Planning and Environmental Linkages Study

Fairfield Road - North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois

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FAIRFIELD ROAD PLANNING STUDY

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Abbreviations and Acronyms

2040 Plan	Lake County 2040 Transportation Plan
ACRES	Assessment Cleanup and Redevelopment Exchange System
ACS	American Community Survey
ADT	Average Daily Traffic
ADID	Advanced Identification
BDE	Bureau of Design and Environment
BLRS	Bureau of Local Roads and Streets
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Agency for Planning
DHV	Design Hourly Volumes
EcoCAT	Ecological Compliance Assessment Tool
ERT	Emergency Response Time
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GIS	Geographic Information Systems
HARGIS	Historic and Architectural Resources Geographic Information System
HCM	Highway Capacity Manual
HSM	Highway Safety Manual
HUC	Hydraulic Unit Code
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
INAI	Illinois Natural Areas Inventory
INPC	Illinois Nature Preserves Commission
IPaC	Information for Planning and Consultation
ISGS	Illinois State Geological Survey
LCDOT	Lake County Division of Transportation
LCFPD	Lake County Forest Preserve District
LCSMC	Lake County Stormwater Management Commission
LCWI	Lake County Wetland Inventory
LOS	Level of Service
LWCA	Land and Water Conservation Act
MOT	Maintenance of Traffic
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHD	National Hydrography Dataset
NLCD	National Land Cover Database

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OPE	Online Public Engagement
OSLAD	Open Space Lands Acquisition and Development
PEL	Planning and Environmental Linkages
PESA	Preliminary Environmental Site Assessment
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
SEMS	Superfund Enterprise Management System
SIG	Stakeholder Involvement Group
SQG	Small Quantity Generator
TIP	Transportation Improvement Program
TRB	Transportation Research Board
UDO	Unified Development Ordinance
USCB	U.S. Census Bureau
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
VSQT	Very Small Quantity Generators
WOTUS	Waters of the U.S.

1 INTRODUCTION

The Lake County Division of Transportation (LCDOT), in cooperation with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), is conducting a Planning and Environmental Linkages (PEL) study to consider future transportation improvements along Fairfield Road from north of Gilmer Road to Oakwood Drive in unincorporated Lake County, as well as portions of the Village of Round Lake Beach, the Village of Round Lake, and the Village of Wauconda, Illinois. It covers a distance of approximately 5.5 miles with an approximate 100-foot buffer along the roadway. See Figure 1-1.

This PEL Study defines the project Purpose and Need along with goals and objectives based on input from stakeholders and the public. In addition, an initial range of improvement alternatives were evaluated to identify those that best support the project goals, account for project costs and constructability, and avoid or minimize environmental impacts. Alternatives were evaluated and presented to project stakeholders and the public for input and to help determine which alternatives should be carried forward to be evaluated in more detail in future preliminary engineering and National Environmental Policy Act (NEPA) studies.

The objective of the PEL Study is to explain the Purpose and Need, identify potential alternative projects with independent utility and logical termini, and develop alternatives for further study in a future NEPA document. The logical terminus at the southern limit was identified as north of Gilmer Road, to include the Gilmer Road connector intersection with Fairfield Road, not including the Gilmer Road grade-separated bypass. The logical terminus at the northern limit was identified as Oakwood Drive to encompass the potential for railroad crossing improvements extending north of IL Route 134 and the Metra railroad tracks. The Fairfield Road PEL Study follows FHWA PEL guidance regarding the integration of transportation planning and the NEPA process, which encourages the use of planning studies to provide information for incorporation into future NEPA documents (23 Code of Federal Regulations [CFR] 450). As part of the PEL process, the FHWA PEL Questionnaire was completed for this study and is located in Appendix A: FHWA PEL Questionnaire.

1.1 Description and Location of Project

Fairfield Road is a two-lane minor arterial roadway in the northwest portion of Lake County, identified by LCDOT as County Highway (CH) 49. There is only one through travel lane in each direction throughout the corridor. The roadway widens at the approaches to major intersections to accommodate left and right turn lanes, with a continuous left turn lane in the median north of Barberry Lane to Oakwood Drive. There are 18 intersections along the corridor, four of them signalized: IL Route 60, IL Route 120, Nippersink Road, and IL Route 134. All other intersections are stop-controlled on the minor streets. The corridor also crosses the Metra Milwaukee District North Rail Line north of IL Route 134. The corridor is less developed in the southern half between Gilmer Road and IL Route 120 than in the northern half from IL Route 120 to Oakwood Drive. Land use in the corridor is a mix of agriculture, residential, parkland, and some commercial uses. See Figure 1-2.

Figure 1-1: Fairfield Road Location Map

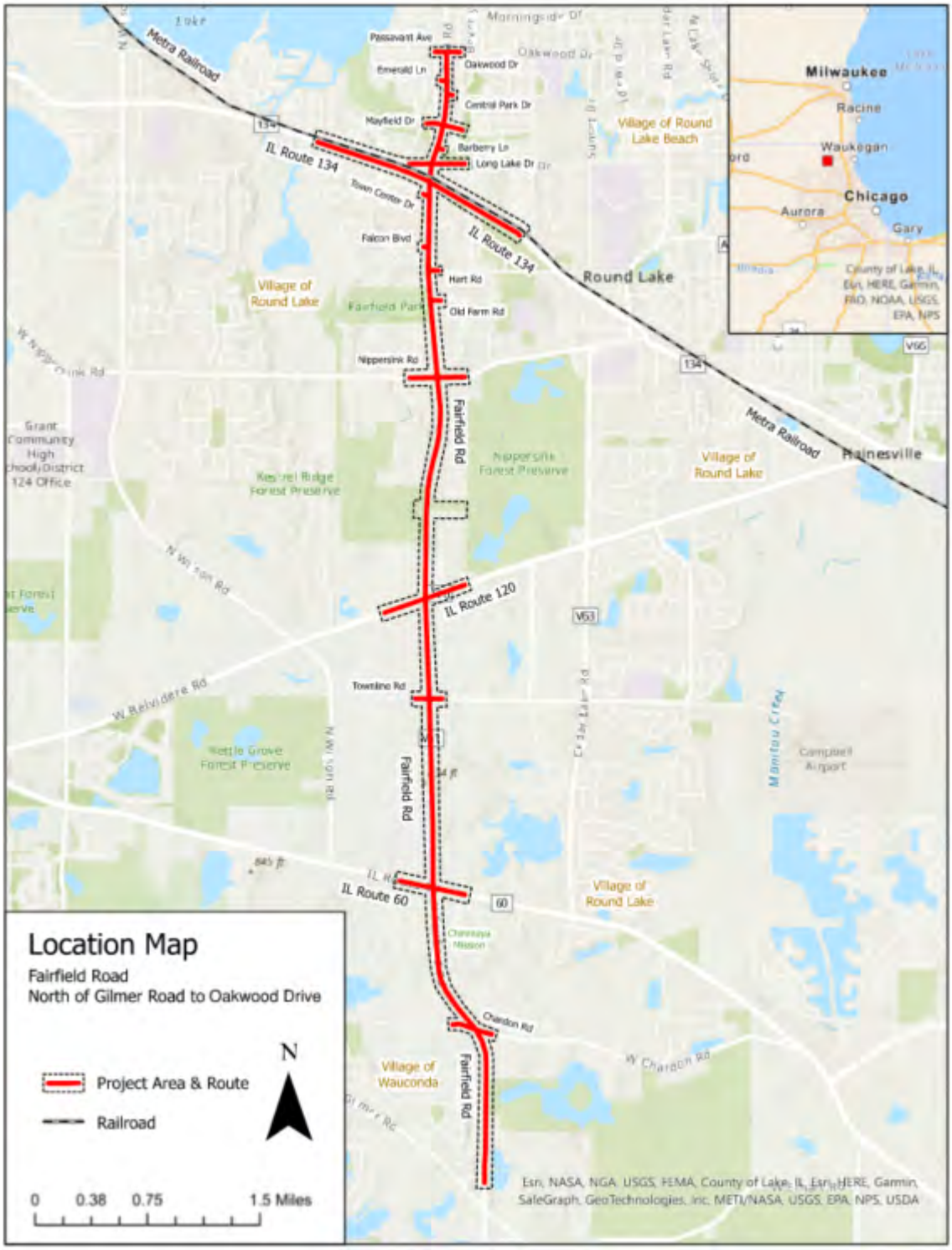
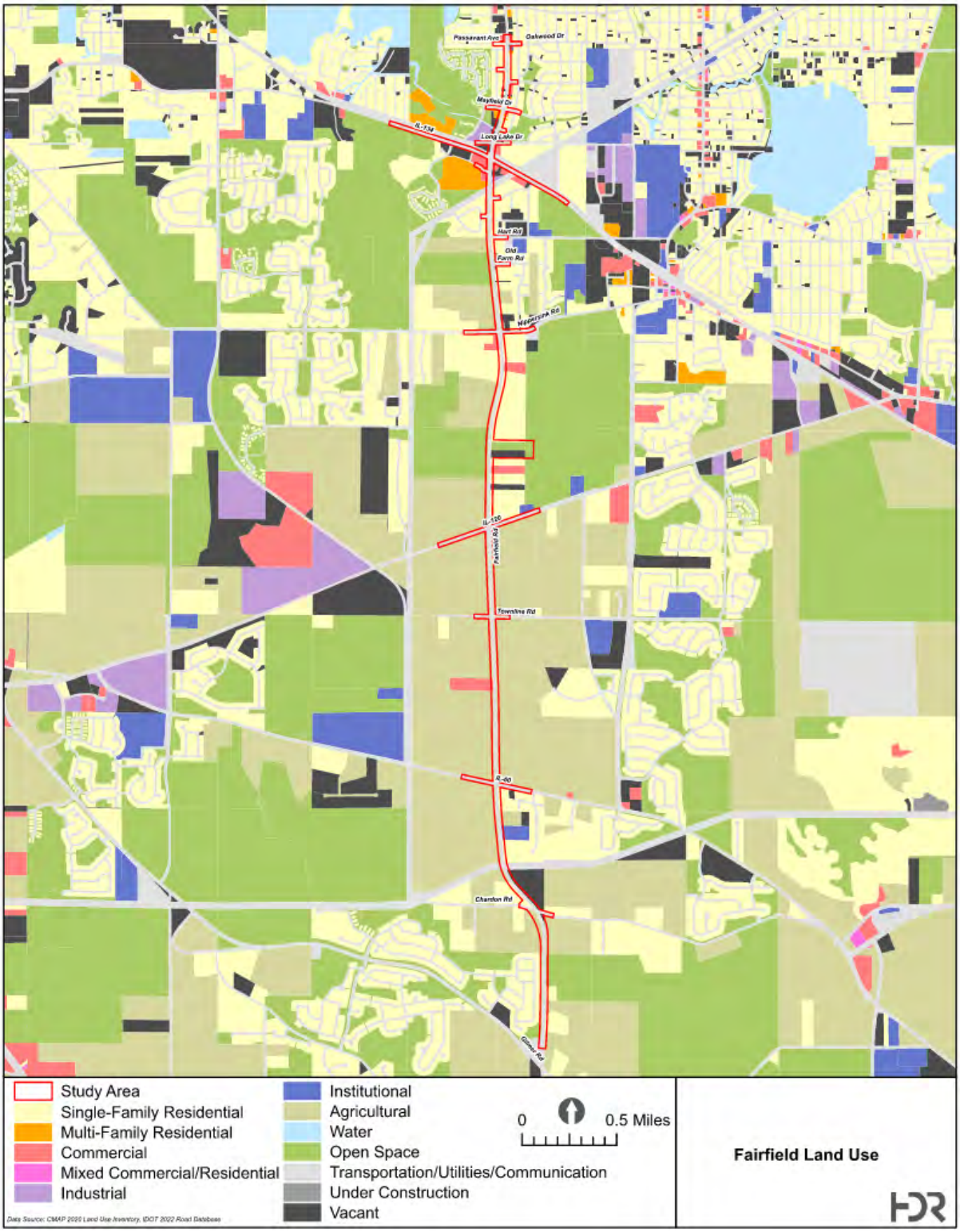


Figure 1-2: 2020 Land Use



Source: CMAP TIP Database

1.2 History of Project

The Lake County 2040 Transportation Plan (2040 Plan) was developed in 2014 to identify transportation needs based on county population and employment growth predictions for many modes of transportation, including road, transit, and non-motorized travel (Transystems, 2014). The 2040 Plan interfaces with the Chicago Metropolitan Agency for Planning's (CMAP) previous GoTo 2040 Plan, building off CMAP's regional transportation model, using population and employment predictions, and corresponding traffic impacts to the roadway network. Both plans highlight the importance of multi-modal transportation as population and employment increase. It is important to note that since the 2040 Plan was adopted, CMAP has updated the regional transportation to 2050 (ONTO 2050), and LCDOT has started to update the County transportation plan.

A portion of Fairfield Road north of IL Route 60, as well as IL Route 60 itself at the intersection with Fairfield Road, were considered to be "deficient" in terms of providing acceptable levels of service for motorists and having adequate roadway capacity. By 2040, the 2040 Plan forecasts that nearly the entire Fairfield Road corridor will be considered "deficient" and unable to meet traffic demands. Additionally, many of the crossroads would need improvement.

The following improvements were recommended in the Lake County 2040 Plan:

- Fairfield Road widening, IL Route 60 to IL Route 134
- IL Route 120 widening, US Route 12 to Fairfield Road
- IL Route 120 widening[1], Fairfield Road to Almond Road
- IL Route 60 widening, IL Route 120 to IL Route 176
- IL Route 134/Fairfield Road Intersection Improvement
- IL Route 120/Fairfield Road Intersection Improvement

All of the improvements listed above are considered "medium" priority in the Plan. The routes are shown in Figure 1-3.

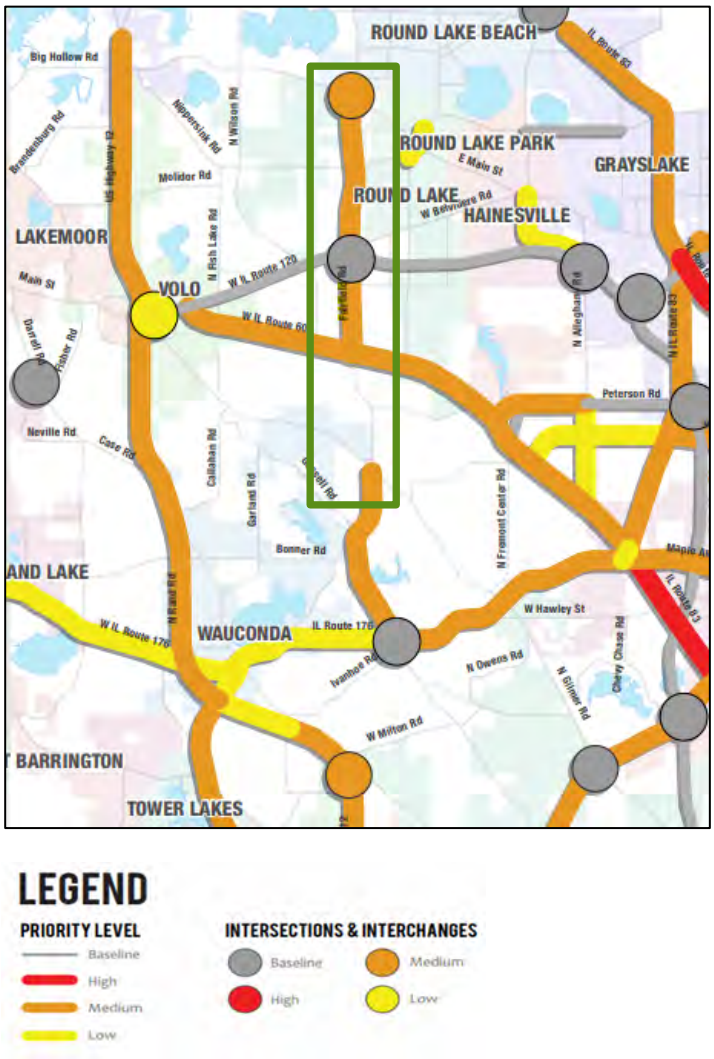
From 2008-2012, LCDOT completed a Phase I Engineering Study for the intersection of Fairfield Road and IL Route 134. The purpose of that study was to develop an alternative that addressed the operational deficiencies, improved capacity and mobility to maintain safe conditions at the intersection as well as at the crossing of the Metra Milwaukee North District Rail Line that is situated 50 feet north of IL Route 134. The original Fairfield/IL Route 134 project included consideration of a railroad grade separation which was not carried through due to delay times not being considered significant enough for this predominantly commuter line. The intersection improvement project was determined to be needed because the intersection operated at a low level of service (LOS), traffic was projected to increase, and there were several crashes. The majority of crashes that had occurred at the intersection were rear-end crashes, which were due to congestion, many vehicles stopped at the railroad crossing, and a large number of turning vehicles. Ultimately, LCDOT did not proceed with the project due to funding constraints. The

[1] The 2040 Plan assumed the IL Route 120 Bypass; however, this is now the subject of its own PEL Study and is described in Section 2.2.4.2

grade separation, however, was re-evaluated as part of this PEL study. See Appendix B: Grade Separation Concept Study.

In 2022, LCDOT identified the need to study the safety concerns at the two-way stop-controlled Fairfield Road/Chardon Road skewed intersection. Between 2017 and 2021, this intersection saw 12 crashes, 2 of which resulted in injuries. Further investigation determined that the potential concerns extend beyond this one intersection location along the Fairfield Road corridor. LCDOT decided to expand the study to include the section from north of Gilmer Road to north of IL Route 134 and the Metra tracks (Oakwood Drive). The goal of the study is to develop a range of alternatives throughout the corridor to be carried forward for further study as potential future projects.

Figure 1-3: Excerpt from Lake County 2040 Transportation Plan



Fairfield Road Corridor outlined in Green.

1.3 Existing Classification and Speed

Fairfield Road is classified as a Minor Arterial, Urban; Open Suburban. Existing posted speeds are shown in Table 1-1.

Table 1-1: Existing Conditions

	Location		**Existing**
Fairfield Mainline	**From**	**To**	**Posted Speed**
	Gilmer Road	IL Route 60	45 MPH
	IL Route 60	South of Save a Pet Entrance	45 MPH*
	South of Save a Pet Entrance	North of Save a Pet Entrance	45 MPH*
	North of Save a Pet Entrance	IL Route 120	45 MPH*
	IL Route 120	IL Route 134	45 MPH
	IL Route 134	South of Barberry Lane	40 MPH
	South of Barberry Lane	Oakwood Drive	30 MPH
Sideroad			
	Sideroad	**Note**	**Posted Speed East/West of Fairfield Road**
	West Chardon Road		45/25 MPH
	IL Route 60		55 MPH
	West Townline Road	No post west of Fairfield	45/55 MPH
	IL Route 120		50 MPH
	West Nippersink Road		30/35 MPH
	Old Farm Road		25 MPH
	Hart Road		25 MPH
	Falcon Boulevard		25 MPH
	West Tyler Avenue	Not posted	Assume 25 MPH
	Town Center Road		25 MPH
	IL Route 134		45/50 MPH
	Long Lake Drive		25 MPH

*Posted speed reduced to 45mph (from 50-55mph) in June 2025.

2 PURPOSE AND NEED FOR IMPROVEMENT

2.1 Project Purpose

The purpose of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.

Increasing traffic volumes on Fairfield Road and intersecting roadways have resulted in congestion, delay and safety concerns in the study area. Backups are occurring along Fairfield Road, especially at the southern and northern ends of the corridor, and drivers are performing dangerous maneuvers to avoid the congestion. Although there are 18 intersections in the corridor, 51% of all crashes occurred at three intersections with the highest volumes - IL Route 120, IL Route 134, and IL Route 60. The crashes were primarily due to drivers failing to yield or disregarding traffic signals. The growth in traffic volumes that is forecasted will result in increased traffic delay and more safety concerns.

During this study, LCDOT has explored corrective improvements to the long-term geometric deficiencies of the corridor to reduce congestion and improve safety. The study also analyzes multimodal improvements for bicyclists and pedestrians. Improvements considered for implementation should provide an acceptable LOS, reduce delays, reduce the number of crashes and reduce the severity of crashes. These performance metrics will be utilized to evaluate proposed alternatives and have been incorporated in the alternative evaluation matrix for the study.

2.2 Project Need

The need for this project is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

2.2.1 Need to Enhance Safety

Crash data and crash reports for a five-year analysis period from 2017 to 2021 along the project corridor were obtained from the LCDOT Traffic Crash Location System. In the years since the analysis was performed, additional crash data has become available, through 2024. This data has been reviewed and further justifies the need to enhance safety. As the Fairfield Road Study moves into Phase I design, a safety analysis will be performed to evaluate the need to enhance safety using the latest 5 years of crash data.

The crash analysis separates the Fairfield Road corridor into two study types: intersections and segments. Eighteen intersections and nine segments along the corridor were identified and analyzed over the five-year analysis period.

Highway Safety Manual (HSM) equations were used to analyze the crash data. The results of the HSM Predictive Analysis indicate that the annual crash frequency is lower than predicted for a comparable facility on a corridor-wide basis, but that more crashes are occurring at individual

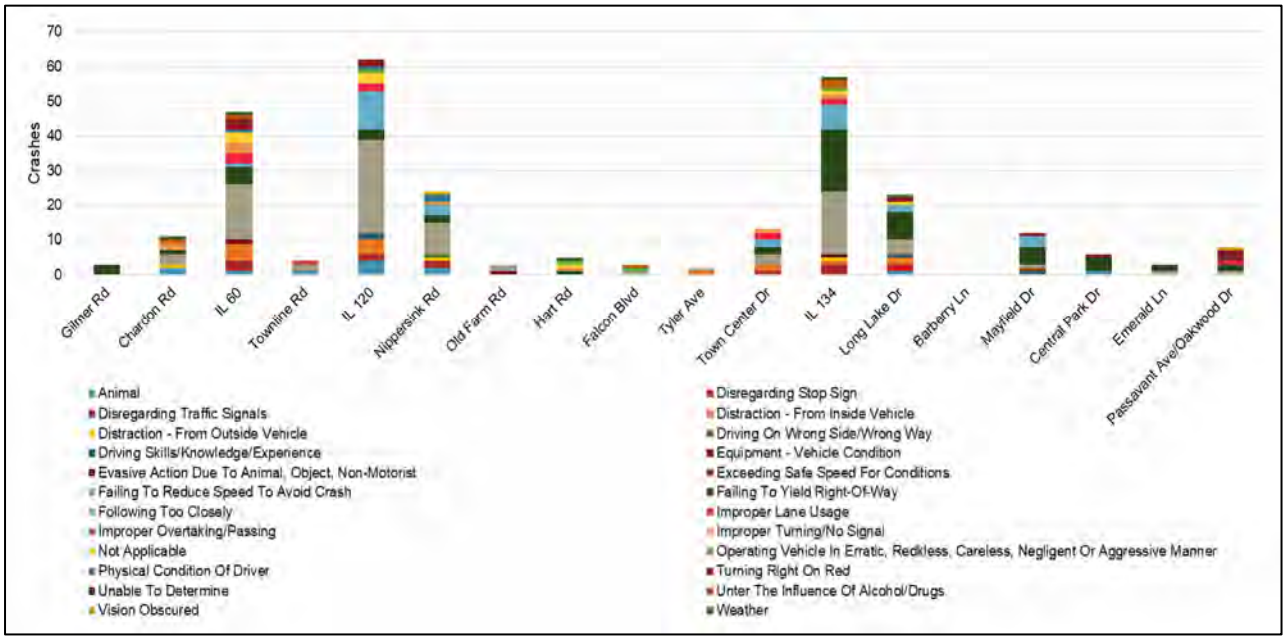
intersections than predicted. This indicates that safety improvements can be made to further reduce the volume and severity of crashes.

Crash data collected indicates that 357 crashes occurred along the project corridor. There were 88 injury-related crashes which included one fatal crash and two pedestrian-involved crashes. Out of these 357 crashes, 85% (304) occurred at intersections. The predominant type of crashes along the project corridor were front to rear crashes, turning crashes and angle crashes. Front to rear crashes occurred 51% (181) of the time, followed by turning crashes 20% (70), and angle crashes 9% (33). **Failing to reduce speed to avoid a crash was recorded as the cause for 33% (116) of crashes, followed by failing to yield right-of-way 16% (57), and following too closely 9% (32).**

Failing to reduce speed to avoid crash and following too closely was documented as the primary causes of front to rear crashes. Failing to yield right-of-way and improper turning were documented as the primarily cause of turning crashes, while failing to yield right-of-way and disregarding traffic signals were documented as the primary causes of angle crashes. The intersections of Fairfield Road with IL Route 120, IL Route 134, and IL Route 60 accounted for 51% of all crashes. See Figure 2-1.

Nighttime crashes accounted for 27% of all crashes. Wet, slushy, or icy pavement conditions were present for 17% of crashes. The crash types and injuries that were reported during the five-year analysis period along the project corridor are summarized in Table 2-1.

Figure 2-1: Fairfield Road Corridor, Primary Crash Causes



Crash data for each of the intersections and segments is found in Appendix C: Crash Analysis Technical Memorandum.

2.2.1.1 INJURIES AND FATALITIES

The State of Illinois classifies injury crashes by injury severity, as reported in the individual crash reports. The legal reporting threshold for traffic crashes involving only property damage is $1,500 if all parties are insured, or $500 if any driver does not have insurance. The injury classification from most severe to least severe include K – fatal injury; A – suspected serious injury; B – suspected minor injury; C – possible injury; 0 – no apparent injury.

A total of 88 injury related crashes were reported in the analysis period, along with 6 more in subsequent years. Injury crashes at IL Route 120, IL Route 134, IL Route 60, Nippersink Road, and Long Lake Drive accounted for 70% of all injury crashes. There was a fatal crash involving a southbound driver crossing the centerline resulting in 2 fatalities of passengers traveling in the opposite direction in 2019 and 2 fatalities at the Fairfield and Chardon Road intersection in 2024, 10 Type “A” injury related crashes, and 77 Type “B/C” injury related crashes during the analysis period. Of the 77 Type “B/C” injury related crashes, 33 were Type “B” and 44 were Type “C.” There was one pedestrian crash reported at the Passavant Avenue/Oakwood Drive intersection in 2018 that resulted in a Type C injury, and one additional pedestrian crash that involved a vehicle striking a driver who was exchanging information following an earlier front-to-rear crash in 2019. A separate crash report for the subsequent pedestrian accident was not recorded, but an injury was reported in a local press release. No pedal cyclist crashes were reported during the study period.

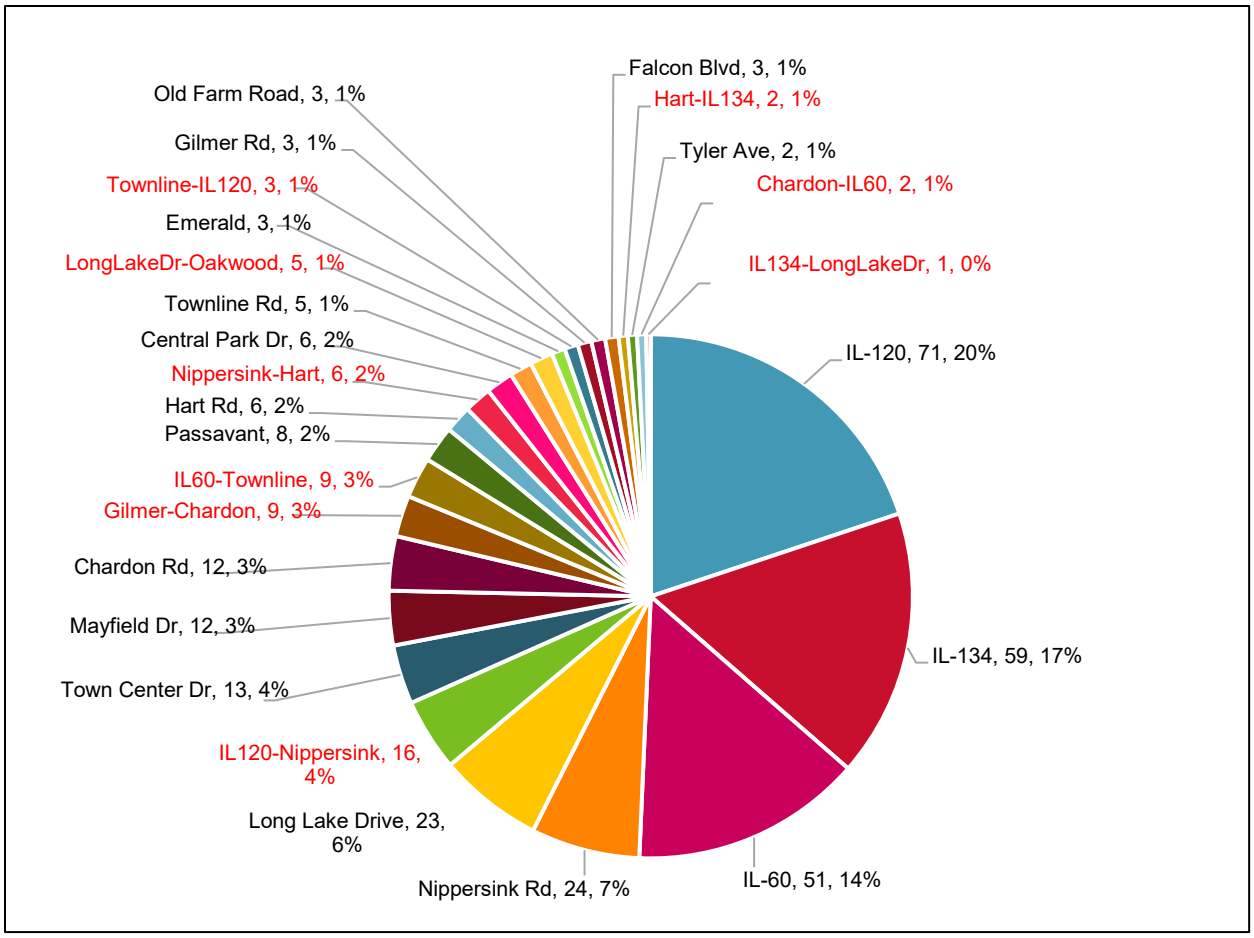
Table 2-1: Fairfield Road Corridor Crash Summary (2017-2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	7	9	6	2	9	33
Animal	4	2	3	3	3	15
Bicyclist	0	0	0	0	0	0
Fixed Object	5	4	5	3	5	22
Front to Rear	40	52	24	33	32	181
Head on	0	2	0	0	0	2
Other Non-Collision	0	1	0	1	0	2
Overturned	0	0	0	0	1	1
Parked Vehicle	1	0	0	0	0	1
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	1	0	0	0	1
Sideswipe - Same Direction	2	4	0	3	6	15
Sideswipe - Opposite Direction	1	2	2	2	0	7
Turning	10	16	9	17	18	70
Unknown	0	2	3	2	0	7
Total	**70**	**95**	**52**	**66**	**74**	**357**
Fatal Crashes	0	0	1	0	0	1
Type A Injury Crashes	1	4	0	2	3	10
Type B/C Injury Crashes	10	20	12	17	18	77
Total Injury Crashes	**11**	**24**	**13**	**19**	**21**	**88**

Figure 2-2 shows the crashes by location, number and percent.

Figure 2-2: Fairfield Road Corridor Crashes by Location, Number and Percent

*Roadway segments are shown in red; intersections are shown in black.



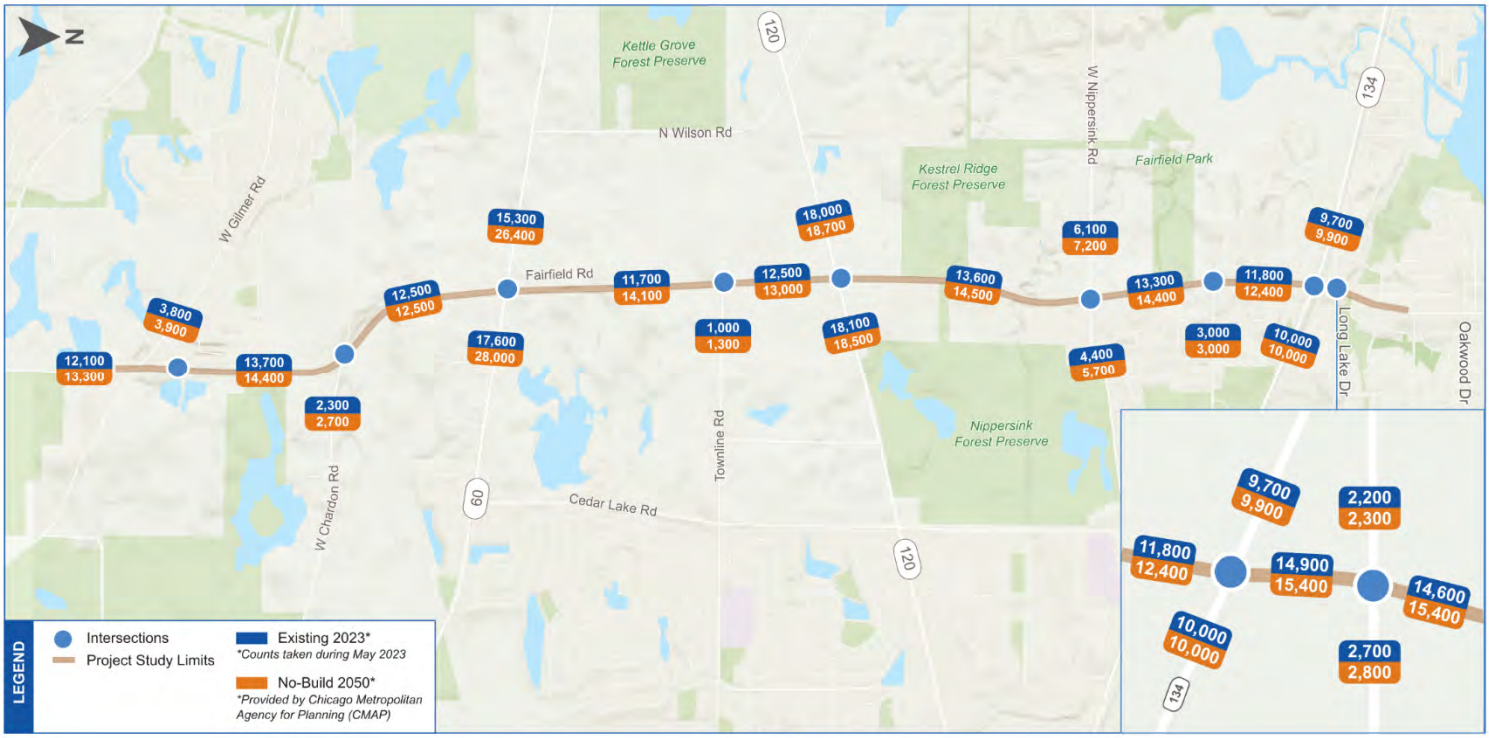
In summary, the crash data shows that over half of the crashes between 2017 and 2021 occurred at three intersections: IL Route 60, IL Route 120, and IL Route 134. All of these intersections are already signalized. Many of the crashes along the corridor are attributed to failing to reduce speed, failing to yield right of way, and following too closely. Improvements are needed to reduce crashes and enhance safety.

2.2.2 Need to Reduce Congestion

2.2.2.1 EXISTING TRAFFIC

LCDOT's 2040 Plan indicated that in 2010, portions of the Fairfield Road corridor, as well as much of IL Route 60 where it crosses Fairfield Road, were considered deficient in terms of LOS and providing adequate capacity. The roadway and intersections are at capacity with current traffic volumes and will only worsen with 2050 traffic projections. See Figure 2-3.

Figure 2-3: Average Daily Traffic Volumes (2023 and 2050)



Sections: The existing LOS on various sections of Fairfield Road range from **LOS B to LOS F** in the AM peak hour and ranges from **LOS B to LOS D** in the PM peak hour. See Figure 2-4. The total travel time for northbound and southbound through the corridor in the AM peak hour is approximately 600 seconds (10 minutes) and 1,065 seconds (nearly 18 minutes), respectively. The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 950 seconds (nearly 16 minutes) and 620 seconds (10.3 minutes), respectively.

Intersections: Traffic analysis performed in May 2023 as part of this PEL study confirmed that LOS at the major intersections of IL Route 60, IL Route 120 and IL Route 134 are operating at LOS D or less. Long queues are present at the intersections. The backups at the Chardon Road intersection flow directly from the long queue at the IL Route 60 intersection just to the north. There are also several individual movements of stop-controlled intersections that are operating at LOS D or less today. See Table 2-2 and Figure 2-6 to Figure 2-11.

2.2.2.2 FUTURE TRAFFIC

Population and employment growth, and the land use changes that accommodate them, drive the need for transportation improvements. U.S. Census data for population shows the total Lake County population in 2020 as approximately 714,000. Population projections produced by CMAP indicate that by 2050, the population of Lake County will reach approximately 832,000, an increase of 16%.

