding or drainage issues on their properties were concerned about the lack of proposed swales throughout the project. Along with the Heather Highlands Community, there was a general concern for the use of retaining walls and their locations.



APPENDICES

Appendix A: Public Information Meeting Postcard

Appendix B: Public Information Meeting Social Media Graphic

Appendix C: Public Information Meeting Newspaper Advertisements

Appendix D: County Board Member Monthly Newsletter

Appendix E: Public Information Meeting Sign-In Sheets

Appendix F: Public Information Meeting Written Comments

Appendix G: Public Information Meeting Email Comments

Appendix H: Public Information Meeting Website Mapping Comments

Appendix I: Public Information Meeting Land Acquisition Comments

**Appendix C: Public Information
Meeting Newspaper Advertisement**

Receipt No:

DAILY HERALD PAYMENT RECEIPT

Ad Number: 4616589

Customer: CHRISTOPHER B. BURKE ENGINEERING Phone: 8478230500 Account No: 5018196

9575 W. HIGGINS ROAD
ROSEMONT, IL 60018-4920

Class: 09980; PUBLIC HEARINGS & NOTICES Size: 2 X 118.00

Start Date: 06/10/2024 End Date: 06/21/2024 Times Ordered: 2 Price: \$637.20

Amount Paid: 637.2 Payment Method: CC

Check No: 0 Credit Card: VI

Dates: 06/10/2024 06/21/2024

Printed By: EJCLASS

Date Printed: 06/07/2024

Public Information Meeting

Scheduled by

Lake County Division of Transportation (LCDOT)

For Improvement of the areas within and surrounding the Old McHenry Road and CN Railroad area and along Quentin Road, referred to as the Old McHenry Crossings project. The project study area includes: Old McHenry Road (Abbey Glenn Drive to Bonnie Lane), Quentin Road (IL Route 22 to Old McHenry Road), Midlothian Road (north and south of the Old McHenry Road intersection), Fairfield Road (north of Old McHenry Road), and Echo Lake Road (south of the Old McHenry Road intersection). LCDOT, in cooperation with the Village of Hawthorn Woods and the Village of Lake Zurich, will hold a public information meeting concerning the proposed improvement of the Old McHenry Road and CN Railroad area and along Quentin Road. The public information meeting will be held on Wednesday June 26, 2024, from 5 to 7 p.m. at St. Matthew Lutheran Church, 24500 North Old McHenry Road, Hawthorn Woods. The meeting will be in the gymnasium. All persons may enter through the ADA accessible Door 2, located on the northeast corner of the building. All persons interested in this project are invited to attend this meeting. Persons with a disability desiring to participate in this meeting should contact the person listed in this Notice by June 19, 2024, to make arrangements for participating. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TTY).

To allow for all potential federal and state funding sources, the public information meeting is being held in compliance with the National Environmental Policy Act (NEPA) requirements and the Illinois Department of Transportation's public involvement policy.

All persons interested in the project are invited to attend the meeting to express their views and comments on the project. This Public Information Meeting will also serve to obtain views of the public about:

- * Section 106 of the National Historic Preservation Act of 1966, as amended. Information will be available on known historic resources that may be affected by the proposed project and the historic resources protection process. IDOT requests comments from the public on effects to historic resources to assist in consultation with the Illinois State Historic Preservation Officer.
- * The effects that proposed improvements to Old McHenry Road and Midlothian Road will have on the Burnett/Three Corners Park. The Burnett/Three

corners Park, which is under the jurisdiction of the Village of Hawthorn Woods, is a significant, publicly owned park with natural areas. As such, it is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. For the Old McHenry Crossings project, LCDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Burnett/Three Corners Park for protection under Section 4(f). Effects of the Old McHenry Crossings project on the Burnett/Three Corners Park will include impact to a total of 0.78 acres of parkland (0.69 acres proposed right-of-way and 0.09 acres temporary easement), 0.03 acres of roadside ditch/wetland, and 46 trees. Mitigation will include pursuit of replacement property with adjacent abandoned Lake County right-of-way and tree replacement (requires a temporary construction easement 2.68 acres to allow tree planting).

- The effects that proposed improvements to Old McHenry Road will have on the Community Park. The Community Park, which is under the jurisdiction of the Village of Hawthorn Woods, is a significant, publicly owned park with recreational uses, natural areas and open space and also includes Hawthorn Woods Public Works Facility. As such, it is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. For the Old McHenry Crossings project, LCDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Community Park for protection under Section 4(f). Effects of the Old McHenry Crossings project on the Community Park will include impact to a total of 1.93 acres of parkland (0.12 acres proposed right-of-way, 0.56 acres of permanent easement, and 1.25 acres temporary easement) and 19 trees. Mitigation will include potential replacement property adjacent to the park, restoration of affected parkland, tree replacement, and relocation of the existing basketball court.
- Detailed documentation describing the impacts and mitigation associated with the effects of the Old McHenry Crossings project on the Burnett/Three Corners Park and Community Park will be available for review at the Public Information Meeting, on the project website, and at LCDOT headquarters from June 26, 2024 to July 15, 2024.

The meeting will be conducted on an informal basis. Representatives of LCDOT will be available from 5 to 7 p.m. Representatives will answer individual questions and provide comment forms for those in attendance. Verbatim comments will not be recorded. The LCDOT representatives will address topics such as the need for the project, alternatives considered, preferred alternative design, right-of-way acquisition and relocation assistance, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps, and aerial photography, will be available for inspection and viewing during the full meeting time. Additional project information is available on the project website at www.omxproject.com.

For more information, contact Chuck Gleason, Project Manager, Lake County Division of Transportation at 847-377-7447 or CGleason@lakecountyil.gov or 600 W. Winchester Rd, Libertyville, IL 60048.

Published in Daily Herald June 10, 21, 2024 (4616589)

Chicago Tribune

Printed: 6/10/2024 9:56:51 AM

Page 1 of 4

Order ID: 7647894

* Agency Commission not included

GROSS PRICE * : \$660.66

PACKAGE NAME: IL Govt Legal Lake County

Order ID: 7647894

* Agency Commission not included

GROSS PRICE * : \$660.66

PACKAGE NAME: IL Govt Legal Lake County

Product(s): SubTrib_Lake County News Sun, Publicnotices.com

AdSize(s): 2 Column

Run Date(s): Monday, June 10, 2024, Friday, June 21, 2024

Zone: Full Run

Color Spec. B/W

Preview

Public Information Meeting

Scheduled by
Lake County Division of Transportation (LCDOT)

For Improvement of the areas within and surrounding the Old McHenry Road and CN Railroad area and along Quentin Road, referred to as the Old McHenry Crossings project. The project study area includes: Old McHenry Road (Abbey Glenn Drive to Bonnie Lane), Quentin Road (IL Route 22 to Old McHenry Road), Midlothian Road (north and south of the Old McHenry Road intersection), Fairfield Road (north of Old McHenry Road), and Echo Lake Road (south of the Old McHenry Road intersection).

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To allow for all potential federal and state funding sources, the public information meeting is being held in compliance with the National Environmental Policy Act (NEPA) requirements and the Illinois Department of Transportation's public involvement policy.

All persons interested in the project are invited to attend the meeting to express their views and comments on the project. This Public Information Meeting will also serve to obtain views of the public about:

- Section 106 of the National Historic Preservation Act of 1966, as amended.

Order ID: 7647894

* Agency Commission not included

GROSS PRICE * : \$660.66

PACKAGE NAME: IL Govt Legal Lake County

Information will be available on known historic resources that may be affected by the proposed project and the historic resources protection process. IDOT requests comments from the public on effects to historic resources to assist in consultation with the Illinois State Historic Preservation Officer.

- The effects that proposed improvements to Old McHenry Road and Midlothian Road will have on the Burnett/Three Corners Park. The Burnett/Three Corners Park, which is under the jurisdiction of the Village of Hawthorn Woods, is a significant, publicly owned park with natural areas. As such, it is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. For the Old McHenry Crossings project, LCDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Burnett/Three Corners Park for protection under Section 4(f). Effects of the Old McHenry Crossings project on the Burnett/Three Corners Park will include impact to a total of 0.78 acres of parkland (0.69 acres proposed right-of-way and 0.09 acres temporary easement), 0.03 acres of roadside ditch/wetland, and 46 trees. Mitigation will include pursuit of replacement property with adjacent abandoned Lake County right-of-way and tree replacement (requires a temporary construction easement 2.68 acres to allow tree planting).
- The effects that proposed improvements to Old McHenry Road will have on the Community Park. The Community Park, which is under the jurisdiction of the Village of Hawthorn Woods, is a significant, publicly owned park with recreational uses, natural areas and open space and also includes Hawthorn Woods Public Works Facility. As such, it is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. For the Old McHenry Crossings project, LCDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify the Community Park for protection under Section 4(f). Effects of the Old McHenry Crossings project on the Community Park will include impact to a total of 1.93 acres of parkland (0.12 acres proposed right-of-way,

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* Agency Commission not included

GROSS PRICE * : \$660.66

PACKAGE NAME: IL Govt Legal Lake County

0.56 acres of permanent easement, and 1.25 acres temporary easement) and 19 trees. Mitigation will include potential replacement property adjacent to the park, restoration of affected parkland, tree replacement, and relocation of the existing basketball court.

- Detailed documentation describing the impacts and mitigation associated with the effects of the Old McHenry Crossings project on the Burnett/Three Corners Park and Community Park will be available for review at the Public Information Meeting, on the project website, and at LCDOT headquarters from June 26, 2024, to July 15, 2024.

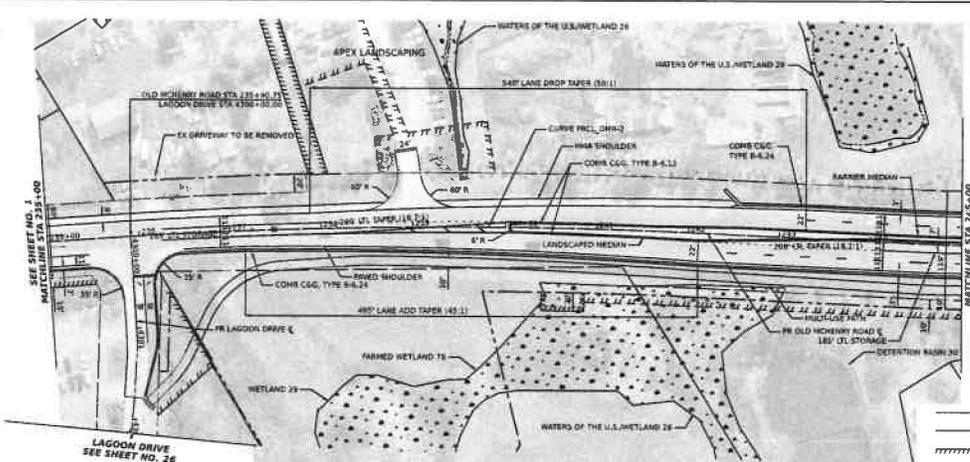
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For more information, contact Chuck Gleason, Project Manager, Lake County Division of Transportation at 847-377-7447 or CGleason@lakecountyil.gov or 600 W. Winchester Rd, Libertyville, IL 60048.