Large portions of agricultural land still exist in the unincorporated portions of the Study Area, primarily south of IL Route 120. However, future land use plans from the communities indicate these areas would be developed into residential, industrial/employment, and commercial uses.

LCDOT used CMAP's population and employment forecasts to develop their 2040 Transportation Plan. The 2040 Plan shows that several sections of Fairfield Road and the major crossroads would be operating at LOS E or F and would not have adequate capacity.

In 2023, CMAP provided LCDOT with updated 2050 traffic data. The project team prepared a 2050 traffic analysis and was able to make minor adjustments to signal timing in order to maximize the effectiveness of the intersections and reduce delay as much as possible. The 2050 No-Build scenario LOS on various sections on Fairfield Road range from **LOS B to LOS F** in the AM peak hour and from **LOS B to LOS E** in the PM peak hour. See Figure 2-5.

The total travel time for northbound and southbound through the corridor in the AM peak hour is approximately 625 seconds (10.4 minutes) and 1,125 seconds (nearly 19 minutes), respectively.

The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 1,225 seconds (20.4 minutes) and 645 seconds (10.75 minutes), respectively.

The LOS at the intersections in the AM and PM peak hours are shown in Table 2-2, and Figure 2-6 to Figure 2-11. Even with minor signal timing adjustments, the major intersections continue to be congested, operating at LOS E or F, and most of today's heavy movements at the minor intersections will worsen by 2050. It is apparent that without improvements to the Fairfield Road corridor and the intersections within, congestion and delay will continue to worsen.

Table 2-2: Existing (2023) / Future (2050) Peak Hour LOS

Intersection Name	Movement	AM Approach Delay 2023/2050	AM Approach LOS 2023/2050	PM Approach Delay 2023/2050	PM Approach LOS 2023/2050	AM Intersection LOS 2023/2050	PM Intersection LOS 2023/2050
Fairfield Road & Long Lake Drive	Eastbound Thru	22.2/24.9	C/C	33.1/39.2	D/E		
	Westbound Thru	30.9/36.9	D/E	36.8/44.7	E/E		
Fairfield Road & IL Route 134	Full Intersection					E/D	D/D
Fairfield Road & Nippersink Road	Full Intersection					C/C	C/C
Fairfield Road & IL Route 120	Full Intersection					E/E	D/E
Fairfield Road & Townline Road	Eastbound Thru	22.8/26.4	C/D	25.8/31.9	D/D		
	Westbound Thru	19.4/23.9	C/C	19.9/28.7	C/D		
Fairfield Road & IL Route 60	Full Intersection					D/D	D/D
Fairfield Road & Chardon Road	Eastbound Thru	21.7/25.9	C/D	24.6/30.9	C/D		
	Westbound Thru	34.5/52.4	D/F	220.3/475.8	F/F		
Fairfield Road & Gilmer Road	Full Intersection					E/F	F/F

Figure 2-4: Existing LOS on Fairfield Road Sections

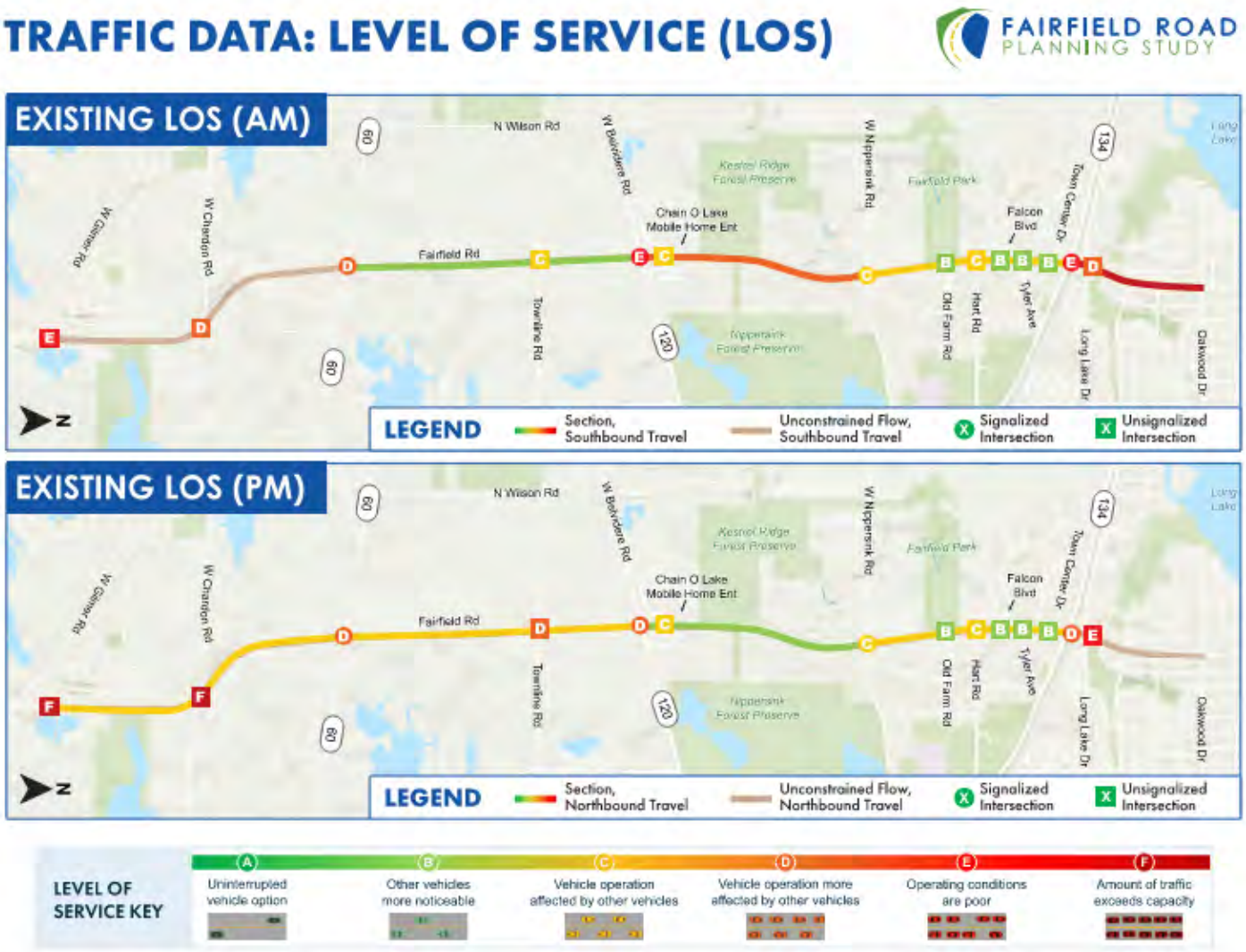


Figure 2-5: Future 2050 No Build LOS on Fairfield Road Sections

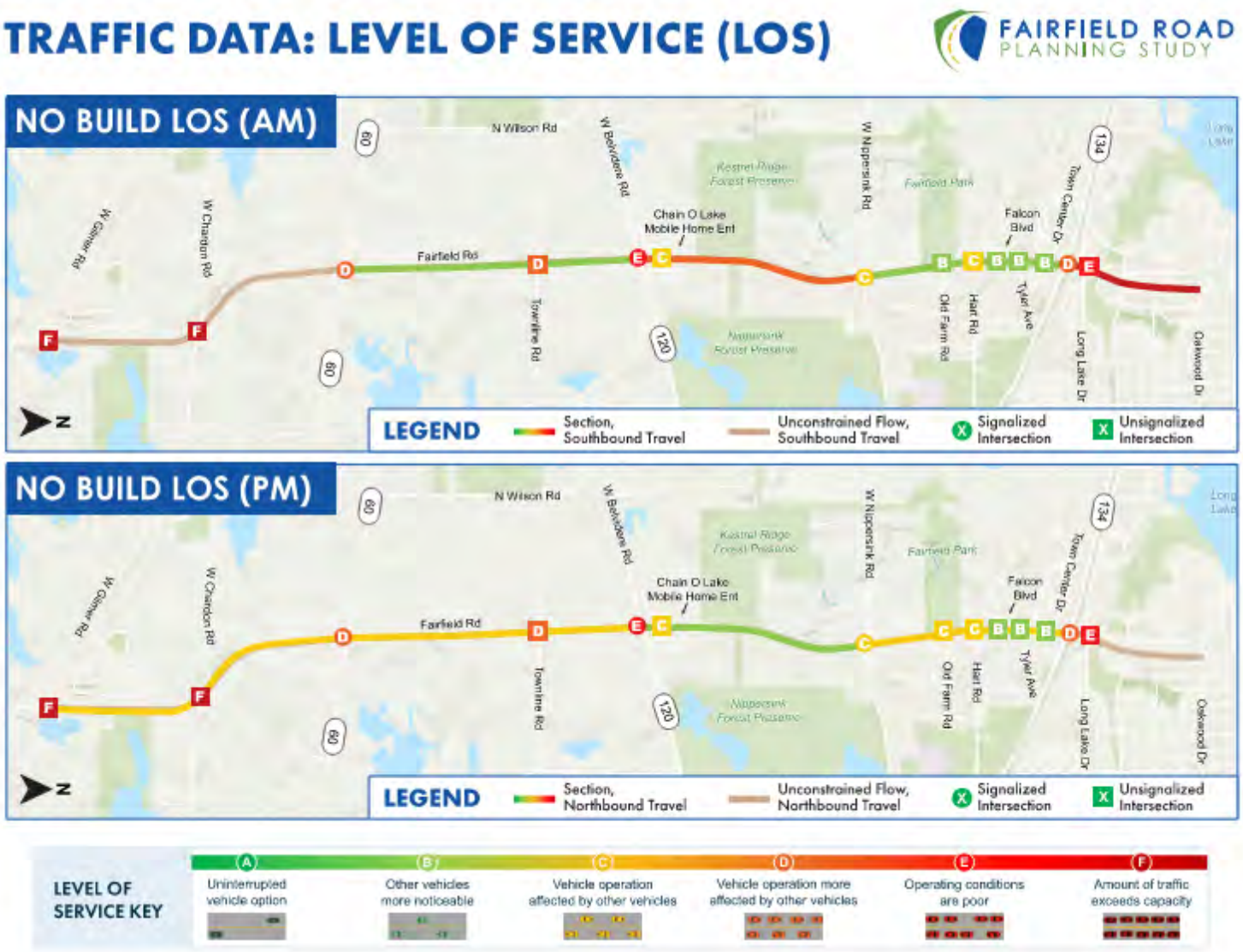


Figure 2-6 to Figure 2-11: Existing & 2050 No Build Peak Hour Traffic and LOS at Intersections

Legend:

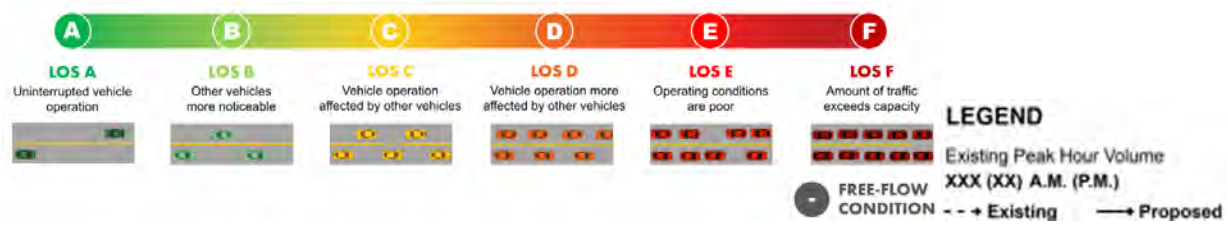


Figure 2-6: Fairfield Road/Long Lake Drive

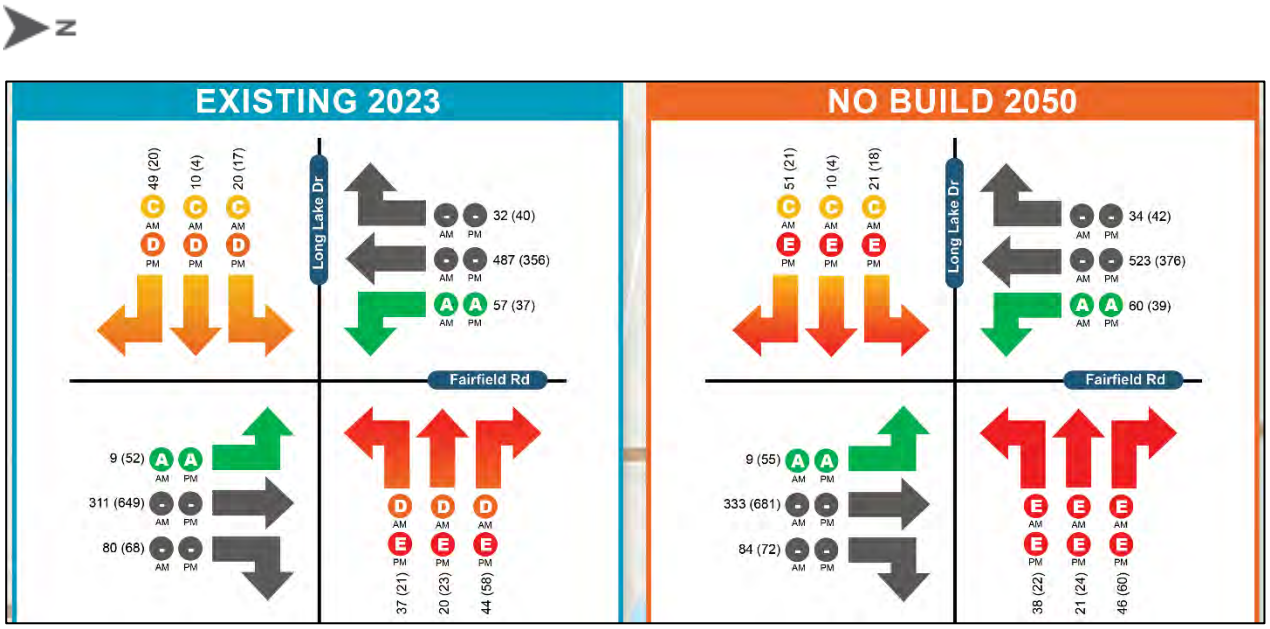


Figure 2-7: Fairfield Road/IL Route 134

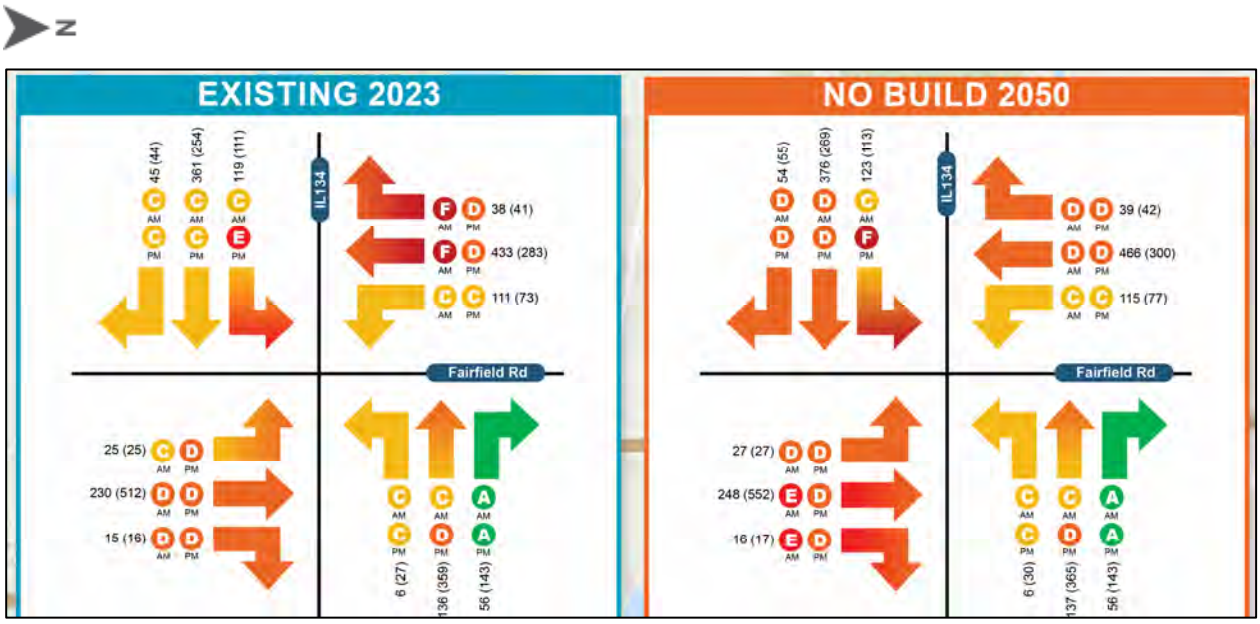


Figure 2-8: Fairfield Road/IL Route 120

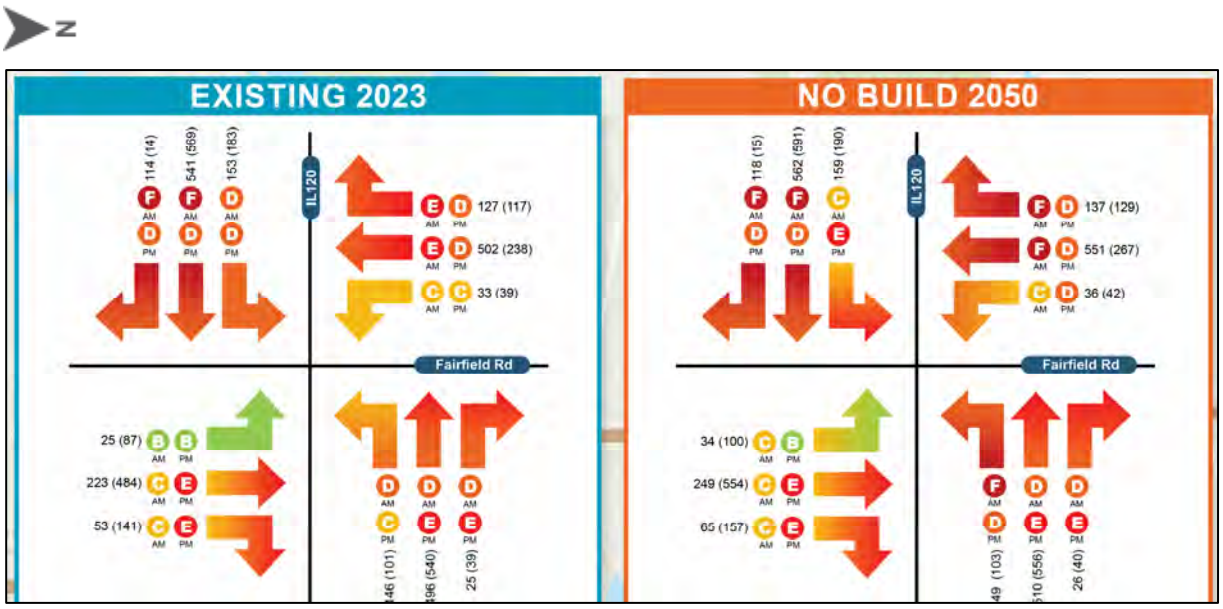
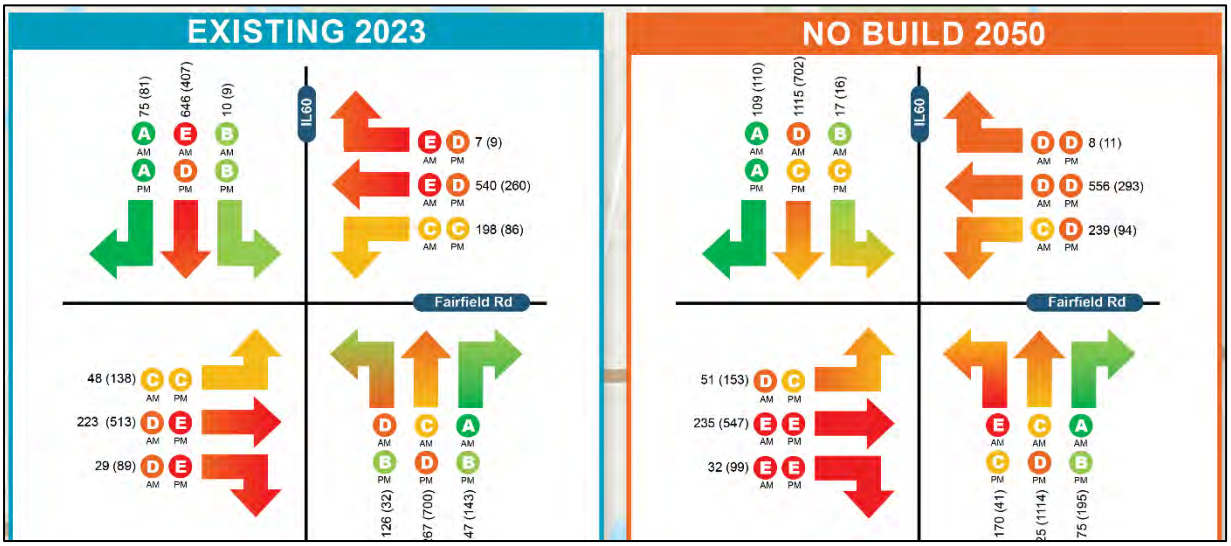


Figure 2-9: Fairfield Road/IL Route 60



*2050 No Build Scenario includes widening of IL Route 60 to 4-lanes, as indicated in CMAP's 2050 travel model provided to Project Team.

Figure 2-10: Fairfield Road/Chardon Road

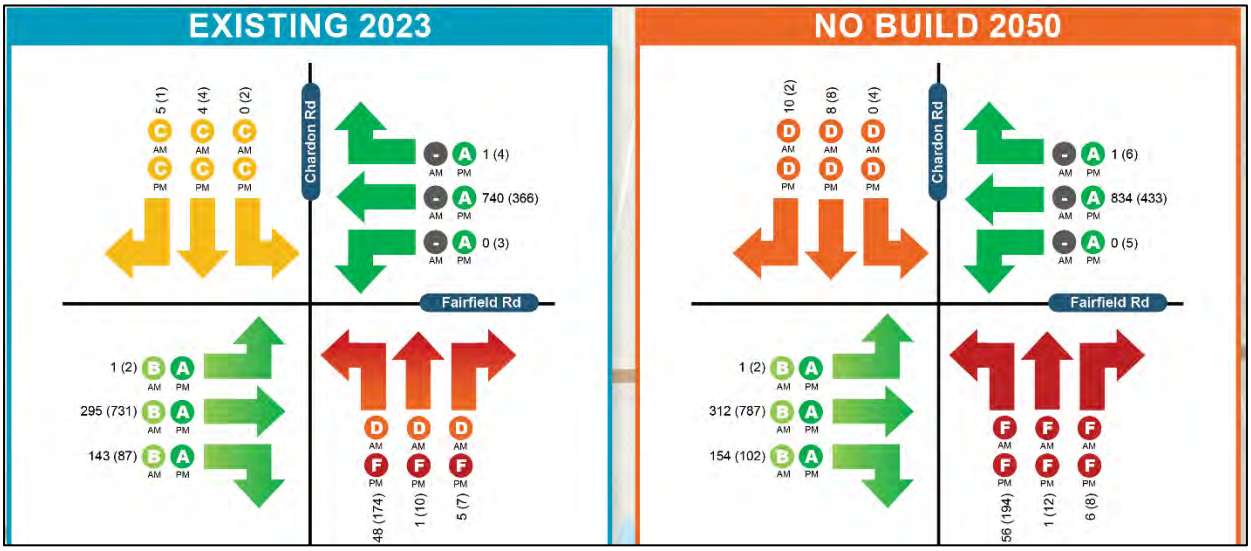
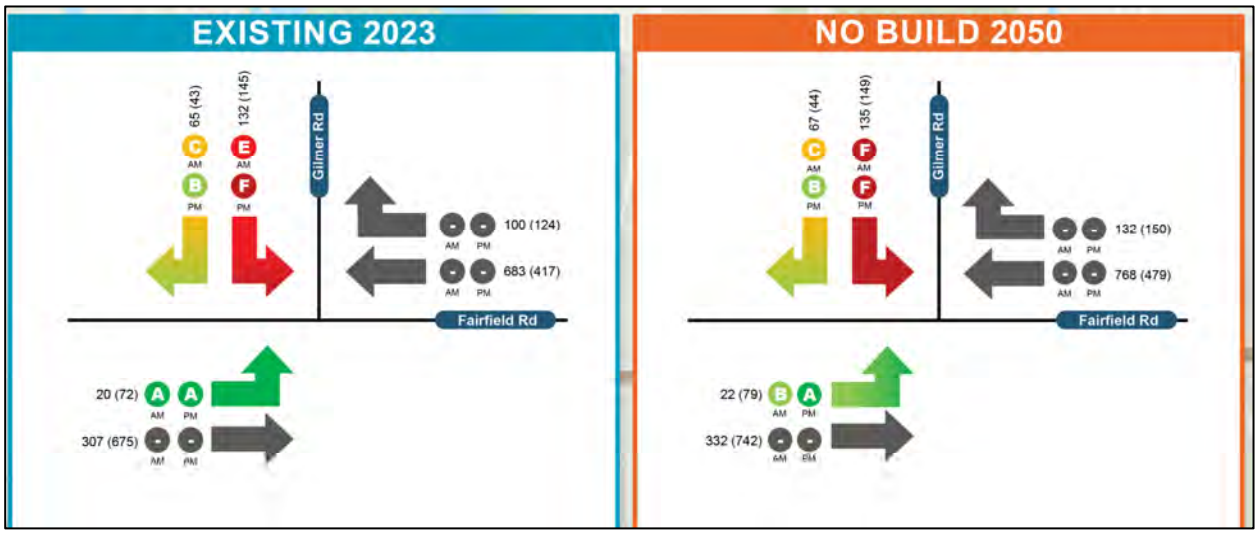
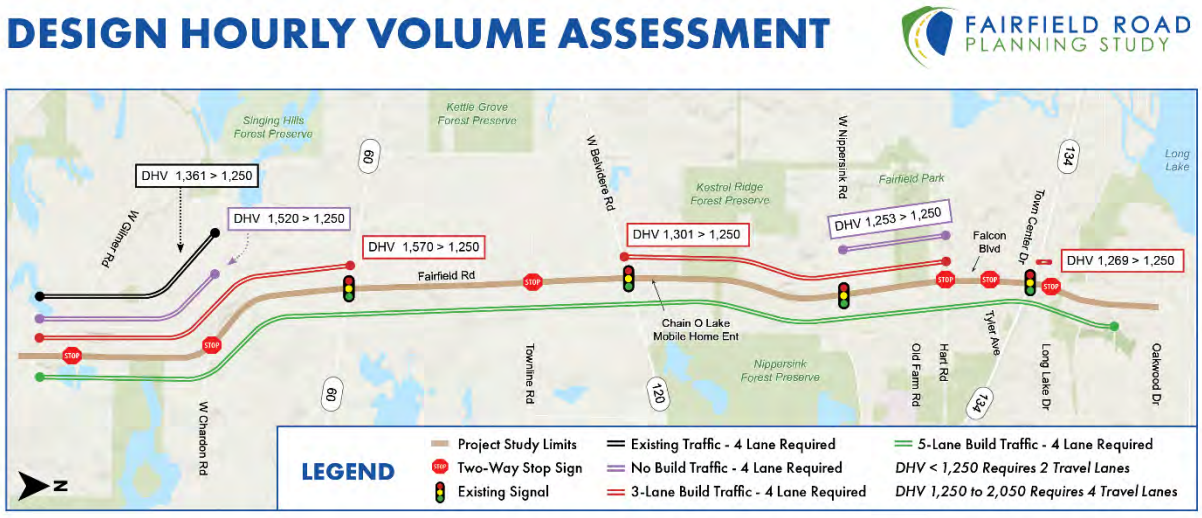


Figure 2-11: Fairfield Road/Gilmer Road Connector



The existing and projected Design Hourly Volumes (DHV) can also be used to assess how many travel lanes are warranted along a roadway. The projected 2050 DHVs were determined based on the anticipated growth as provided by CMAP. Per the IDOT BLRS Manual Figure 32-2D for Suburban Arterials, an additional lane is considered to improve capacity when the DHV exceeds 1,250 vehicles per lane. See Figure 2-12 for an assessment of the sections along Fairfield Road where additional lanes are warranted.

Figure 2-12: Design Hourly Volumes



2.2.3 Need to Accommodate Non-Motorized Modes of Transportation

2.2.3.1 EXISTING CONDITIONS

As shown in Figure 2-13, there are currently few accommodations for non-motorized users in the Fairfield Road Study Area. In the northern portion of the Study Area, there are some multi-use trails which intersect Fairfield Road including a trail through the Mayfield Drain Natural Area, a trail through the Coventry Glen Apartments, trails within Fairfield Park, and two Lake County Forest Preserve District Trails: the Millenium Trail and Greenway and the Nippersink Forest Preserve Trail.

There are no sidewalks throughout the rest of the corridor on Fairfield Road nor on major cross streets. Discussions occurred with the villages and the Lake County Forest Preserve District (LCFPD) as part of this study indicated their desire to improve access for non-motorized travel modes by connecting to the facilities mentioned above and allowing for increasing multi-modal transportation opportunities on the roadways in the Study Area.

Public comments on this project have indicated a strong desire for more and better bicycle accommodations throughout the Fairfield Road corridor.

The Fairfield Road corridor has several parks and forest preserves that are considered bicycle and pedestrian generators and these generators must be accessed using a motorized vehicle, bicycling or walking along Fairfield Road or its crossroads with vehicles traveling at high speeds. These include Long Lake Park, Mayfield Drain Natural Area, Fairfield Park, Harts Woods Park/Aquatic Center/Community Center, Kestrel Ridge Forest Preserve, Nippersink Forest Preserve, Marl Flat Forest Preserve, Kettle Grove Forest Preserve, Singing Hills Forest Preserve, and Ray Lake Forest Preserve. Just south of the Study Area is Lakewood Forest Preserve, the largest preserve in Lake County.

Other potential bicycle/pedestrian generators include the Chinmaya Mission Chicago, Children's Neighborhood Museum, Prairie Grass Nature Museum, Robert W. Rolek Community Center, Lake County Community Action Project, and the Shoppes of Round Lake.

The percentage of households that do not have a vehicle can be an indicator of the need to provide an alternative mode of transportation. For Lake County as a whole, 5% of households have no vehicle. For the Fairfield Road Study Area, there are four census block groups with higher percentages of households with no vehicle, ranging from 5.2% to 8.2%, and they are primarily located in the central and northern portions of the Study Area. See Figure 2-14.

2.2.3.2 EXISTING POLICIES

Lake County has adopted a policy for incorporating appropriate accommodations for pedestrian, bicyclists, transit users, and persons of all abilities in their roadway improvement projects, entitled, "Policy on Infrastructure Guidelines for Non-Motorized Travel Investments (2010)". This policy includes considering bicycle and pedestrian facilities in urbanized areas, paved shoulders in rural areas as well as anticipating future demand for bicycle and pedestrian travel, among other factors. The policy states that "LCDOT shall implement these provisions unless certain exceptions exist, including prohibition by law, the costs are more than 20% of the entire project, there are right of

way restrictions, there is lack of community support, there are safety risks that cannot be overcome, or other factors that indicate the absence of need." None of these circumstances exist in the Fairfield Road study; therefore, the provision of non-motorized facilities must be considered for this project.

Likewise, IDOT's Complete Streets policy states that bicycle and pedestrian facilities are to be considered in all state road projects and constructed when certain conditions are met. Three crossroads in the Study Area are under IDOT's jurisdiction: IL Routes 60, 120 and 134. Creating "Complete Streets," which serve all anticipated users, including pedestrians, bicyclists, persons with mobility impairments, and transit riders, is an important goal to help to achieve a modern, efficient, and sustainable transportation system. Similarly, the development of a regional network of trails, which provide both transportation and recreational opportunities on local and regional scales, is of importance as well. Barriers to pedestrians, bicyclists, and pedestrians with disabilities can discourage mobility, require additional vehicle trips, or prevent trips.

Figure 2-13: Existing and Planned Trails and Sidewalks

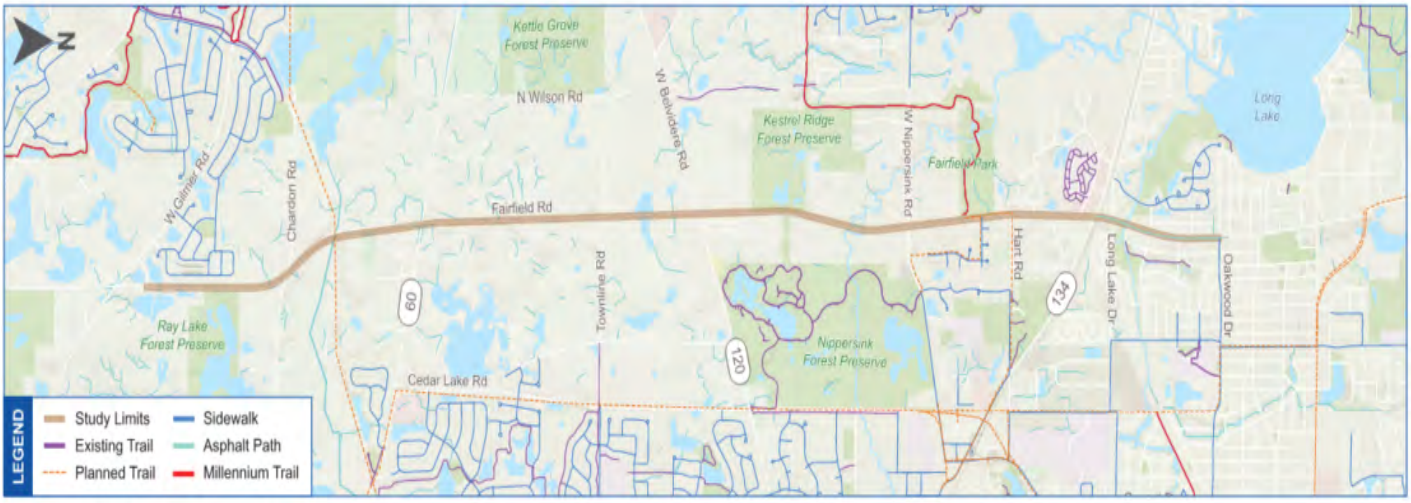
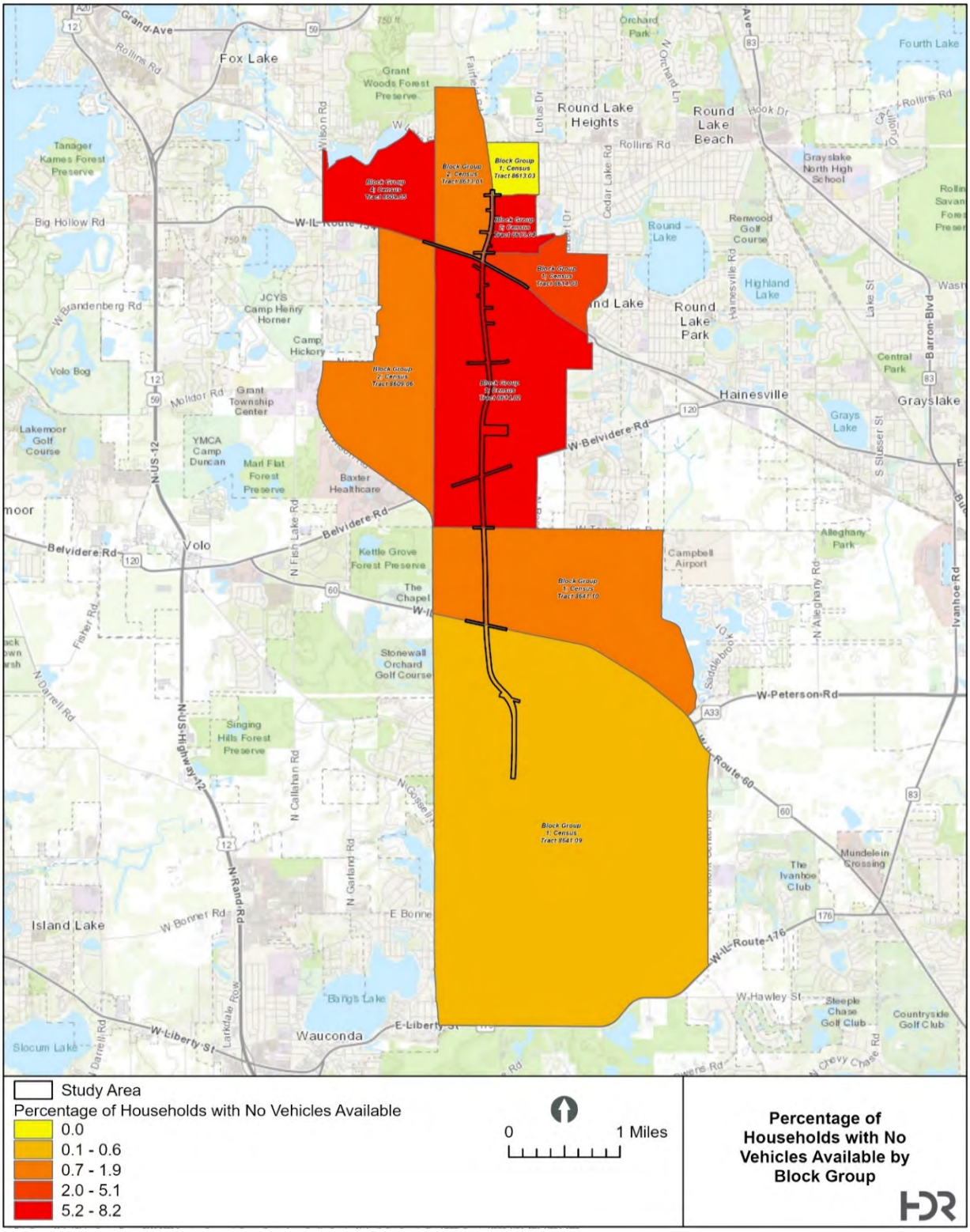


Figure 2-14: Percent of Households with No Vehicles Available



Source: US Census Bureau, ACS, 2022

2.2.4 Need to be Compatible with Other Planned Improvements

2.2.4.1 OTHER TRANSPORTATION PROJECTS

The following transportation plans were reviewed to determine other projects that would be occurring near the Fairfield Road Study Area that may influence this Study:

- LCDOT 2040 Plan
- LCDOT 2023-2028 TIP
- IDOT Multi-year Program
- CMAP ONTO 2050 Plan
- CMAP TIP 2024-2028
- Metra Systemwide Cost Benefit Analysis of Major Capital Improvements (2019)

Table 2-3 lists other transportation projects underway or recently constructed.