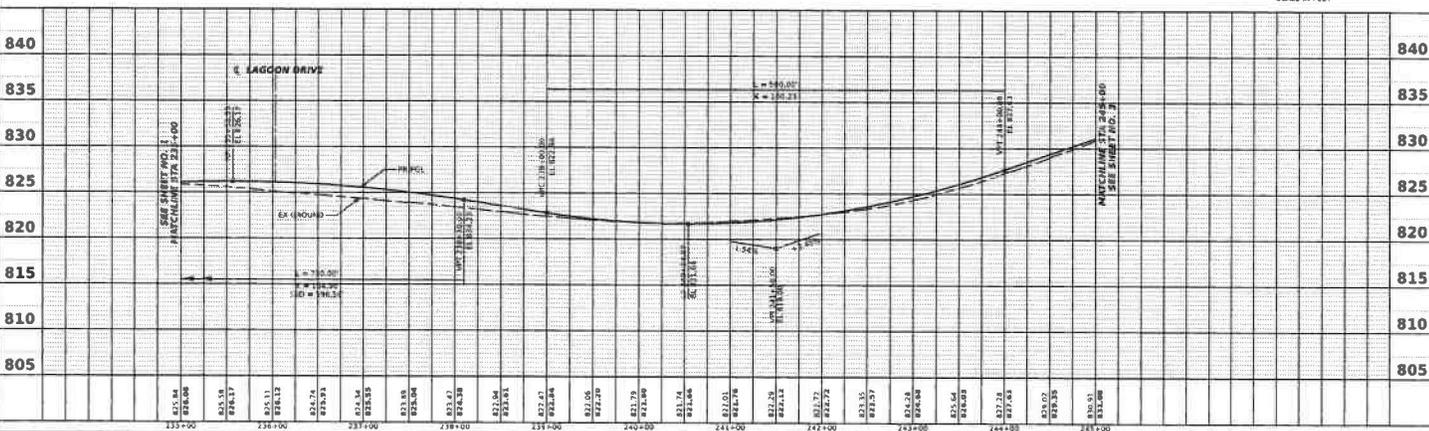
Attachment F

Preferred Improvement Plan
(Roadway Plan & Profile Sheets)

PR CURVE PREL. DMR-2
 PI STA = 238+83.75
 $\Delta = 06^{\circ}18'36''$ (RT)
 $D = 01^{\circ}00'00''$
 $R = 5730.00'$
 $T = 332.54'$
 $L = 664.38'$
 $E = 9.64'$
 $e = 2.00\%$
 $TR = 53.00'$
 $SE RUN = 53.00'$
 $PC STA = 235+51.18$
 $PT STA = 242+53.56$



LEGEND:
 --- EX ROW
 --- PR ROW
 - - - - - PR PERM EASEMENT
 // // // // // PR TEMP EASEMENT



DATE	DESCRIPTION	BY	REVISION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

OLD MCHENRY ROAD
 PREFERRED IMPROVEMENT PLAN

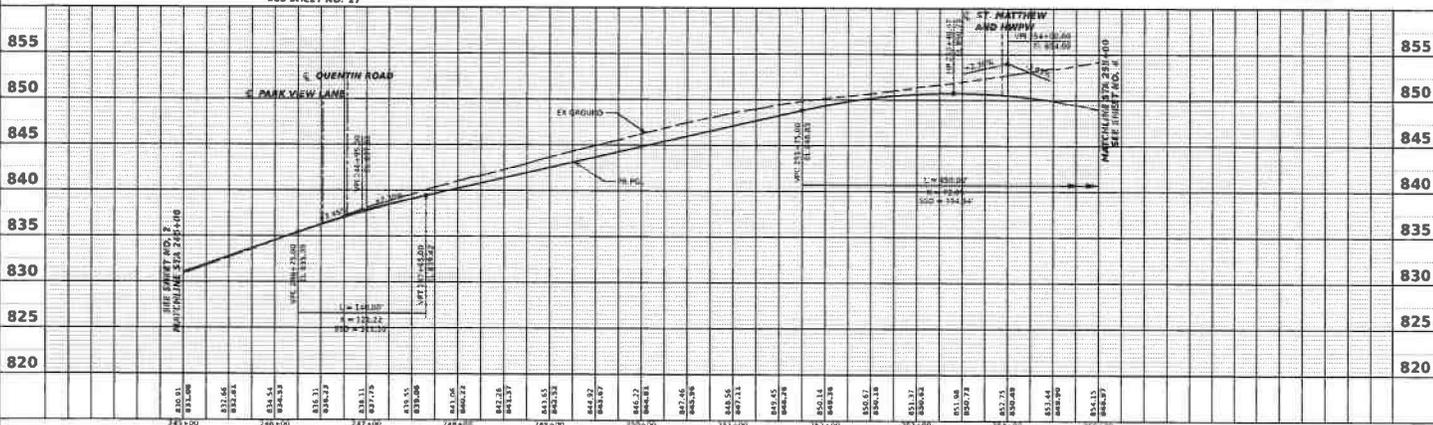
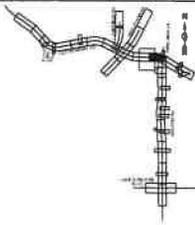
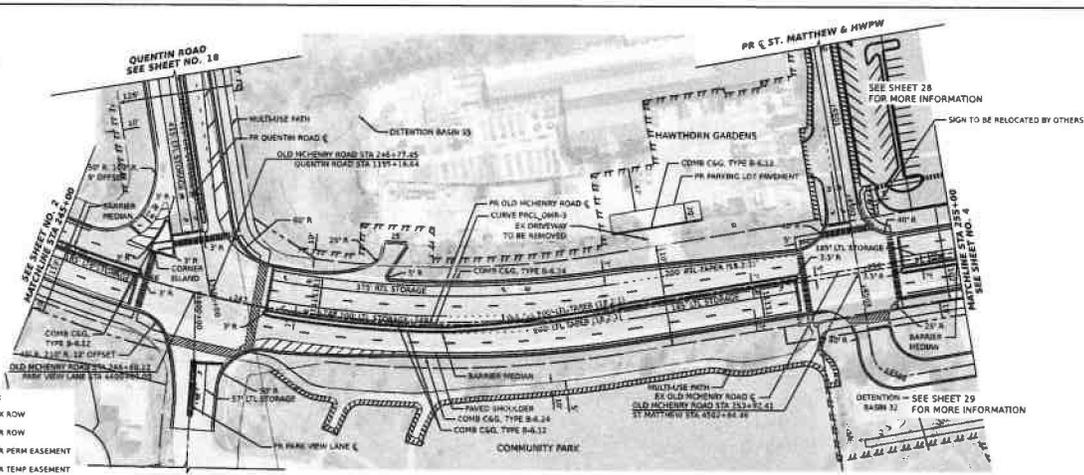
ACT. DATE	SECTION	COUNTY	TOTAL SHEETS

SCALE: 1" = 10'
 SHEET 2 OF 11 SHEETS STA. 235+00 TO STA. 245+00

CONTRACT NO.
 15-00995-43-43

PR CURVE PCL_CMR-3
 R STA = 248+06.82
 Δ = 33°27'23" (LT)
 D = 24°52'34"
 K = 1.175.00'
 T = 353.15'
 L = 686.11'
 E = 51.92'
 M = 3.66'
 TR = 103.00'
 SE RUN = 184.00'
 PC STA = 244+53.67
 PT STA = 251+39.78

LEGEND:
 --- EX ROW
 --- PR ROW
 - - - - - PR PERM EASEMENT
 // // // // // PR TEMP EASEMENT



DESIGNED	REVIEWED
DRAWN	REVIEWED
CHECKED	REVIEWED
DATE	REVIEWED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

OLD MCHENRY ROAD
 PREFERRED IMPROVEMENT PLAN

SECTION	COUNTY	ROUTE
180099-43-65	LAKE	42
CONTRACT NO.		

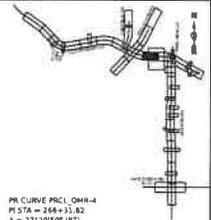
SCALE: 1" = 10' SHEET 3 OF 11 SHEETS STA. 243+00 TO STA. 255+00

SEE SHEET 28
FOR MORE INFORMATION

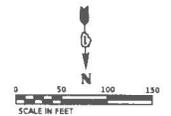
SEE SHEET 27
MATCHLINE STA 233+00

SEE SHEET 29
FOR MORE INFORMATION

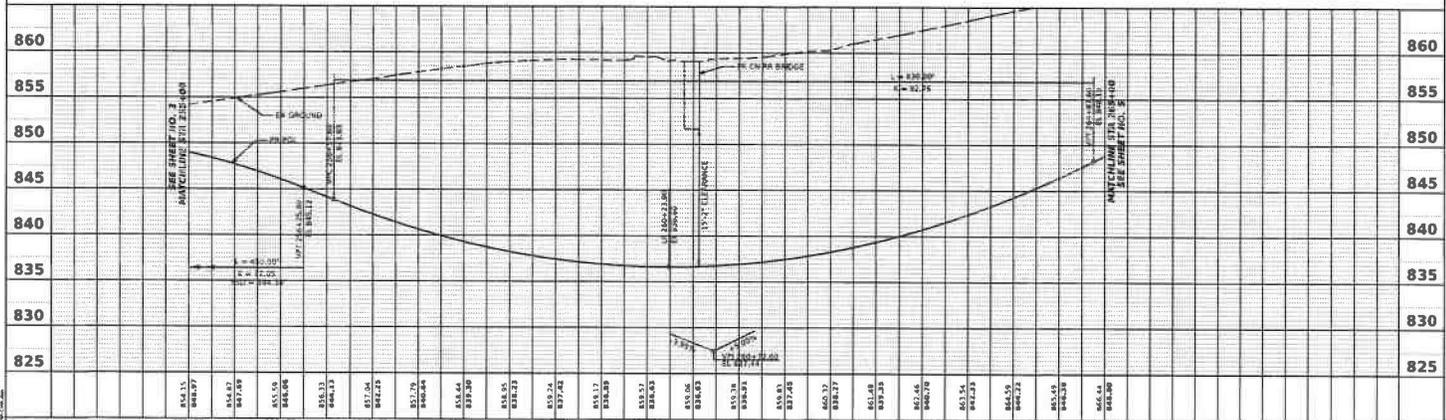
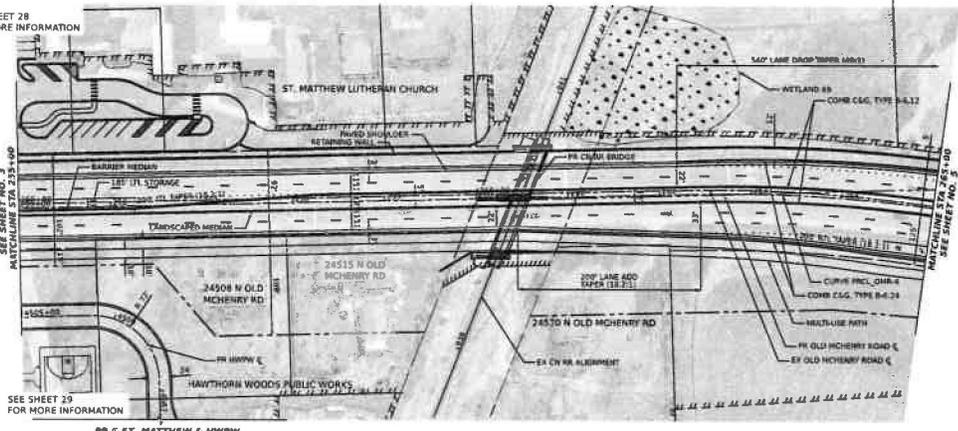
PR @ ST. MATTHEW & HWPW



PR CURVE PRC1, OMR-4
 PI STA = 246+31.82
 Δ = 27°20'00" INT.
 D = 0°33'36"
 R = 1,592.00'
 T = 387.31'
 L = 756.86'
 E = 46.44'
 e = 3.20%
 TR = 123.00'
 Δ = 1.00% (270+50.00 TO 2)
 SE RUN = 196.00'
 PC STA = 262+48.51
 PT STA = 270+04.37