Table 2-3: Other Transportation Projects

Location	Projects	Limits	Status	Construction
Multiple	IL Route 120 PEL	Almond Road (Grayslake) – IL Route 60 (Volo)	Planning	Future
Ivanhoe-Volo	IL Route 60 Widening	IL Route 176 (Ivanhoe) to IL Route 120 (Volo)	Planning	Future
Unincorporated	IL Route 60 @ Wilson Road Intersection Improvement	IL Route 60 @ Wilson Road	Complete	2023
Hawthorn Woods	Fairfield Road Resurface & Bike-friendly shoulder	Old McHenry Road - IL Route 176	Design	2025
Round Lake Beach	Fairfield Road Culvert Replacement	Round Lake Drain @ Fairfield Road	Design	2027
Round Lake	Cedar Lake Road Realignment	Hart Road to Nippersink Road	Design	2027
Unincorporated	Fairfield Road 3R	Monaville Road to Rollins Road	Design	2026
Unincorporated	Fairfield Road Resurfacing	Nippersink Road to IL Route 60	Complete	2024
Round Lake Beach	Hainesville Road Bi-Directional Turn Lanes	Washington Avenue to Rollins Road	Design	2026
Volo, Wauconda	Gilmer Road Resurfacing & Bike-friendly shoulder	IL Route 120 to Fairfield Bridge; Includes Gilmer Road Connector @ Fairfield Road	Complete	2024
Fox Lake	Rollins Road Bi-Directional Turn Lanes	Grand Avenue to Washington Avenue	Design	2029
Fremont Center	Fremont Center Road Realignment	Fremont Center Road at IL Route 60	Complete	2022
Mundelein	IL Route 60 Add Lanes	IL Route 176 to Midlothian Road	Future MYP	Future
Third Lake	US 45 Add Lanes	IL Route 132 to Washington Street	Design	Future

2.2.4.2 IL ROUTE 120 PEL STUDY

In 2022, IDOT initiated a Phase I Engineering Study for IL Route 120 between Almond and Atkinson Roads in Grayslake, Illinois. During the stakeholder engagement process early in the project, village officials indicated that they believed that a planning study of the entire nine miles of IL Route 120 between IL Route 60 and Almond Road was needed to collectively address congestion, mobility and safety issues in the corridor. As a result, IDOT determined that a PEL study was warranted in 2023.

The study examines on-alignment and off-alignment alternatives and is divided into three sections. From east to west, these sections included 1) Almond Road to Atkinson Road; 2) the Canadian National/Metra North Central Service railroad crossing near the intersection of IL Route 120 and IL Route 83; and the section west of this railroad crossing to IL Route 60, which includes the intersection with Fairfield Road. See Figure 2-15, where the Fairfield Road corridor is shown in green. The IL Route 120 PEL Study is being conducted at the same time as the Fairfield Road Study and was monitored as the studies continued.

Figure 2-15: IL Route 120 PEL Study Area

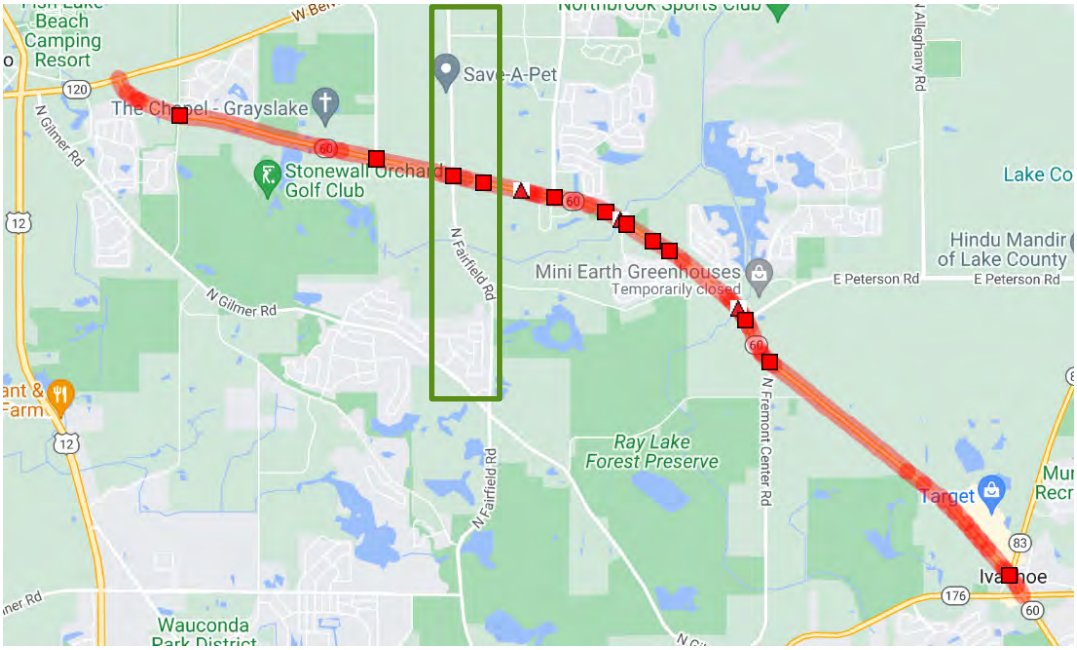


Source: IDOT Illinois Route 120 PEL Study

2.2.4.3 IL ROUTE 60

The approved CMAP Transportation Improvement Program (TIP) 2024-2028 contains a Future Project by IDOT to widen IL Route 60 from two to four lanes between IL Route 176 in Ivanhoe to IL Route 120 in Volo. This project crosses Fairfield Road. See Figure 2-16, where the Fairfield Road corridor is shown in green. The IL Route 60 project would be “open to traffic” in 2041 (TIP ID 10-22-0010). At this time, IDOT has not initiated a planning study. However, this project was included in the travel demand model provided by CMAP to the Project Team. The widening of IL Route 60 is therefore included in the future No Build condition for the Fairfield Road Study.

Figure 2-16: IL Route 60 Future Widening Project



Source: CMAP TIP Database

2.2.5 Bicycle and Pedestrian Plans and Projects

The Lake County 2040 Non-Motorized Transportation Plan includes a planned trail connecting Harts Woods Park, Millennium Trail and Greenway, and Nippersink Forest Preserve. This trail is on Hart Road, on Fairfield Road between Hart Road and the southern end of Fairfield Park, on Old Farm Road, and on Nippersink Road. More recently, the LCFPD is proposing to construct a crossing across Fairfield Road to connect the Kestrel Ridge and Nippersink Forest Preserves and associated trails in lieu of a crossing at Hart Road. For more details on the trails, reference the LCFPD Pedestrian Crossing Memo in Appendix D: Non-motorized Modes of Transportation.

Wauconda's 2012 Comprehensive Bike Plan includes a planned trail between Liberty Lakes Trail in Wauconda and an unnamed Round Lake Park District trail in Round Lake.

2.2.6 Watershed Plans and Projects

In addition to several wetland areas, there are three stream crossings in the Study Area which include Round Lake Drain, Manitou Creek, and Lake Helen Drain (tributary to Manitou Creek) (USGS 2024). Special Flood Hazard Areas are located within the Study Area. Approximately 12.87 acres of the Study Area lie within the 100-year floodplain and 3.03 acres within the Study Area are within the floodway.

Discussions with the Lake County Stormwater Management Commission (LCSMC), IDOT, and the Village of Round Lake have all indicated that flooding in the Study Area is a concern. There are various projects and studies occurring to alleviate flooding in the area, which have been coordinated with the Fairfield Road PEL.

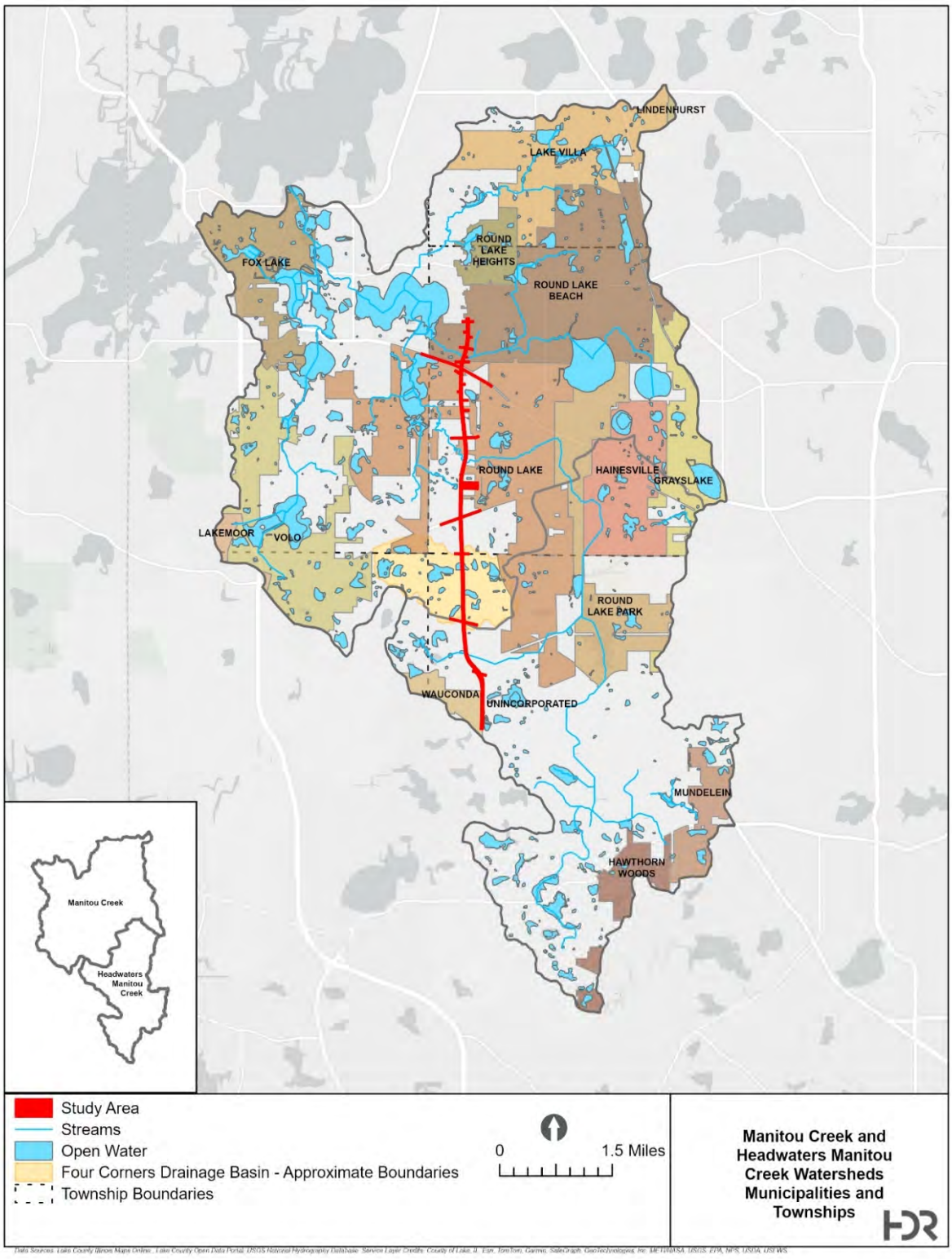
At the north end of the project, the LCSMC is planning an improvement to the Round Lake Drain which includes a system of culverts that cross under Village Drive, Fairfield Road and Rollins Road to alleviate regional flooding issues. The Village of Round Lake indicated that there are flooding issues caused by a culvert under Fairfield Road between Hart Road and IL Route 134.

LCSMC has recently started to update the Manitou Creek and Fish Lake Drain Watershed Plans, combining them into a single watershed-based plan with funding, in part, from the Illinois Environmental Protection Agency (IEPA). The goals of the plan are to reduce non-point source pollution, reduce flood damage and improve stormwater management, and restore and enhance the natural drainage system.

The portion of the corridor between IL Route 60 and IL Route 120 is located in the Four Corners Drainage Basin. The Basin is depressional and causes ponding and flooding on roadways, especially near these state routes, and these issues are currently being studied by the LCSMC.

See Figure 2-17 for a map of the watershed and the Basin as they relate to the Fairfield Road Study Area.

Figure 2-17: Manitou Creek Watershed & Four Corners Drainage Basin



3 EXISTING SETTINGS OR CONDITIONS

This chapter includes an analysis of the natural, social, and economic resources within the project Study Area that may be affected by the proposed transportation improvements on the Fairfield Road corridor. Various environmental resource categories were selected for analysis based on the characteristics of the Study Area. These resources are generally consistent with NEPA and with FHWA and IDOT guidelines. This chapter provides information about each of the following resources:

- Land Use
- Demographic Characteristics
- Existing Bicycle/Pedestrian Generators
- Air Quality
- Noise
- Geology
- Groundwater
- Parks and Recreational Facilities
- Natural Areas
- Historical Sites
- Floodplains and Waterways
- Wetlands
- Surface Water Resources
- Special Waste Sites
- Endangered Species

3.1 Description of Study Area

The Fairfield Road PEL Study is located in Lake County, Illinois and runs from north of Gilmer Road to Oakwood Drive. The Study Area consists of approximately 195 acres within the villages of Round Lake, Round Lake Beach, Wauconda, and Unincorporated Lake County. The Study Area is located within the townships of Avon and Fremont. (Lake County, 2024g).

3.2 Land Use

3.2.1 Zoning

Land use is the term used to describe the human use of the land. It represents economic and cultural activities, including agriculture, residential, industrial, and recreational uses. Zoning was examined within the study area to gain an understanding of how the Study Area is utilized.

The project Study Area falls under the jurisdiction of the Villages of Round Lake, Round Lake Beach, Wauconda, and Unincorporated Lake County. Unincorporated areas within Lake County are zoned and regulated under the Unified Development Ordinance (UDO) (Lake County, 2024h). The zoning within these municipal and unincorporated areas are classified as follows:

Village of Wauconda (2018)

- Residential Districts
    - R1 – Single Family Residential

    - R2 – Single Family Residential
    - R3 – Single/Two Family Residential
    - R4 – Multi Family Residential
    - R5 – Multi Family Residential
    - RSH – Residential Senior Housing
- Business Districts
    - CB – Central Business
    - GB – General Business
    - RB – Retail Business
- LI - Limited Industrial District
- AG - Agricultural District
- CR - Commercial Recreation District
- P – Parks with Underline Zoning District
- CE – Conservation Easement District

Village of Round Lake (2014)

- Residential Districts
    - E-R – Estate Residence
    - R-1 – Single Family Residence
    - R-2 - Single Family Residence
    - R-3 – Single Family Residence, Special Use
    - R-4 – General Residence
    - R-5 – Multiple Family Residence
    - R-6 - Multiple Family Residence
    - R-10 – Old Town Single Family Residence District
- Commercial Districts
    - C-1 – Local Shopping
    - C-2 – Community Shopping
    - C-3 – General Business
    - C-4 – Automotive Service
    - C-5 – Office/Transitional
- Industrial Districts
    - I-1 – Limited Industrial
    - I-2 – General Industrial

Village of Round Lake Beach (2021)

- Residential Districts
    - E-R – Estate Residential
    - R-1 – Single Family Residential
    - R-2 – Single Family Residential
    - R-3 – Single Family Residential
    - R-4 – Multiple Family Residential
- Commercial/Business Districts
    - C-1 Local Business

    - C-2 – Central Commercial
    - C-2A – Central Commercial Civic
    - C-2B – Central Commercial Mercantile
    - C-3 – General Business
- Industrial Districts
    - I-1 – Limited Industrial
    - I-2 General Industrial
- S-P – Special Park District
- LAR – Lagoons Overlay District
- OLCA – Orchard Line Conservation Overlay District

Unincorporated Lake County (2024i)

- Residential Districts
    - E – Estate
    - RE – Rural Estate
    - R1 - Residential
    - R-2 - Residential
    - R-3 - Residential
    - R-4 - Residential
    - R-5 - Residential
    - R-6 - Residential
    - RR – Resort Residential
- Commercial Districts
    - GC – General Commercial
    - LC - Light Commercial
    - RC – Recreational Commercial
- Industrial Districts
    - II – Intensive Industrial
    - LI – Light Industrial
- GO – General Office District
- OS – Open Space District
- AG – Agricultural District

Land uses within the Study Area include single and multi-family residential, commercial, institutional, industrial, transportation/utilities/communication, agricultural, open space, water, and vacant land. The most prominent land uses within the Study Area are transportation/utilities/communication at 48.9% of the Study Area. The next most prominent land use is agriculture at 20.0%, followed by single family residential, at 13.4% (CMAP 2020).

Table 3-1 lists the land use within the Study Area.

Table 3-1: Land Use Within the Study Area

Land Use	Acreage	Percent of Study Area
Single Family Residential	26.10	13.4%
Multi-Family Residential	1.45	0.7%
Commercial	5.09	2.6%
Institutional	0.79	0.4%
Industrial	0.52	0.3%
Transportation/Utilities/Communication[1]	95.21	48.9%
Agricultural	38.88	20.0%
Open Space	16.29	8.4%
Water	0.08	<0.1%
Vacant	10.39	5.3%
Total:	194.80	100%

Source: CMAP 2020
[1] Non-parcel/unclassifiable areas, largely including roadways and road right-of-way, were added to the transportation/utilities/communication land use category for this analysis

The topography of the Study Area is primarily flat. Elevation within the Study Area ranges from 739 to 833 feet above mean sea level (Lake County, Illinois 2017). In general, elevation is lower surrounding mapped water features, floodplains, and floodways.

3.2.2 Land Cover

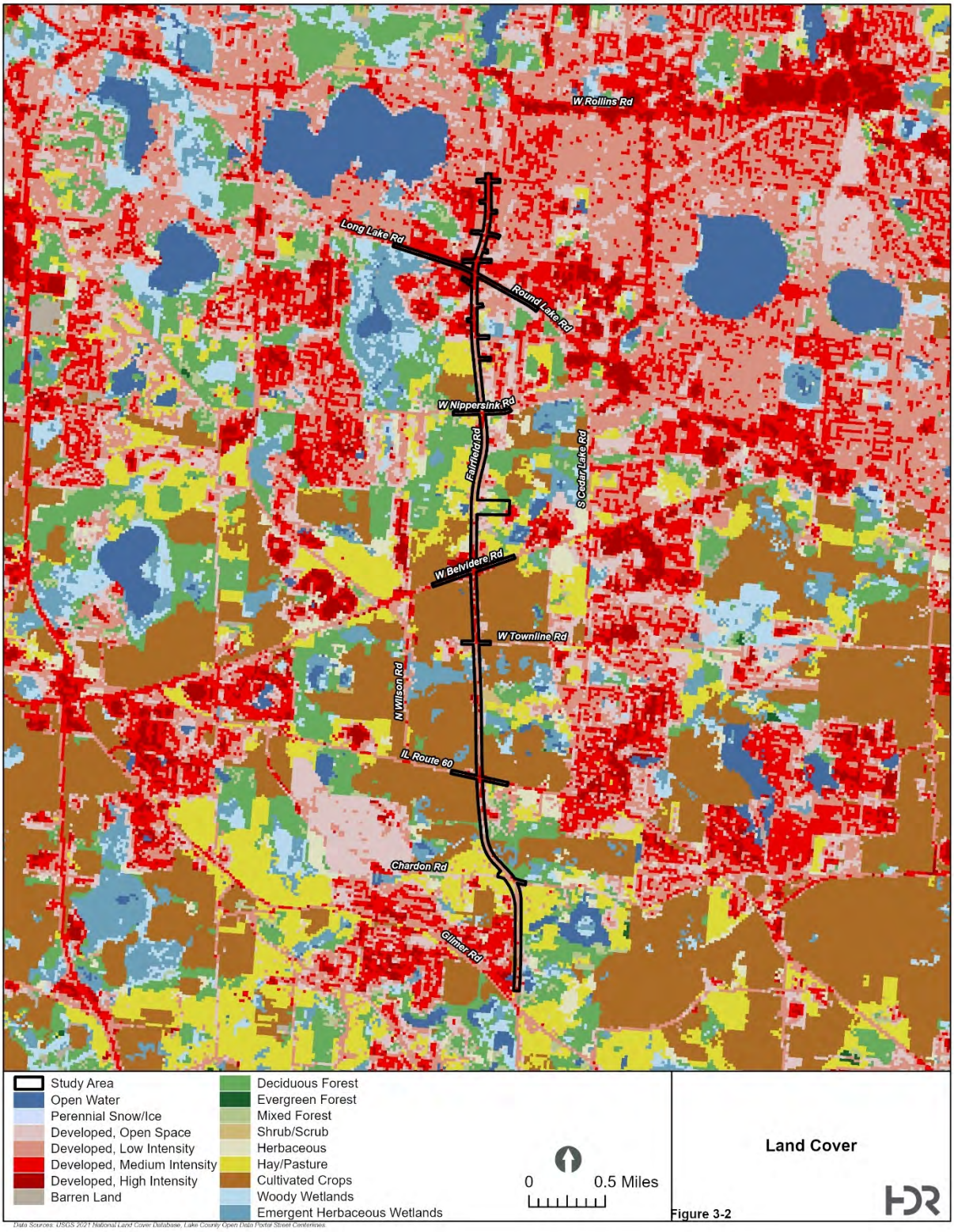
Land cover within the Study Area was evaluated using the National Land Cover Database (NLCD) from the U.S. Geological Survey (USGS) and is summarized in Table 3-2 and shown in Figure 3-1. The most dominant land cover within the Study Area consists of “developed, low intensity” at 43.08% of the Study Area; followed by “developed, medium intensity” at 30.01% percent of the Study Area; comprising a total of 73.09% of the Study Area. In total, developed land comprises 81.62% of the Study Area and undeveloped land comprises 18.38% consisting primarily of hay/pasture (7.75%) and cultivated crops (6.31%) (USGS 2021).

Table 3-2: Land Cover Within the Study Area

Type	Percentage
Developed, Open Space	5.88
Developed, Low Intensity	43.08
Developed, Medium Intensity	30.01
Developed, High Intensity	2.66
Deciduous Forest	3.54
Herbaceous	0.66
Hay/Pasture	7.75
Cultivated Crops	6.31
Emergent Herbaceous Wetlands	0.11
Total:	100.0

Source: USGS 2021

Figure 3-1: Land Cover



3.3 Demographic Characteristics

3.3.1 Community and Population Characteristics

The most recent data from the U.S. Census Bureau (USCB), the 2017-2022 American Community Survey (ACS), was used to quantify certain demographic characteristics within the Study Area. Data at the census tract level, unless otherwise stated, was used to accurately represent the individuals within the Study Area that would be most impacted by the Fairfield Road Corridor improvements. The Study Area intersects with nine census tracts. Data from each census tract pertains to the entire census tract and is not restricted to the portion of the census tract within the Study Area. Therefore, municipalities within the census tracts which intersect the Study Area are not limited to the municipalities within the Study Area. Figure 3-2 shows the census tracts that intersect the Study Area.

The data shown in Table 3-3 represents the distribution of population throughout census tracts within the Study Area. In 2022, census tracts within the Study Area had a total of 53,843 residents. The highest population exists in the central region of the Study Area. Population decreases in the northern and southern portions of the Study Area, with the least population in the northern portion of the Study Area (USCB 2022a).

Table 3-3: Study Area Population

Census Tract	Total Population	Intersecting Municipalities[1]
8609.05	5,588	Unincorporated Lake County, Village of Fox Lake
8609.06	11,000	Village of Round Lake, Unincorporated Lake County, Village of Volo, Village of Fox Lake, Village of Lakemoor
8613.01	5,611	Village of Round Lake Beach, Unincorporated Lake County, Village of Round Lake Heights
8613.03	5,268	Village of Round Lake Beach, Unincorporated Lake County, Village of Round Lake Heights
8613.04	3,046	Village of Round Lake Beach, Village of Round Lake
8614.02	8,546	Village of Round Lake, Unincorporated Lake County, Village of Round Lake Park, Village of Hainesville, Village of Grayslake
8614.03	2,553	Village of Round Lake, Unincorporated Lake County, Village of Round Lake Beach, Village of Round Lake Park
8641.09	6,246	Village of Wauconda, Unincorporated Lake County, Village of Hawthorne Woods, Village of North Barrington
8641.10	5,985	Unincorporated Lake County, Village of Round Lake, Village of Round Lake Park, Village of Grayslake, Village of Libertyville, Village of Mundelein
Average per Census Tract in Lake County, Illinois	4,457	N/A
Average per Census Tract in the State of Illinois	3,933	N/A

[1] Intersecting municipalities are those intersecting the census tract and may not intersect the Study Area. Intersecting municipalities are listed in no particular order.

Figure 3-2: Census Tracts and Municipalities

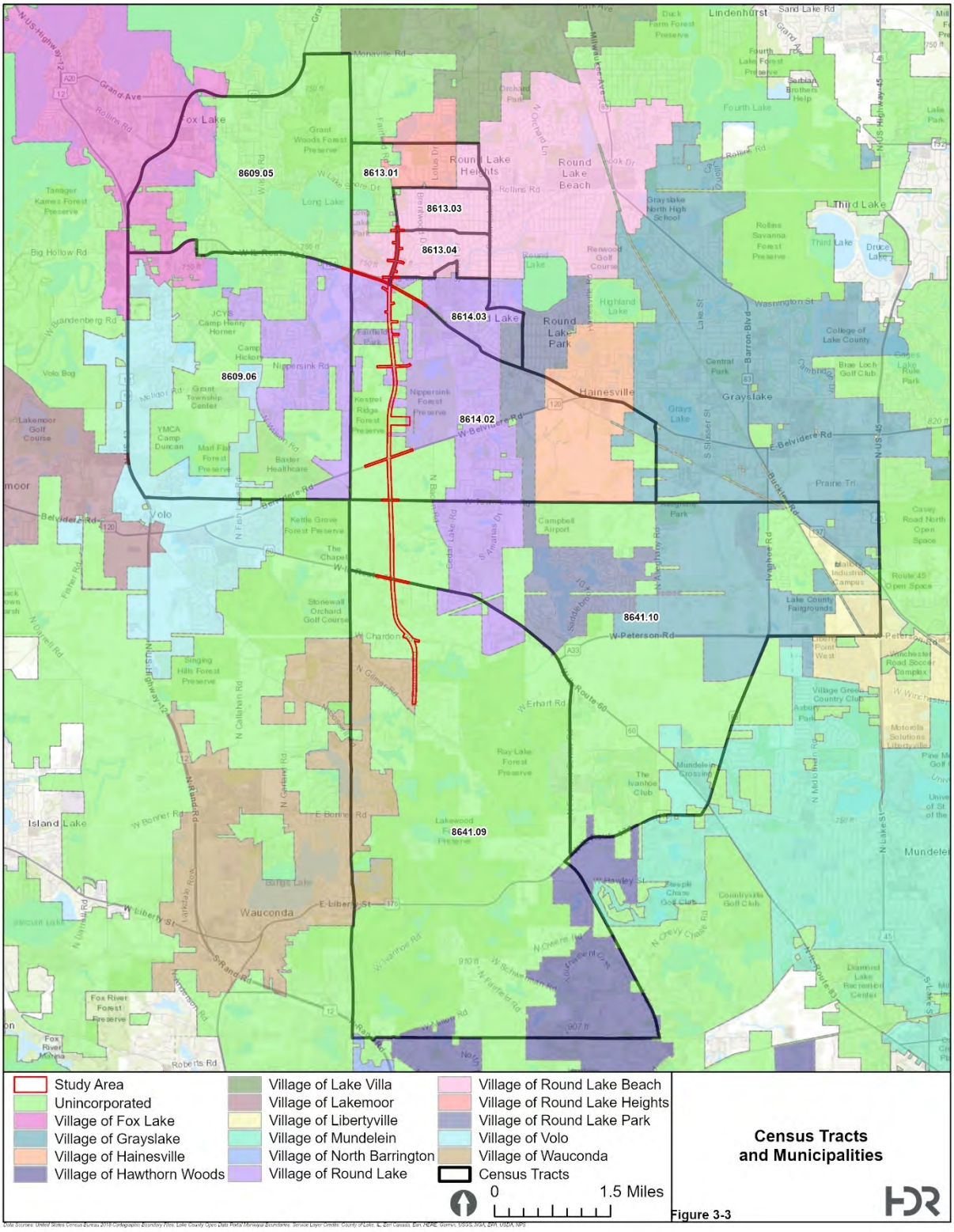


Figure 3-3

As shown in Table 3-4, average household size remains relatively consistent across the census tracts intersecting the Study Area (USCB 2022b). Age demographics also remain relatively consistent across the census tracts, with census tract 8614.03 north of IL Route 134 in Round Lake having the highest percentage of individuals under 18 years of age and census tract 8641.10 generally between IL Route 60 and Townline Road having the highest percentage of individuals 65 years of age and older (USCB 2022a). This is likely due to Saddlebrook Farms, a retirement community in Grayslake, being present within census tract 8641.10.

Table 3-4: Study Area Household and Age Characteristics

Census Tract	Average Household Size	Percentage Under 18	Percentage 18-64	Percentage 65 and Older
8609.05	2.9	24.8	65.5	9.7
8609.06	2.9	29.1	60.7	10.2
8613.01	2.6	25.1	66.6	8.3
8613.03	3.0	31.0	61.8	7.2
8613.04	3.4	27.8	62.5	9.7
8614.02	2.6	23.5	66.6	9.9
8614.03	3.3	32.9	57.7	9.4
8641.09	3.1	28.3	59.8	11.9
8641.10	2.2	14.6	39.8	45.6
Average per Census Tract in Lake County, Illinois	2.7	23.2	61.4	15.4
Average per Census Tract in the State of Illinois	2.5	21.8	61.7	16.5

Sources: USCB 2022a, USCB 2022b.

Census tract 8641.10 has a higher disabled population percentage than the rest of the census tracts, with the disabled population at 21.5 percent, likely due to the aforementioned retirement community existing within the census tract. Census tract 8614.03 has the second highest percentage disabled population at 17.1 percent of the population (USCB 2022c). See Table 3-5.

Table 3-5: Percent Distribution of Disabled Populations

Census Tract	Percentage Disabled[1]
8609.05	7.1
8609.06	7.8
8613.01	10.2
8613.03	11.0
8613.04	10.3
8614.02	9.3
8614.03	17.1
8641.09	4.3
8641.10	21.5
Average per Census Tract in Lake County, Illinois	9.9
Average per Census Tract in the State of Illinois	12.3

[1] *Percentage taken from the total civilian noninstitutionalized population.*
Source: USCB 2022c

3.3.2 Minority Population Characteristics

As shown in Table 3-6, the southern portion of the Study Area has a lower percentage of minority population based on race and ethnicity than the rest of the Study Area. The northern portion of the Study Area maintains the highest minority percentage within the Study Area, with the highest percentage minority populations in census tracts 8613.03 and 8613.04 both in Round Lake Beach being 76.7 and 72.2 percent minority, respectively (Table 3-6) (USCB 2022a).

Table 3-6: Percent Distribution of Minority Populations

Census Tract	Percentage Black[1]	Percentage American Indian or Alaska Native[1]	Percentage Asian[1]	Percentage Native Hawaiian and Other Pacific Islander[1]	Percentage Hispanic or Latino[2]	Percentage Minority[3]
8609.05	1.7	0.1	3.2	0.0	26.9	31.3
8609.06	8.8	2.7	7.6	0.0	21.3	35.8
8613.01	8.0	1.0	4.0	0.2	44.0	57.8
8613.03	9.7	2.7	0.0	0.0	66.2	76.7
8613.04	2.7	4.4	0.8	0.8	68.2	72.2
8614.02	6.7	4.2	15.2	0.0	30.0	50.8
8614.03	3.8	1.3	1.8	0.3	55.9	66.6
8641.09	1.8	0.9	9.1	0.0	14.5	27.3
8641.10	3.8	0.3	19.4	0.0	4.2	27.7
Average per Census Tract in Lake County, Illinois	8.8	1.6	8.9	0.2	22.4	40.5
Average per Census Tract in the State of Illinois	17.6	1.2	6.2	0.1	17.1	41.3

[1] Includes individuals of this race alone or in combination with one or more races.
[2] Includes Hispanic or Latino individuals of any race.
[3] Includes individuals of any non-white race and Hispanic or Latino individuals.
[4] Percentage taken from the total civilian noninstitutionalized population.
Source: USCB 2022a

3.3.3 Economic Characteristics

As shown in Table 3-7, the northern portion of the Study Area has the highest percentage of individuals in poverty and low income, defined as income below 200% of the poverty level. Census tracts 8614.03, 8613.04, and 8613.03 have the highest percentages of individuals in poverty and low income (USCB 2022e). Census tract 8614.03 also has the highest unemployment rate and the second lowest median household income (USCB 2022d). Census tract 8641.09, located in the southern portion of the Study Area, has the highest median household income, lowest employment rate, lowest percent in poverty, and the lowest percentage low income within the census tracts considered (USCB 2022d, USCB 2022e).

Table 3-7: Economic Characteristics of the Study Area as of 2022

Census Tract	Median Household Income[1]	Unemployment Rate[2]	Percent in Poverty[3]	Percent Low Income[4]
8609.05	$91,283	7.4%	9.8	20.9
8609.06	$116,410	5.7%	7.1	14.2
8613.01	$70,361	5.35%	7.6	28.4
8613.03	$69,740	7.5%	13.7	34.6
8613.04	$75,179	6.4%	14.1	38.7
8614.02	$87,087	5.4%	8.0	27.3
8614.03	$56,923	9.0%	17.1	55.6
8641.09	$157,894	1.4%	1.9	4.2
8641.10	$56,414	4.1%	10.3	21.0
Average per Census Tract in Lake County, Illinois	$118,943	5.1%	8.3	20.2
Average per Census Tract in the State of Illinois	$84,300	6.6%	13.1	28.5

[1] Income and benefits in 2022 inflation adjusted dollars. Median household Income may be higher than reported as a household income of >$250,000 was the highest reportable value. The exact income of households whose income is greater than $250,000 is unknown. The households with an income greater than $250,000 were included in calculations as $250,000.

[2] Based off individuals 16 years of age and older within the Civilian Labor Force.

[3] Calculated following the Office of Management and Budget's Statistical Policy Directive 14. Uses a set of money income thresholds that vary by family size to determine who is in poverty. Calculated with the population whose poverty status is determined.

[4] Individuals with income below 200% of the poverty level. Calculated with the population whose poverty status is determined.

Sources: USCB 2022d, USCB 2022e.

3.3.4 Household Vehicle Availability

The average percentage of households with no vehicles available in Lake County, Illinois is 5.1 percent, and 12.9 percent (USCB 2022f). As shown in Table 3-8 and Figure 3-3, the central portion of the Study Area has the highest percentages of households with no vehicles available. Census tract 8641.10 has the highest rate of households with no vehicles, at 9.7 percent of all households. This is likely due to the Grayslake retirement community within the census tract. Census tracts 8614.02 and 8614.03, in the northcentral portion of the Study Area, follow with the highest percentages of households with no vehicles, at 6.2 and 5.8 percent respectively. The majority of households across the census tracts studied have two vehicles available (USCB 2022f).