LEGEND:
 --- EX ROW
 - - - PR ROW
 ===== PR PERM EASEMENT
 - - - - - PR TEMP EASEMENT

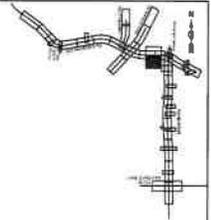
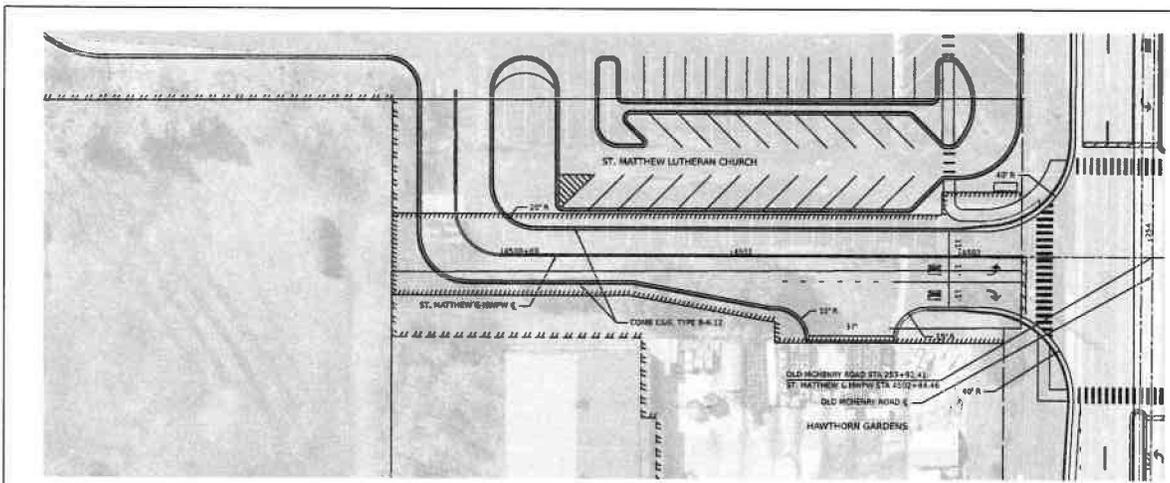


DESIGNED -	ALVISED -
DRAWN -	ALVISED -
CHECKED -	ALVISED -
DATE -	ALVISED -

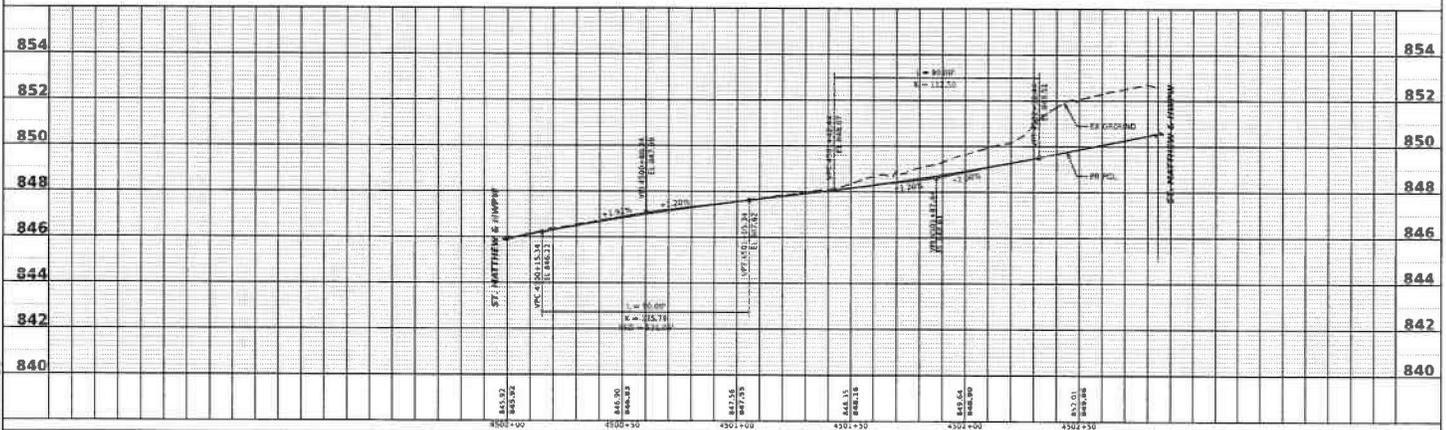
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

OLD MCHENRY ROAD
 PREFERRED IMPROVEMENT PLAN
 SCALE: 1" = 50'

DATE	SECTION	COUNTY	TOTAL SHEETS
18-0998-4-01			4
CONTRACT NO.			

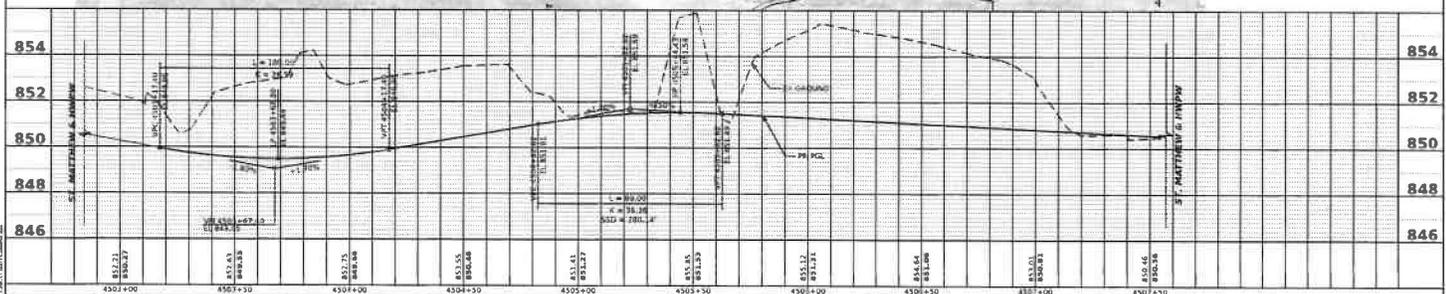
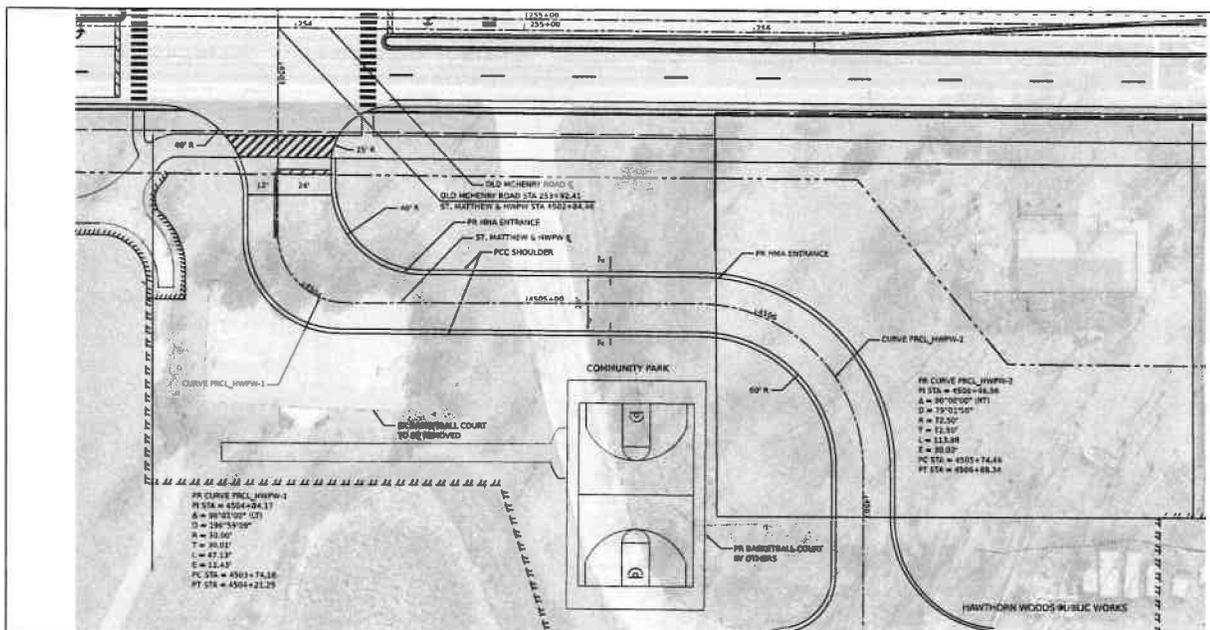


LEGEND:
 --- EX ROW
 - - - PR ROW
 // // // PR PERM EASEMENT
 / / / / / PR TEMP EASEMENT



DESIGNED -	REVISION -	STATE OF ILLINOIS	ST. MATTHEW CHURCH & HAWTHORN WOODS PUBLIC WORKS	CAL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISION -	DEPARTMENT OF TRANSPORTATION	PREFERRED IMPROVEMENT PLAN	18-0099643-45	LAMAR	JEFFERSON	33	28
CHECKED -	REVISION -							
DATE -	REVISION -							

PROJECT: ST. MATTHEW CHURCH & HAWTHORN WOODS PUBLIC WORKS
 SHEET: 18-0099643-45



DESIGNED	REVIEWED	DATE	DATE
DRAWN	REVIEWED		
CHECKED	REVIEWED		
DATE	REVIEWED		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