Table 3-8: Household Vehicle Availability by Census Tract

Census Tract	Percentage of Households with No Vehicles	Percentage of Households with One Vehicle	Percentage of Households with Two Vehicles	Percentage of Households with Three Vehicles	Percentage of Households with Four or More Vehicles
8609.05	3.1	18.3	42.8	24.3	11.4
8609.06	1.6	32.4	41.8	15.7	8.3
8613.01	1.2	46.4	32.4	11.3	8.6
8613.03	2.3	13.1	40.9	29.4	14.2
8613.04	3.4	20.8	44.6	15.3	15.8
8614.02	6.2	25.6	43.7	21.9	2.6
8614.03	5.8	29.5	39.5	18.4	6.7
8641.09	0.4	11.5	60.3	23.3	4.5
8641.10	9.7	45.5	30.0	7.7	7.1

Source: USCB 2022f

As shown in Table 3-9 and Figure 3-4, the percentages of households with no vehicles available was on average higher by block group than by census tract. This indicates that the communities closer to the Study Area have less vehicle availability than the larger census tracts which they are a part of. Block group 2 of census tract 8613.04 in Round Lake Beach and block group 1 of census tract 8614.02 between Townline Road and IL Route 134 have the highest rate of no vehicles available at 8.2 and 8.1 percent respectively (USCB 2022g).

Table 3-9: Percent No Vehicle Availability by Block Group

Block Group	Percentage of Households with No Vehicle
Block Group 4; Census Tract 8609.05	7.2
Block Group 2; Census Tract 8609.06	1.7
Block Group 2; Census Tract 8613.01	1.7
Block Group 1; Census Tract 8613.03	0.0
Block Group 2; Census Tract 8613.04	8.2
Block Group 1; Census Tract 8614.02	8.1
Block Group 1; Census Tract 8614.03	5.1
Block Group 1; Census Tract 8641.09	0.6
Block Group 1; Census Tract 8641.10	1.9

Source: USCB 2022g

Figure 3-3: Percentage of Households with No Vehicles Available by Census Tract

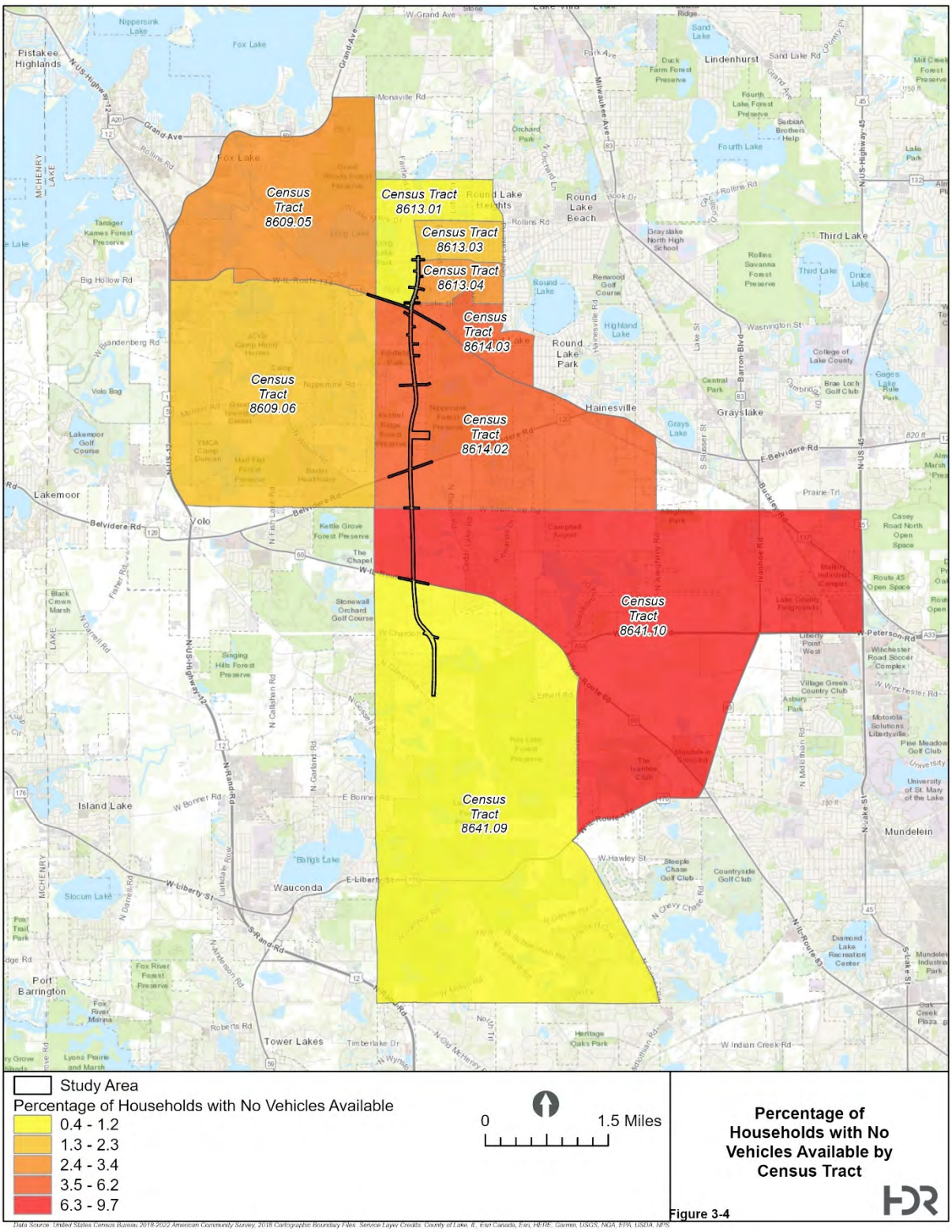
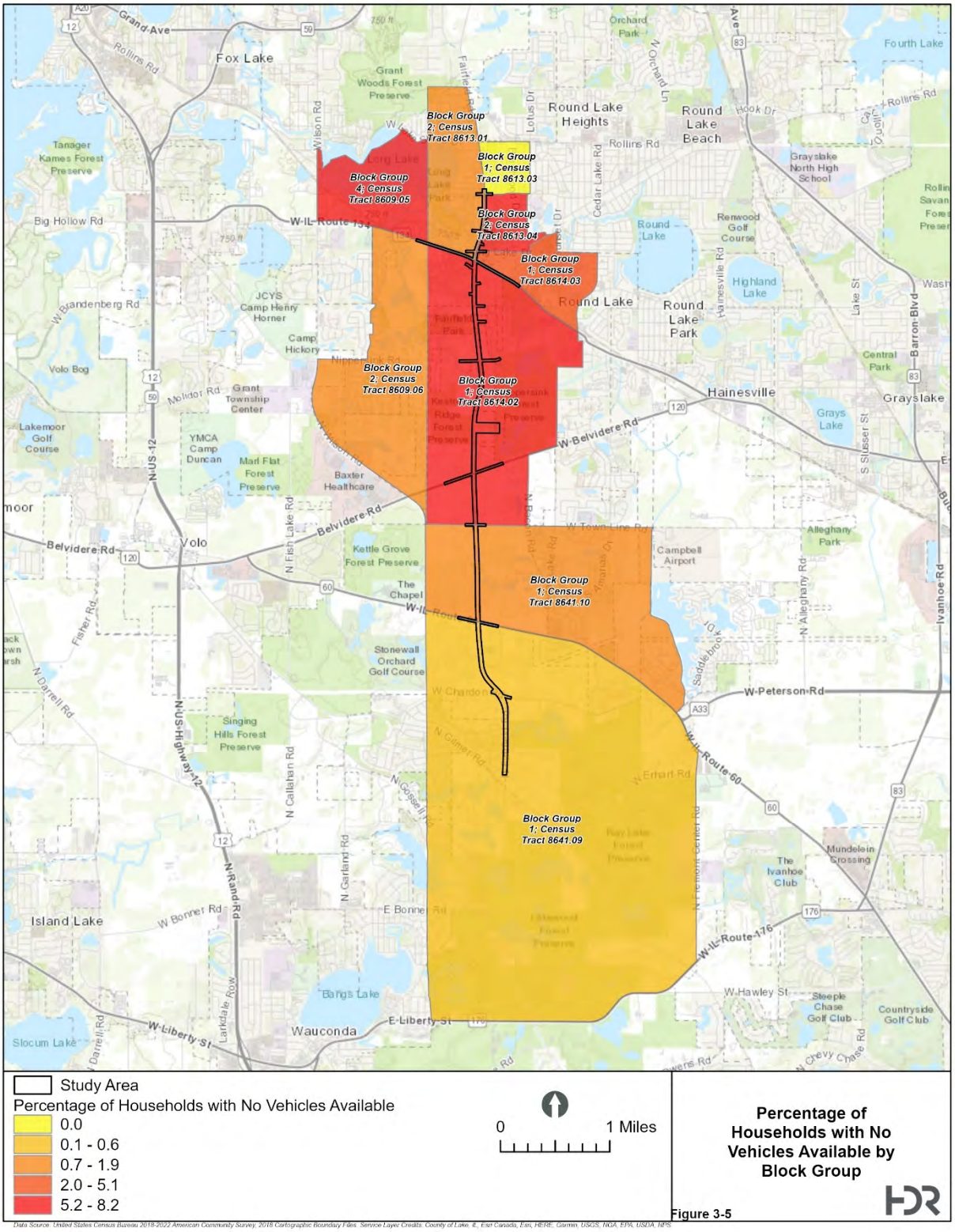


Figure 3-4: Percentage of Households with No Vehicles by Block Group



3.4 Existing Bicycle and Pedestrian Generators

3.4.1 Generators

Generators of bicycle and pedestrian traffic in the Study Area range from public areas such as natural areas, trails, museums, and community centers to private entities such as businesses and houses of worship. In total, there are eight natural areas, four trails, one house of worship, two museums, two community centers, and one shopping center, within parcels intersecting the Study Area that individuals may be traveling to and from in a non-motorized fashion, as listed in Table 3-10.

Table 3-10: Bicycle/Pedestrian Generators within Parcels Intersecting the Study Area

Type	Number	Name(s)
Natural Area	8	Kestrel Ridge Forest Preserve, Nippersink Forest Preserve, Ray Lake Forest Preserve, Mayfield Drain Natural Area, Harts Woods Park, Fairfield Park, Long Lake Park Natural Area, Village of Round Lake Beach Open Space
Trail	4	Millennium Trail and Greenway, Nippersink Forest Preserve Trail, Unnamed trail in Mayfield Natural Drain Area, Unnamed trail near Coventry Glen Apartments
House of Worship	1	Chinmaya Mission Chicago
Museum	2	Children's Neighborhood Museum, Prairie Grass Nature Museum
Community Center	2	Robert W Rolek Community Center, Lake County Community Action Project
Shopping Center	1	The Shoppes of Round Lake

Sources: Lake County, Illinois 2024a-2024e

3.4.2 Bicycle Accommodations

Four trails currently exist within parcels intersecting the Study Area: Millennium Trail and Greenway within Fairfield Park, Nippersink Forest Preserve Trail within Nippersink Forest Preserve, the unnamed trail within Mayfield Natural Drain Area, and the unnamed trail near Coventry Glen Apartments (Lake County Illinois, 2024e).

In addition to the existing trails, a planned trail connecting Harts Woods Park, Millennium Trail and Greenway, and Nippersink Forest Preserve can be found in the Lake County 2050 Non-Motorized Transportation Plan. This planned trail would be located within the Study Area on Hart Road, on Fairfield Road between Hart Road and the southern end of Fairfield Park, on Old Farm Road, and on Nippersink Road. Wauconda's 2012 Comprehensive Bike Plan also shows a planned trail in Unincorporated Lake County between Liberty Lakes Trail in Wauconda and an unnamed Round Lake Park District trail in Round Lake (CMAP 2023).

3.4.3 Existing Sidewalks

According to CMAP's 2018 Sidewalk Inventory, there are no sidewalks on either side of Fairfield Road within the Study Area. Figure 3-5 shows the bicycle and pedestrian facilities within the Study Area.

Figure 3-5: Bicycle and Pedestrian Facilities

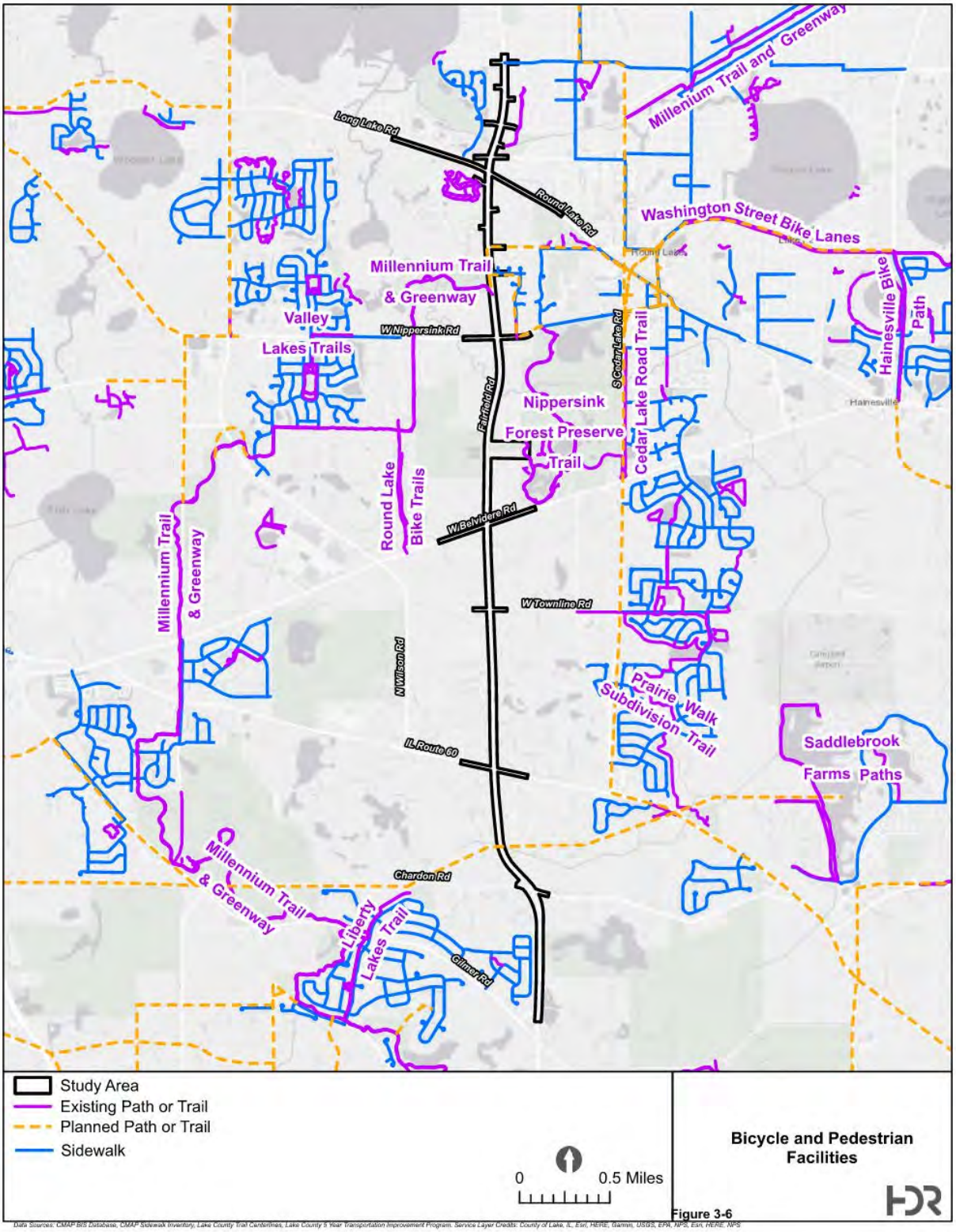


Figure 3-6

3.5 Environmental Resources

3.5.1 Air Quality

The Study Area is located within the Chicago metropolitan area and Lake County. Air quality is protected by the Clean Air Act (CAA) and air quality standards are established by the U.S. Environmental Protection Agency (USEPA). As required by the CAA, the USEPA has established National Ambient Air Quality standards (NAAQS) for pollutants considered harmful to public health and the environment. These are carbon monoxide (CO), lead, nitrogen dioxide (NO2), ozone, particulate matter (PM10 and PM2.5), and sulfur dioxide (SO2). Areas in which air pollution levels persistently exceed the NAAQS may be designated as "nonattainment". The Chicago metropolitan area does not meet the current ozone 8-hour 2015 standard and therefore has a nonattainment status (USEPA 2024e). Areas with a nonattainment status are ranked based on the severity of nonattainment for the given pollutant. The rankings are based on design values, a statistic that describes the air quality status of a given location relative to the NAAQS (USEPA 2024a). The rankings of nonattainment for 8-hour ozone 2015 standard classifications range from marginal to extreme. Northeastern Illinois has a moderate nonattainment classification for 8-hour ozone 2015 standard classifications, meaning that the area has a design value of 0.081 up to but not including 0.093 ppm (USEPA 2024f, 2024g).

3.5.2 Noise

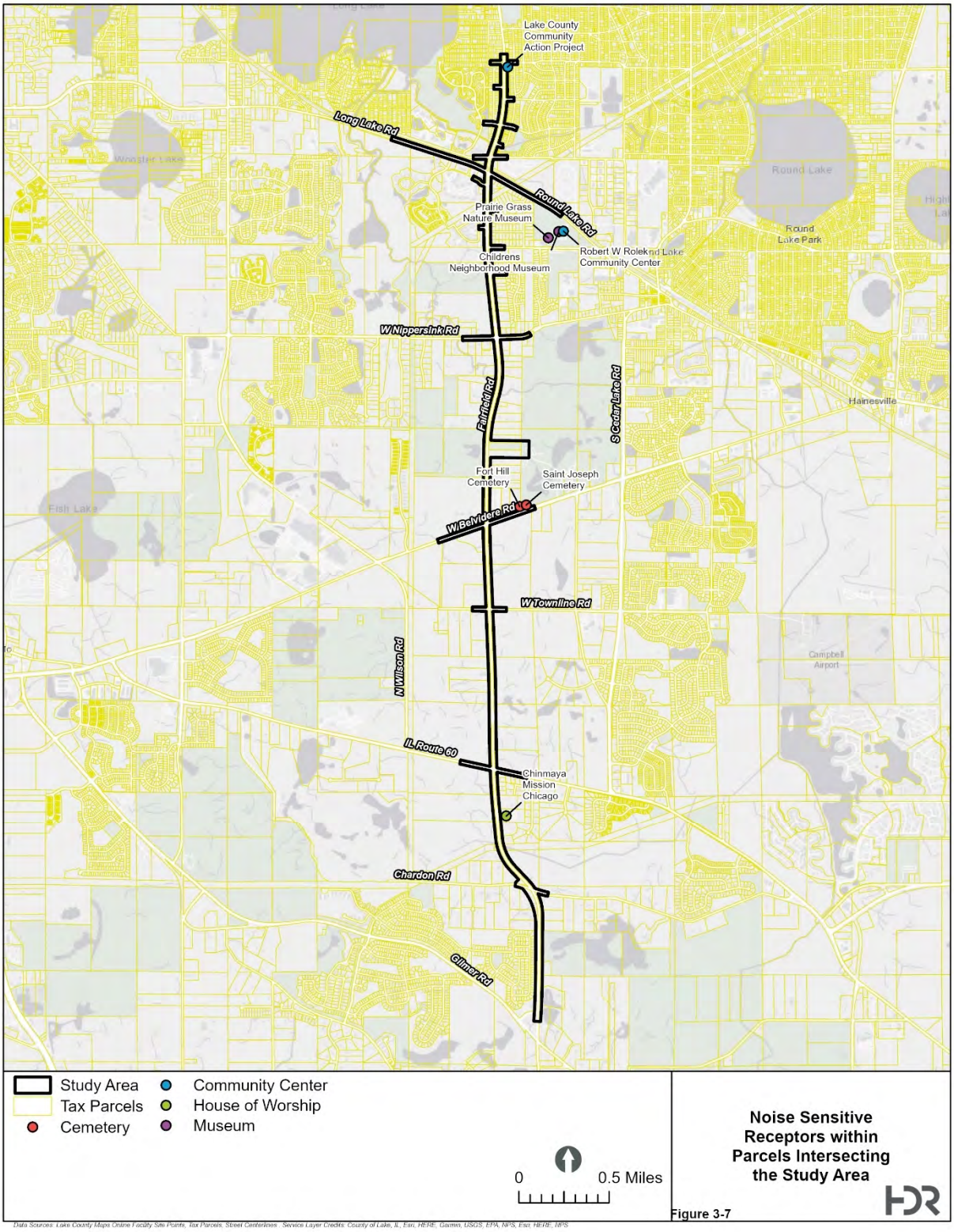
Noise sensitive receptors are areas where excess noise would disrupt the purpose of the land use. In addition to the significant residential and natural areas within the Study Area, the following land uses are considered noise sensitive: cemeteries, houses of worship, community centers, and museums. In addition to the residential land uses and natural areas described in Table 3-11 below, eight noise sensitive receptors have been identified within parcels intersecting the Study Area. See Figure 3-6. No schools are located within parcels intersecting the Study Area (Lake County, Illinois 2024a). A noise analysis would need to be completed during the NEPA process.

Table 3-11: Non-Residential Noise Sensitive Receptors within Parcels Intersecting the Study Area

Name	Type
Fort Hill Cemetery	Cemetery
Saint Joseph Cemetery	Cemetery
Chinmaya Mission Chicago	House of Worship
Children's Neighborhood Museum	Museum
Prairie Grass Nature Museum	Museum
Lake County Community Action Project	Community Center
Robert W Rolek Community Center	Community Center

Source: Lake County, Illinois 2024a

Figure 3-6: Sensitive Noise Receptors within Parcels Intersecting the Study Area



9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979

3.5.3 Groundwater

3.5.3.1 GEOLOGICAL SETTING

The Study Area is within the physiographic division of Great Lake Section within the classification Wheaton Morainal County (ISGS 1998). The Wheaton Morainal County classification is characterized by glacial morainic topography, meaning that is has more lakes and swamps than the surrounding area (ISGS 1948).

The Study Area is within Silurian System bedrock (ISGS 2205). Silurian System bedrock is made up of dominantly carbonates and primarily dolomite in northern Illinois (ISGS 2024a). Bedrock within the Study Area is at 500-600 mean feet above sea level (ISGS 1994).

3.5.3.2 SOILS

According to the Web Soil Survey, the Natural Resources Conservation Service (NRCS) has classified the following soils within the Study Area as hydric: 67A—Harpster silty clay loam, 0 to 2 percent slopes, 103A—Houghton muck, 0 to 2 percent slopes, 153A—Pella silty clay loam, 0 to 2 percent slopes, 153A+—Pella silt loam, 0 to 2 percent slopes, overwash, 232A—Ashkum silty clay loam, 0 to 2 percent slopes, 330A—Peotone silty clay loam, 0 to 2 percent slopes, 1103A—Houghton muck, undrained, 0 to 2 percent slopes, 1330A—Peotone silty clay loam, undrained, 0 to 2 percent slopes, and 4103A—Houghton muck, ponded, 0 to 2 percent slopes. (USDA NRCS 2024). Soil types within the Study Area are listed in Table 3-12.

According to USDA NRCS Web Soil Survey, approximately 108 acres within the Study Area are considered prime farmland. Additionally, approximately 42 acres are considered prime farmland if drained (USDA NRCS 2024). Prime farmland is land that is has the best physical and chemical characteristics to produce sustained high yields of crops when managed and is also available for these uses. Prime farmland if drained is land that has the potential to be prime farmland if it is drained (eCFR 2024).

Table 3-12: Soil Types within the Study Area

Map Unit Symbol	Map Unit Name	Acres in Study Area	Percent of Study Area
23B	Blount silt loam, Lake Michigan Lobe, 2 to 4 percent slopes	3.5	1.8%
67A	Harpster silty clay loam, 0 to 2 percent slopes	0.5	0.3%
103A	Houghton muck, 0 to 2 percent slopes	11.4	5.8%
153A	Pella silty clay loam, 0 to 2 percent slopes	6.7	3.4%
153A+	Pella silt loam, 0 to 2 percent slopes, overwash	0.8	0.4%
189B	Martinton silt loam, 2 to 4 percent slopes	0.0	0.0%
192A	Del Rey silt loam, 0 to 2 percent slopes	9.2	4.7%
232A	Ashkum silty clay loam, 0 to 2 percent slopes	15.0	7.7%
298B	Beecher silt loam, 2 to 4 percent slopes	5.5	2.8%
323B	Casco loam, 2 to 4 percent slopes	3.8	1.9%
330A	Peotone silty clay loam, 0 to 2 percent slopes	4.4	2.2%
370B	Saylesville silt loam, 2 to 4 percent slopes	5.3	2.7%
530B	Ozaukee silt loam, 2 to 4 percent slopes	35.1	18.0%
530C	Ozaukee silt loam, 4 to 6 percent slopes	6.4	3.3%
530C2	Ozaukee silt loam, 4 to 6 percent slopes, eroded	20.0	10.2%
530D2	Ozaukee silt loam, 6 to 12 percent slopes, eroded	11.2	5.7%
530D3	Ozaukee silty clay loam, 6 to 12 percent slopes, severely eroded	3.1	1.6%
530E2	Ozaukee silt loam, 12 to 20 percent slopes, eroded	8.6	4.4%
531C2	Markham silt loam, 4 to 6 percent slopes, eroded	17.0	8.7%
531D2	Markham silt loam, 6 to 12 percent slopes, eroded	1.1	0.6%
697A	Wauconda silt loam, 0 to 2 percent slopes	0.3	0.1%
698B	Grays silt loam, 2 to 4 percent slopes	5.0	2.6%
805B	Orthents, clayey, undulating	0.1	0.0%
840B	Zurich and Ozaukee silt loams, 2 to 4 percent slopes	0.2	0.1%
978A	Wauconda and Beecher silt loams, 0 to 2 percent slopes	6.0	3.1%
978B	Wauconda and Beecher silt loams, 2 to 4 percent slopes	5.3	2.7%
979B	Grays and Markham silt loams, 2 to 4 percent slopes	4.8	2.5%
1103A	Houghton muck, undrained, 0 to 2 percent slopes	1.0	0.5%
1330A	Peotone silty clay loam, undrained, 0 to 2 percent slopes	0.5	0.3%
4103A	Houghton muck, ponded, 0 to 2 percent slopes	3.1	1.6%
Totals for Study Area		**194.8**	**100.0%**

Source: USDA NRCS 2024

3.5.3.3 WELLHEAD PROTECTION AREAS

The Study Area is within the 1,000-foot minimum setback zones for three Community Water Service (CWS) wells and three non-CWS wells (IEPA 2024a).

3.5.3.4 SURFICIAL PUBLIC WATER SUPPLIES

The Study Area is not within one of Lake County's twelve public water distribution systems (Lake County 2024f).

3.5.3.5 AQUIFER RECHARGE

The project area is located in Zones 1, 6, and 5 for aquifer recharge potential, where Zone 1 indicates the highest potential for aquifer recharge and Zone 7 indicates the lowest potential as mapped by Keefer and Berg (Keefer and Berg 1990). Aquifer recharge potential information is provided for a general regional perspective only, as the map was prepared at a scale of 1:1,000,000 and is not applicable on a site-specific basis.

The only sole-source aquifer in Illinois, according to the USEPA's list of designated sole-source aquifers as defined by Section 1424(E) of the Safe Drinking Water Act, is the Mahomet Aquifer. The Study Area does not fall within the Mahomet aquifer sole-source boundaries, as defined by the USEPA (USEPA 2024j).

3.5.3.6 GROUNDWATER PROTECTION AREAS

In 1991, the IEPA, along with the Illinois Department of Natural Resources (IDNR) designated four priority groundwater protection planning regions as mandated in the Illinois Groundwater Protection Act. The goal of the priority groundwater protection planning regions is for the establishment of committees that will advocate for groundwater protection practices and procedures to municipal, county, state, and other local units of government in their region (IEPA 2024b). Currently, the Study Area is not located within any of the four Groundwater Protection Planning Regions (IEPA 2024c).

3.5.3.7 POTENTIAL FOR CONTAMINATION OF SHALLOW AQUIFERS

The Study Area is located in Zone E of the "Potential for contamination of shallow aquifers from land burial of municipal wastes" map (ISGS 1984). Zone E is described as uniform, relatively impermeable silty or clayey till at least 50 feet thick; no evidence of interbedded sand and gravel (ISGS 1984). The zones range alphabetically from A to G. “A” Zones indicate the highest potential for contamination, and Zone G has the lowest potential. This information is provided for a general regional perspective only, as the map was prepared at a scale of 1:500,000 and is not applicable on a site-specific basis. No borings were made to a depth of 50 feet to verify the geology of the Study Area.

3.5.3.8 WELL INFORMATION

There are a total of 570 water wells and 372 engineering test wells within a half mile of the Study Area (ISGS 2024b).

3.5.4 Special Waste Sites

Special waste is defined in the Illinois Environmental Protection Act (415 ILCS 5/3.45) and includes hazardous and nonhazardous waste, potentially infectious medical waste, industrial process waste or pollution control waste, contaminated soils, and any empty portable device or container in which special waste has been handled (Illinois General Assembly, 1970). Transportation projects are evaluated to determine a project’s potential involvement with special waste and other regulated substances, such as hazardous substances and petroleum products (common sources of potential special waste), in order to protect construction workers, residents of the project area, and the local environment from inadvertent exposure to hazardous wastes during construction of the project. The evaluations also are intended to protect the public entities

purchasing property for the project from unknowingly acquiring properties that would later require major expenditures for clean-up of special wastes.

Databases maintained by USEPA and reviewed within the vicinity of the Study Area include:

- Superfund Enterprise Management System (SEMS). This is a comprehensive inventory of active and archived hazardous waste sites evaluated by the Superfund Program.
- Assessment Cleanup and Redevelopment Exchange System (ACRES). Data represents EPA brownfields grants recipients on Brownfields properties assessed or cleaned up with grant funding, as well as information on targeted brownfields assessments.
- Resource Conservation and Recovery Act of 1976 (RCRA) Information System database. The RCRA database lists sites that deal with RCRA hazardous waste as a generator, transporter, or treatment, storage, and disposal facility.
- UST Finder Feature Layer 2021. This is a national composite of leaking underground storage tanks, underground storage tank facilities, and underground storage tanks as of 2018-2021.

The review of the databases listed above identified 9 sites within the Study Area or within parcels intersecting the Study Area, as shown in Table 3-13. There are no superfund or brownfield sites identified within the Study Area or within parcels intersecting the Study Area (USEPA 2023b, 2024c). Five underground storage tank (UST) facilities and four leaking underground storage tanks (LUSTs) were identified within the Study Area or within parcels intersecting the Study Area (USEPA 2023c). UST facilities are locations where USTs are present and does not necessarily account for the number of USTs at a location. Three very small quantity generators (VSQG) and one small quantity generator (SQG) were identified within the Study Area or within parcels intersecting the study area (USEPA 2021). To be considered a VSQG, a facility must only generate 100 kilograms or less per month of hazardous waste or one kilogram or less per month of acutely hazardous waste. SQGs must generate more than 100 kilograms but less than 1,000 kilograms of hazardous waste per month (USEPA 2024b). Further hazardous materials analysis would need to be conducted as part of the NEPA process.

Table 3-13: Special Waste Concerns Mapped within the Study Area or within Parcels Intersecting the Study Area

Name Listed	Type Listed	Location Listed
Synnestvedt Nursery Co.	Small Quantity Generator, Underground Storage Tank Facility, Leaking Underground Storage Tank	24550 IL Route 120, Round Lake
Fairfield Automotive	Underground Storage Tank Facility	1327 Fairfield Road, Round Lake
Fairfield Citgo	Underground Storage Tank Facility	1115 Fairfield Road, Round Lake Beach
IL0136	Underground Storage Tank Facility	1175 Route 134, Round Lake
Round Lake #2 ESS	Underground Storage Tank Facility	24401 Hart Road, Round Lake
Premcor Refining Group	Three Leaking Underground Storage Tanks	1175 West Route 134, Round Lake and 735 East Belvidere Road, Grayslake
Weber Automotive	Very Small Quantity Generator	1327 North Fairfield Road, Round Lake Beach
Gerber Collision & Glass	Very Small Quantity Generator	1321 West Route 134, Round Lake
CVS Pharmacy 7170 RCRA	Very Small Quantity Generator	1229 West Route 134, Round Lake

Source: USEPA 2021, 2023c

In addition to the information obtained from databases listed above, a Preliminary Environmental Site Assessment (PESA) prepared on behalf of IDOT by the Illinois State Geological Survey (ISGS) was completed on October 17, 2025, for the Study. The assessment was prepared using historical and geological information including aerial photographs; U.S. Geological Survey topographic maps; plat maps; file information from ISGS; regulatory file information from federal, state, and other agencies; and various other sources of information. An on-site investigation was completed. See Appendix E: Special Waste – PESA Report.

Table 3-14 lists sites for which recognized environmental conditions (RECs) were identified for each address or address range. The PESA report includes tables listing sites in the Study Area for which only de minimis conditions were identified (Table 2, Appendix E) sites in the Study Area for which no RECs or de minimis conditions were identified (Table 3, Appendix E), and sites

adjoining but not in the Study Area that were identified on environmental databases (Table 4, Appendix E). Further investigation of sites with RECs may be necessary at a later stage of the project.

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the PESA report. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence of or use of these factors was conducted for the PESA.

More information about the sites listed in Table 3-14, including property addresses, can be found in the PESA in Appendix E: Special Waste – Preliminary Environmental Site Assessment (PESA) Report.

Table 3-14: PESA Sites with RECs

Property name	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Railroad	4703-1	Monitoring well; potential monitoring well; railroad signal box and building; metals, semi-volatile organic compounds (SVOCs), and volatile organic compounds (VOCs); Highway Authority Agreement (HAA); natural gas pipeline; potential asbestos-containing material (ACM) and lead paint	HAA, activity and use limitation (AUL)	Transportation
Vacant land	4703-2	Metals	None	Vacant
Vacant lot	4703-4	VOCs and metals	None	Vacant
Vacant lot	4703-5	SVOCs and metals	None	Vacant
Gerber Collision and Glass	4703-6	Potential Underground Storage Tanks (USTs); evidence of chemical use; SVOCs and metals; transformer; potential ACM and lead paint	Resource Conservation and Recovery Act (RCRA), Bureau of Land (BOL)	Commercial
Commercial building	4703-7	Spill; SVOCs and metals; transformer; potential ACM and lead paint	BOL, Illinois Emergency Management Agency (IEMA)	Commercial

CVS	4703-8	Evidence of chemical use; spill; monitoring wells; SVOCs and metals; HAA; transformer; potential ACM and lead paint	RCRA, BOL, IEMA, HAA, AUL	Commercial
Marathon gas station	4703-9	USTs with documented releases; potential UST(s); potential former chemical use; monitoring wells; former monitoring wells; potential monitoring wells; impacted soil and groundwater; metals, SVOCs, and VOCs; HAA (source); transformers; potential ACM and lead paint	Leaking Underground Storage Tank (LUST), UST, BOL, IEMA, HAA, AUL	Commercial
Commercial building	4703-10	HAA; transformers; potential ACM and lead paint	HAA, AUL	Commercial
Round Lake Animal Hospital	4703-11	Metals; natural gas pipeline; potential ACM and lead paint	None	Commercial
Utility corridor	4703-12	Metals; likely past pesticide and/or herbicide use	None	Utility
Residential buildings	4703-13	Metals; potential ACM and lead paint	None	Residential
Speed Plumbing and residence	4703-14	Potential UST(s); potential former chemical use; metals, SVOCs, and VOCs; potential ACM and lead paint	None	Commercial/ residential
Residences	4703-15	Metals and SVOCs; potential ACM and lead paint	None	Residential

Farmstead	4703-17	Former USTs with a documented release; evidence of former chemical use; former above ground storage tanks (ASTs); former drums; potential pesticide and/or herbicide presence; transformer; potential ACM and lead paint	RCRA, LUST, UST, BOL, IEMA	Farmstead
Nippersink Forest Preserve	4703-22	Spill; transformers; potential ACM and lead paint	IEMA	Recreational
Agricultural building	4703-24	Former dumping; former AST; potential pesticide and/or herbicide presence; natural gas pipeline; potential ACM and lead paint	BOL	Agricultural

3.5.5 Threatened and Endangered Species

A desktop review of the USFWS Information for Planning and Consultation (IPaC) online resources and IDNR Ecological Compliance Assessment Tool (EcoCAT) was performed to determine the federal and state listed species with potential to occur in the Study Area. These federal and state listed species are listed in Table 3-15 and Table 3-16 along with their status. The Study Area contains no critical habitat for any of the federally listed species below (USFWS 2024b).

Table 3-15: Federal Threatened and Endangered Species with Potential to Occur in the Study Area

Common Name	Scientific Name	Federal Status
Northern Long-eared Bat	Myotis septentrionalis	Endangered
Tricolored Bat	Perimyotis subflavus	Proposed Endangered
Rufa Red Knot	Calidris canutus rufa	Threatened
Whooping Crane	Grus americana	Experimental Population, Non-Essential
Karner Blue Butterfly	Lycaeides melissa samuelis	Endangered
Monarch Butterfly	Danaus plexippus	Candidate
Eastern Prairie Fringed Orchid	Platanthera leucophaea	Threatened
Pitcher's Thistle	Cirsium pitcheri	Threatened

Sources: USFWS 2024a, USFWS 2024b

Table 3-16: State Threatened and Endangered Species with Potential to Occur in the Study Area

Common Name	Scientific Name	State Status
Black Tern	Chlidonias niger	Endangered
Black-Crowned Night Heron	Nycticorax nycticorax	Endangered
Blanding's Turtle	Emydoidea blandingii	Endangered
Common Gallinule (previously Common Moorhen)	Gallinula galeata (previously Gallinula chloropus)	Endangered
Least Bittern	Ixobrychus exilis	Threatened
Yellow-Headed Blackbird	Xanthocephalus xanthocephalus	Endangered

Sources: IDNR 2020, IDNR 2023, IDNR 2024d

The northern long eared bat roosts during the summer months in cavities and crevices, as well as underneath the bark of living and dead trees. During the winter they hibernate in caves and mines, called hibernacula. Northern long eared bats have been found roosting in structures like barns, sheds, and bridges (USFWS 2024a). Later succession and unfragmented forests are preferred for roosting (NatureServe Explorer 2024).

The tricolored bat roosts during the summer months in dead or live tree foliage and hibernates during the winter months in caves, mines, or manmade structures like barns, sheds, and bridges. Both the tricolored bat and the northern long eared bat are facing population declines due to the fungal disease white-nose syndrome (NatureServe Explorer 2024).

The rufa red knot migrates long distances, moving through the contiguous United States in the summer months when they are breeding. They prefer elevated and sparsely vegetated ridges or slopes that are nearby wetlands and lakes (NatureServe Explorer 2024).

The whooping crane utilizes wetland habitats when breeding, migrating, wintering, and foraging. They prefer emergent wetlands with dense vegetation such as sedge or bulrush species for nesting and flooded palustrine wetlands for roosting (USFWS 2024a). During migration and when wintering they can be found in marshes, shallow lakes, and grain fields (NatureServe Explorer 2024).

The Karner blue butterfly will feed only on the wild lupine plant, which grows in pine barrens and oak savannahs (USFWS 2024a). In the Midwest, the Karner blue butterfly prefers sandy pine and oak communities interspersed with open grassy areas (NatureServe Explorer 2024).

The monarch butterfly reaches the Midwest in their migration during their breeding range in April and May, when milkweed is available. The monarch butterfly breeds in areas where patches of milkweed exist. This is because caterpillars eat the leaves of milkweed, adults also feed on the nectar of milkweed. The monarch migrates and winters in Mexico, and wintering sites are of more critical for conservation for the monarch butterfly (NatureServe Explorer 2024).

The eastern prairie fringed orchid can be found in mesic to wet prairies and wet sedge meadows. Peripheral habitat can include kettle lakes and fallow agricultural fields. Wet man-made ditches, including those around railroad rights of way, can serve as habitat (NatureServe Explorer 2024).

Pitcher's thistle is found within the margins of the great lakes, occupying sandy dune habitats. It prefers open areas such as dune ridges, dune blowouts, and disturbed dunes. Pitcher's thistle is thought to no longer occur in Illinois (NatureServe Explorer 2024).

The black tern nests in the Great Lakes region during their breeding season and migrates south for wintering. Breeding and nesting habitat consists of marshes, rivers, lakeshores, and wet meadows. Species of cattails, bulrushes, bur-reed, and phragmites are often found in nesting areas (NatureServe Explorer 2024).

Similarly, to the black tern, the black crowned night heron nests within the Great Lakes region during their breeding season and migrates south for wintering. They can be found in and nearby marshes, swamps, wooded streams, shores of lakes, and ponds. The black crowned night heron roosts in swampy woodlands, making a platform nest in trees near swamps and marshes (NatureServe Explorer 2024).

The Blanding's turtle is a semi-aquatic turtle which inhabits marshes, ponds, swamps, lake shallows, and protected coves and inlets of large lakes. They prefer prairie marshes and wet prairies with sandy soils. In northeastern Illinois, female Blanding's turtles' nest in sandy upland areas in late May and June. They often choose disturbed sites, as they have historically nested on naturally cleared areas such as sand bars and muskrat and beaver lodges. They hibernate underwater during the winter months under the mud within shallow marsh areas (NatureServe Explorer 2024).

The common gallinule, previously known as the common moorhen, can be found in Illinois during the summer months and during migration, as it winters in the southwestern states. The common gallinule prefers freshwater marshes, lakes, and ponds, especially those with emergent vegetation and grassy boarders. Nesting occurs along marsh plants over water (NatureServe Explorer 2024).

The least bittern can be found in the north-central United States during the summer months. It nests in the tall emergent vegetation found in freshwater marshes. They prefer nesting near pools of open water in large marshes. It migrates to the southern United States for the winter months (NatureServe Explorer 2024).

The yellow headed black bird breeds in freshwater marshes with emergent vegetation such as cattail. It migrates south for wintering where it can be found in open cultivated lands, such as pastures and fields (NatureServe Explorer 2024).

Further analysis would need to take place during the NEPA process to minimize the potential effect on listed species.

3.5.6 Parks and Recreational Facilities (Section 4(f) and 6(f))

Section 4(f) of the U.S. Department of Transportation Act protects publicly owned resources known as Section 4(f) resources. Section 4(f) resources include publicly owned parks, recreation areas, and wildlife/waterfowl refuges that are open to the public. It also protects historic properties regardless of public or private ownership and whether or not they are accessible to the public (USDOT FHWA 2024b).

There are a total of eight (8) publicly owned park and recreation lands protected under Section 4(f) located within the Study Area: Kestrel Ridge Forest Preserve, Nippersink Forest Preserve, Ray Lake Forest Preserve, Mayfield Drain Natural Area, Harts Woods Park, Fairfield Park, Long Lake Park Natural Area, and Village of Round Lake Beach Open Space (Lake County Illinois, 2024c). See Figure 3-7. Bicycle paths identified in Section 3.5.2 are also protected under Section 4(f).

Approximately 1.08 acres of Fairfield Park are located within the Study Area. Fairfield Park hosts a narrow portion of Kestrel Ridge Forest Preserve surrounding Millennium Trail & Greenway. Kestrel Ridge Forest Preserve moves southwards, surrounding Millenium Train & Greenway, before entering the Study Area again. Approximately 1.97 acres of the Study Area are within Kestrel Ridge Forest Preserve. Kestrel Ridge Forest Preserve is primarily located in the central region of the Study Area, west of Fairfield Road, and across from Nippersink Forest Preserve. Nippersink Forest Preserve is located east of Fairfield Road, approximately 7.47 acres of the Study Area are within Nippersink Forest Preserve. Ray Lake Forest Preserve is located east of Fairfield Road in the southern portion of the Study Area. Approximately 1.28 acres of Ray Lake Forest Preserve are within the Study Area. Mayfield Drain Natural Area is a recognized open space area east of Fairfield Road in the northern portion of the Study Area. Approximately 0.38 acres of Mayfield Drain Natural Area is within the Study Area. Mayfield Drain Natural Area is located across from a portion of Village of Round Lake's Open Space, which is to the west of Fairfield Road. Approximately 0.08 acres of Village of Round Lake's Open Space is located within the Study Area. This portion of Round Lake's Open Space connects Fairfield Road to Long Lake Natural Park Area. Approximately 1.10 acres of Long Lake Park Natural Area are within the Study Area, south of Mayfield Drive. Harts Woods Park is located east of Fairfield Road and south of Round Lake Road. Approximately 0.52 acres of Harts Woods Park are within the Study Area. Children's Nature Museum, Robert W Rolek Community Center, and Prairie Grass Nature Museum are all located within Harts Woods Park.

Under NEPA, Section 4(f) resources will need to be identified, and the environmental consequences of improvements and alternatives should be assessed and evaluated to determine the extent of impact, including social, economic, and environmental. Minimizing potential impacts of improvements and alternatives will be important.

Section 6(f) of the Land and Water Conservation Act (LWCA) protects lands acquired with LWCA Funds under State Assistance Programs (USDOT FHWA 2024a). In Illinois, this includes lands associated with LWCA and Open Space Lands Acquisition and Development (OSLAD) Funds. The OSLAD program is a state-financed grant program managed by IDNR (IDNR 2024c). Harts

Woods Park, Fairfield Park, and Ray Lake Forest Preserve have received funds and are protected under Section 6(f). Additional Section 6(f) analysis will be needed during the NEPA process.

Table 3-17 summarizes the forest preserves, parks and open spaces within the Study Area.

3.5.7 Natural Areas

Illinois Natural Areas Inventory (INAI) sites are natural areas which have been found to have statewide conservation significance (IDNR 2024a). According to Lake County's INAI Statewide database, there are no INAI sites within the Study Area. Although Round Lake Marsh INAI is within Nippersink Forest Preserve which is within the Study Area, the marsh itself is not within the Study Area's boundaries (Lake County, Illinois 2022). The Illinois Nature Preserves Commission (INPC) protects private and public lands which are found to be high quality natural areas and habitats of threatened and endangered species (IDNR 2024b). There are no INPC lands or other privately protected natural areas within the study area (Prairie State Conservation Coalition 2024). There are also no national or state park lands within the study area, as well as no USFWS-recognized wildlife or waterfowl refuges (NPS 2023, Lake County, Illinois 2023c, USFWS 2024c). Figure 3-7 shows the natural areas in the vicinity of the Study Area.

Table 3-17: Forest Preserves, Parks, and Open Space Recreation Areas within the Study Area

Name	Type	Ownership	Acres within Study Area	Acres Total	Open to the Public	Section 4(f) Protection	Section 6(f) Protection
Kestrel Ridge Forest Preserve	Forest Preserve	Forest Preserve District of Lake County	1.97	134.59	Yes	Yes	No
Nippersink Forest Preserve	Forest Preserve	Forest Preserve District of Lake County	7.47	323.51	Yes	Yes	No
Ray Lake Forest Preserve	Forest Preserve	Forest Preserve District of Lake County	1.28	1,157.77	Yes	Yes	Yes
Mayfield Drain Natural Area	Round Lake Area Park District	Open Space	0.38	10.45	Yes	Yes	No
Harts Woods Park	Round Lake Area Park District	Park	0.52	29.90	Yes	Yes	Yes
Fairfield Park	Round Lake Area Park District	Park	1.08	51.90	Yes	Yes	Yes
Long Lake Park Natural Area	Round Lake Area Park District	Park	1.10	39.75	Yes	Yes	No
Village of Round Lake Beach Open Space	Round Lake Area Park District	Open Space	0.08	89.11	Yes	Yes	No

Figure 3-7: Natural Areas

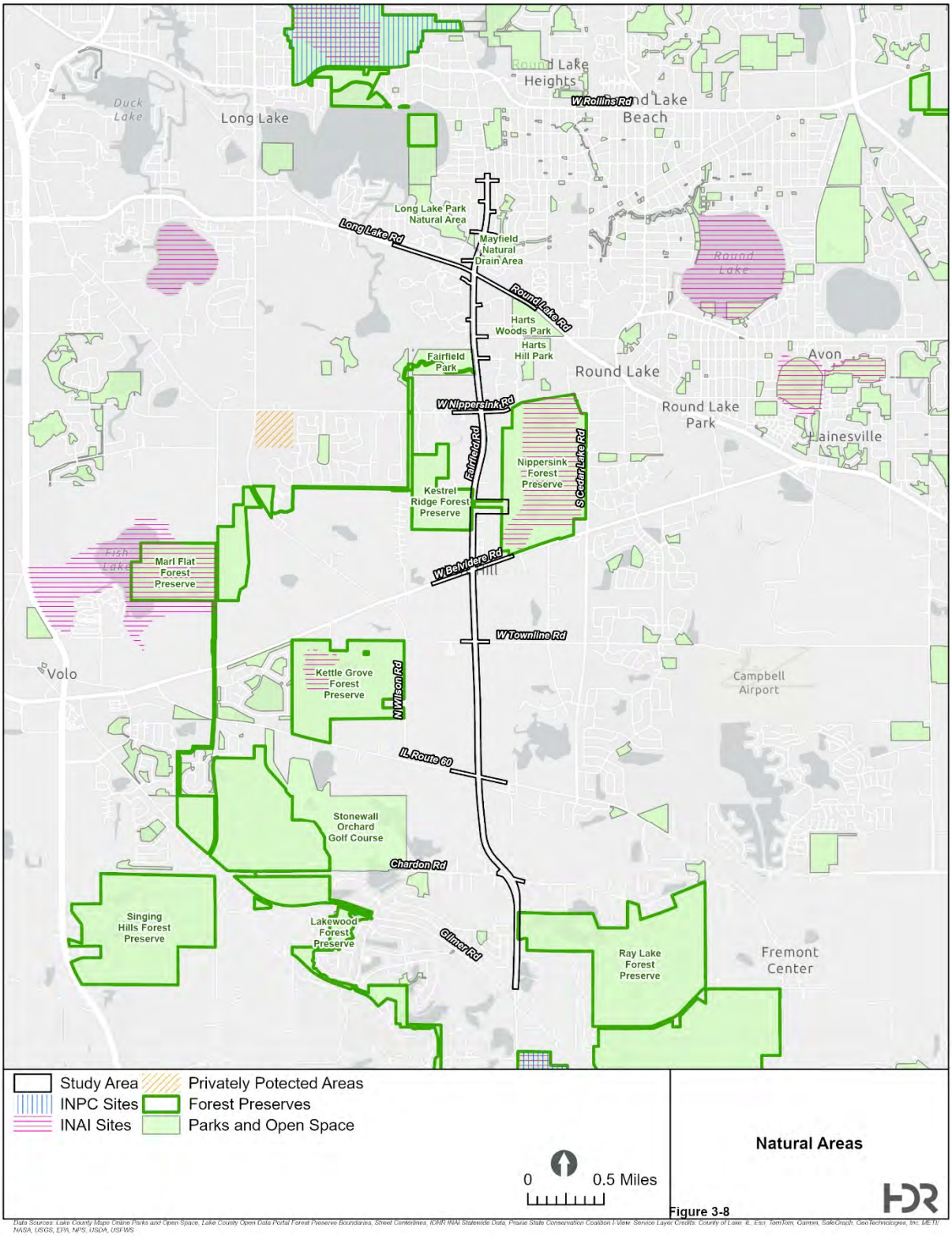


Figure 3-8

Data Sources: Lake County Maps Online Parks and Open Space, Lake County Open Data Portal Forest Preserve Boundaries, Street Centerlines, IDNR INAI Statewide Data, Prairie State Conservation Coalition I-View. Service Layer Credits: County of Lake, IL, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

3.5.8 Historical Sites

Cultural resources are defined as historic architectural resources (buildings, structures, objects, landscapes, and districts) and archaeological sites (including prehistoric and historic sites, mounds, and cemeteries). Those that are listed on or eligible for listing on the National Register of Historic Places (NRHP) are afforded protection under Section 106 of the National Historic Preservation Act. According to the Illinois Historic Preservation Division's Historic and Architectural Resources Geographic Information System (HARGIS), there are no NRHP districts or sites within or immediately adjacent to the Study Area. There are also no undetermined sites to be evaluated for the National Register within or immediately adjacent to the Study Area (Illinois Historic Preservation Division 2024). An archaeological and cultural resources analysis would need to be conducted as part of the NEPA process.

3.5.9 Wetlands

Wetlands are subject to regulation under the Federal Clean Water Act as a part of the Section 404 permit process and the Section 401 Water Quality Certification Requirements. The Illinois Interagency Wetland Policy Act of 1989 and the implementing rules for the Act address State policy for wetlands, which is reflected in the IDOT "Wetlands Action Plan" for compliance with the Act and rules.

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) was reviewed to determine the presence of wetlands and Waters of the U.S. (WOTUS) within the Study Area. The NWI is a national database that maps wetlands based on signatures identified on aerial images. As shown in Figure 3-8, three NWI wetland types were identified within the Study Area, including freshwater emergent, riverine, and freshwater pond. There are a total of 2.61 acres of NWI wetlands located within the Study Area; 67 percent of the wetlands are classified as freshwater emergent, 25.5 percent are riverine and the remaining 7.5 percent are freshwater pond wetlands (USFWS 2024d).

Lake County, Illinois' Lake County Wetland Inventory (LCWI) and Advanced Identification (ADID) database was also reviewed to determine the presence of wetlands and WOTUS in the Study Area. The LCWI and ADID database, like the NWI, also maps wetlands based on signatures identified on aerial images, but also takes into account additional data sources including soils, topography, and historic aerial photography. According to the LCWI, there are approximately 17.90 acres of wetlands within the Study Area and according to the ADID, there are approximately 3.2 acres of wetlands within the Study Area (Lake County, Illinois 2023a, 2023b).

Due to the presence of wetlands, coordination with the U.S. Army Corps of Engineers would need to occur as part of the NEPA process and permits may be required.

3.5.10 Surface Water Resources

The Study Area is within the Manitou Creek-Fox River watershed, which has a 10-digit Hydraulic Unit Code (HUC) of 0712000610. Additionally, the Study Area encompasses two 12-digit HUC subwatersheds: Manitou Creek (HUC 071200061008) and Headwaters Manitou Creek (HUC 071200061007). Water in the vicinity of the Study Area generally flows northwest into Long Lake and then continues into Fox Lake (USEPA 2024h). However, since storm drains, sewers, and

drainage ditches are present in the area, most surficial runoff is controlled by the storm sewer and drainage ditch systems; such systems typically are designed to follow natural drainage patterns.

According to data obtained from the USGS National Hydrography Dataset (NHD), surface water features in the Study Area include 3 perennial streams, 2 ponds, and 4 swamps/marshes. See Figure 3-8. In total there are approximately 1,203 linear feet of streams, 0.22 acres of ponds, and 1.22 acres of swamps/marshes within the Study Area (USGS 2024).

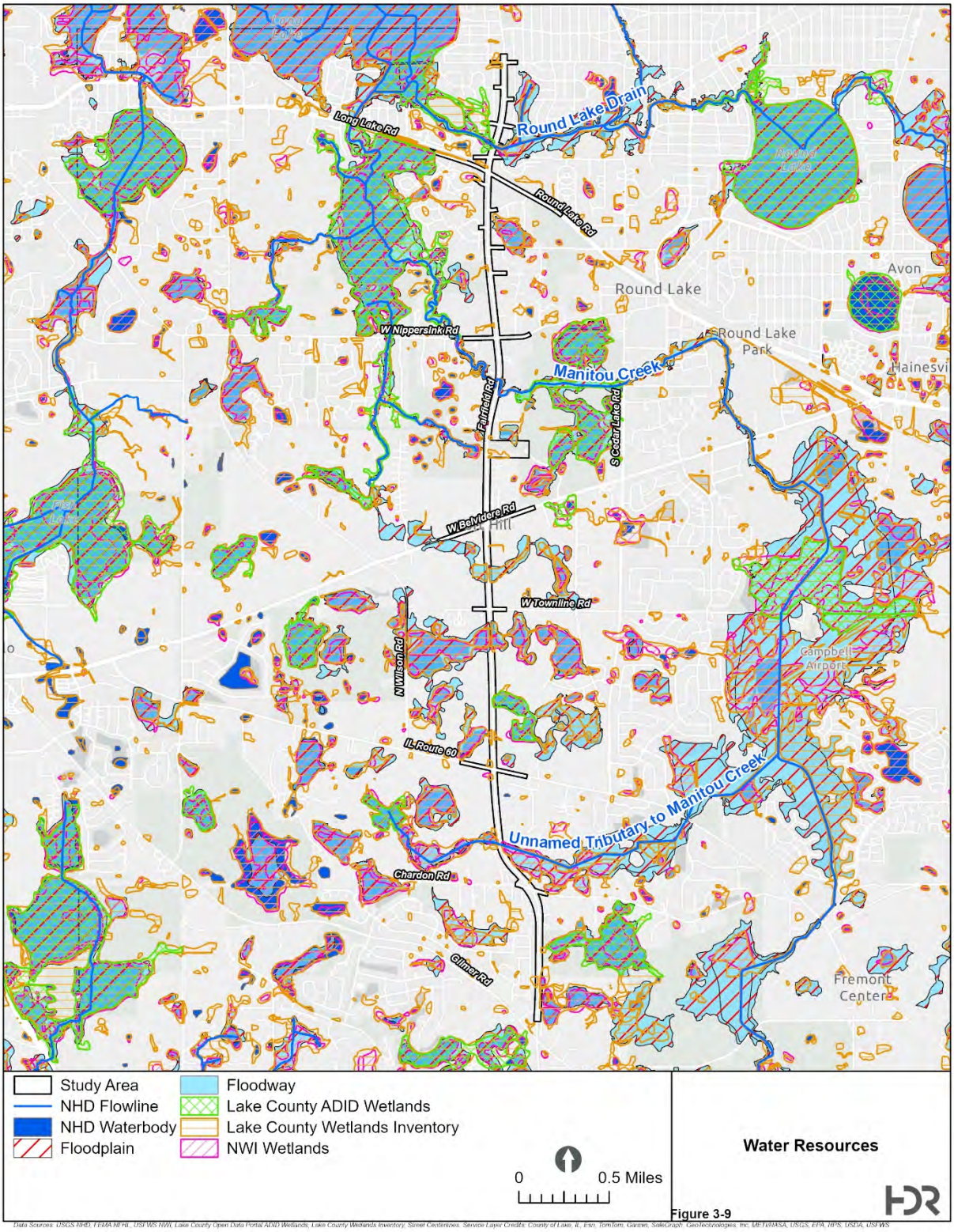
Based on desktop review of the NHD Map from USGS, the water resources in the Study Area appear to consist of natural creeks and drainage streams located in the valleys of the local topography (USGS 2024).

There are no waters listed as impaired under Illinois EPA's 2020/2022 303(d) List of Impaired Waters within the Study Area (IEPA 2022). However, this may be because the waters in the Study Area are currently unassessed, as most assessed waters in the area are listed as impaired. Approximately 64% of the waters assessed within the Manitou Creek subwatershed and 54% of the waters assessed within the Headwaters Manitou Creek subwatershed are listed as impaired (USEPA 2024d).

Identified issues for the impaired waterbodies within the Manitou Creek and the Headwater Manitou Creek subwatersheds include murky water, nitrogen and/or phosphorus, aquatic weeds, acidity, low oxygen, and other unknown causes (USEPA 2024d).

Due to the presence of surface waters, coordination with the U.S. Army Corps of Engineers would need to occur as part of the NEPA process and permits may be required.

Figure 3-8: Water Resources



3.5.11 Floodplains and Waterways

Floodplains are flat areas along streams and water bodies that hold excess water after a storm. Executive Order 11988 states that impacts to floodplains should be avoided when possible. In Illinois, the regulatory floodway is defined as the channel and that portion of the floodplain adjacent to a stream or watercourse as designated by the IDNR pursuant to Section 18g of The Rivers, Lakes, and Streams Act [615 ILCS 5] (Act)(1993), which is needed to store and convey the anticipated future 100-year frequency flood discharge with no more than 0.1 foot increase in stage due to the loss of flood conveyance or storage, and no more than a 10 percent increase in velocities (Section 18g of the Act). The floodplain area outside of the floodway is known as the floodplain fringe. The floodplain fringe is the remaining portion of the floodplain outside of the floodway where regulations permit obstruction and development only if standards regarding elevating, flood proofing, and erosion of fill are met.

Floodplains are regulated by the Federal Emergency Management Agency (FEMA) through the National Flood Insurance Program (NFIP). The area subject to a 1 percent chance of flooding in any given year is referred to as the 100-year floodplain and is used by FEMA to denote 100-year flood boundaries for floodplain management purposes. Areas with a 1 percent chance or higher of experiencing a flood each year is considered to have a high risk of flooding. Areas subject to a 0.2 percent chance of flooding in any given year is normally referred to as the 500-year floodplain. A Flood Insurance Rate Map (FIRM) is a map developed by FEMA for the NFIP that provides the 100- and 500-year floodplain boundaries for bodies of water that have been analyzed by FEMA.

The floodplain in the vicinity of the Study Area as mapped by FEMA for the NFIP is shown on Figure 3-8. These maps include data provided in three (3) FIRM panels including 17097C0126L, 17097C0128L, 17097C0136L (FEMA 2024b).

Special Flood Hazard Areas are located within the Study Area. Approximately 12.87 acres of the Study Area lie within the 100-year floodplain and 3.03 acres within the Study Area are within the floodway, meaning that 9.84 acres of the 100-year floodplain within the Study Area are the floodplain fringe. The entirety of the Study Area that is not within a floodway or the 100-year floodplain lies within the area of flood hazard classified as Zone X or 0.2% Annual Chance Flood Hazard, or the 500-year floodplain (FEMA 2024a).

There are three stream crossings along the Study Area, which include Round Lake Drain, Manitou Creek, and an unnamed tributary to Manitou Creek (USGS 2024). Special Flood Hazard Areas within the Study Area are associated with these stream crossings which are classified as either Zone A or Zone AE Special Flood Hazard Areas.

Alternatives should involve as little impact to the flood zones as practicable. Any effects that the alternatives have on the floodplain must not raise the level of the base flood elevation, increase the spread of the 100-year flood zone, or add any structures to the floodplain that were not previously within it.

3.6 Drainage and Hydraulics

3.6.1 Existing Drainage Patterns

The Fairfield Road project area falls within two USGS Hydraulic Unit Code (HUC) subwatershed drainage areas. The north section of the project falls within the Manitou Creek subwatershed and largely drains to the northwest to outlet to Long Lake. The south section belongs to the Manitou Creek Headwaters subwatershed and drains east to enter the headwaters on Manitou Creek. Manitou Creek winds its way through the project area and crosses Fairfield Road at two separate locations.

The area is generally low-lying, with several floodplains and wetland areas within project limits. The majority of the existing corridor is drained by ditches and culverts, with some small areas of closed drainage. The Abbreviated Bridge Condition Reports for the major culverts within the project area are included in Appendix F: Abbreviated Bridge Condition Reports (ABCRs).

The project area also includes a portion of the “Four Corners Drainage Basin,” which is a closed depressional basin in Lake County that is solely drained by farm drain tiles. The area includes the portion of Fairfield Road between IL Route 60 and Townline Road. The area is a known drainage problem; water stored in the subbasin could reach a depth of approximately 10 ft before reaching an overland outflow point. The Lake County Stormwater Management Commission (SMC) has requested that any development projects in the area direct as much runoff as possible away from this basin to another adequate receiving point.

4 ALTERNATIVES SCREENING PROCESS

Consistent with 23 United States Code (USC) 168 and 23 Code of Federal Regulations (CFR) 450.212 and 450.318, this chapter describes the alternative evaluation screening process and criteria that will be used to evaluate alternatives. It documents the criteria and process used for completing multiple levels of alternatives screening, leading to the selection of Alternative(s) to be Carried Forward into the next phase of project development. The screening criteria were developed from the Purpose and Need Statement as well as in consideration of socioeconomic, environmental, technical and cost factors relevant to the study area. The results of this process may be adopted or incorporated by reference by a relevant agency during a later environmental review process.

Federal regulations at 23 USC 168(c)(1)(D) authorize the "preliminary screening of alternatives and elimination of unreasonable alternatives" during the PEL Study process, and the adoption or incorporation by reference of that elimination decision during the environmental review process. Federal regulations at 23 CFR 450 require that the alternatives development and evaluation process is rational, thoroughly documented, and includes public involvement. Additionally, the *Illinois Department of Transportation (IDOT) Bureau of Design and Environmental Manual (BDE)*[2] provides guidance regarding the alternatives development and evaluation process for PEL studies in section 11-7.04. This PEL Study will follow applicable statutes, regulations, and BDE guidance throughout the process.

According to FHWA and the Council on Environmental Quality (CEQ) regulations and guidance (AASHTO 2016), there are three primary reasons why an alternative might be determined to be not reasonable[3] during the screening process and eliminated from further consideration:

1.0 An alternative does not satisfy the Purpose and Need of the project.

2.0 An alternative is determined not to be practical or feasible[4] from a technical and economic standpoint and using common sense.

3.0 An alternative substantially duplicates another alternative; that is, it is otherwise reasonable but offers little or no advantage for satisfying the project's purpose and it has greater impacts and/or costs[5] than other similar alternatives.

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[2] Available at https://public.powerdms.com/IDOT/documents/1881647

[3] Alternatives can be eliminated in the screening process based on any factor that is relevant to reasonableness. An alternative that does not meet the purpose and need is, by definition, unreasonable. For that reason, it can be eliminated in the screening process. An alternative that does meet the purpose and need can still be rejected as unreasonable based on other factors, including environmental impacts, engineering, and cost. For example, if two alternatives both meet the purpose and need to a similar degree, but one is much higher impact and more costly, those factors can be cited as a basis for rejecting the higher-impact alternative as unreasonable (AASHTO 2016; see previous footnote).

[4] "Feasibility" considers if the alternative is physically incapable of being built or has other technical issues that are so challenging that they result in unusually difficult construction requirements, ongoing maintenance difficulties, or other unacceptable environmental or social impacts.

[5] While costs will be a consideration in the development and screening of alternatives, no maximum cost criteria have been identified. A financial evaluation and report will be prepared for the project later in the process that could identify

This PEL Study approach for developing and screening alternatives was prepared to be consistent with federal guidelines, consider a wide array of transportation options, and conduct a methodical screening process to identify the alternative(s) that best meet the study's purpose and need while also considering other factors important to the community. The screening process tests the performance of alternatives by using criteria that identify whether an alternative reasonably meets the study's purpose and need, and is acceptable from technical, environmental, community, economic, and cost perspectives.

The process consists of several steps, including alternatives development, levels of screening, and ends with identification of Alternative(s) to be Carried Forward into the next phase of project development, as shown in Figure 4-1.

The first level of screening, Level 0, determines if an alternative meets the Purpose and Need. Following the Purpose and Need verification is a check for apparent high impacts or construction costs that would be unreasonable for the project. Examples of unreasonable impacts or costs could be the displacement of a large commercial or public facility such as a school or hospital, or the construction of a bridge estimated to be $30M+ for the sole purpose of improving traffic operations at a specific location. This is often referred to as a "High Impact" screening.

Once alternatives that do not meet the Purpose and Need and/or have a fatal flaw have been determined, the remaining Fairfield Road mainline alternatives are carried forward to the Level 1 Screening. During this stage the mainline alternatives are analyzed and compared against each other and the No Build Alternative using the Level 1 Screening Criteria, namely, enhancing safety and improving traffic operations. Mainline alternatives which provide minimal to no improvement versus another alternative are not carried forward, except for the No Build alternative which will be carried forward.

During the Level 2 Screening, the remaining mainline alternatives are further analyzed with intersection geometry applied to create corridor alternatives. The corridor alternatives are screened for land, environmental, and social impacts as well as constructability and cost. The corridor alternatives are also screened for their performance in meeting the purpose and need.

During the Level 3 Screening, the corridor alternatives carried forward from the Level 2 Screening are further developed to consider non-motorized infrastructure. These alternatives are screened for conflict points, levels of traffic stress for pedestrians and bicyclists, non-motorized connectivity, and other factors.

The process concludes with the recommended selection of Alternatives to be Carried Forward into Phase I design and evaluated under NEPA. These selected alternative(s) will be determined to best meet the study's Purpose and Need consisting of mainly traffic operations and safety,

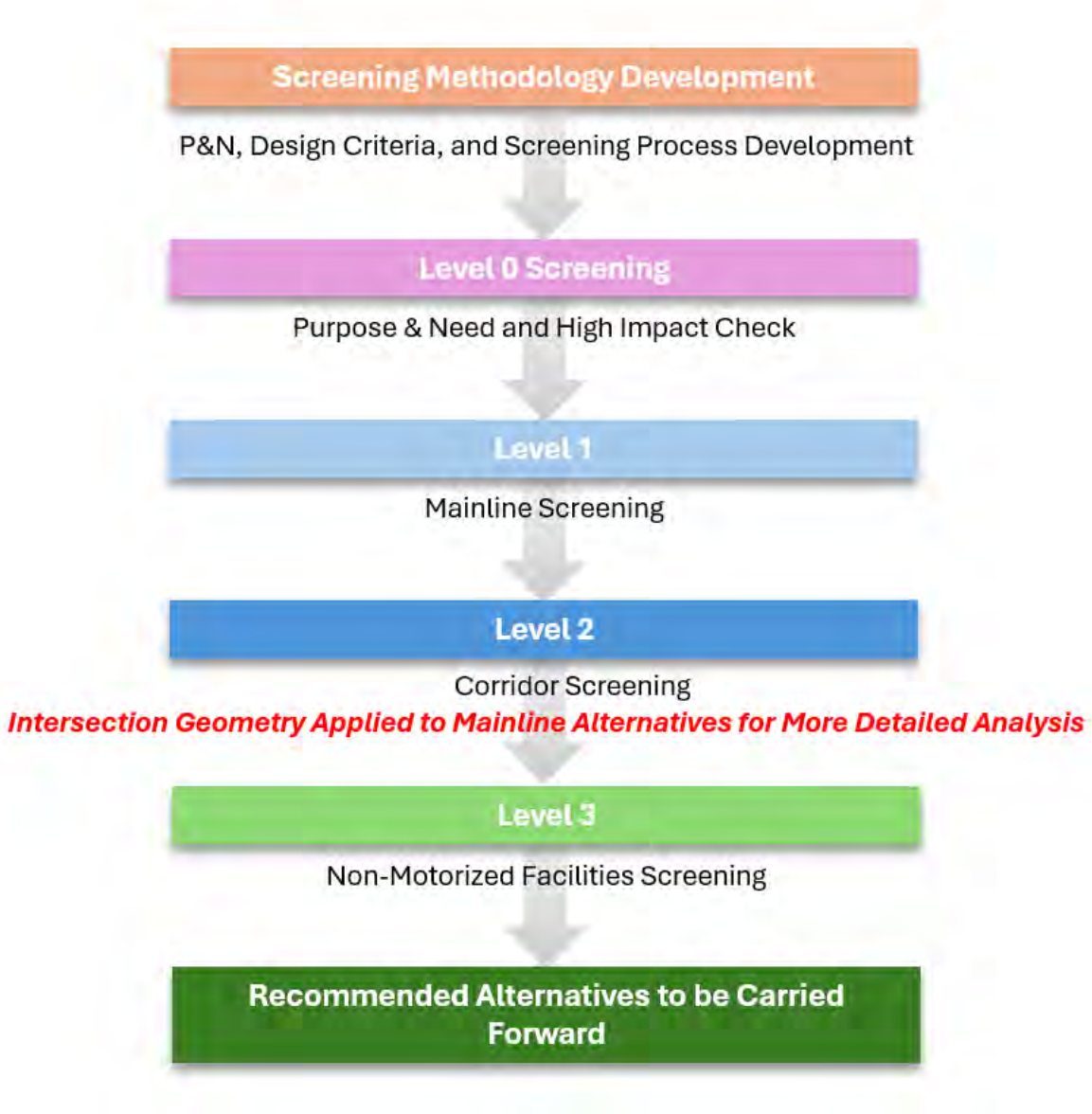
a cost ceiling. If this occurs, the cost ceiling screen will be applied to all reasonable alternatives under consideration at the time. If a cost ceiling is not identified, then costs will be used for alternatives comparison purposes only.

while also considering social, environmental, and land impacts, costs, technical feasibility, and improvements to non-motorized transportation.

This screening process provides a thorough and rational evaluation of alternatives, consistent with federal regulations and IDOT and LCDOT guidelines, including public involvement and documentation.

The screening process detailed herein was shared with the Stakeholder Involvement Group (SIG) at the SIG Meeting on Thursday, September 26, 2024 for comment and was revised based on comments received from the SIG. The revised version was presented to the public for comment in an online virtual engagement forum in February/March of 2025 and at a Public Information Meeting on June 16, 2025. The screening process and subsequent alternatives to be carried forward was sent to Tribes in May 2025. The screening process will be updated to reflect the input as it is received. The Public Information Meeting and associated comment period will be in accordance with IDOT Bureau of Local Roads requirements.

Figure 4-1: Overview of the Screening Process



4.1 Preliminary Alternatives Screening Process

Level 0 Screening

The Purpose and Need Statement was developed based on data collected, public input and feedback provided by the SIG. It also considered the goals of the 2040 Plan which is built upon CMAP's transportation and connectivity goals for the region. The goals of this transportation plan focus on improving the overall transportation network to address future needs and include:

1. Enhancing the economic vitality of the region by improving transportation infrastructure.
2. Increasing the safety of the transportation system for all users.
3. Improving accessibility and mobility for motorized and non-motorized travel.