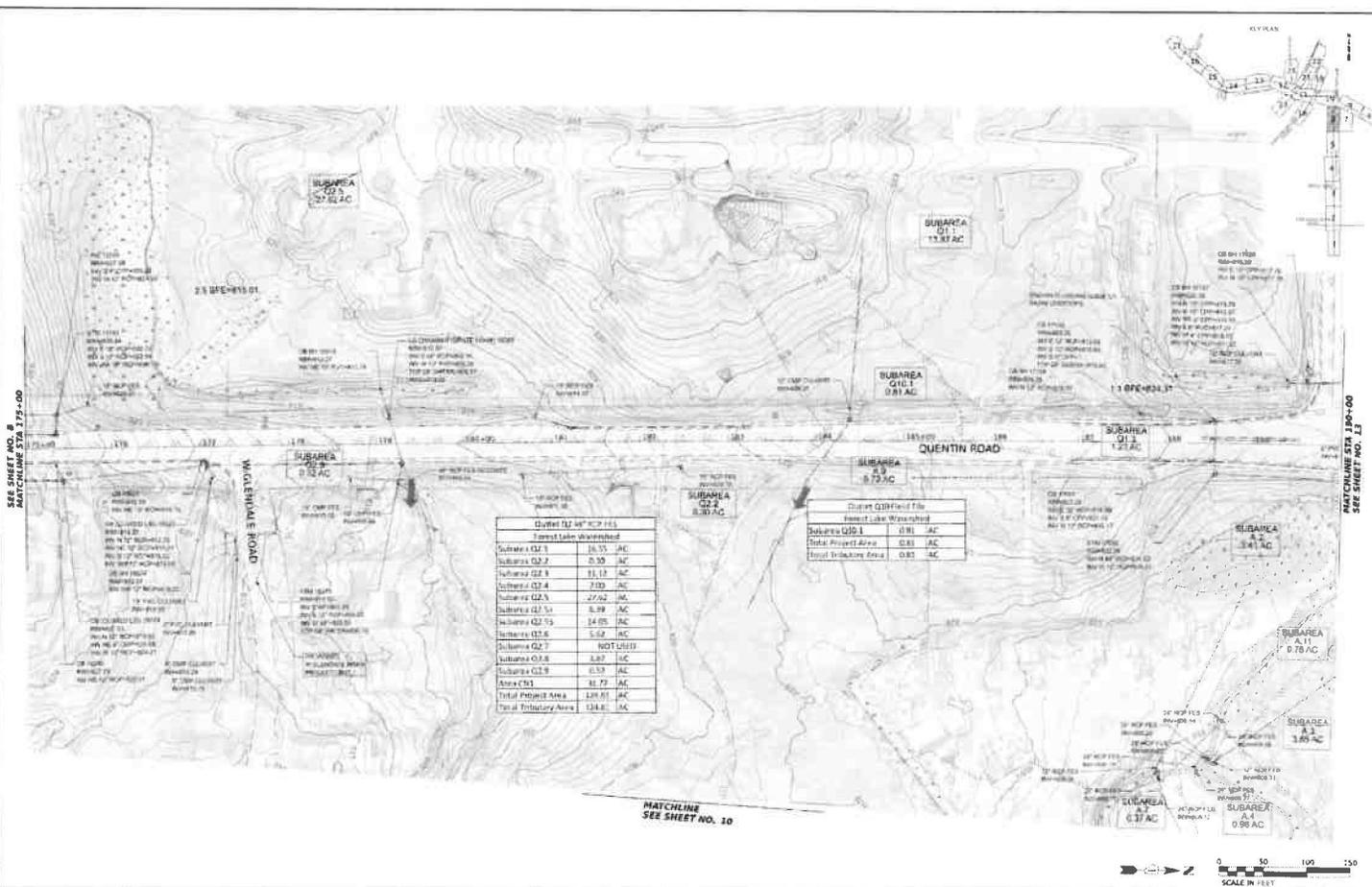
ST. MATTHEW CHURCH & HAWTHORN WOODS PUBLIC WORKS
PREFERRED IMPROVEMENT PLAN

SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. 4502+84 TO STA. 4507+37

P.A. STA.	SECTION	COUNTY	TOWNSHIP	SHEET
	18-0095-43-45			27
				27
				27

Attachment G

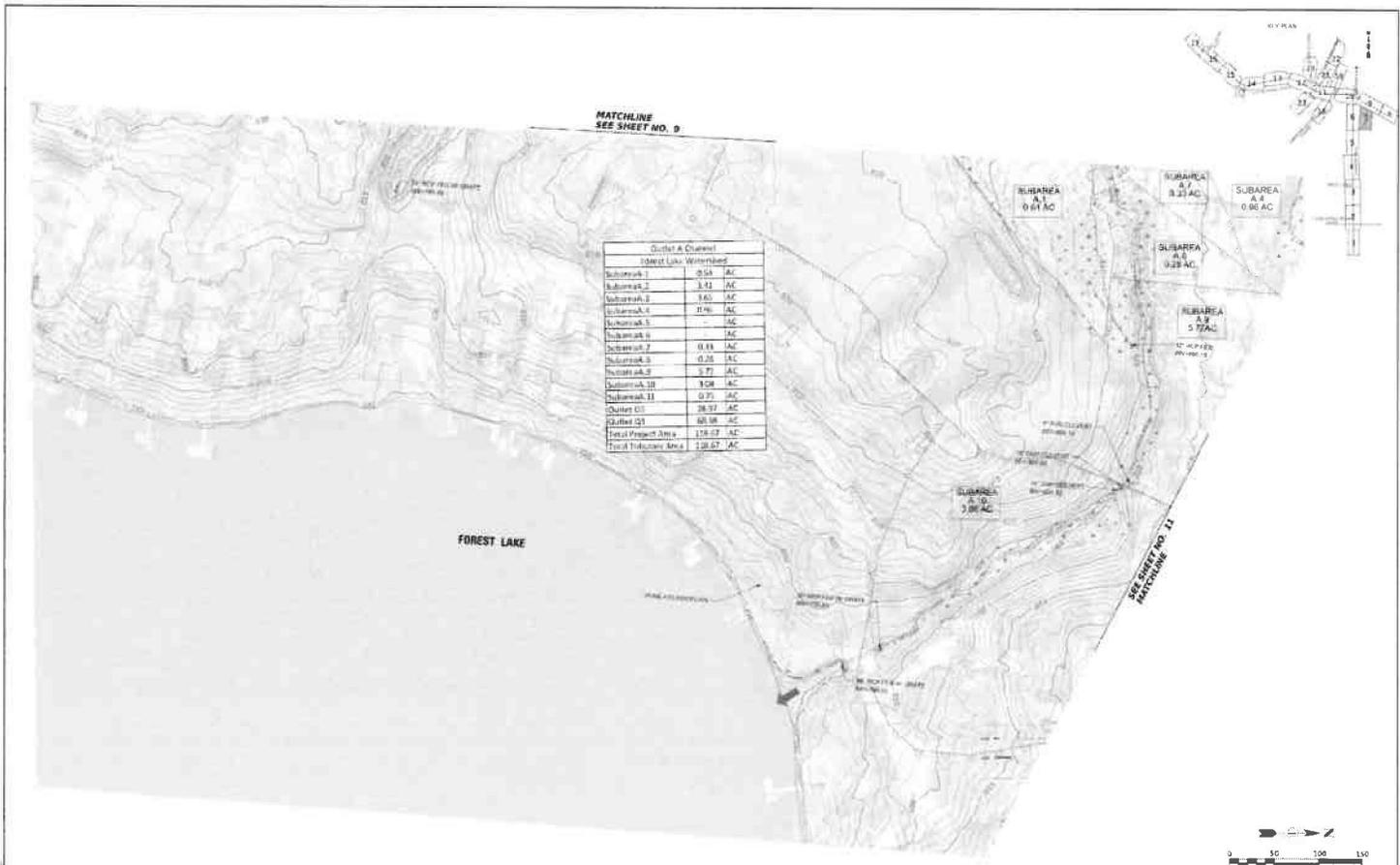
Existing Drainage Plan and Proposed Drainage Plan



Outlet Q2.1 (AC) (1.1)	
Subarea Q2.1	16.75 AC
Subarea Q2.2	0.33 AC
Subarea Q2.3	11.12 AC
Subarea Q2.4	7.00 AC
Subarea Q2.5	27.62 AC
Subarea Q2.5a	0.39 AC
Subarea Q2.5b	14.65 AC
Subarea Q2.6	5.67 AC
Subarea Q2.7	NOT USED
Subarea Q2.8	3.87 AC
Subarea Q2.9	0.57 AC
Area Q2.1	11.79 AC
Total Project Area	129.81 AC
Total Tributary Area	124.81 AC

Outlet Q2.1 (AC) (1.1)	
Subarea Q2.1	0.81 AC
Total Project Area	0.81 AC
Total Tributary Area	0.83 AC

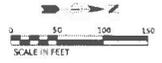
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DESIGNED	PERIOD										
DRAWN	REVISED										
CHECKED	APPROVED										
DATE	PERIOD										
<table border="1"> <tr> <td>DESIGNED</td> <td>PERIOD</td> </tr> <tr> <td>DRAWN</td> <td>REVISED</td> </tr> <tr> <td>CHECKED</td> <td>APPROVED</td> </tr> <tr> <td>DATE</td> <td>PERIOD</td> </tr> </table>	DESIGNED	PERIOD	DRAWN	REVISED	CHECKED	APPROVED	DATE	PERIOD	<p>SCALE: 1" = 60'</p> <p>SHEET 6 OF 24 SHEETS STA. 175+00 TO STA. 190+98</p>	<p>SECTION</p> <p>CONTRACT NO.</p>	<p>SCALE IN FEET</p> <p>0 50 100 150</p>
DESIGNED	PERIOD										
DRAWN	REVISED										
CHECKED	APPROVED										
DATE	PERIOD										



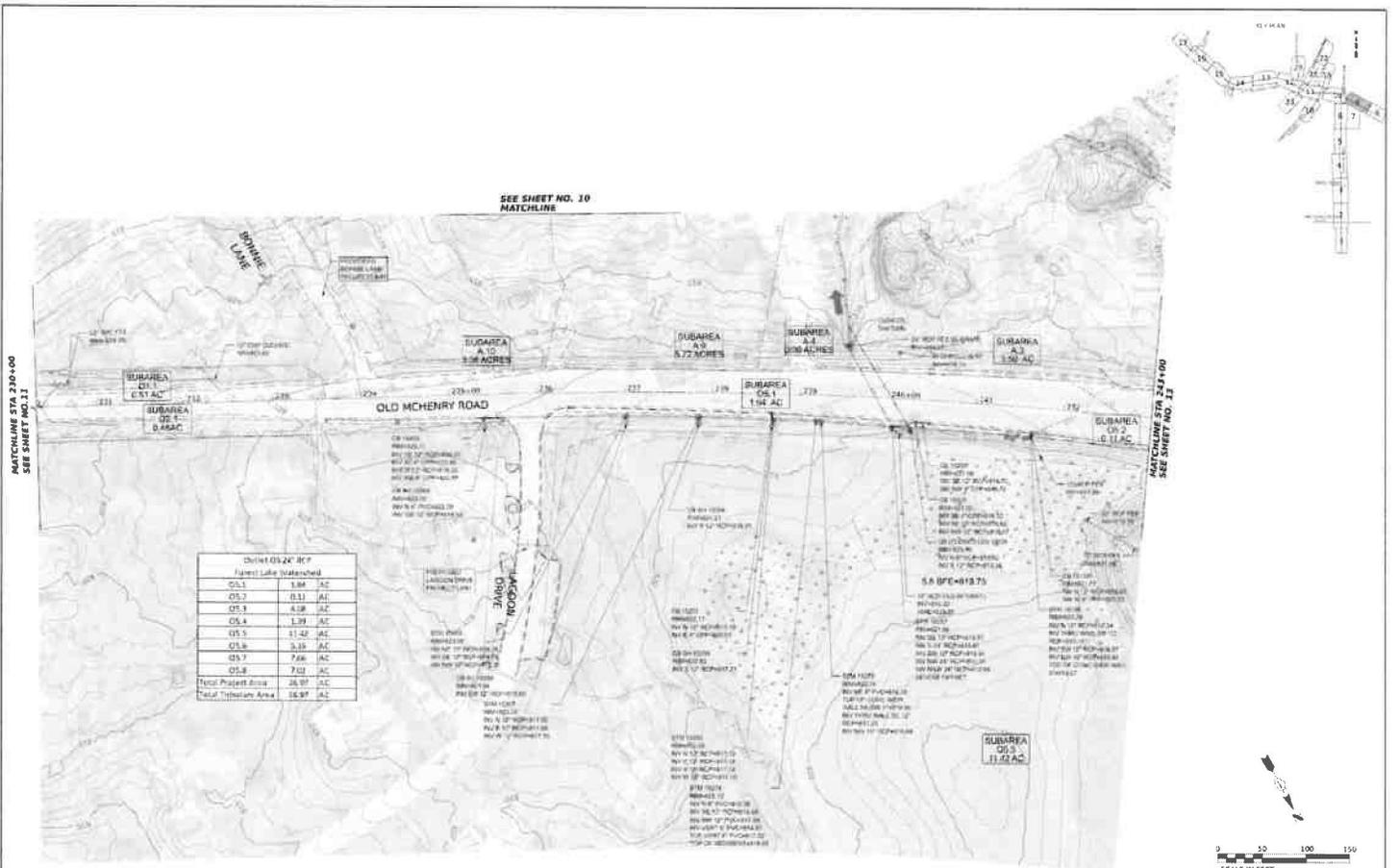
MATCHLINE
SEE SHEET NO. 9

Outlet & Channel	
Forest Lake Watershed	
Subarea 1	0.54 AC
Subarea 2	3.51 AC
Subarea 3	1.60 AC
Subarea 4	11.76 AC
Subarea 5	- AC
Subarea 6	- AC
Subarea 7	0.44 AC
Subarea 8	0.25 AC
Subarea 9	5.27 AC
Subarea 10	3.04 AC
Subarea 11	0.27 AC
Outlet Q1	26.97 AC
Outlet Q2	65.98 AC
Total Project Area	118.07 AC
Total Tributary Area	128.67 AC

SEE SHEET NO. 11
MATCHLINE



DESIGNED BY	DESIGNED	PERIOD	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	QUENTIN ROAD EXISTING DRAINAGE PLAN	SECTION	COUNTY	TOWN	RANGE
AC. SCALE	CREATED	REVISED			12.0000 AC. EAS.	LAKE	27	12
APPROVED	DATE	REVISED			CONTRACT NO.			
					13.0000 AC. EAS.			