4. Protecting and enhancing the environment and promoting energy conservation.
5. Ensuring efficient system management and operation.
6. Emphasizing the preservation of the existing transportation system.
7. Supporting travel and tourism through improved transportation facilities.

The Purpose and Need Statement forms the basis for the preliminary mainline alternatives and the Level 0 Screening Criteria, and alternatives may be deemed not reasonable and not carried forward in the screening process due to their failure to meet the Purpose and Need Statement. A working Purpose and Need Statement was discussed with the public to obtain input during the first Public Information Meeting on Thursday, May 16, 2024 and was mailed to Tribes in Lake County. Comments were considered and the revised Purpose and Need Statement was approved by LCDOT, IDOT, FHWA, and resource agencies at the NEPA-404 Merger Meeting held on Thursday, September 5, 2024.

The Purpose and Need Statement is:

> **Purpose**
>
> The purpose of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.
>
> **Need**
>
> The need for this project is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

The preliminary mainline alternatives will be compared to the No Build Alternative. Alternatives that do not meet the study's Purpose and Need Statement will not be carried forward to the Level 1 Screening.

Level 1 Screening

The Fairfield Road No Build and mainline preliminary alternatives carried forward from the Level 0 Screening will be developed in more detail and analyzed based on the traffic operations and traffic safety screening criteria. The alternatives will be assessed for their ability to reduce congestion, reduce delay, and reduce the number and severity of crashes. Alternatives which do not improve these screening criteria are not carried forward to the Level 2 Screening, except for the No Build alternative. Intersection geometry is not included in the analysis during this Level 1 screening. [6]

[6] Intersection geometry is not developed and included in the alternatives for evaluation at the Level 0 and Level 1 Screening because preliminary alternative mainline lane configurations must first be developed and screened, in order to determine what through lane configurations are needed for the intersection geometry.

4.2 Detailed Alternatives Screening Process

Level 2 Screening

The purpose of the Level 2 Screening is to determine which alternatives are reasonable to be carried forward for future project development and NEPA purposes, and to identify recommendations. Mainline alternatives carried forward from the Level 1 Screening are further analyzed and intersection geometry is applied to these mainline alternatives to create corridor alternatives.

During the Level 2 Screening, the detailed corridor alternatives are screened against criteria that focus on their environmental impacts, social impacts, right-of-way impacts, costs, and technical feasibility. The performance of each corridor alternative to meet the Purpose and Need is also reassessed as the design are more detailed than in the Level 1 Screening.

Environmental impacts are based on high-level analysis using publicly available Geographic Information System (GIS) information. Field studies are not performed during the PEL. Environmental resources include wetlands, streams and water bodies, floodplains, floodways, threatened and endangered species, parkland, cultural resources, and hazardous waste sites.

Social impacts are indicated by changes in land use, the number of potential displacements and relocations, the potential to isolate neighborhoods, potential impacts to businesses, changes in travel patterns, and the degree to which protected populations are affected.

Costs are considered “Rough Order of Magnitude” or ROM, and are based on the engineer’s estimate of design, right-of-way, utilities, and construction.

Technical feasibility focuses on constructability, operational and maintenance considerations, and the potential to phase the construction.

Level 3 Screening

Corridor Alternatives carried forward from the Level 2 Screening will be updated to include non-motorized facility alternatives. At this stage, further definition is provided for each remaining alternative in terms of the type of non-motorized facilities, their location related to the roadway, and the resultant environmental and right-of-way impacts, as well as constructability and cost.

Non-motorized accommodations ranging from on-road and off-road facilities will be analyzed along the corridor and at specific locations in order to assess impact/cost to benefit ratio for improving non-motorized connectivity and safety within the study limits.

Table 4-1 summarizes the evaluation criteria and performance measures described above.

Table 4-1: Evaluation Criteria and Performance Measures

			Performance Measure Evaluation			
	Category	**Criteria**	**Level 0**	**Level 1**	**Level 2**	**Level 3**
			Purpose & Need + High Impact	**Mainline**	**Corridor**	**Refined Corridor with Non-Motorized Accommodations**
Needs	**Enhance Traffic Safety**	• Number of projected crashes • Crash severity • Roadway geometry • Railroad crossing	Potential to enhance safety (Y/N)	• Reduce number and severity of crashes • Reduce conflict points • Reduce/eliminate railroad grade crossing		
	Reduce Congestion and Enhance Traffic Operations	• Congestion • Corridor capacity • Intersection capacity • Reduce delay • Quality of traffic operations	Potential to improve traffic operations and reduce delays (Y/N)	• Mainline LOS • Mainline Peak Period Delay	• Mainline LOS • Mainline Peak Period Delay	
	Compatibility with Potential Future Improvements and Adjacent Projects	• Available access for planned adjacent projects / developments • Proximity to sensitive land and environmental features			• Reduce impacts to adjacent land for potential future improvements • Reduce impacts to final build condition items for potential future developments and improvements	• Connection to planned non-motorized facilities

			Performance Measure Evaluation			
	Category	**Criteria**	**Level 0**	**Level 1**	**Level 2**	**Level 3**
			Purpose & Need + High Impact	**Mainline**	**Corridor**	**Refined Corridor with Non-Motorized Accommodations**
	Accommodate Non-Motorized Facilities	• Local and regional route connectivity • Non-motorized opportunities • Pedestrian connections	Potential to accommodates non-motorized travel (Y/N)			• Unprotected conflict points per mile of non-motor infrastructure • Pedestrian Level of Traffic Stress • Bicycle Level of Traffic Stress • Miles of New Bikeway/Upgraded Sidewalk/Trail
Considerations	**Natural Environment**	• Environmental resource constraints	Avoids significant impacts to critical resources (Y/N)		• Identification of critical resources impacted based on footprints • Qualitative measurement of context sensitive approach of land use and character along the corridor	• Identification of critical resources impacted based on footprints • Qualitative measurement of context sensitive approach of land use and character along the corridor
	Built Environment	• Contextual function of land use and magnitude of impact	Avoids critical infrastructure (Y/N)		• Quantification of impacted residences, businesses & community resources based on footprints	• Quantification of impacted residences, businesses & community resources based on footprints

			Performance Measure Evaluation			
	Category	**Criteria**	**Level 0**	**Level 1**	**Level 2**	**Level 3**
			Purpose & Need + High Impact	**Mainline**	**Corridor**	**Refined Corridor with Non-Motorized Accommodations**
	Support County & Local Plans	• Included in transportation plans		Y/N	Y/N	Y/N
	Estimated ROW needs	• Opportunity to preserve ROW			• Number of acres of ROW needed • Potential relocations • Relative expected ROW cost	• Number of acres of ROW needed • Potential relocations • Relative expected ROW cost
	Technical Feasibility	• Reasonableness of constructability considering available technology • Presence of construction, operation, or maintenance constraints that cannot be overcome			• Evaluate constructability • Evaluate construction, operation & maintenance considerations • Phasing of recommendations	• Evaluate constructability • Evaluate construction, operation & maintenance considerations • Phasing of recommendations
	Cost	• Rough Order of Magnitude Cost	Avoids high impact construction costs (Y/N)		• Engineer's estimate of design, ROW, utilities, construction	• Engineer's estimate of design, ROW, utilities, construction

Ranking: During the Level 1, 2, and 3 Screenings, alternatives are ranked as follows:
Note: Priorities of the criteria are based on what Level they are analyzed in - Level 1 (highest priority), Level 3 (lowest priority)

Favorable Improvement / Minimal to No Impact to Land, Environment, or Social
Moderate Improvement / Acceptable Impact
Low to No Improvement / High Impact to Land, Environment, or Social

Identification of Alternatives to be Carried Forward

The process of identifying one or more alternatives to be carried forward in a PEL Study is similar to the process used during the NEPA phase of a project. As described in Section 11-7.04(b) and Section 24-2.08 of the IDOT BDE Manual, factors to consider include ability to satisfy the Purpose and Need, direct and indirect impacts, avoidance of sensitive resources, and cost.

An alternative that is carried forward in a PEL Study means that it is considered reasonable and feasible and could be recommended for consideration as the Preferred Alternative or Alternatives during subsequent NEPA and project development.

An alternative that is not recommended to be carried forward means that it will not be recommended for evaluated further in the PEL Study due to not meeting the Purpose and Need or comparatively negligible benefits and higher impacts than other alternatives, but it may be studied further with subsequent NEPA and project development.

5 ALTERNATIVES DEVELOPMENT AND ANALYSIS

5.1 Alternatives Development

Consistent with the Purpose and Need, the Study explored corrective improvements to reduce congestion, improve safety, and enhance multimodal routes for bicyclists and pedestrians. The alternatives developed support Lake County and long-range local plans.

Improvements considered on Fairfield Road should reduce delays, improve the LOS and reduce the number and severity of crashes. These performance metrics were utilized to evaluate proposed alternatives during the screening process. All preliminary alternatives were evaluated along the existing alignment, with minor horizontal and vertical adjustments to meet sight distance requirements.

The development and evaluation of alternatives aligns with the screening criteria process as follows:

- Mainline Alternatives – A consistent configuration on Fairfield Road.
- Corridor Alternatives – Refined Mainline Alternatives that include intersection geometry.
- Non-Motorized Facility Alternatives – Refined Corridor Alternatives that include bicycle and pedestrian facilities.
- Alternative(s) to be Carried Forward – Refined Alternative(s) recommended to be further developed in a subsequent phase of work. This can include prioritization if multiple alternatives are recommended.

5.1.1 Design Criteria

Fairfield Road's functional classification is a Minor Arterial, it is designated as Urban with a sub designation of Suburban and is under the jurisdiction of the LCDOT. Fairfield Road carried between 11,300 and 14,900 vehicles per day in 2023 along the Study corridor. By the design year, 2050 volumes are forecasted between 12,400 to 15,400 for the No Build condition. All alternatives were developed following the IDOT Bureau of Local Roads (BLRS) Manual and LCDOT Standard Details. BLRS design criteria for a suburban minor arterial allows for either a closed drainage system, utilizing curb and gutter and storm sewer, or an open drainage system, utilizing roadside ditches. For the purposes of this memorandum, alternatives using closed drainage will be referred to as "Urban" and alternatives with open drainage will be referred to as "Rural".

5.1.2 Mainline Alternatives

Initially, the Study developed a series of Mainline Alternatives to evaluate a consistent cross section along Fairfield Road. Table 5-1 lists the preliminary Mainline Alternatives developed and Figure 5-1 to Figure 5-9 depict a typical section of each. A No-Build alternative was also evaluated as required by NEPA and serves as a baseline for comparison to Build alternatives.

Table 5-1: Mainline Alternatives

Configuration	Cross Section*	Basis of Development
2-Lane	Rural	Minimizes impacts.
2-Lane	Urban	Reduces impacts compared to a 2-lane rural cross section.
3-Lane	Rural	Provides a consistent median width for traffic separation and/or left turning vehicles; can reduce crashes.
3-Lane	Urban	Reduces impacts compared to a 3-lane rural cross section
4-Lane	Rural	Increases capacity; can improve traffic operations.
4-Lane	Urban	Reduces impacts compared to a 4-lane rural cross section
5-Lane	Rural	Provides a consistent median width for traffic separation and/or left turning vehicles; can reduce crashes; increases capacity; can improve traffic operations.
5-Lane	Urban	Reduces impacts compared to a 5-lane rural cross section.

** Rural refers to shoulders and open ditch, Urban refers to curb & gutter with a closed drainage system.*

Figure 5-1: No-Build



Figure 5-2: Two-Lane (Rural)

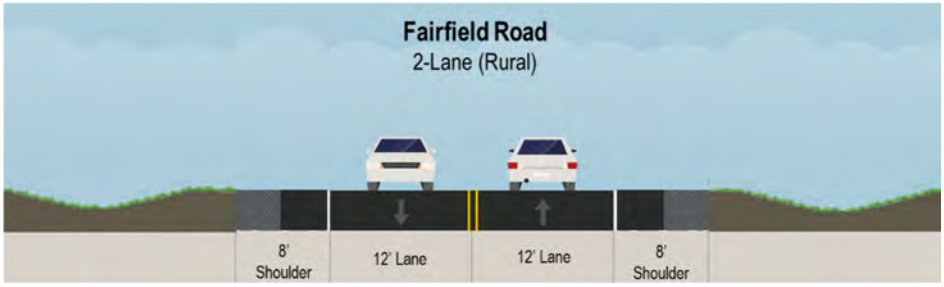


Figure 5-3: Two-Lane (Urban)



Figure 5-4: Three-Lane (Rural)



Figure 5-5: Three-Lane (Urban)

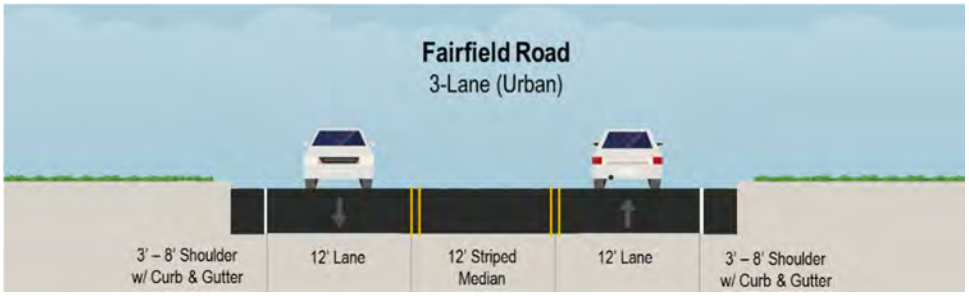


Figure 5-6: Four-Lane (Rural)

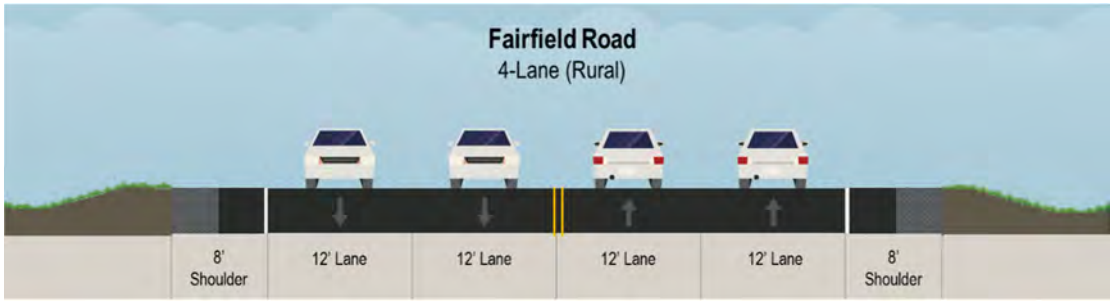


Figure 5-7: Four-Lane (Urban)

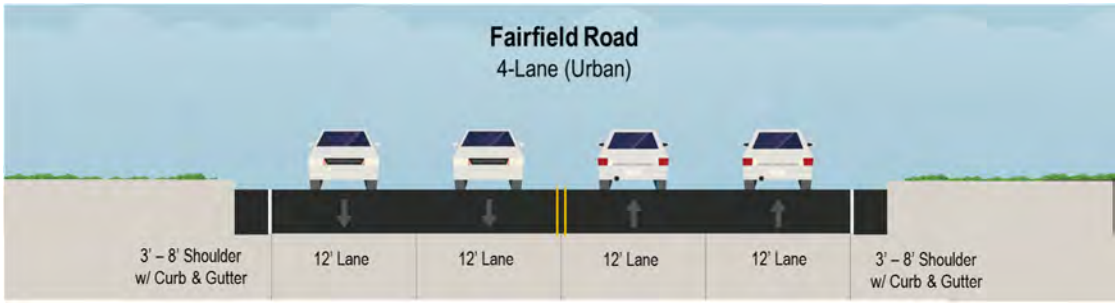


Figure 5-8: Five-Lane (Rural)

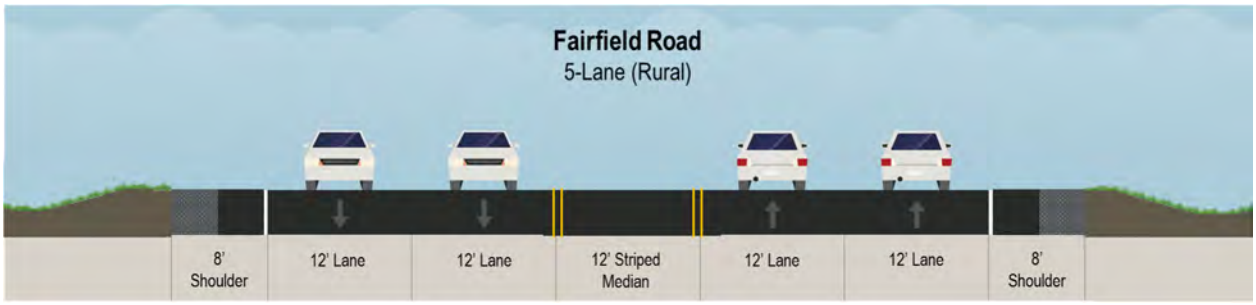
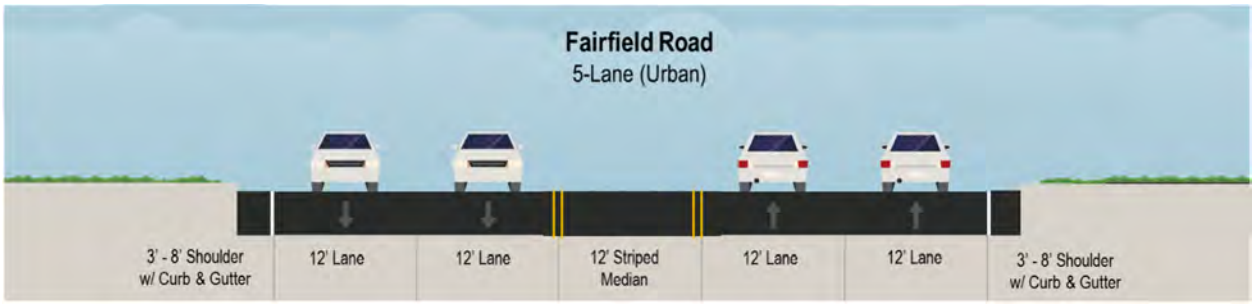


Figure 5-9: Five-Lane (Urban)



5.1.3 Corridor Alternatives

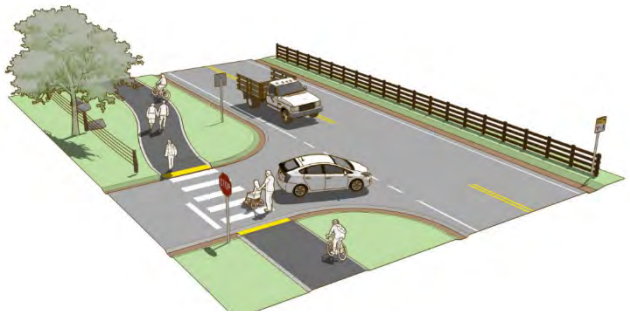
The preliminary Mainline Alternatives that advance past the mainline screening process, as defined in the Alternatives Screening Process Memorandum, were refined to include intersection configurations; these are referred to as Corridor Alternatives. Intersections were developed to match the current turn lane configurations with auxiliary lanes to meet the future conditions. Intersection improvements were also considered such as adding or modifying traffic signals, roundabouts, grade separation and re-alignment to reduce intersection skew.

5.1.4 Non-motorized Facility Alternatives

The Corridor Alternatives that advance past the corridor screening process, as defined in the Alternatives Screening Process Memorandum, will be refined to include bicycle and pedestrian accommodations; these are referred to as Non-Motorized Facility alternatives. These facility types include an off-road multi-use path, sidewalk, on-street bike lanes (with curb), and paved shoulders. A description of each facility type is provided below:

Multi-Use Path (Figure 5-10) – Promotes accessibility for all users by providing a wide path that is designed to accommodate people of all ages and abilities across multiple uses. This includes but is not limited to walking, running, cycling, and those using wheelchairs or mobility devices. A shared-use path is physically separated from vehicle traffic, reducing the risk of pedestrian and cyclist crashes.

Figure 5-10: Multi-Use Path



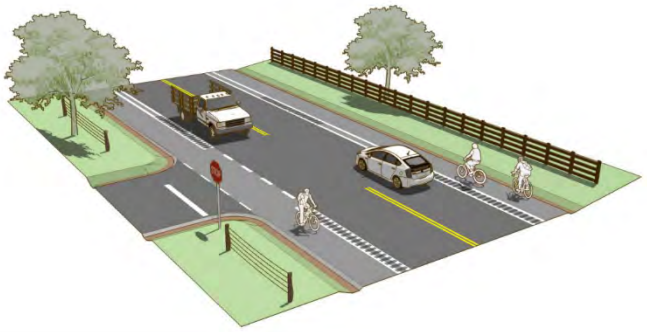
Sidewalk (Figure 5-11) – Promotes accessibility for all ages and abilities but does not accommodate cyclists. A sidewalk does provide a physically separated facility from vehicle traffic, reducing the risk of pedestrian crashes.

Figure 5-11: Sidewalk



On-Street Bike Lanes (Figure 5-12) – Provides a dedicated space for cyclists adjacent to traffic. These facilities are typically used by confident riders and do not accommodate pedestrians. Seeing a dedicated bike lane, drivers are likely to be more alert to the possible presence of a cyclist. Cyclists must obey traffic signals and the rules of the road when using a bike lane, and proper signing and striping is required.

Figure 5-12: On-Street Bike Lanes



Paved Shoulders – Provides space for cyclists and pedestrians adjacent to traffic; however, a paved shoulder is not intended to protect bicyclists or pedestrians. This would be considered a high stress facility for any cyclist or pedestrian.

Source: Small Town and Rural Design Guide Facilities for Walking and Biking

5.1.5 Drainage Alternatives

The Lake County Watershed Development Ordinance (WDO) requires that any public road development provide detention if more than 1.5 acres of new impervious surface per mile is added. This means that some alternatives would require detention and some would not. The maximum amount of required detention would be required for the 5-lane urban cross section alternative with path, since this is the alternative that would add the most impervious area per mile.

Table 5-2 summarizes the approximate detention needs for each proposed alternative.

Table 5-2: Detention Requirements for Proposed Alternatives

Alternative	Existing Impervious Area (SY)	Proposed Impervious Areas Total (SY)	New Impervious Area (SY)	New Impervious Area (ac/mi)	Is added impervious under 1.5 ac/mi?	Amount of detention needed (ac)
2 Lane & Path, Rural	121,000	150,428	29,428	1.22	yes	-
2 Lane & Path, Urban	121,000	156,897	35,897	1.48	yes	-
2 Lane, Rural	121,000	100,285	(20,715)	(0.86)	yes	-
2 Lane, Urban	121,000	106,754	(14,246)	(0.59)	yes	-
3 Lane & Path, Rural	121,000	180,513	59,513	2.46	no	8.09
3 Lane & Path, Urban	121,000	186,982	65,982	2.73	no	8.99
3 Lane, Rural	121,000	130,370	9,370	0.39	yes	-
3 Lane, Urban	121,000	136,839	15,839	0.65	yes	-
4 Lane & Path, Rural	121,000	210,599	89,599	3.70	no	12.27
4 Lane & Path, Urban	121,000	217,068	96,068	3.97	no	13.17
4 Lane, Rural	121,000	160,456	39,456	1.63	no	5.31
4 Lane, Urban	121,000	166,925	45,925	1.90	no	6.20
5 Lane & Path, Rural	121,000	240,684	119,684	4.95	no	16.46
5 Lane & Path, Urban	121,000	247,153	126,153	5.21	no	17.36
5 Lane, Rural	121,000	190,541	69,541	2.87	no	9.49
5 Lane, Urban	121,000	197,010	76,010	3.14	no	10.39

Each alternative has pros and cons when it comes to drainage. When compared to the rural cross section, the urban cross section option has more impervious area and thus requires more stormwater detention. But alternatively, a rural cross section would require more right of way to be able to accommodate swales and ditch grading. Also, there is a lack of existing storm sewer infrastructure in the area, so a closed stormwater system design may struggle to find appropriate outlets and connection points. Appendix G: Drainage Map includes possible locations for future

detention, with the footprint of the pond shown as the maximum volume of stormwater detention required per Table 5-2 above.

5.2 Screening of Alternatives

5.2.1 Level 0 Screening: Purpose and Need and High Impact Check

In Level 0 Screening, Mainline Alternatives were evaluated to determine if they meet the Purpose and Need, and/or if there are high impacts and/or costs that would make an alternative unreasonable. To screen against the Purpose and Need, alternatives were compared to the No-Build alternative to determine if they reduce congestion and enhance safety. The 2050 forecast traffic volumes for the No Build and each Mainline Build alternative were provided by CMAP, provided based on traffic counts obtained in May and June of 2023.

"Unreasonable Impacts" are defined as high impacts to either the environment, community, or economy and/or high construction costs that make an alternative non-viable. An example of this type of impact could be the displacement of a commercial facility, public facility such as a school or hospital, or the construction of a structure such as a bridge or retaining wall, that exceeds a cost of $30 million for the sole purpose of improving traffic operations at a specific location.

Purpose & Need Screening:

The 2-Lane alternatives would have the same traffic volumes as the No-Build Alternative. The 2-Lane alternatives do not add through lanes or auxiliary lanes and therefore do not provide additional capacity nor reduce congestion in comparison to No-Build Alternative. A 2-lane rural cross section would not provide a safety benefit in comparison to the No-Build Alternative since existing Fairfield Road already has standard minimum 2-foot paved shoulders for most of the Study corridor. Adding another 2 feet to the shoulder in the 2-lane Build condition provides minimal benefit to the driving public. A 2-lane urban cross section may be expected to provide some level of traffic calming as drivers generally drive slower on a curbed facility; however, with the curbline at 8 feet outside the travel lane in the Build condition, this speed reduction is expected to be very minimal. Also, in the event of a stalled vehicle, there is limited space for traffic to pass on the shoulder of a two-lane road with curb, which can lead to an unsafe condition. The 2-Lane alternatives do not reduce congestion and provide little if any safety benefit in comparison to the No-Build Alternative. The 2-Lane alternatives do not meet the Purpose and Need of the Study and therefore are removed from further evaluation.

The 3-Lane alternatives are forecast to have a nominal increase in traffic between 1%-5% throughout the corridor, which can be attributed to the presence of a median. Although traffic volumes are shown to slightly increase compared to the No Build Alternative, 3-Lane alternatives are expected to reduce congestion. By providing a separate space for left turning vehicles, the through movement can operate with greater consistency and therefore improve capacity. Providing a median is also anticipated to improve corridor safety by:

- Reducing front to rear and turning crashes by providing a space for turning vehicles outside of the through lanes. This is the predominant crash type along the corridor.
- Reducing sideswipe, opposite direction and head on crashes by providing separation between opposing directions of travel. These crash types are often associated with injuries.

- Reducing pedestrian crashes by providing a refuge area between directions of travel. These crash types are often associated with injuries.

Both the 4-lane and 5-lane alternatives are forecast to accommodate increased traffic volumes with a growth of 20%-60% over the No-Build Alternative. The 4-lane and 5-lane alternatives are both expected to have a safety benefit over the No-Build Alternatives by reducing congestion-related crashes such as front to rear. The 5-lane alternatives also have similar safety benefits to the 3-lane alternatives due to the addition of a median.

High Impact Check Screening:
All Mainline alternatives cleared the "Unreasonable Impacts" criteria. Costs associated with these improvements are not anticipated to exceed $30 million for the sole benefit of any one location.

Table 5-3 summarizes the results of Level 0 screening.

Table 5-3: Summary of Level 0 Screening of Alternatives

Alternative	Purpose & Need		Unreasonable Impacts	
	Reduce Congestion (Y/N)	Enhance Safety (Y/N)	High Impact (Y/N)	High Cost (Y/N)
No Build	-	-	-	-
2-Lane Rural	No	No	No	No
2-Lane Urban	No	No	No	No
3-Lane Rural	Yes	Yes	No	No
3-Lane Urban	Yes	Yes	No	No
4-Lane Rural	Yes	Yes	No	No
4-Lane Urban	Yes	Yes	No	No
5-Lane Rural	Yes	Yes	No	No
5-Lane Urban	Yes	Yes	No	No

The 3-lane, 4-lane and 5-lane alternatives move forward to Level 1 Screening.

5.2.2 Level 1 Screening: Mainline Screening

In Level 1 Screening, the remaining Mainline Alternatives were analyzed and compared against each other and the No Build Alternative following Level 1 Screening Criteria. Level 1 screening criteria measures the effectiveness of an alternative to improve traffic operations and enhance safety at a more refined level.

To compare the traffic operations of each alternative, *Synchro 11* software with SimTraffic v11 was used to simulate traffic on the Study corridor in the AM and PM peak hours at the posted speeds listed on page 7 of this document. Corridor travel times, average travel speed, and LOS were analyzed for each alternative. The Highway Capacity Manual 7th Edition (HCM) analysis methodologies, compiled by the Transportation Research Board (TRB), were used in the evaluation. The HCM defines the various LOS and corresponding delay for intersections and segments, which are summarized in Appendix H: Traffic Analysis Technical Memorandum.

According to the design criteria, as referenced in BLRS, Figure 32-2D, an intersection should be designated to achieve a minimum LOS C for all movements and the overall intersection. Likewise, corridor segments between intersections should achieve a minimum LOS C for each direction of travel. The primary direction of travel for the AM and PM peak hours are southbound and northbound, respectively. This direction of travel sees the higher percentage of volumes and therefore has poorer operational performance between the two travel directions. For this reason, the comparison of LOS and average travel speed was evaluated based on the primary direction of travel for each peak hour. The secondary direction of travel for each peak hour should perform at LOS A for all Mainline alternatives in both peak hours.

To compare safety benefits, alternatives were considered for their countermeasures to reduce crash frequency and severity for the predominant types of crashes (front to rear, turning, and angle) and cause of crashes (excessive speeding, failing to reduce speed, failing to yield right-of-way, and following too closely) as documented in reported crashes from 2017 to 2021 along the corridor.

A list of primary and secondary countermeasures is summarized in Appendix C: Crash Analysis Technical Memorandum. Countermeasures that apply to the corridor cross sections are as follows:

- Adding through lanes – Reduces congestion by adding capacity, therefore promoting increased spacing between vehicles and reducing front to rear crashes.
- Adding a median – Provides separation from opposing directions of travel and a space for left turning vehicles, reducing front to rear, head on, and sideswipe opposite direction crashes.
- Adding traffic calming measures – The presence of a curb adjacent to the travel lane can act as a visual cue for a driver to moderate their speed to avoid striking it and possibly losing control. Slower speeds reduce the likelihood of an injury related crash.
- Restricting access points – Providing a median allows the ability to restrict access at driveways and minor roads to right-in/right-out. This limits conflict points and the decision making of the driver making the turning movement. Restricting left turns in and out of driveways reduces the likelihood of angle and turning crashes.

Traffic Operations:

The 4-Lane alternatives were not independently evaluated for traffic operational performance. It was determined that a 4-Lane alternative would perform better than the 3-Lane alternative since it provides capacity with the additional through lanes, but not as well as the 5-Lane alternative since it does not provide a median. The presence of a median in the 5-Lane alternative compared to the 4-Lane alternative is not expected to provide the same increase in operational benefit as in the 3-Lane alternative compared to No-Build. This is because through vehicles on a four-lane road can still pass a vehicle that is stopped to make a left turn using the outside lane. This could however cause a brief slowdown as vehicles change lanes.

All Mainline alternatives show an operational improvement compared to the No-Build Alternative, with stable operation of LOS C or better in the primary direction of travel and free flow operation in the secondary direction of travel during the peak hours. The 5-Lane alternatives are shown to have the greatest overall benefit to traffic operations, but all Mainline alternatives show significant

benefit compared to the No-Build Alternative and therefore are not screened out for their operational performance. These results are an average over the Study corridor; there may be segments that perform less than a stable operation. The traffic operation of individual segments is evaluated in Level 2 Screening.

Improvements to emergency response time (ERT) are a critical consideration for the Mainline Alternatives, as reduced congestion and enhanced traffic operations directly impact the ability of emergency vehicles to navigate the Fairfield Road corridor efficiently. According to the HCM 7th edition (HCM 7, Transportation Research Board, 2022), improved LOS and reduced delays at intersections and along corridor segments enhance the reliability of travel times, which is essential for emergency vehicle operations. The 3-Lane and 5-Lane alternatives, by providing a median and additional capacity respectively, are expected to achieve LOS C or better during peak hours, as demonstrated in Synchro 11 simulations. These improvements facilitate faster and more reliable access for emergency services, such as fire, police, and medical responders, by minimizing conflicts with turning vehicles and through traffic.

Compared to the No-Build Alternative, both the 3-Lane and 5-Lane alternatives are expected to improve ERT by reducing congestion-related delays due to increased traffic volumes forecasted for 2050. These alternatives provide dedicated space for turning vehicles or additional capacity, thereby reducing conflicts that could impede emergency vehicles. By improving traffic flow and reducing delays, these alternatives enhance public safety for incidents along the corridor, particularly in the suburban north section where residential density is higher.

Safety:

A total of 357 crashes were reported between 2017 and 2021 along the Study corridor with a majority (85%) occurring at intersections. The predominant crash type was front to rear (51%), and the main cause of crashes was failure to reduce speed (33%). Providing left turning vehicles with a dedicated lane at all intersections could provide a notable benefit. Vehicles expecting to travel through an intersection that are met with an unexpected slowdown due to a stopped vehicle in a travel lane waiting to turn left are more susceptible to getting into a front to rear collision because they cannot slow to avoid a crash. This would be the case in the 4-Lane alternatives. Vehicles would be at a higher crash risk due to the frequent conflict between through traffic and left turning vehicles, leading to potential for head-on, sideswipe opposite direction, sideswipe same direction, and front to rear crashes, especially when combined with higher traffic volumes and numerous access points. The presence of a median in the 3-Lane and 5-Lane alternatives provides the greatest safety benefit for the corridor as it provides a dedicated turning space. A median also provides separation from opposing directions of travel, thereby reducing crashes that occur between opposing vehicles, which are more likely to result in injuries. The 3-Lane and 5-Lane alternatives also allow for a continuous roadway width, where the 4-Lane alternatives create an hourglass effect as the road widens at intersection approaches to allow for dedicated left turn lanes.

Although the 4-Lane alternatives could see some benefit when compared to the No Build Alternative by reducing front to rear congestion related crashes, in comparison to the 3-Lane and 5-Lane alternatives the safety benefit is considered to be low. The traffic operational benefits are comparable to the other alternatives and the safety benefits are not comparable, the 4-Lane alternatives were removed from further evaluation.

Table 5-4 summarizes the results of Level 1 screening.

Table 5-4: Summary of Level 1 Screening of Mainline Alternatives

Alternative	Traffic Operations during Peak Hours				Safety	
	LOS		Corridor Travel Time in Minutes AM (PM)		Reduce Crash Frequency	Reduce Crash Severity
	AM (SB)	PM (NB)	NB	SB		
No Build	E	D	10.4 (16.1)	18.8 (10.8)	-	-
3-Lane Rural	B	C	9.4 (11.8)	10.1 (9.0)	Moderate	Moderate
3-Lane Urban	B	C	9.4 (11.8)	10.1 (9.0)	Moderate	Moderate
4-Lane Rural	**				Low	Low
4-Lane Urban	**				Low	Low
5-Lane Rural	A	B	8.7 (10.9)	8.9 (8.3)	Moderate/High	Moderate/High
5-Lane Urban	A	B	8.7 (10.9)	8.9 (8.3)	Moderate/High	Moderate/High

The 3-Lane and 5-Lane alternatives move forward to Level 2 screening.

5.2.3 Level 2 Screening: Corridor Screening

To evaluate Corridor alternatives, the Study corridor was divided into south and north sections. The south end of the corridor, Gilmer Road Connector to IL Route 120, is primarily rural and surrounded by farmland with limited access. The north end of the corridor, IL Route 120 to Oakwood Drive, is primarily suburban with residential driveways and local roads to residential communities. Given the different land uses and population densities, different cross sections could be recommended for the south and north sections of the Study corridor.

A hybrid of 3-lane and 5-lane alternatives was assessed along the Study corridor, providing five lanes at the ends of the study, based on DHV, to alleviate congestion with a 3-lane section approximately 4,400 ft long in between. However, the through lane configurations at the intersections with state routes in the 3-lane section require two through lanes in each direction to avoid creating bottlenecks. This configuration would require traffic to merge multiple times within a short distance. A hybrid alternative was removed from further consideration.

During the Level 2 Screening, the 3-Lane and 5-Lane alternatives were refined to include intersection geometry. The intersection geometry considered includes stop control, signalization, roundabouts, and the addition of auxiliary lanes such as left and right turn lanes. These intersection improvements were considered at the locations provided in Table 5-5.

Table 5-5: Intersection Improvements Considered for Corridor Screening

Intersections	Additional Turn Lanes on Fairfield Road	Additional Turn Lanes on Minor Street	Improvement to Traffic Signals	Traffic Signal Installation	Roundabout
Fairfield Road at Gilmer Road Connector				X	X
Fairfield Road at Chardon Road	X	X		X	X
Fairfield Road at IL Route 60			X		
Fairfield Road at Townline Road	X				X
Fairfield Road at IL Route 120	X	X	X		
Fairfield Road at Nippersink Road			X		X
Fairfield Road at Hart Road		X		X	X
Fairfield Road at IL Route 134	X		X		
Fairfield Road at Long Lake Drive				X	X

The 3-Lane and 5-Lane Corridor alternatives were evaluated with a network of signalized intersections and a network of roundabouts for corridor consistency. Roundabouts were analyzed for all warranted intersections including state route intersections with Fairfield Road. It was concluded through these analyses that the roundabout alternatives for both the 3-lane and 5-lane scenarios did not achieve acceptable Levels of Service at IL Route 120 and IL Route 60. These analyses also considered additional through and turning lanes that would have resulted in more than three (3) lanes circulating in the roundabouts. The IL Route 134 intersection with Fairfield Road was also analyzed. While the roundabout alternative did achieve acceptable Levels of Service, it was removed from further consideration due to the proximity of the Metra railroad tracks that are immediately adjacent to the intersection. The tracks are approximately 70 feet from Fairfield Road, which presents complex challenges to design and operations. As a result, the roundabout intersection alternatives at these three state route intersections were removed from further consideration for this Study. Revisiting roundabout options at these locations could occur in the future.

In addition to the above, changing the alignment to reduce intersection skew was considered for the intersections of Fairfield Road with Chardon Road and with IL Route 134. At the intersection with Chardon Road, a change to either alignment is likely to have an impact on adjacent properties that would require relocation regardless of the cross section proposed for Fairfield Road. At the intersection with IL Route 134, a change to the alignment would require a new at-grade crossing with the Metra MD-N Line due to its proximity. It would also require the relocation of several

commercial properties on the southwest corner of the intersection. A potential realignment at either intersection will be further studied in a future phase of work.

Grade separating Fairfield Road and the Metra MD-N Line was considered as a spot improvement that could provide a corridor benefit. A cost-benefit analysis was performed to determine if the crossing met IDOT and FHWA warrants for a grade separation. Although this spot improvement would be anticipated to provide an operational and safety benefit, it was not expected to outweigh the ROM cost of $38 million. Additionally, it was determined that the technical feasibility to construct it was high and there would be significant disruption to traffic operations and access to local businesses. For these reasons, a grade separation was removed from further consideration.

The Corridor alternatives were evaluated for their benefit to traffic operations, impacts to the natural environment and built environment, right-of-way needs, technical feasibility, and cost.

Impacts to the natural environment were determined using a high-level analysis of publicly available GIS information and field studies. Environmental resources include wetlands, streams and water bodies, floodplains, floodways, threatened and endangered species, forest preserves, cultural resources, and hazardous waste sites.

Impacts to the built environment are considered social impacts and are indicated by changes in land use, the number of potential displacements and relocations (residential and business), the potential to isolate neighborhoods, the potential impacts to businesses and changes in travel patterns. All alternatives have temporary and permanent impacts beyond the right-of-way; however, these impacts are not expected to change the land use, displace or relocate any residence or business, isolate neighborhoods, or reduce access to businesses once constructed. The 5-Lane alternative has the potential to change travel patterns, as adding capacity is anticipated to shift traffic from parallel routes. This is seen as a network benefit, pulling vehicles from other routes that would desire to use Fairfield Road, but choose not to due to congestion.

Costs are considered “Rough Order of Magnitude” or ROM, and are based on the engineer’s estimate of design, right-of-way, utilities, and construction. Technical feasibility focuses on constructability, operational and maintenance considerations, and the potential to phase the construction.

Improvements to ERT resulting from enhanced traffic operations in the 3-Lane and 5-Lane Corridor Alternatives were evaluated and found to increase public safety for incidents along the corridor requiring emergency services. These improvements also benefit the broader community outside the corridor, as emergency vehicles can more efficiently use Fairfield Road to access surrounding areas.

Table 5-6 and Table 5-7 summarizes the results of Level 2 screening.

Table 5-6: Summary of Level 2 Screening of Corridor Alternatives (South Section)

South Section (Gilmer Road Connector to IL Route 120)										
Alternative	**Traffic Operational Benefit**	**Environmental Impacts**					**Right-of-Way (ROW) Impacts (Acres)**		**Technical Feasibility**	**ROM Cost**
	Reduce Congestion	Wetlands (Acres)	Floodplain (Acres)	Floodway (Acres)	Section 4(f) No.	Section 6(f) No.	TCE	Perm. ROW		
No Build	-	-				-	-	-	-	-
3-Lane Rural	Moderate	3.74	2.80	0.19	0	0	11.63	10.88	Moderate	Low
3-Lane Urban	Moderate	3.66	2.62	0.17	0	0	11.39	8.20	Moderate	Moderate
5-Lane Rural	High	5.06	3.84	0.27	0	0	17.90	11.98	Low	Moderate
5-Lane Urban	High	4.81	3.66	0.25	0	0	15.22	11.93	Low	Moderate /High

Table 5-7: Summary of Level 2 Screening of Corridor Alternatives (North Section)

North Section (IL Route 120 to Oakwood Drive)										
Alternative	**Traffic Operational Benefit**	**Environmental Impacts**					**Right-of-Way (ROW) Impacts (Acres)**		**Technical Feasibility**	**ROM Cost**
	Reduce Congestion	Wetlands (Acres)	Floodplain (Acres)	Floodway (Acres)	Section 4(f) No.	Section 6(f) No.	TCE	Perm. ROW		
No Build	-	-				-	-	-	-	-
3-Lane Rural	Moderate	0.73	1.15	0.42	2	1	9.72	4.64	Moderate	Low
3-Lane Urban	Moderate	0.68	1.06	0.37	2	1	9.0	2.34	Moderate	Moderate
5-Lane Rural	High	1.21	1.68	1.08	2	1	10.65	9.62	Low	Moderate
5-Lane Urban	High	1.05	1.51	0.72	2	1	10.63	6.67	Low	Moderate /High

No Corridor alternatives were dismissed in Level 2. The 3-Lane and 5-Lane alternatives move forward to Level 3 screening.

5.2.4 Level 3 Screening: Non-motorized Facilities Screening

During the Level 3 Screening, the Corridor alternatives carried forward from the Level 2 Screening were further developed to consider non-motorized accommodations. Non-motorized accommodations ranging from on-road and off-road facilities will be analyzed along the corridor and at specific locations to provide connectivity to parks, forest preserves and other points of interest. These alternatives are screened for conflict points, levels of traffic stress for pedestrians and bicyclists, non- motorized connectivity, and other factors. Impact and cost-to-benefit ratio for improving non-motorized facilities will be assessed. Input from the online public engagement held between late February 2025 and early April 2025 as well as a Public Information Meeting scheduled for June 16, 2025 will be considered when determining non-motorized facilities for the corridor.

The corresponding potentially impacted areas for the Corridor alternatives including non-motorized facilities are shown in Table 5-8.

Table 5-8: Level 3 Screening of Corridor Alternatives with Non-Motorized Facilities

IMPACTED AREAS (acres)					
Alternative	**ROW**	**Temp Easement**	**Wetlands**	**Floodplain**	**Floodway**
3-Lane Rural	18.32	21.20	4.59	3.98	0.87
3-Lane Urban	12.13	20.73	4.49	3.88	0.65
5-Lane Rural	29.56	22.64	6.36	5.68	1.36
5-Lane Urban	23.39	22.60	5.88	5.32	1.11

No Corridor alternatives with non-motorized facilities have been dismissed in Level 3.

5.3 Recommended Alternative(s) to be Carried Forward

The process of identifying one or more alternatives to be carried forward in a PEL Study is similar to the process used during the NEPA phase of a project. As described in Section 11-7.04(b) and Section 24-2.08 of the IDOT BDE Manual, factors to consider include ability to satisfy the Purpose and Need, direct and indirect impacts, avoidance of sensitive resources, and cost.

An alternative that is carried forward in a PEL Study means that it is considered reasonable and feasible and could be recommended for consideration as the Preferred Alternative or Alternatives during subsequent NEPA and project development.

An alternative that is not recommended to be carried forward means that it will not be recommended for evaluated further in the PEL Study due to not meeting the Purpose and Need or comparatively negligible benefits and higher impacts than other alternatives, but it may be studied further with subsequent NEPA and project development.

Based on the screening process used for the Fairfield Road corridor, the following alternatives will be carried forward: **3-Lane (Rural/Urban) and 5-Lane (Rural/Urban)**.

6 TRANSPORTATION MANAGEMENT PLAN

This outlines an overall approach to providing work zone safety and mobility during construction.

6.1 Maintenance of Traffic Sequencing Recommendation

It is recommended that staged parallel reconstruction be employed. This will allow the existing two lanes of traffic to be maintained throughout the corridor and will minimize mobility and queuing impacts.

Construction activities will be completed in four stages: a pre-stage to install all temporary pavement to maintain traffic patterns, two stages to construct the northbound and southbound portions of the proposed roadway for staged construction use which will allow construction to take place while maintaining one lane in each direction, and the fourth stage for all final paving, and work within the proposed median area and final curb and gutter. In several locations within the project limits only three stages of construction would be needed.

6.1.1 Parallel/Adjacent Reconstruction for Widening

This alternative would shift traffic to one side of the roadway while the full proposed section is constructed on the opposite side. Once construction is complete for the “staged side”, traffic is shifted to the “finished” roadway to allow for reconstruction of the opposite side. The clear advantage of this alternative is minimal disruption to motorists attributable to maintaining the existing section which has one lane of traffic in each direction. Disadvantages include constrained work area for the contractor and work crews having to operate in closer proximity to traffic. A combination of pre-staged widening and lane shifts will be required to maintain two lanes of traffic. Access to existing residential and business driveways will be maintained through construction staging except for temporary closures to install various utilities. These closures should be short term and will be limited to ensure maximum access.

6.1.2 Maintenance Of Traffic at Major (Signalized) Intersections

There are 4 signalized intersections within the 5.5-mile corridor. In order to widen, reconstruct, rebuild and add new signals through signalized intersections, staging must accommodate all existing movements where possible. All for intersections have dedicated left turn lanes. Temporary widening, temporary signals and temporary lighting must be done during pre-stage prior to implementation of the MOT. Where feasible, the existing turn lanes will be maintained, storage lengths maintained, and the signal phasing.

Turn restrictions are possible but will be mitigated as much as possible by sub staging (multiple stages within each stage) traffic. During sub staging, it may be a possibility of short-term turning restrictions or temporary changing of signal phasing, but the ultimate goal is to maintain existing traffic flow through intersections as much as possible.

6.1.3 Maintenance Of Traffic at Minor (Unsignalized) Intersections

There are 12 unsignalized intersections within the 5-mile corridor. Of the 12 intersections, 5 have dedicated left turn lanes. During widening, through each intersection, there is a possibility of a

short-term closure for pavement reconstruction and utility removal/installation. In such cases, short term detours may be required and will be limited to a short duration to minimize the impact of the closure(s). Where feasible, the existing configuration will be maintained to not disrupt the current traffic flow. Land-locked subdivisions/neighborhoods that cannot be closed and detoured, if needed, extra temporary pavement will need to be placed to maintain consistent access. Residential and commercial driveways will be treated the same as land-locked neighborhoods.

6.1.4 Maintenance Of Traffic at Culverts/Bridges

Due to the proposed widening, existing structures will need to be removed and replaced. One structure, over Manitou Creek needs to be completely replaced. To maintain one lane in each direction, the new, wider structure must be built adjacent to the current. While the new structure is under construction, traffic will remain in its current alignment and configuration. If the alignment of the new structure will not be changed, there is a possibility that the existing structure be utilized. If so, a short-term one-lane, two-way temporary signal would be warranted. This will be determined at a later date.

6.2 Design Standards and Considerations

The proposed construction site is to be evaluated on its own merits as to the appropriate method for maintaining traffic. IDOT BDE Manual Chapter 55, National Manual on Uniform Traffic Control Devices (MUTCD), Illinois Supplement to National MUTCD, and the Highway Standards will be followed when designing a traffic control plan.

6.2.1 Drop-Off and Work Area Separation Requirements

Per Bureau of Safety Programs and Engineering's Policy Memorandum BSE-04, drop-offs within 8' of the travel way must follow the requirements shown below or be shielded. It is expected that drop-offs 12' to 24" will occur within less than 8' of the travel way. Therefore, a requirement will be included in the contract documents stating drop-offs 24" or less can only remain for a maximum of 30 calendar days. This is less than the policy requirement, providing additional safety for motorists and has been determined to be a reasonable time constraint for the Contractor to perform operations.

In addition, per IDOT Safety 4-21 Memorandum shown in Figure 6-1 below, temporary concrete barrier shall be used when the work area is less than one travel lane away (12') from the travel way. Due to the significant number of residential and commercial entrances, along with local road intersections, the use of temporary barrier throughout the corridor would pose safety concerns as there would be a large number of gaps in the temporary barrier system producing blunt ends, sight distance issues, and exposed portions of the work area. Therefore, temporary pavement will be constructed to a width such that a minimum 12' separation from the work area and nearest travel lane can be maintained for the majority of the corridor in each stage, allowing for the use of drums as traffic control devices. During the pre-stage allowable day-time lane closures will be used to provide this 12' separation. Temporary concrete barrier will be used at critical locations such as trenches for storm sewer construction and areas where the minimum separation cannot be met.

Figure 6-1. IDOT Safety 4-21 Memorandum

Table 2, Condition II

Drop-off Near the Edge of Traveled Way

Existing Road Type	Normal Posted Speed Limit, NPSL (mph)	Drop-off Depth, D (in.)	TCB is Warranted(2)	Use of TCB may be warranted, based on traffic exposure.(2)	Maximum Allowable Total Traffic (Both Directions)Without TCB (3)
2L2W	Up to 35	12 ≤ D ≤ 18		Yes(1)	3.02
2L2W	Up to 35	18 < D ≤ 24		Yes(1)	2.39
2L2W	Up to 35	24 < D ≤ 36		Yes(1)	2.08
2L2W	Up to 35	D > 36	Yes(1)		
2L2W	35<NPSL≤45	12 ≤ D ≤ 18		Yes(1)	1.42
2L2W	35<NPSL≤40	18 < D ≤ 24		Yes(1)	1.12
2L2W	> 45	D > 12	Yes(1)		
4L2W	Up to 35	12 ≤ D ≤ 18		Yes(1)	9.31
4L2W	Up to 35	18 < D ≤ 24		Yes(1)	7.30
4L2W	Up to 35	24 < D ≤ 36		Yes(1)	6.25
4L2W	Up to 35	> 36	Yes(1)		
4L2W	35<NPSL≤45	12 ≤ D ≤ 18		Yes(1)	3.43
4L2W	35<NPSL≤40	18 < D ≤ 24		Yes(1)	2.94
4L2W	> 45	D ≥ 12	Yes(1)		
All	>45	D < 12	No (2)		
All	>45	D ≥ 12	Yes		

Source: IDOT Safety 4-21 Memorandum

6.3 Proposed Maintenance Of Traffic Plan Overview

The proposed maintenance of traffic plan will mainly consist of temporary travel lanes along a single side of Fairfield Road while construction of the adjacent area is completed. Drums with a compliant separation from the work area will be used for the overall staging, with temporary concrete barrier used at specific locations per IDOT Memorandum 4-21, Table 2 and roadside shielding requirements. Roadway reconstruction within the intersections will be stage constructed using multiple substages to construct each quadrant of the intersection independently, in order to reduce impacts to vehicular movements through the intersections. Local road intersections with low ADT values and other access points may be closed short-term for quicker reconstruction if determined appropriate, with detours provided. Where possible, intersection closures will be sequenced such that an adjacent access point will remain open if there is more than one access point along Fairfield Road from a crossroad. Existing pavement, newly constructed pavement, and temporary pavement will be utilized to maintain traffic throughout the stages as follows.

In the Pre-Stage, during the Year 1 construction season, advance construction activities for subsequent stages will be undertaken maintaining traffic in the existing lane configurations. During working hours only, when construction activities are within 12' of the travel way, day-time non-peak hour one lane two-way traffic with flaggers will be utilized. The Pre-Stage will be performed in two substages. In the first substage (Pre-Stage A) clearing, grading, and utilize relocations will be performed. Grading will be performed such that drainage can be maintained throughout construction but will also be performed as close to the final grading to minimize the overall earthwork. During the second substage (Pre-Stage B), temporary pavement will be constructed adjacent to the edge of the outside shoulder to accommodate future MOT lanes and

provide a compliant separation between the travel lanes and work area. Two 11-foot MOT lanes will remain open to traffic, with drums separating the work area from the adjacent MOT lane. Day-time non-peak hour lane closures with flaggers providing one-lane two-way altering traffic will be used during construction activities occurring within 12' of the adjacent travel lane. Drop off exposure when in the normal two-way two-lane configuration during non-working hours will be in accordance with IDOT drop-off and work zone traffic control policies. Proposed storm sewer needed to maintain drainage in Stage 1 will also be constructed during the Pre-Stage, using temporary concrete barrier to shield exposed trenches.

6.4 Temporary Traffic Signals

Temporary traffic signals are anticipated to be used at the existing signalized intersections as the electrical work, including modernization to traffic signals and lights, may require extended down time for existing traffic signals. These intersections include Nippersink Rd, IL Route 134, IL Route 120 and IL Route 60.

6.5 Temporary Drainage

Select sections of proposed storm sewer and outfalls along Fairfield Rd will be constructed during the Pre-Stage, allowing for these drainage items to be used during future stages for maintaining drainage. Select sections of curb and gutter will be omitted from construction during Stage 1 and Stage 2 to provide outlets for drainage into the existing and proposed ditches. The temporary drainage plan will indicate the locations of these items. Open drainage through ditches will be utilized throughout construction in the Pre-Stage and Stage 1. Pre-Stage will utilize the existing ditches and Stage 1 will utilize existing ditches when the outside travel lane is on existing pavement, and proposed ditches when the outside travel lane is on temporary pavement. Stage 2 will utilize the proposed curb and gutter, adjacent proposed ditches, and proposed storm sewer previously constructed in Stage 1.

6.6 Temporary Lighting

In the existing condition, lighting is only provided at the intersections with traffic control equipment and select local road intersections. Therefore, temporary lighting will not be provided along the corridor. Existing light fixtures will be relocated with the relocation of any traffic signal poles they are attached to. Where not practical to relocate traffic signal poles with an attached light fixture, temporary light fixtures may be used.

6.7 Right-of-Way Impacts

No additional easements or permanent right-of-way acquisition beyond what is to be acquired for the needs of the final build condition is anticipated. Temporary travel lanes will utilize the existing and proposed roadway pavements. Temporary pavement and associated grading will be constructed within the limits of the final build condition. Temporary drainage will utilize the existing and proposed storm sewer and ditches, also allowing for no additional right-of-way impacts.

7 AGENCY COORDINATION

Throughout the PEL Study, there were various forms of communication with agencies and stakeholders. Below is a list of all meetings held. Detailed minutes of the meetings are included in Appendix I: Agency Coordination.

- IDOT Kickoff Meeting – August 21, 2023
- LCSMC Pre Application Meeting – August 29, 2023
- Village of Wauconda Intro Meeting – September 28, 2023
- Village of Round Lake Intro Meeting – October 12, 2023
- LCFPD Kickoff Meeting – November 14, 2023
- FHWA Meeting – January 9, 2024
- Village of Round Lake Beach Intro Meeting – January 23, 2024
- NEPA/404 Merger Meeting: Purpose & Need – September 5, 2024
- NEPA/404 Merger Meeting: Alternatives to be Carried Forward – June 26, 2025

7.1 Tribal Communication

Letters were sent to all Tribes in Lake County requesting comments on the Purpose and Need and on the Alternatives to be Carried Forward. See Appendix I: Agency Coordination, for Tribal coordination correspondence.

8 PUBLIC INVOLVEMENT

This PEL Study has an ongoing public involvement component that includes the development of a public website, notification to stakeholders, a Stakeholder Involvement Group (SIG) and Public Information Meetings (PIM). Membership in the SIG was initially solicited at the first public involvement activity for the study and includes agencies, local governments, community groups, tribes and the general public, upon interest.

Meetings were held individually with local government agencies and community groups to obtain their input. Stakeholders were identified and notified of the meetings via mailings and email. Coordination with tribes was done via letters and responses were incorporated into the public involvement activities.

8.1 Public Involvement Plan

The Public Involvement Plan (PIP) outlines the strategic communication and engagement approach the Study Team will employ to involve the public and interested stakeholders throughout the Fairfield Road Planning Study. The PIP is a blueprint for defining methods and tools to educate and engage all stakeholders in the study's decision-making process. The PIP has been developed to ensure that stakeholders are provided many opportunities to be informed, engaged, and provide input as the study progresses. The overall goal was to integrate public input into identified alternative solutions. This plan used traditional and virtual communication tools and tactics to address interactions with the public, impacted businesses and property owners, adjacent communities and neighborhoods, local leaders and elected officials, governmental entities, utilities, agencies, and other interested stakeholders.

8.2 Stakeholder Involvement Group Meetings

The purpose of the SIG is to provide input on identifying the issues and needs and developing the alternatives to be evaluated. These stakeholders will focus on technical aspects of the study development process and provide external subject-matter information and input. The SIG will represent the views of the communities, township, and county within the study area. The SIG met two times throughout the project development process.

8.2.1 Stakeholder Involvement Group Meeting #1 – May 2, 2024

The goal of this meeting was to introduce the team, study development process and schedule, present and review the PIP, present traffic and safety data and analysis, present issues and opportunities, and identify the Purpose and Need.

8.2.2 Stakeholder Involvement Group Meeting #2 – September 26, 2024

The goal of this meeting was to present concept alternatives and analysis, conduct a workshop to review the alternatives, and get input on which alternatives best address the purpose and need to be carried forward.

8.3 Public Information Meetings

The Study Team hosted two open-house public information meetings. These meetings encouraged public attendance and fostered public awareness of study developments and alternatives that were being evaluated. These meetings utilized various public informational techniques such as exhibit boards and handouts to summarize study work and findings to date. These meetings also provided a forum for public input, including concerns and comments regarding project alternatives.

8.3.1 Public Information Meeting #1 – May 16, 2024

The goal of this meeting was to introduce the study, inform the public on existing conditions and obtain public input. It was held at the Rolek Community Center from 5 p.m. to 7 p.m. with approximately 100 individuals in attendance. Division staff and consultant staff from HDR and Baxter & Woodman were available to discuss project information and answer questions. An existing conditions video with audio narration was played on a loop throughout the meeting. Project information Handouts were provided to attendees in both English and Spanish. Exhibits introduced the project, provided preliminary data, explained the public involvement process, and shared channels to provide public input. Information was provided to the public explaining how attendees can get involved and stay informed, the commenting process, and how this feedback is incorporated into the study. Written feedback was collected at the meeting through comment forms. More detailed information on this meeting is included in Appendix J: Public Involvement.

8.3.2 Online Public Engagement – February 27, 2025 to April 7, 2025

From February 27 to April 7, an Online Public Engagement (OPE) was held at https://fairfieldroadstudy.com/online-meeting. 1,050 users visited the OPE event while it was active, 1,017 of which were new to the site. There were 581 engaged sessions, where visitors either stayed on the page for at least 10 seconds, viewed two or more pages, or made an action like completing a form or signing up for emails. Most website traffic was referred from the Lake County webpage. A summary of the OPE is included in Appendix J: Public Involvement.

8.3.2.1 ADVERTISEMENT

A legal notice for the OPE was posted in the Lake County edition of the Daily Herald newspaper on February 27, 2025. A postcard advertising the public engagement was mailed to 441 property owners and occupants in the study area. LCDOT sent an email blast and social media post advertising the meeting to their distribution list. The legal notice, postcard, and email blast are provided in Appendix J: Public Involvement.

8.3.2.2 COMMENTS

Attendees were encouraged to submit comments via the General Comment Form, the Online Poll, or on the Comment Map. The official public comment period ended on April 7, 2025. There were 130 poll responses, 47 map entrees, and 25 comment form submissions. Comments are shown in Appendix J: Public Involvement. Summarized comments are included in Table 8-1.

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Table 8-1: OPE Comment Summary

Comments Summary
• Add a safe path for cyclists and pedestrians to access nearby trails and forest preserves, as well as the Metra station and downtown Round Lake. Pedestrians and cyclists use deteriorating shoulders in lieu of better access options. Rumble strips and littered shoulders are hazardous to cyclists. • Do not make Fairfield Rd. into a highway. More lanes will encourage speeding. Traffic noise is already bad for adjacent neighborhoods. • The intersection of Chardon and Fairfield is at a dangerous angle, particularly for vehicles going south. There was a recent 2-person fatality here. • 120 is a truck route. Do not add roundabouts. Trucks are unable to stop after coming up the hill at this intersection. • The intersection of Fairfield and 134 should have a left turn arrow. Multiple intersections can get backed up since there is sometimes no opportunity for a safe turn. • Limit impacts to wetlands. Migration routes run through the corridor, as well as the breeding grounds of dwindling crane populations.

8.3.3 Public Information Meeting #2 – June 16, 2025

The goal of this meeting was to review the study, inform the public of the alternatives to be carried forward, and obtain public input. It was held at the Rolek Community Center from 5 p.m. to 7 p.m. with approximately 63 individuals in attendance. Division staff and consultant staff from HDR were available to discuss project information and answer questions. An existing conditions video with audio narration was played on a loop throughout the meeting. Project information handouts were provided to attendees in both English and Spanish. Exhibits reviewed the study, presented past public feedback, and displayed mainline alternatives to be carried forward and showed various intersection configurations that may be assessed during potential future Phase I studies. Information was provided to the public explaining how attendees can get involved and stay informed, the commenting process, and how this feedback is incorporated into the study. Written feedback was collected at the meeting through comment forms. More detailed information on this meeting is included in Appendix J: Public Involvement.

8.4 Other Public Involvement Mechanisms

8.4.1 Study Website

The Study Team developed content and supporting graphics for the project-specific website. The website aimed to provide up-to-date project information, key contacts, and input opportunities. The website content included the following information and capabilities:

- List of project stakeholders
- Background project information, including schedule
- Provide a list of Frequently Asked Questions (FAQs) and responses
- SIG and Public Information Meeting notifications
- Project Team contact information
- Resource for submitting questions and comments

- Posting of project documents for information and review
- Subscribers are invited to receive project updates

The website was updated at key milestones and maintained throughout the study.

Details that were provided at the PIMs were available on the website for the public and stakeholders who were unable to attend the meetings.

8.4.2 News Releases

LCDOT news releases were used to announce public meetings and study milestones.

9 CONCLUSION

9.1 Study Recommendations

The PEL Study identified two mainline alternatives to be carried forward: 3-Lane (rural/urban) and 5-Lane (rural/urban). These alternatives will be developed further in Phase 1 projects to include intersection alternatives and non-motorized facilities. The corridor will be comprised of three Phase 1 projects: North of Gilmer Road to North of IL 60; North of IL 60 to North of IL120; and North of IL 120 to Oakwood Drive.

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APPENDIX A

Federal Highway Administration
Planning and Environmental Linkages Questionnaire

This questionnaire is intended to act as a summary of the planning process and ease the transition from the planning study to a NEPA analysis. This questionnaire is consistent with the 23 CFR 450 (Planning Regulations) and other FHWA policy on Planning and Environmental Linkage (PEL) process.

1. **Background:**

a. Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)

i. Local Agency - The Lake County Division of Transportation (LCDOT)

b. What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan, or transportation improvement program years)?

i. Fairfield Road Planning and Environmental Linkages (PEL) Study
ii. Section No. 22-00999-85-ES

c. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?

i. LCDOT: Angel Montero (Project Manager), Matt Emde (initial Project Manager), Kevin Carrier (Assistant County Engineer), Ben Russo (Principal Engineer)
ii. HDR (Consultant): Jim McNally (Project Manager), Stefanie Cassin (Deputy Project Manager), Jon Kjellman (Project Engineer), Jeff Young (Traffic Lead), Emily Grimm (Drainage Lead), Janice Reid (Environmental Lead)

d. Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)

i. Fairfield Road is a two-lane minor arterial roadway in the northwest portion of Lake County with full access control. Shoulders are generally 2ft – 4 ft wide. The area is primarily within unincorporated Lake County as well as portions of the Village of Round Lake Beach, the Village of Round Lake, and the Village of Wauconda. It extends approximately 5.5 miles from just north of Gilmer Road to Oakwood Drive, with 18 intersections along the corridor. There are four signalized intersections: IL Route 60, IL Route 120, Nippersink Road, and IL Route 134. All other intersections are stop- controlled on the minor streets. The roadway widens at the approaches to major intersections to accommodate left and right turn lanes, with a continuous left turn lane in the median north of Barberry Lane to Oakwood Drive. There is only one through travel lane in each direction throughout the corridor. The corridor is less developed in the southern half between Gilmer Road and IL Route 120 than in the northern half from IL Route 120 to Oakwood Drive. The corridor also crosses the Metra Milwaukee District North Rail Line north of IL Route 134.

e. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.

i. The Lake County 2040 Transportation Plan (2040 Plan) was developed in 2014 to identify transportation needs based on county population and employment growth predictions for many modes of transportation, including road, transit, and non-motorized travel. The 2040 Plan interfaces with the Chicago Metropolitan Agency for Planning's (CMAP) previous GoTo 2040 Plan, building off CMAP's regional transportation model, using population and employment predictions, and corresponding traffic impacts to the roadway network.
    a) The following improvements were recommended in the Lake County 2040 Plan:
        1. Fairfield Road widening, IL Route 60 to IL Route 134
        2. IL Route 120 widening, US Route 12 to Fairfield Road
        3. IL Route 120 widening, Fairfield Road to Almond Road

4. IL Route 60 widening, IL Route 120 to IL Route 176
5. IL Route 134/Fairfield Road Intersection Improvement
6. IL Route 120/Fairfield Road Intersection Improvement

ii. In 2022, LCDOT identified the need to study the safety concerns at the two-way stop-controlled Fairfield Road/Chardon Road skewed intersection. Between 2017 and 2021, this intersection saw 12 crashes, 2 of which resulted in injuries. Further investigation determined that the potential concerns extend beyond this one intersection location along the Fairfield Road corridor. LCDOT decided to expand the study to include the section from north of Gilmer Road to Oakwood Drive north of IL Route 134 and the Metra tracks. The goal of the study is to develop a range of alternatives throughout the corridor to be carried forward for further study as potential future projects.

f. Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?

i. The following projects were considered as they could affect mobility in the vicinity of the corridor:

a) IDOT Multi-year Program
b) CMAP ONTO 2050 Plan
c) CMAP TIP 2024-2028
d) Metra Systemwide Cost Benefit Analysis of Major Capital Improvements (2019)
e) IL Route 120 PEL, Almond Road (Grayslake) to IL Route 60 (Volo) - planning stage
f) IL Route 60 Widening, IL Route 176 (Ivanhoe) to IL Route 120 (Volo) - planning stage
g) IL 60 @ Wilson Road Intersection Improvement, IL 60 @ Wilson Road - construction recently completed
h) Fairfield Road Resurface & Bike-friendly shoulder, Old McHenry Road to IL Route 176 - construction stage
i) Fairfield Road Culvert Replacement, Round Lake Drain @ Fairfield Road - design stage
j) Cedar Lake Road Realignment, Hart Road to Nippersink Road – design stage
k) Fairfield Road 3R, Monaville Road to Rollins Road - design stage
l) Hainesville Road Bi-Directional Turn Lanes, Washington Avenue to Rollins Road - design stage
m) Gilmer Road Resurfacing & Bike-friendly shoulder, IL Route 120 to Fairfield Bridge; Includes Gilmer Connector @ Fairfield Road - construction stage
n) Rollins Road Bi-Directional Turn Lanes, Grand Avenue to Washington Avenue- design stage
o) Fremont Center Road Realignment, Fremont Center Road at IL Route 60 - construction stage
p) IL Route 60 Add Lanes, IL Route 176 to Midlothian Road - Future MYP stage
q) US 45 Add Lanes, IL Route 132 to Washington Avenue- design stage

2. Methodology used:

a. What was the scope of the PEL study and the reason for completing it?

i. The scope of the PEL study was to define the project Purpose and Need along with goals and objectives based on input from stakeholders and the public. In addition, an initial range of improvement alternatives were sought to identify those that best support the project goals, account for project costs and constructability, and avoid or minimize environmental impacts. Alternatives were evaluated and presented to project stakeholders and the public for input and to help determine which alternatives should be carried forward to be evaluated in more detail in future preliminary engineering and National Environmental Policy Act (NEPA) studies.

b. Did you use NEPA-like language? Why or why not?

i. Yes. NEPA terminology was used so that the Purpose and Need and Alternatives to Be Carried Forward sections of the PEL could be later incorporated into subsequent NEPA documents.

c. What were the actual terms used and how did you define them? (Provide examples or list)

i. Purpose and Need: The purpose and need established a basis for the development of the range of reasonable alternatives required in NEPA and assists with the identification and eventual selection of a preferred alternative.

ii. Range of Alternatives and Alternatives Analysis: The alternatives analysis indicated why and how the particular range of alternatives was developed, including what kind of public and agency input was used. It also indicates why and how alternatives were eliminated from consideration.

iii. No Build Alternative: The No Build alternative was included to compare with future conditions if no improvements are made.

iv. Logical Termini: Rational end points for the transportation improvements were determined .

d. How do you see these terms being used in NEPA documents?

i. The PEL study used the same terms that can be used in future NEPA documents, with the addition of independent utility. It is likely that subsequent NEPA documents will focus on implementation of select portions of the overall corridor as funding allows.

e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? *For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.*

i. The key steps and coordination points in the PEL decision making process included the following:

a) Defining the scope of the PEL
b) Defining the project limits, existing conditions and key issues
c) Determining the PEL's Purpose and Need
d) Determining Screening Criteria
e) Developing Alternatives
f) Evaluating Alternatives to Be Carried forward for further analysis in future NEPA documentation

ii. Four FHWA touchpoints were used for decision making, with buy-in from FHWA, USEPA, USACE, USFWS and other resource/regulatory agencies:

a) FHWA Coordination Meeting
b) Purpose & Need NEPA/404 Merger meeting
c) Alternatives to Be Carried Forward NEPA/404 Merger meeting
d) Submission of this PEL Report

f. How should the PEL information be presented in NEPA?

i. The consistency determinations for the Purpose and Need and Alternatives to be Carried Forward sections that were obtained as part of the NEPA/404 merger process would be requested for Concurrence Determinations and able to be used in future NEPA documents. A discussion of the PEL process and recommendations would be included in the introduction of the subsequent NEPA documents.

3. Agency coordination:

a. **Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.**
   i. Touch points involving the following resource agencies as part of the NEPA/404 merger process were held throughout the PEL study: FHWA, Illinois Division; IDOT; IDNR; Illinois Department of Agriculture; Illinois SHPO; USACE; USEPA and USFWS.
   ii. Meetings were held with the following local agencies: Villages of Round Lake, Round Lake Beach and Wauconda; Fremont and Avon Townships; Lake County Forest Preserve District (LCFPD) and Lake County Stormwater Management Commission (LCSMC).
   iii. Letters were sent to all tribes in Lake County at the Purpose & Need and Alternatives to Be Carried Forward stages of the project.

b. **What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?**
   i. IDOT, FHWA, CMAP, Villages of Round Lake, Round Lake Beach and Wauconda; Fremont and Avon Townships were coordinated with during the PEL study.

c. **What steps will need to be taken with each agency during NEPA scoping?**
   i. During NEPA scoping, early agency coordination will occur, including tribal/SHPO coordination, to help define the level of NEPA documentation and study. Agency meetings involving USACE, USEPA, USFWS and IDNR will be held at key decision points. SIG meetings and coordination that was performed during the PEL study will also continue into the NEPA review process.

4. Public Coordination:

a. **Provide a synopsis of your coordination efforts with the public and stakeholders.**
   i. A SIG was formed consisting of local and regional stakeholders. Two (2) SIG meetings were held at key steps throughout the PEL study. Two public information meetings were also held to inform the Purpose and Need and the Alternatives to Be Carried forward, prior to meeting with the resource agencies.
      1) IDOT Kickoff Meeting – August 21st, 2023
      2) LCSMC Pre Application Meeting – August 29th, 2023
      3) Village of Wauconda Intro Meeting – September 28th, 2023
      4) Village of Round Lake Intro Meeting – October 12th, 2023
      1) Village of Round Lake Beach Intro Meeting – January 23rd, 2024
      2) LCFPD Kickoff Meeting – November 14th, 2023
      3) FHWA Coordination Meeting – January 9th, 2024
      4) NEPA/404 Merger Meeting: Purpose & Need – September 5th, 2024
      5) NEPA/404 Merger Meeting: Alternatives to be Carried Forward – June 26th, 2025
   ii. In addition to the meetings noted above, the PEL study also has an ongoing public involvement component outlined in the Public Involvement Plan (PIP) that included the development of a public website, notification to stakeholders and an Online Public Engagement (OPE).