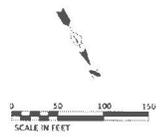


CHINIS 0524' RCP
Forest Lake Watershed

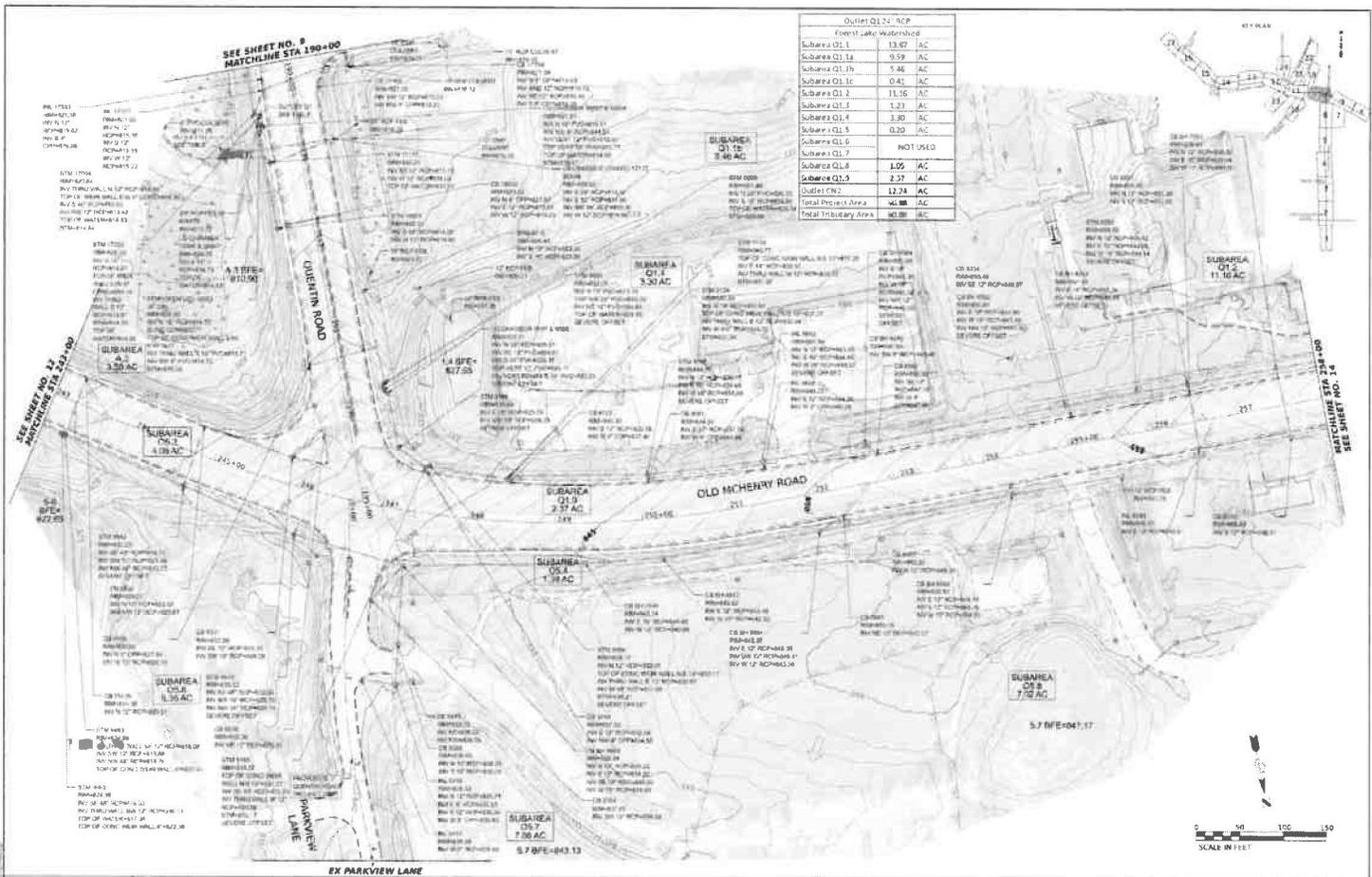
05.1	1.88	AC
05.2	0.51	AC
05.3	4.59	AC
05.4	1.31	AC
05.5	11.42	AC
05.6	3.19	AC
05.7	7.66	AC
05.8	7.02	AC
Total Project Area	58.97	AC

MATCHLINE STA 230+00
SEE SHEET NO. 10

MATCHLINE STA 244+00
SEE SHEET NO. 11



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DESIGNED	BY	PERIOD																						
DRAWN	BY	PERIOD																						
CHECKED	BY	PERIOD																						
DATE		PERIOD																						
SECTION	COUNTY	SHEET NO.																						
1200000-1345	LAKE	22																						
CONTRACT NO.																								
<p>SCALE: 1" = 50'</p>		<p>DATE: 05/24/00</p>																						



Outlet QL24-ACP	
Forest Lake Watershed	
Subarea QL1	13.07 AC
Subarea QL1a	0.59 AC
Subarea QL1b	5.46 AC
Subarea QL1c	0.41 AC
Subarea QL1d	11.16 AC
Subarea QL1e	1.23 AC
Subarea QL1f	1.30 AC
Subarea QL1g	0.20 AC
Subarea QL1h	NOT USED
Subarea QL1i	1.09 AC
Subarea QL1j	2.37 AC
Subarea QL1k	12.24 AC
Total Project Area	64.88 AC
Total Tributary Area	60.88 AC

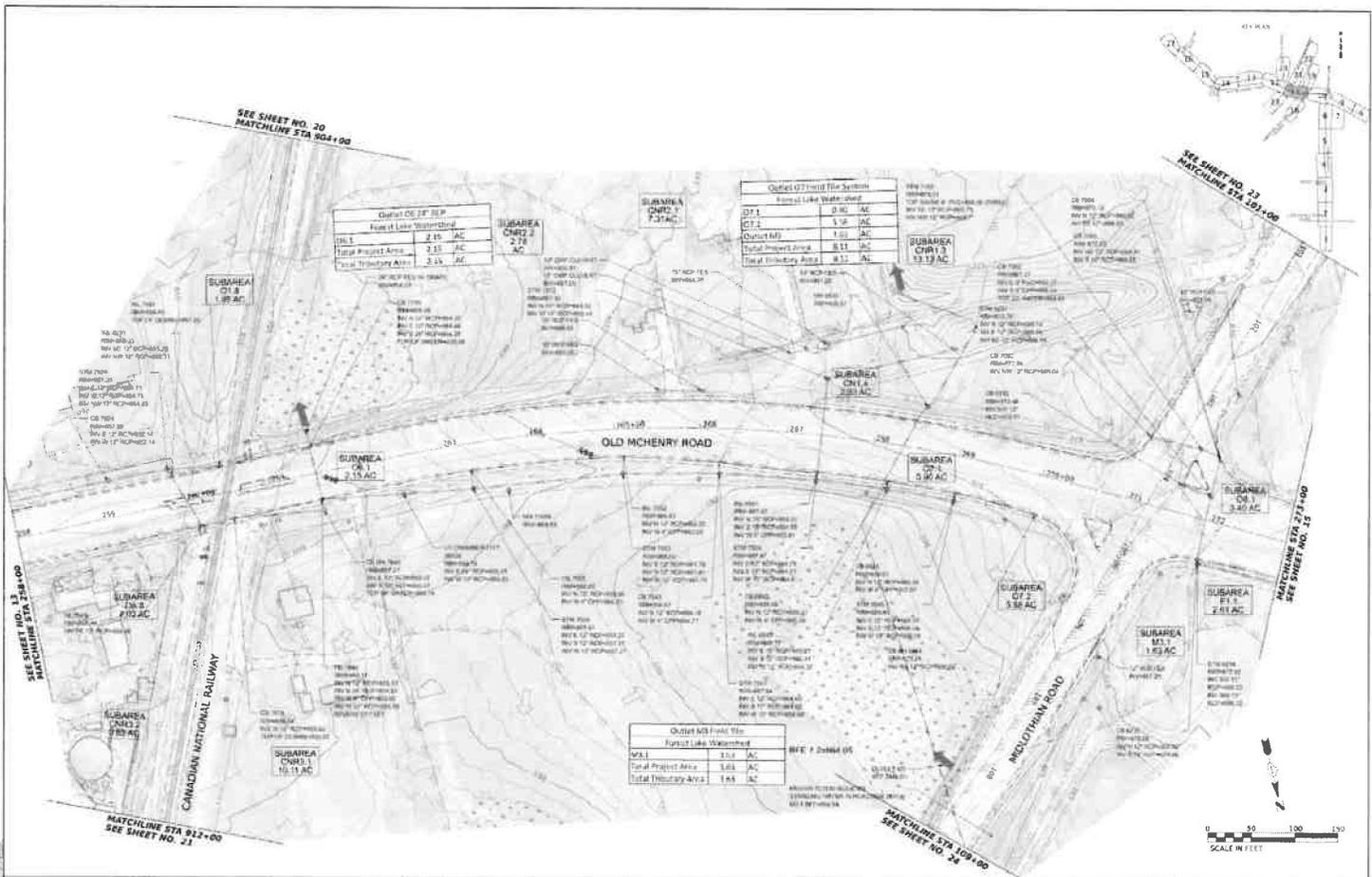
SEE SHEET NO. 8
MATCHLINE STA 190+00

SEE SHEET NO. 17
MATCHLINE STA 23+00

MATCHLINE STA 23+100
SEE SHEET NO. 14

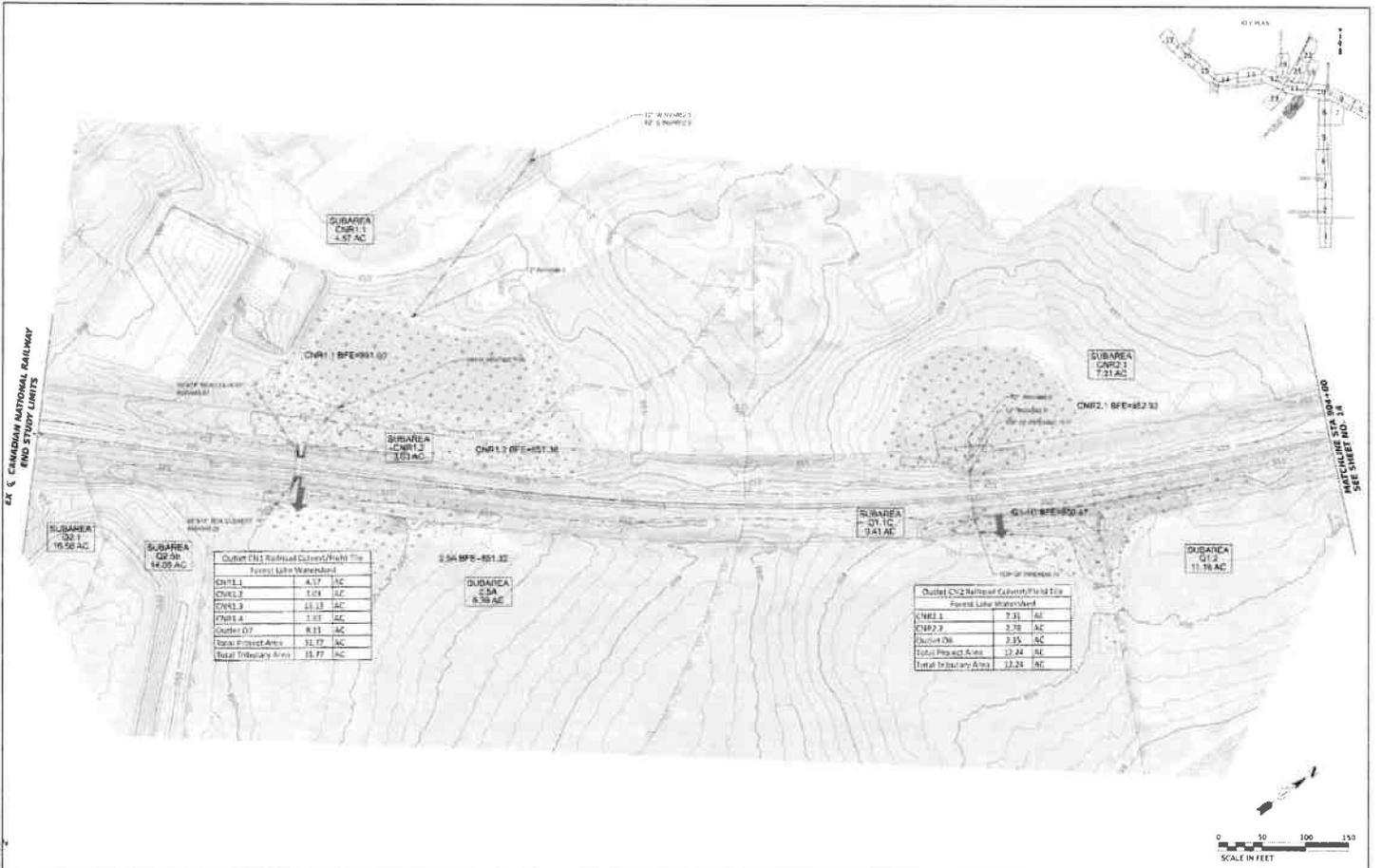


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		OLD MCHENRY ROAD EXISTING DRAINAGE PLAN		COUNTY: 19 TOWNSHIP: 0225 SECTION: 12
DESIGNED BY: [blank] CHECKED BY: [blank] DATE: [blank]	REVISIONS: [blank] APPROVED BY: [blank]	SCALE: 1" = 50' SHEET NO. 10 OF 24 SHEETS: STA. 241+00 TO STA. 248+00	CONTRACT NO.: [blank]	DRAWN BY: [blank]



<table border="1"> <tr><td>DESIGNED</td><td>REVIEWED</td></tr> <tr><td>DRAWN</td><td>APPROVED</td></tr> <tr><td>CHECKED</td><td>REVISIONS</td></tr> <tr><td>DATE</td><td>REVISED</td></tr> </table>	DESIGNED	REVIEWED	DRAWN	APPROVED	CHECKED	REVISIONS	DATE	REVISED	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">OLD MCHENRY ROAD EXISTING DRAINAGE PLAN</p>	<table border="1"> <tr><td>SECTION</td><td>TOTAL SHEETS</td></tr> <tr><td>12-00000-1-15</td><td>17</td></tr> <tr><td>COUNTY</td><td>NO.</td></tr> <tr><td>LAKE</td><td>14</td></tr> <tr><td>CONTRACT NO.</td><td></td></tr> </table>	SECTION	TOTAL SHEETS	12-00000-1-15	17	COUNTY	NO.	LAKE	14	CONTRACT NO.	
DESIGNED	REVIEWED																				
DRAWN	APPROVED																				
CHECKED	REVISIONS																				
DATE	REVISED																				
SECTION	TOTAL SHEETS																				
12-00000-1-15	17																				
COUNTY	NO.																				
LAKE	14																				
CONTRACT NO.																					

SCALE: 1" = 50' SHEET 11 OF 24 DRAWN: STA-2181-00 TO STA: 2714-00



42' ± CANADIAN NATIONAL RAILWAY AND STUDY LIMITS

MAP SHEET STA. 90+00 SEE SHEET NO. 11

Outlet CDR1 Railroad Culvert/Field Tile
Forest Lake Watershed

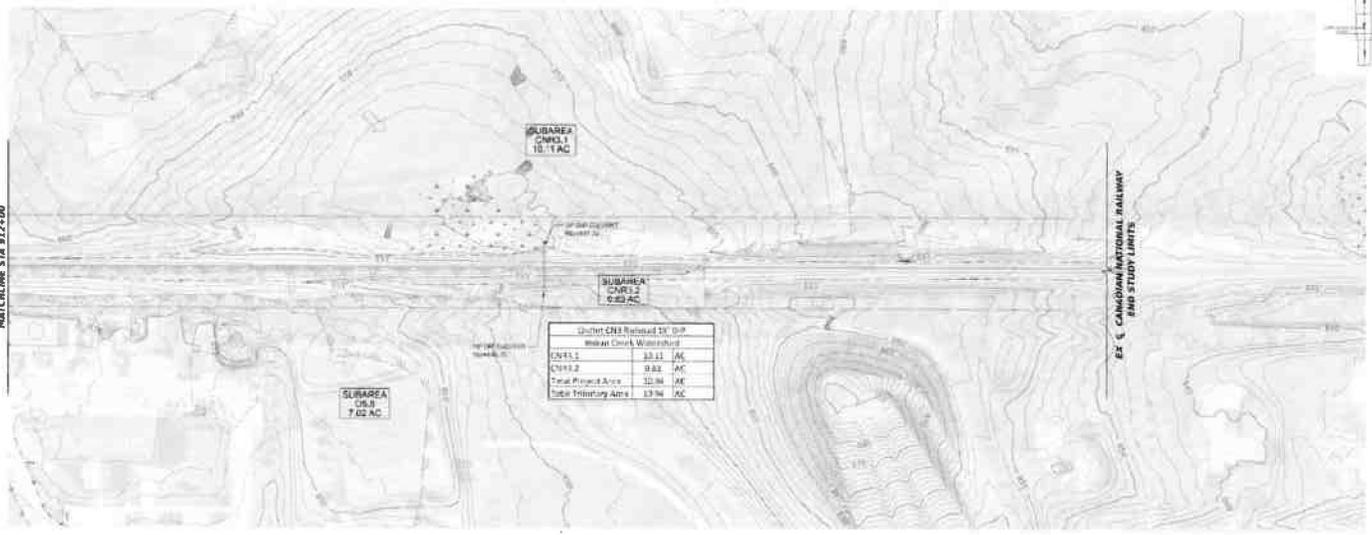
CNR1.1	4.57	AC
CNR1.2	1.04	AC
CNR1.3	11.13	AC
CNR1.4	1.11	AC
Outlet D1	8.11	AC
Total Forest Area	31.17	AC
Total Tributary Area	31.77	AC

Outlet CDR2 Railroad Culvert/Field Tile
Forest Lake Watershed

CNR2.1	7.31	AC
CNR2.2	2.30	AC
Outlet CDR	3.35	AC
Total Forest Area	12.96	AC
Total Tributary Area	12.24	AC

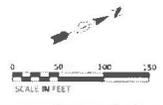


DESIGNER M&E CONSULTANTS	ENGINEER M&E CONSULTANTS	REVISIONS	DATE	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANADIAN NATIONAL RAILWAY EXISTING DRAINAGE PLAN	SCALE: 1" = 50'	SHEET 18 OF 24 SHEETS STA. 89+00 TO STA. 90+00	CONTRACT NO.
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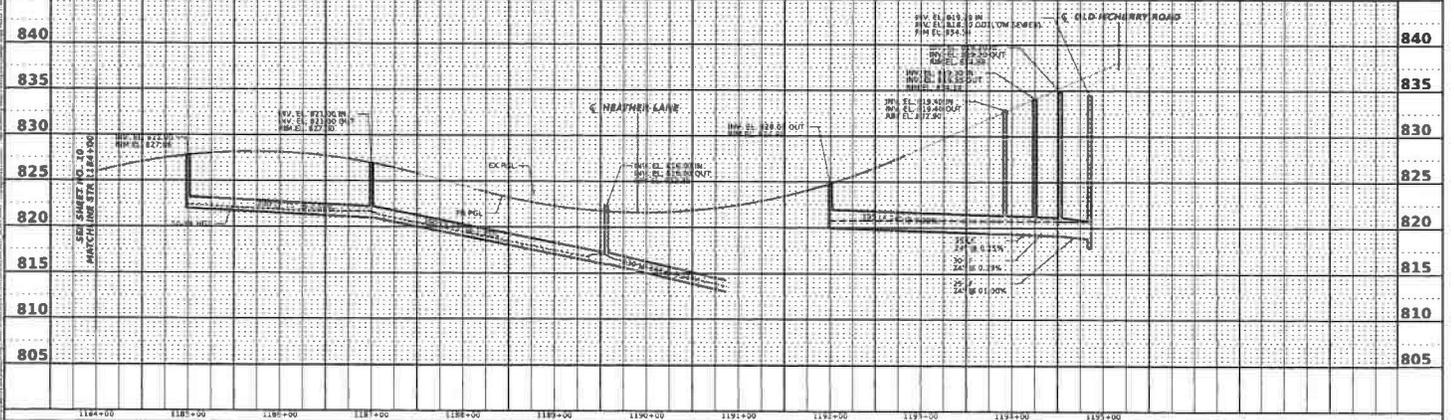
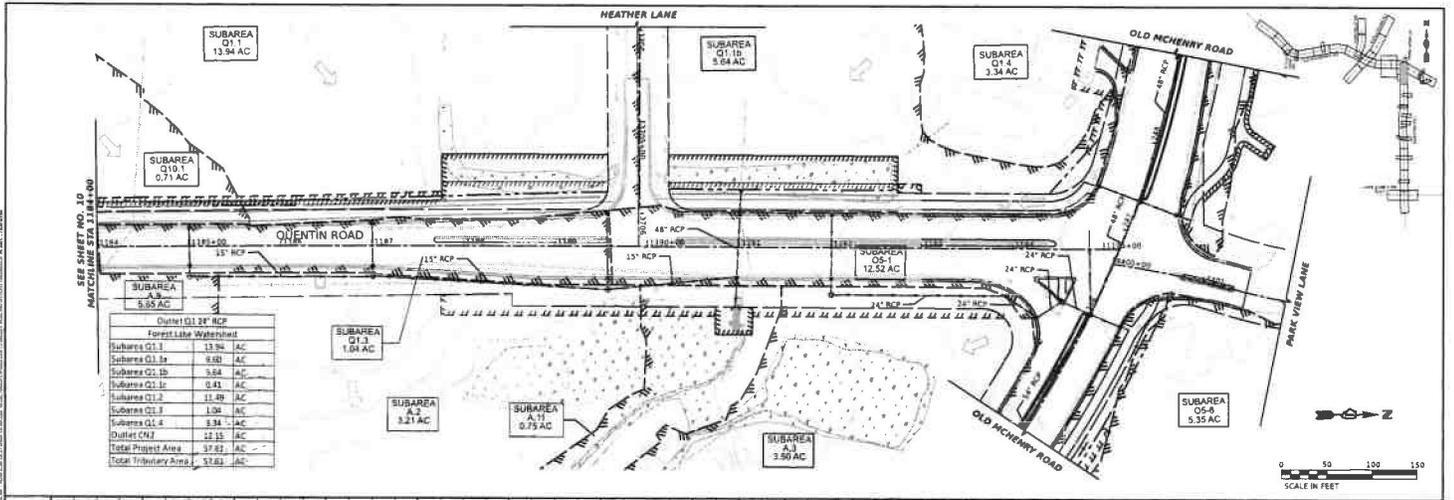


SEE SHEET NO. 14
MATCHLINE STA 912+00

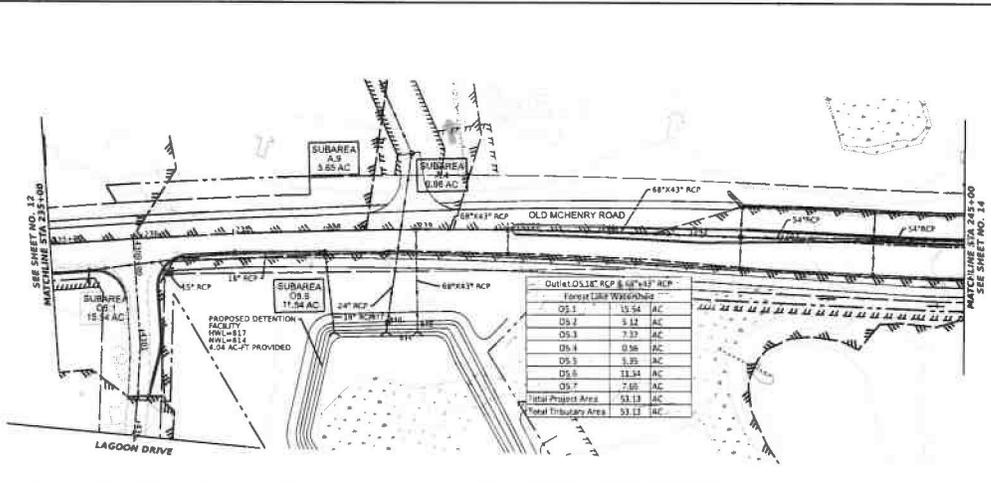
EX. 6 CANADIAN NATIONAL RAILWAY
END STUDY LIMITS



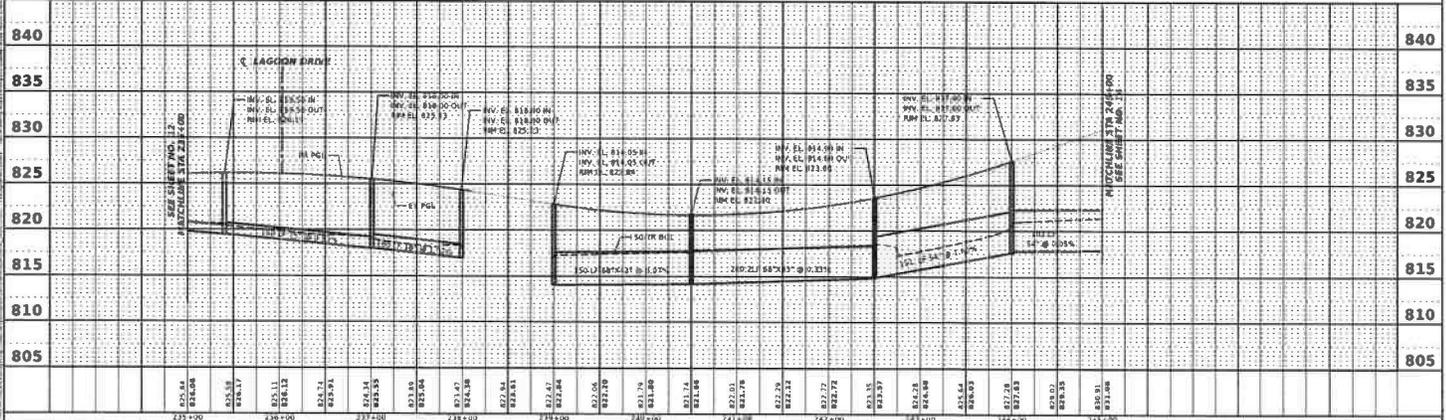
DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____ DATE: _____	REVIEWED BY: _____ APPROVED BY: _____ FIELD BY: _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANADIAN NATIONAL RAILWAY EXISTING DRAINAGE PLAN	SHEET NO. 15 OF 24 SHEETS STA. 911+00 TO STA. 924+00 CONTRACT NO. _____
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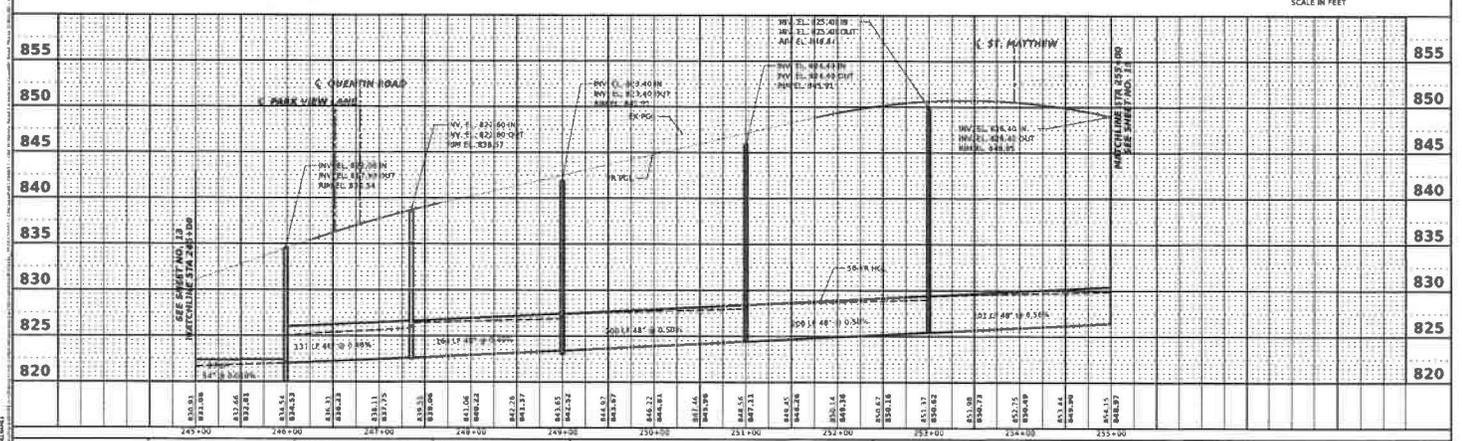
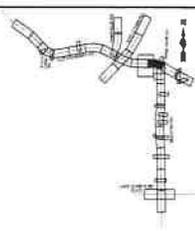
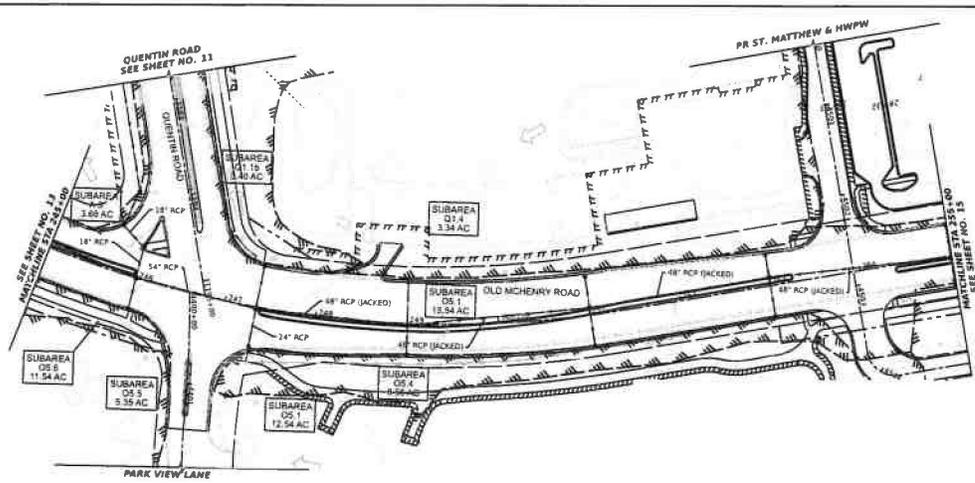
DESIGNED - JS	REVIEWED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	QUENTIN ROAD PROPOSED DRAINAGE PLAN		T.A. A/E SECTION COUNTY SHEETS NO.
DRAWN - MC	REVIEWED -		19-0088-01-01 SHEET NO.	CONTRACT NO.	
CHECKED - EMD	REVIEWED -		SCALE: 1" = 50' SHEET 8 OF 7 SHEETS STA. 1184+00 TO STA. 1195+16.64		



Outlet	Outlet RCP	Inlet RCP	Area
OS.1	12" RCP	18" RCP	13.54 AC
OS.2	12" RCP	18" RCP	9.12 AC
OS.3	12" RCP	18" RCP	7.32 AC
OS.4	12" RCP	18" RCP	0.96 AC
OS.5	12" RCP	18" RCP	1.25 AC
OS.6	12" RCP	18" RCP	11.34 AC
OS.7	12" RCP	18" RCP	7.00 AC
Total Project Area			53.13 AC
Total Tributary Area			53.13 AC

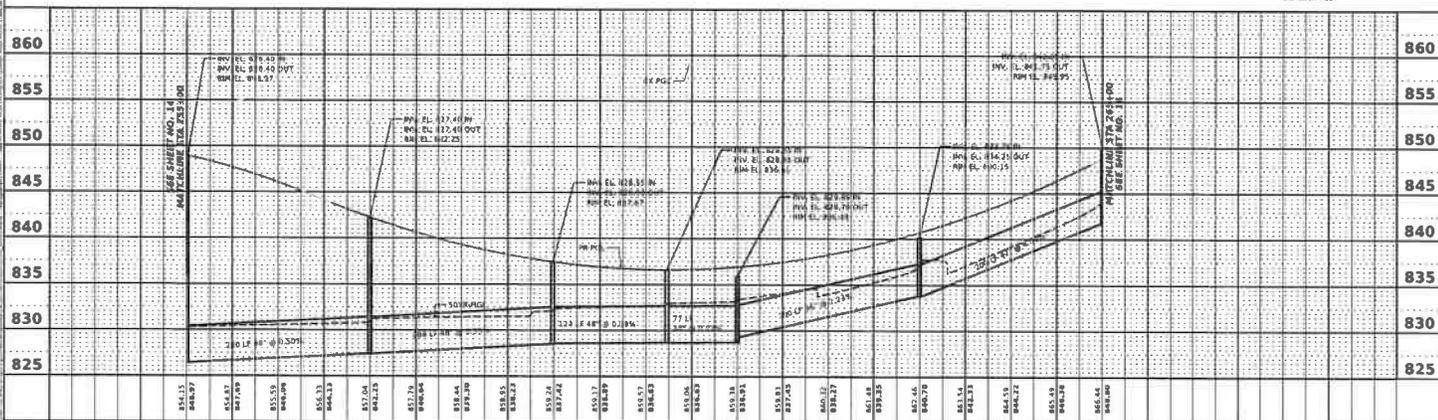
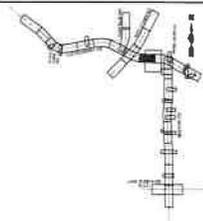
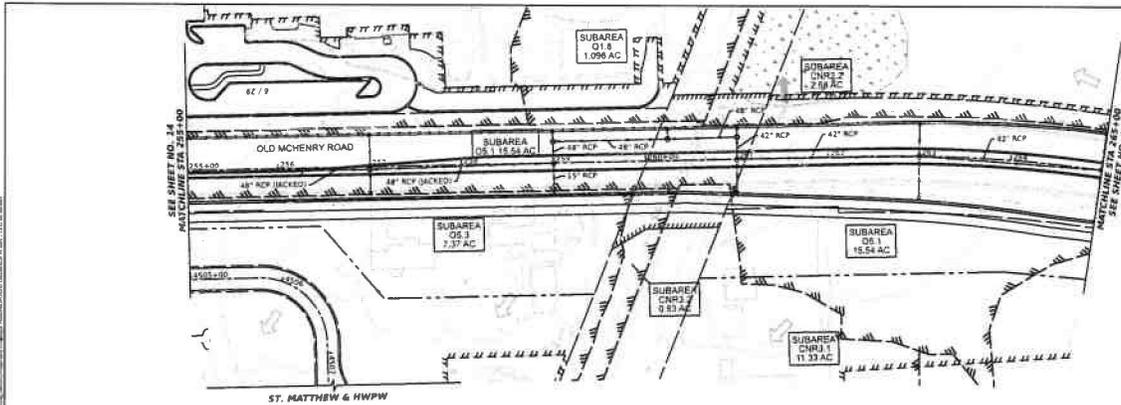


235+00	236+00	237+00	238+00	239+00	240+00	241+00	242+00	243+00	244+00	245+00
825.84	825.58	825.11	824.54	823.85	822.84	822.47	822.04	821.59	821.14	820.69
826.08	825.82	825.35	824.78	823.77	822.76	822.39	821.94	821.49	821.04	820.59
826.32	826.06	825.59	825.02	824.01	823.00	822.63	822.18	821.73	821.28	820.83
826.56	826.30	825.83	825.26	824.25	823.24	822.87	822.42	821.97	821.52	821.07
826.80	826.54	826.07	825.50	824.49	823.48	823.11	822.66	822.21	821.76	821.31
827.04	826.78	826.31	825.74	824.73	823.72	823.35	822.90	822.45	822.00	821.55
827.28	827.02	826.55	825.98	824.97	823.96	823.59	823.14	822.69	822.24	821.79
827.52	827.26	826.79	826.22	825.21	824.20	823.83	823.38	822.93	822.48	822.03
827.76	827.50	827.03	826.46	825.45	824.44	824.07	823.62	823.17	822.72	822.27
828.00	827.74	827.27	826.70	825.69	824.68	824.31	823.86	823.41	822.96	822.51
828.24	827.98	827.51	826.94	825.93	824.92	824.55	824.10	823.65	823.20	822.75
828.48	828.22	827.75	827.18	826.17	825.16	824.79	824.34	823.89	823.44	822.99
828.72	828.46	827.99	827.42	826.41	825.40	825.03	824.58	824.13	823.68	823.23
828.96	828.70	828.23	827.66	826.65	825.64	825.27	824.82	824.37	823.92	823.47
829.20	828.94	828.47	827.90	826.89	825.88	825.51	825.06	824.61	824.16	823.71
829.44	829.18	828.71	828.14	827.13	826.12	825.75	825.30	824.85	824.40	823.95
829.68	829.42	828.95	828.38	827.37	826.36	825.99	825.54	825.09	824.64	824.19
830.00	829.74	829.27	828.70	827.69	826.68	826.31	825.86	825.41	824.96	824.51
830.24	829.98	829.51	828.94	827.93	826.92	826.55	826.10	825.65	825.20	824.75
830.48	830.22	829.75	829.18	828.17	827.16	826.79	826.34	825.89	825.44	824.99
830.72	830.46	829.99	829.42	828.41	827.40	827.03	826.58	826.13	825.68	825.23
830.96	830.70	830.23	829.66	828.65	827.64	827.27	826.82	826.37	825.92	825.47
831.20	830.94	830.47	829.90	828.89	827.88	827.51	827.06	826.61	826.16	825.71
831.44	831.18	830.71	830.14	829.13	828.12	827.75	827.30	826.85	826.40	825.95
831.68	831.42	830.95	830.38	829.37	828.36	827.99	827.54	827.09	826.64	826.19
831.92	831.66	831.19	830.62	829.61	828.60	828.23	827.78	827.33	826.88	826.43
832.16	831.90	831.43	830.86	829.85	828.84	828.47	828.02	827.57	827.12	826.67
832.40	832.14	831.67	831.10	830.09	829.08	828.71	828.26	827.81	827.36	826.91
832.64	832.38	831.91	831.34	830.33	829.32	828.95	828.50	828.05	827.60	827.15
832.88	832.62	832.15	831.58	830.57	829.56	829.19	828.74	828.29	827.84	827.39
833.12	832.86	832.39	831.82	830.81	829.80	829.43	828.98	828.53	828.08	827.63
833.36	833.10	832.63	832.06	831.05	830.04	829.67	829.22	828.77	828.32	827.87
833.60	833.34	832.87	832.30	831.29	830.28	829.91	829.46	829.01	828.56	828.11
833.84	833.58	833.11	832.54	831.53	830.52	830.15	829.70	829.25	828.80	828.35
834.08	833.82	833.35	832.78	831.77	830.76	830.39	829.94	829.49	829.04	828.59
834.32	834.06	833.59	833.02	832.01	831.00	830.63	830.18	829.73	829.28	828.83
834.56	834.30	833.83	833.26	832.25	831.24	830.87	830.42	829.97	829.52	829.07
834.80	834.54	834.07	833.50	832.49	831.48	831.11	830.66	830.21	829.76	829.31
835.04	834.78	834.31	833.74	832.73	831.72	831.35	830.90	830.45	829.99	829.54
835.28	835.02	834.55	833.98	832.97	831.96	831.59	831.14	830.69	830.24	829.79
835.52	835.26	834.79	834.22	833.21	832.20	831.83	831.38	830.93	830.48	829.99
835.76	835.50	835.03	834.46	833.45	832.44	832.07	831.62	831.17	830.72	830.27
836.00	835.74	835.27	834.70	833.69	832.68	832.31	831.86	831.41	830.96	830.51
836.24	835.98	835.51	834.94	833.93	832.92	832.55	832.10	831.65	831.20	830.75
836.48	836.22	835.75	835.18	834.17	833.16	832.79	832.34	831.89	831.44	830.99
836.72	836.46	835.99	835.42	834.41	833.40	833.03	832.58	832.13	831.68	831.23
836.96	836.70	836.23	835.66	834.65	833.64	833.27	832.82	832.37	831.92	831.47
837.20	836.94	836.47	835.90	834.89	833.88	833.51	833.06	832.61	832.16	831.71
837.44	837.18	836.71	836.14	835.13	834.12	833.75	833.30	832.85	832.40	831.95
837.68	837.42	836.95	836.38	835.37	834.36	833.99	833.54	833.09	832.64	832.19
837.92	837.66	837.19	836.62	835.61	834.60	834.23	833.78	833.33	832.88	832.43
838.16	837.90	837.43	836.86	835.85	834.84	834.47	834.02	833.57	833.12	832.67
838.40	838.14	837.67	837.10	836.09	835.08	834.71	834.26	833.81	833.36	832.91
838.64	838.38	837.91	837.34	836.33	835.32	834.95	834.50	834.05	833.60	833.15
838.88	838.62	838.15	837.58	836.57	835.56	835.19	834.74	834.29	833.84	833.39
839.12	838.86	838.39	837.82	836.81	835.80	835.43	834.98	834.53	834.08	833.63
839.36	839.10	838.63	838.06	837.05	836.04	835.67	835.22	834.77	834.32	833.87
839.60	839.34	838.87	838.30	837.29	836.28	835.91	835.46	835.01	834.56	834.11
839.84	839.58	839.11	838.54	837.53	836.52	836.15	835.70	835.25	834.80	834.35
840.08	839.82	839.35	838.78	837.77	836.76	836.39	835.94	835.49	835.04	834.59
840.32	840.06	839.59	839.02	838.01	837.00	836.63	836.18	835.73	835.28	834.83
840.56	840.30	839.83	839.26	838.25	837.24	836.87	836.42	835.97	835.52	835.07
840.80	840.54	840.07	839.50	838.49	837.48	837.11	836.66	836.21	835.76	835.31
841.04	840.78	840.31	839.74	838.73	837.72	837.35	836.90	836.45	836.00	835.55
841.28	841.02	840.55	839.98	838.97	837.96	837.59	837.14	836.69	836.24	835.79
841.52	841.26	840.79	840.22	839.21	838.20	837.83	837.38	836.93	836.48	836.03
841.76	841.50	841.03	840.46	839.45	838.44	838.07	837.62	837.17	836.72	836.27
842.00	841.74	841.27	840.70	839.69	838.68	838.31	837.86	837.41	836.96	836.51
842.24	841.98	841.51	840.94	839.93	838.92	838.55	838.10	837.65	837.20	836.75
842.48	842.22	841.75	841.18	840.17	839.16	838.79	838.34	837.89	837.44	836.99
842.72	842.46	841.99	841.42	840.41	839.40	839.03	838.58	838.13	837.68	837.23
842.96	842.70	842.23	841.66	840.65	839.64	839.27	838.82	838.37	837.92	837.47
843.20	842.94	842.47	841.90	840.89	839.88	839.51	839.06	838.61	838.16	837.71
843.44	843.18	842.71	842.14	841.13	840.12	839.75	839.30	838.85	838.40	837.95
843.68	843.42	842.95	842.38	841.37	840.36	839.99	839.54	839.09	838.64	838.19
843.92	843.66	843.19	842.62	841.61	840.60	840.23	839.78	839.33	838.88	838.43
844.16	843.90	843.43	842.86	841.85	840.84	840.47	840.02	839.57	839.12	838.67
844.40	844.14	843.67	843.10	842.09	841.08	840.71	840.26	839.81	839.36	838.91
844.64	844.38	843.91	843.34	842.33	841.32	840.95	840.50	840.05	839.60	839.15
844.88	844.62	844.15	843.58	842.57	841.56	841.19	840.74	840.29	839.84	839.39
845.12	844.86	844.39	843.82	842.81	841.80	841.43	840.98	840.53	840.08	839.63
845.36	845.10	844.63	844.06	843.05	842.04	841.67	841.22	840.77	840.32	839.87
845.60	845.34	844.87	844.30	843.29	842.28	841.91	841.46			



DESIGNED - JS	REVIEWED -	STATE OF ILLINOIS	OLD MCHENRY ROAD	P.A. 15	SECTION	COUNTY	137/6	13/27
DRAWN - MC	REVIEWED -	DEPARTMENT OF TRANSPORTATION	PROPOSED DRAINAGE PLAN	15-00996-65-65	LAKE	24	14	
CHECKED - DMH	REVIEWED -				CONTRACT NO.			
DATE -	REVIEWED -							

SCALE: 1" = 50' SHEET 3 OF 10 SHEETS STA. 244+00 TO STA. 253+00



DESIGNED BY	DESIGNED	REVISIONS	DATE	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OLD MCHENRY ROAD PROPOSED DRAINAGE PLAN	SECTION	COUNTY	TOWNSHIP	SHEET NO.
DESIGNED BY	DESIGNED	REVISIONS	DATE			19-0099-65.25	LAKE	24	15
DESIGNED BY	DESIGNED	REVISIONS	DATE						

SCALE: 1" = 50' SHEET 4 OF 10 SHEETS STA. 255+00 TO STA. 293+00 CONTRACT NO. 19-0099-65.25

Attachment H

FHWA and IDOT Section 4(f) *de minimis* Approval

<<Placeholder>>