5. Purpose and Need for the PEL study:

a. **What was the scope of the PEL study and the reason for completing it?**
   i. The scope of the PEL Study was to develop the Purpose and Need, identify potential alternative projects with independent utility and logical termini, and develop alternatives for further study in a future NEPA document.
   ii. Increasing traffic volumes on Fairfield Road and intersecting roadways have resulted in congestion, delay and safety concerns in the study area. Backups are occurring along Fairfield Road, especially at the southern and northern ends of the corridor, and drivers are performing

dangerous maneuvers to avoid the congestion. Although there are 18 intersections in the corridor, 51% of all crashes occurred at three intersections - IL Route 120, IL Route 134, and IL Route 60 because drivers failed to yield or disregard traffic signals. The growth in traffic volumes that is forecasted will result in increased traffic, delay and more safety concerns. The PEL study has explored corrective improvements to the long-term geometric deficiencies of the corridor to reduce congestion and improve safety. The study also analyzed multimodal improvements for bicyclists and pedestrians.

b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

i. The purpose of transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.

ii. The need for this project is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

i. We will request a Concurrence Memo to go from Consistency Determination to Concurrence.

6. Range of alternatives:

Planning teams need to be cautious during the alternative screening process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:

a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)

i. On-alignment widening alternatives with the addition of a median and intersection improvements were looked at.

b. How did you select the screening criteria and screening process?

i. The screening criteria were developed from the Purpose and Need Statement as well as in consideration of socioeconomic, environmental, technical and cost factors relevant to the study area.

ii. The approach for developing and screening alternatives was prepared to be consistent with federal guidelines, consider a wide array of transportation options, and conduct a methodical screening process to identify the alternative(s) that best meet the study's purpose and need while also considering other factors important to the community. The screening process tests the performance of alternatives by using criteria that identify whether an alternative reasonably meets the study's purpose and need, and is acceptable from technical, environmental, community, economic, and cost perspectives. The process consists of several steps, including alternatives development, levels of screening, and ends with identification of Alternative(s) to be Carried Forward into the next phase of project development.

c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)

i. According to Federal Highway Administration (FHWA) and the Council on Environmental Quality (CEQ) regulations and guidance, there are three primary reasons why an alternative might be determined to be not reasonable during the screening process and eliminated from further consideration:

a) An alternative does not satisfy the Purpose and Need of the project.

b) An alternative is determined not to be practical or feasible from a technical and economic standpoint and using common sense.
c) An alternative substantially duplicates another alternative; that is, it is otherwise reasonable but offers little or no advantage for satisfying the project's purpose and it has greater impacts and/or costs than other similar alternatives.

ii. The reason alternatives were screened out in Level 0 was because they did not align with the purpose and need of the project, meaning that they did not reduce congestion and did not enhance safety. Level 0 also included a check for apparent high impacts or construction costs that would be unreasonable for the project.

iii. The reason alternatives were screened out in Level 1 was because they had low levels of enhancing safety and improving traffic operations. Mainline alternatives which provide minimal to no improvement versus another alternative are not carried forward, except for the No Build alternative which will continue to be carried forward.

iv. During Level 2 Screening, the remaining mainline alternatives were further analyzed with intersection geometry applied to create corridor alternatives. The corridor alternatives were screened for land, environmental, and social impacts as well as constructability and cost. No alternatives were screened out in Level 2.

v. During Level 3 Screening, the corridor alternatives carried forward from the Level 2 Screening were further developed to consider non-motorized infrastructure. These alternatives were screened for conflict points, levels of traffic stress for pedestrians and bicyclists, non-motorized connectivity, and other factors. No alternatives were screened out in Level 3.

d. Which alternatives should be brought forward into NEPA and why?

i. Based on the screening process used for the Fairfield Road corridor, the 3-Lane (Rural/Urban) and 5-Lane (Rural/Urban) alternatives will be carried forward into NEPA. An alternative that is carried forward in a PEL Study means that it is considered reasonable and feasible and could be recommended for consideration as the Preferred Alternative or Alternatives during subsequent NEPA and project development.

e. Did the public, stakeholders, and agencies have an opportunity to comment during this process?

i. Yes, the public, stakeholders and agencies had an opportunity to comment during the development of the Purpose and Need and the Alternatives to Be Carried Forward via the study website, SIG meetings and PIM meetings and the NEPA-404 Merger meetings.

f. Were there unresolved issues with the public, stakeholders, and/or agencies?

i. No

7. Planning assumptions and analytical methods:

a. What is the forecast year used in the PEL study?

i. 2050

b. What method was used for forecasting traffic volumes?

i. CMAP provided the project team with forecasted 2050 traffic data.

c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?

i. Yes, the planning assumptions and the corridor all assumptions remain valid. The 3-lane and 5-lane alternatives with shared used paths were chosen to be carried forward which addresses congestion mitigation, safety, operational improvements and non-motorized corridors were all factors noted in the long-range transportation plan.

d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?

i. Population and employment growth, and the land use changes that accommodate them, drive the need for transportation improvements. U.S. Census data for population shows the total Lake County population in 2020 as approximately 714,000. Population projections produced by CMAP indicate that by 2050, the population of Lake County will reach approximately 832,000, an increase of 16%. Large portions of agricultural land still exist in the unincorporated portions of the Study Area, primarily south of IL Route 120. However, future land use plans from the communities indicate these areas would be developed into residential, industrial/employment, and commercial uses. LCDOT used CMAP's population and employment forecasts to develop their 2040 Transportation Plan. The 2040 Plan shows that several sections of Fairfield Road and the major crossroads would be operating at LOS E or F and would not have adequate capacity. In 2023, CMAP provided LCDOT with updated 2050 traffic data. The project team prepared a 2050 traffic analysis and was able to make minor adjustments to signal timing in order to maximize the effectiveness of the intersections and reduce delay as much as possible. The 2050 No-Build scenario LOS on various sections on Fairfield Road range from LOS B to LOS F in the AM peak hour and from LOS B to LOS E in the PM peak hour.

8. Environmental Resources (wetlands, cultural, etc.) reviewed

For each resource or group of resources reviewed, provide the following:

a. In the PEL study, at what level of detail was the resource reviewed and what was the method of review?

i. Resources were reviewed at a high level starting with a desktop review of the GIS database and following up with a windshield survey to review the resources in question.

b. Is this resource present in the area and what is the existing environmental condition for this resource?

i. Various environmental resource categories were selected for analysis based on the characteristics of the Study Area and are consistent with NEPA, FHWA and IDOT guidelines. The consequences of these impacts will need to be addressed during future NEPA analysis.

a) Air Quality – The Study Area is in the Chicago metropolitan area, which does not meet the current 8-hour ozone 2015 2015 standard.
b) Noise -There are sensitive noise receptors such as residential areas, cemeteries, churches, museums and community centers in the Study Area.
c) Geology - characterized by glacial morainic topography
d) Groundwater - The Study Area is within the 1,000-foot minimum setback zones for three Community Water Service (CWS) wells and three non-CWS wells but not within one of Lake County's twelve public water distribution systems. It is located in Zones 1, 6, and 5 for aquifer recharge potential. Currently, the Study Area is not located within any of the four Groundwater Protection Planning Regions.
e) Parks and Recreational Facilities - There are a total of eight (8) publicly owned park and recreation lands protected under Section 4(f) located within the Study Area. In addition, Harts Woods Park, Fairfield Park, and Ray Lake Forest Preserve have received OSLAD funds and are protected under Section 6(f).
f) Natural Areas – There are no Illinois Natural Areas Inventory (INAI) sites within the Study Area.
g) Historical Sites - According to the Illinois Historic Preservation Division's Historic and Architectural Resources Geographic Information System (HARGIS), there are no NRHP districts or sites within or immediately adjacent to the Study Area. There are also no undetermined sites to be evaluated for the National Register within or immediately adjacent to the Study Area.

h) Floodplains and Waterways – Approximately 12.87 acres of the Study Area lie within the 100-year floodplain and 3.03 acres within the Study Area are within the floodway. There are three stream crossings along the Study Area, which include Round Lake Drain, Manitou Creek, and an unnamed tributary to Manitou Creek. Special Flood Hazard Areas within the Study Area are associated with these stream crossings which are classified as either Zone A or Zone AE Special Flood Hazard Areas.
i) Wetlands - There are a total of 2.61 acres of National Wetland Inventory (NWI) wetlands, approximately 17.90 acres of Lake County Wetland Inventory (LCWI) wetlands and approximately 3.2 acres of Advanced Identification (ADID) wetlands within the Study Area.
j) Surface Water Resources - The Study Area is within the Manitou Creek-Fox River watershed with two subwatersheds: Manitou Creek and Headwaters Manitou Creek. Surface water features in the Study Area include 3 perennial streams, 2 ponds, and 4 swamps/marshes. There are no waters listed as impaired under Illinois EPA's 2020/2022 303(d) List of Impaired Waters within the Study Area (IEPA 2022).
k) Special Waste Sites - Five underground storage tank (UST) facilities and four leaking underground storage tanks (LUSTs) were identified within the Study Area or within parcels intersecting the Study Area (USEPA 2023c). Three very small quantity generators (VSQG) and one small quantity generator (SQG) were identified within the Study Area or within parcels intersecting the study area (USEPA 2021). There are no superfund or brownfield sites identified within the Study Area.
l) Endangered Species – The Federal Threatened and Endangered Species with potential to occur in the Study Area are the Northern Long-eared Bat, Tricolored Bat, Rufa Red Knot, Whooping Crane, Karner Blue Butterfly, Monarch Butterfly, Eastern Prairie Fringed Orchid, and Pitcher's Thistle. The Study Area contains no critical habitat for any of the federally listed species. The State Threatened and Endangered Species with potential to occur in the Study Area are the Black Tern, Black-crowned Night Heron, Blanding's Turtle, Common Gallinule, Least Bittern, and Yellow-headed Blackbird.

c. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

i. A full impact analysis of natural resources will be performed during NEPA. Field surveys will be needed to determine the presence of jurisdictional wetlands and streams in areas of potential disturbance. Stream crossings and associated permitting requirements and mitigation needs will be considered as well as floodplain impacts.
    a) Depending on the alternative chosen, impacts to residential buildings may occur.
    b) A noise analysis will be required to identify the potential need for new noise barriers.
    c) Farmland will also need to be considered during further NEPA analysis due to the variability of future development.
    d) An archaeological and cultural resources analysis will need to be conducted as part of the NEPA process.
    e) Further hazardous materials analysis will need to be conducted as part of the NEPA process.
    f) Further analysis will need to take place during the NEPA process to minimize the potential effect on listed species.
    g) The environmental consequences of alternatives on Section 4(f) and 6(f) resources will need to be assessed and evaluated to determine the extent of impact during NEPA.

h) Coordination with the U.S. Army Corps of Engineers for surface waters will need to occur as part of the NEPA process and permits may be required.

d. How will the planning data provided need to be supplemented during NEPA?

i. All applicable resources that may be present and impacted by the project will require more detailed field surveys and/or analysis during the NEPA phase.

9. List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.

i. All applicable environmental resources were reviewed at a cursory level based on secondary source data and will require more detailed field surveys and/or analysis in the next phases of the study. These resources are discussed in chapter 3 of this PEL Report.

10. Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.

i. Cumulative impacts were considered during the PEL study and there are no cumulative impacts with other projects.

11. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

i. Specific mitigations measures have not been determined at this time. Coordination with all applicable regulatory agencies will continue as the project progresses into Phase I.

12. What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?

i. The PEL Study and project updates will be posted on the project website.

13. Are there any other issues a future project team should be aware of?

Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.

i. None.

APPENDIX B



IL Route 134 and Metra Rail Line at Fairfield Road: Grade Separation Concept Study

Fairfield Road Planning and Environmental Linkages (PEL) Study – North of Gilmer Road to Oakwood Drive

Section No. 22-00999-85-ES

Lake County Division of Transportation

June 20, 2024

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Concept Study Information

Purpose of the Study

This study aims to evaluate concept-level alternatives for grade-separated crossings of Fairfield Road with the Metra Milwaukee District North Line Railroad and IL Route 134 in Lake County in Round Lake, Illinois. Alternative 1 proposes to raise Fairfield Road over IL Route 134 and the Metra Railroad line. Alternative 2 proposes to depress Fairfield Road under IL Route 134 and the Metra Railroad line. The primary objective is to determine if a grade separation is warranted. Previously, a grade separation feasibility study conducted by HDR in 2009 concluded that such a separation was not warranted. This study is being performed to reassess the intersection and the necessity for a grade separation, taking into account updated crash data and traffic operations. Note that there was one pedestrian fatality recorded in June 2013, but this is more than 10 years ago, so it was not considered in the current evaluation. Since there isn't evidence of a crash trend at the railroad crossing of Fairfield Road, a grade-separated intersection is not needed solely based on safety. A grade separation warrant analysis was performed for the evaluation. The evaluation assesses the costs associated with the two grade separation alternatives and utilizes these costs to determine a benefit-cost ratio for the proposed improvements.

Background

Fairfield Road intersects with the Metra Milwaukee District North Line Railroad and IL Route 134 within the Planning and Environmental Linkages (PEL) Study Area for Fairfield Road. The Fairfield Road PEL Study Area extends approximately 5.5 miles along Fairfield Road from north of Gilmer Road to Oakwood Drive and is located within the villages of Round Lake Beach, Round Lake, Wauconda, and Unincorporated Lake County. The predominant land use within the study area is a mix of commercial and residential properties. This concept study considers 2050 traffic projections and future development along the corridor, which may impact the future Fairfield roadway cross-section.

Fairfield Road and IL Route 134 intersect at a 62-degree skew, controlled by a traffic signal. Fairfield Road is a two-lane Minor Arterial roadway with a posted speed limit of 40 mph north of the intersection, and 45 mph south of the intersection. IL Route 134 is a two-lane east-west Principal Arterial with a posted speed limit of 45 mph.

The Metra Milwaukee District North Line railroad tracks intersect the north leg of Fairfield Road, approximately 50 feet north of and parallel to IL Route 134. The existing at-grade rail crossing is gate-controlled. The railroad track does not carry any freight trains.

Grade Separation Warrant Analysis

A grade separation warrant analysis was conducted for the at-grade crossing of Fairfield Road with the Metra Milwaukee District North Line railroad tracks and is included in **Appendix A**. The IDOT Bureau of Design and Environmental Manual (BDE), revised January 2024, describes the warrants for a grade-separated railroad crossing in Section 7-3.03(a) Grade-Separated Structures. The two BDE guidelines for when a grade separation should be provided are as follows:

I. A grade separation should be provided where a highway is constructed or reconstructed across a railroad when the crash frequency for gates exceeds 0.02 and the benefit-cost ratio equals or exceeds 1.0.

- The Expected Crash Frequency (ECF) is calculated as a multiplied product of the traffic factor for existing ADT, the component factor base on the active control device (in this case gates) and the current number of trains per day.
    i. The ECF for the existing condition is calculated to be 0.067, exceeding the crash frequency for gates of 0.02.
- The benefit-cost ratio evaluates the benefit of the proposed improvements by comparing the existing and proposed ECF and the average cost per crash to the cost of the proposed improvements. Two grade separation alternatives with associated costs were developed to assesses the benefit-cost ratio for the proposed improvements. The estimated costs of both grade separation alternatives are provided in **Appendix B**. The evaluation of alternatives is discussed below.
    i. The calculated benefit-cost ratio for the more economical alternative is 0.0025, far below the required ratio of 1.0.

II. OR, A grade separation should be provided where an expressway in a rural area is constructed or reconstructed across the railroad.

- This criterion is not applicable at this intersection.

The BDE manual also notes “For additional guidance on the selection of projects, review the FHWA *Railroad-Highway Grade Crossing Handbook*” (FHWA Handbook), which states that grade separation should be provided at all limited access facilities and should be considered for whenever one or more of the following conditions exist:

1. The posted highway speed equals or exceeds 55 mph.
2. AADT exceeds 30,000 in urban areas or 20,000 in rural areas.
3. Maximum authorized train speed exceeds 79 mph.
4. An average of 30 or more trains per day.
5. An average of 75 or more passenger trains per day in urban areas or 30 or more passenger trains per day in rural areas.
6. An average of 150 or more transit trains per day in urban areas or 60 or more passenger trains per day in rural areas.
7. Freight Train Crossing Exposure (the product of the number of trains per day and AADT) exceeds 900,000 in urban areas or 600,000 in rural areas.
8. Passenger Train Crossing Exposure (the product of the number of passenger trains per day and AADT) exceeds 2,250,000 in urban areas or 600,000 in rural areas.
9. Transit Train Crossing Exposure (the product of the number of transit trains per day and AADT) exceeds 4,500,000 in urban areas or 1,200,000 in rural areas.
10. The expected accident frequency for active devices with gates, as calculated by the USDOT Accident Prediction Formula including five-year accident history, exceeds 0.5 (per year). If

the highway is a part of the designated National Highway System, the expected accident frequency for active devices with gates, as calculated by the USDOT Accident Prediction Formula including five-year accident history, exceeds 0.2 (per year).

11. Vehicle delay exceeds 30 vehicle hours per day with consideration for cost effectiveness.
12. Whenever a new grade separation is constructed, whether or not it replaces an existing highway-rail crossing, consideration should be given to the possibility of closing one or more adjacent crossings. In addition, the railroad should be consulted prior to starting design to determine the railroad's future clear span requirements for the tracks crossed.

Appendix A summarizes the evaluation of the above conditions at the crossing of Fairfield Road with the Metra Milwaukee District North Line. Of the 12 FHWA conditions, only one was met:

- Condition 4: A grade separation should be provided if the facility has an average of 30 or more trains per day.
    - The Metra Milwaukee District North Line carries an average of 46 trains per day at this crossing.

Although one of the FHWA conditions is met, other factors such as cost need to be considered. As noted above, the benefit-cost ratio does not result in a grade separation being warranted.

Emergency vehicle access and response time was considered for both grade-separated alternatives. While a grade separated intersection would reduce response time for emergency vehicles traveling along Fairfield Road, response time for emergency vehicles traveling in all other directions may increase due to the reduction of access resulting from the grade separation. As shown in **Figure 3**, the fire station for the Greater Round Lake Fire District, which serves the majority of the Fairfield Road PEL study area, is located south of the Metra railroad tracks at the intersection of Nippersink Road and Cedar Lake Road. Emergency vehicles coming from the station would likely cross the railroad tracks to the north via Cedar Lake Road. Confirmation with the Greater Round Lake Fire Protection District will be sought as part of the public engagement efforts for the PEL study.

Alternative Evaluation

Alternative 1: Grade Separation – Fairfield Road Over Metra Railroad/IL Route 134

Alternative 1 proposes a grade separation at the intersection, raising Fairfield Road to pass over both the Metra Milwaukee District North Line Railroad line and IL Route 134 due to the proximity of IL Route 134 to the Metra railroad tracks. **Figure 1** depicts the limits, major structures and impacted areas for Alternative 1. This alternative entails constructing a bridge along Fairfield Road spanning approximately 200 feet across the Metra Milwaukee District North Line Railroad line and IL Route 134. This configuration would improve traffic flow on Fairfield Road and IL Route 134, eliminating the need for vehicles to stop at the intersection. However, access to the north from IL Route 134 will be eliminated at the intersection.

To achieve the required minimum vertical clearance, the vertical profile of Fairfield Road would need to be raised by approximately 28 feet. In order to tie the raised roadway profile back down to the existing grade, the Fairfield Road reconstruction would need to extend 740 feet south and 1,170 feet north of the new bridges. In addition to substructure protection, significant structural work would be

required to construct retaining walls along the entirety of the project along both sides of Fairfield Road. New grading would also heavily impact adjacent roads such as Long Lake Drive, and commercial driveway entrances, and would eliminate access to a number of residential homes on the northeast end of the project. Commercial and residential ROW acquisition would be substantial.

The Alternative 1 improvement cost is estimated to be $58M. The cost calculation worksheet is provided in **Appendix B**. The estimated cost presented in this worksheet is based on conceptual drawings and does not reflect design level estimates.

Alternative 2: Grade Separation – Fairfield Road Under Metra Railroad/IL Route 134

Alternative 2 proposes a grade separation at the intersection that depresses Fairfield Road under both the Metra Milwaukee District North Line Railroad line and IL Route 134, due to the proximity of IL Route 134 to the Metra railroad tracks. **Figure 2** depicts the limits, major structures and impacted areas for Alternative 2. Alternative 2 would result in the construction of a vehicular bridge at IL Route 134 and erecting a second parallel rail bridge for the Metra Milwaukee District North Line both spanning approximately 100 feet over Fairfield Road, which accounts for potential proposed future widening of Fairfield Road. Both bridges would be single span structures. Similar to Alternative 1, this configuration would improve traffic flow on Fairfield Road and IL Route 134, eliminating the need for vehicles to stop at the intersection. However, access to the north from IL Route 134 will be eliminated at the intersection.

To achieve the required minimum vertical clearance, Fairfield Road would need to be depressed by approximately 21 feet, necessitating the installation of a pump station. In order to tie the depressed roadway profile back up to the existing grade, the project limits for the Fairfield Road reconstruction would extend 950 feet south and 775 feet north of the intersection. Similar to Alternative 1, retaining walls along both sides of Fairfield Road would be necessary, along with additional approach work at the new IL Route 134 bridge. New grading would have a major impact on Long Lake Drive, access to parking, and numerous businesses on both ends of the project. Commercial ROW acquisition would be substantial and residential ROW acquisition would also be required.

The Alternative 2 improvement cost is estimated to be $60M. The cost calculation worksheet is provided in **Appendix B**. The estimated cost presented in this worksheet is based on conceptual drawings and does not reflect design level estimates.

Recommendation

As a result of the grade-separation evaluation, the intersection does not meet the IDOT BDE criteria and only meets one condition of the FHWA Handbook to warrant converting the existing at-grade crossing to a grade separated crossing. The cost of the recommended improvements would outweigh the benefits.

The recommendation of this concept study is to maintain an at-grade crossing at the intersection of Fairfield Road with the Metra Milwaukee District North Line railroad and IL Route 134. Alternate intersection improvements based on traffic operations and safety will be evaluated as part of the Fairfield Road PEL Study.

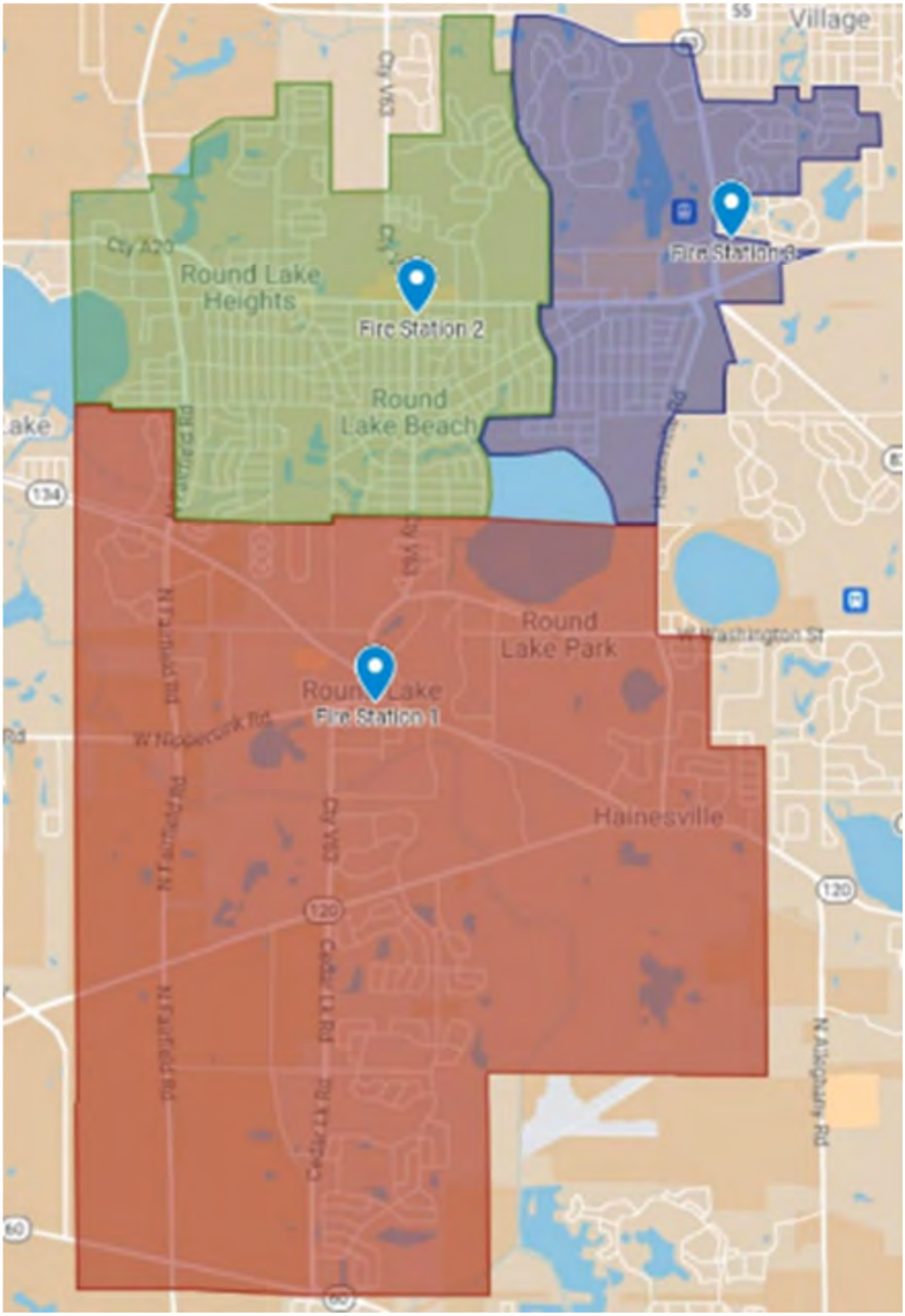
Figure 1. Grade Separation Alternative 1 – Fairfield Road Over Metra Railroad/IL 134



Figure 2. Grade Separation Alternative 2 – Fairfield Road Under Metra Railroad/IL 134



Figure 3. Greater Round Lake Fire Protection District Response Map



Source: [Response Map | Greater Round Lake Fire Protection District (rlfire.org)]

APPENDIX A

GRADE SEPARATION WARRANT ANALYSIS

GRADE SEPARATION WARRANT ANALYSIS

IDOT BDE 7-3.03(a)	**Fairfield Road**	**Source/Addl. Info**
A grade separation should be provided where a highway is constructed or reconstructed across a railroad when the crash frequency for gates exceeds 0.02.	Meets 0.044191	U.S. DOT FRA Accident Prediction Report for Public at-Grade Highway-Rail Crossings
And the benefit-cost ratio equals or exceeds 1.0.	0.0025	Benefit-Cost Calc
Or, A grade separation should be provided where an expressway in a rural area is constructed or reconstructed across the railroad.	N/A	N/A

FHWA Chapter 3 Grade Separation Selection Guidance Grade separation should be provided at all limited access facilities (N/A) and should be considered for whenever one or more of the following conditions exist:	**Fairfield Road**	**Source/Addl. Info**
i. The posted highway speed equals or exceeds 55 mph.	Does not meet. 40-45 mph	Posted speed limits
ii. AADT exceeds 30,000 in urban areas or 20,000 in rural areas.	Does not meet. AADT = 15,400	Traffic Counts with CMAP Projection
iii. Maximum authorized train speed exceeds 79 mph.	Does not meet. Typ. Speed Range Over Crossing = 1 - 60 mph.	U.S. DOT Crossing Inventory Form (2023-07-05)
iv. An average of 30 or more trains per day.	Meets. Est. Number of Daily Trains: 46	U.S. DOT Crossing Inventory Form (2023-07-05)
v. An average of 75 or more passenger trains per day in urban areas or 30 or more passenger trains per day in rural areas.	Does not meet. Avg. Passenger Train Count Per Day: 44 [urban]	U.S. DOT Crossing Inventory Form (2023-07-05)
vi. An average of 150 or more transit trains per day in urban areas or 60 or more passenger trains per day in rural areas.	Does not meet. Avg. Transit Train Count Per Day: 0	U.S. DOT Crossing Inventory Form (2023-07-05)
vii. Freight Train Crossing Exposure (the product of the number of trains per day and AADT) exceeds 900,000 in urban areas or 600,000 in rural areas.	2	
viii. Passenger Train Crossing Exposure (the product of the number of passenger trains per day and AADT) exceeds 2,250,000 in urban areas or 600,000 in rural areas.	Does not meet. 563,200	12800 x 44
ix. Transit Train Crossing Exposure (the product of the number of transit trains per day and AADT) exceeds 4,500,000 in urban areas or 1,200,000 in rural areas.	N/A (No Transit)	
x. The expected accident frequency for active devices with gates, as calculated by the USDOT Accident Prediction Formula including five-year accident history, exceeds 0.5 (per year). If the highway is a part of the designated National Highway System, the expected accident frequency for active devices with gates, as calculated by the USDOT Accident Prediction Formula including five-year accident history, exceeds 0.2 (per year).	Does not meet. 0.044191	U.S. DOT FRA Accident Prediction Report for Public at-Grade Highway-Rail Crossings
xi. Vehicle delay exceeds 30 vehicle hours per day with consideration for cost effectiveness.	Does not meet. 26.4	(12 veh. x 3 min. X 44 trains)/60
xii. Whenever a new grade separation is constructed, whether or not it replaces an existing highway-rail crossing, consideration should be given to the possibility of closing one or more adjacent crossings. In addition, the railroad should be consulted prior to starting design to determine the railroad's future clear span requirements for the tracks crossed.	N/A	
xiii. Utilize Table 7 for LRT grade separations.	N/A (No LRT)	

BENEFIT-COST CALCULATION

Existing Expected Crash Frequency = ($ECF_{(E)}$)		Sources	Notes
ADT	Existing ADT		2023
	14900		
A	Traffic factor for Existing ADT		
	0.0183	BDE Fig. 7-3.A	Factor calculated through interpolation
B	0.08	BDE Fig. 7-3.A	
	Component factor for an urban area		
T	46		
	Number of trains per day		
($ECF_{(E)}$)	= A * B * T		
	0.0673		

Future Expected Crash Frequency = ($ECF_{(F)}$)		Sources	Notes
ADT	Future [No Build] ADT		2050
	15400		
A	Traffic factor for Future [No Build] ADT		
	0.0189	BDE Fig. 7-3.A	Factor calculated through interpolation
B	0.00		Zero chance of crashes with Grade Separation
	Component factor for an urban area		
T	46		
	Number of trains per day		
($ECF_{(F)}$)	= A * B * T		
	0.0000		

Benefit Cost / Year		Sources	Notes
Z	Cost of Crash		IDOT Fatal Crash Historic Data
	$50,899.83		2022 statewide average of all crashes
($ECF_{(E)}$ - $ECF_{(F)}$)	0.0673		
Benefit	= Z * (ECF(E) - ECF(F))		
	$3,426		Annual Cost Benefit

Cost of Proposed Installation		Sources	Notes
Cost of Grade Sep	$58,000,000		Use Alt. 1, lower cost
Expected Life of Grade Sep	50	BDE 7-1.02(b)	Superstructure service life = 50 years
L	= [Cost of Grade Sep] / [Expected Life of Grade Sep]		$58,000,000/50
	$1,160,000.00		
M	Maintenance Cost		
	$232,000.00		Assume 20% of initial cost / Expected Life
Cost	= L + M		
	$1,392,000.00		

Benefit-Cost Ratio		Sources	Notes
Benefit-Cost Ratio	= [Benefit]/[Cost]		$3,278/$1,392,000
	0.0025		

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
07 / 05 / 2023	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	386445S

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CC	ILLINOIS	LAKE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near ROUND LAKE	FAIRFIELD ROAD (Street/Road Name) | 0 (* Block Number)	FAU191

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None MWD	☐ None FOX LAKE SUB	☐ None	(prefix) | 0045.01 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
M-45.01B	LONG LAKE	☐ N/A	☐ N/A CCRZ

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☒ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 44

23. Type of Land Use
☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☐ No ☐ 24 Hr ☐ Partial ☒ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 42.363655	(WGS84 std: -nnn.nnnnnnn) -88.11163	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
1/1/1982	
30.B. Railroad Use * IDOT	**31.B. State Use *** LAT/LONG PER ICC-SL
30.C. Railroad Use * 45.01	**31.C. State Use ***
30.D. Railroad Use *	**31.D. State Use *** 7/5/23-AADT; Year; % Truck Updated per IDOT March 2023 Y
32.A. Narrative (Railroad Use) *	**32.B. Narrative** (State Use) * ICC 7/5/23 - Updated AADT, Year, % Truck, State N

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-349-4283	312-322-6934	217-785-9026

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
35	11	0		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 30 to 60

4. Type and Count of Tracks
Main 1 Siding ____ Yard ____ Transit ____ Industry ____

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
07/05/2023		386445S

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian _____	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 1 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☒ Yes ☐ No	☐ Not Interconnected ☒ For Traffic Signals ☐ For Warning Signs	☒ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* * 049 90191 000000

6. LRS Milepost * 4.67

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2019 AADT 12800	4 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

*PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2022**

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

No.	CROSSING	PRED COLLS.	RANK	STATE	COUNTY	CITY	ROAD	RR	MP
1	386420W	0.054547	9	IL	LAKE	GREEN OAKS	ST MARYS RD	NIRC	0033.85
2	386422K	0.061771	7	IL	LAKE	LIBERTYVILLE	N MILWAUKEE AVE	NIRC	0035.43
3	386423S	0.042709	17	IL	LAKE	LIBERTYVILLE	W WINCHESTER R	NIRC	0036.01
4	386425F	0.064088	6	IL	LAKE	LIBERTYVILLE	N BUTTERFIELD	NIRC	0037.10
5	386430C	0.048834	11	IL	LAKE	LIBERTYVILLE	MIDLOTHIAN ROAD	NIRC	0039.10
6	386432R	0.046996	12	IL	LAKE	ROUND LAKE	IVANHOE ROAD	NIRC	0040.12
7	386434E	0.038624	21	IL	LAKE	GRAYS LAKE	S LAKE STREET	NIRC	0040.96
8	386436T	0.108295	3	IL	LAKE	GRAYS LAKE	S ALLEGHANY RO	NIRC	0041.52
9	386439N	0.046921	13	IL	LAKE	HAINESVILLE	BELVIDERE ROAD	NIRC	0042.60
10	386440H	0.041957	19	IL	LAKE	ROUND LAKE	W MAIN STREET	NIRC	0043.32
11	386441P	0.042582	18	IL	LAKE	ROUND LAKE	CEDAR LAKE ROAD	NIRC	0043.88
12	386442W	0.038744	20	IL	LAKE	ROUND LAKE	HART ROAD	NIRC	0044.24
13	386445S	0.044191	15	IL	LAKE	ROUND LAKE	FAIRFIELD ROAD	NIRC	0045.01
14	386446Y	0.029551	26	IL	LAKE	LONG LAKE	MAIN STREET	NIRC	0045.93
15	386448M	0.108339	2	IL	LAKE	INGLESIDE	WILSON ROAD	NIRC	0046.62
16	386449U	0.000205	32	IL	LAKE	INGLESIDE	n wilson rd	NIRC	0046.91
17	386450N	0.014577	27	IL	LAKE	FOX LAKE	JEFFERSON STRE	NIRC	0047.76
18	386453J	0.034936	23	IL	LAKE	FOX LAKE	SAYTON ROAD	NIRC	0049.02
19	386455X	0.046290	14	IL	LAKE	FOX LAKE	E GRAND AVENUE0	NIRC	0049.41
20	386456E	0.032449	25	IL	LAKE	FOX LAKE	OAK ST	NIRC	0049.70
21	388040W	0.108825	1	IL	LAKE	DEERFIELD	OSTERMAN AVENUE	NIRC	0023.92
22	388043S	0.000309	30	IL	LAKE	DEERFIELD	TELEGRAPH RD	NIRC	0025.06
23	388044Y	0.043031	16	IL	LAKE	DEERFIELD	HAZEL AVE	NIRC	0024.36
24	388047U	0.049918	10	IL	LAKE	DEERFIELD	GREENWOOD AVE	NIRC	0024.62
25	388049H	0.070183	4	IL	LAKE	BANNOCKBURN	HALF DAY ROAD	NIRC	0026.48
26	388050C	0.036009	22	IL	LAKE	LAKE FOREST	W OLD MILL RD	NIRC	0027.27
27	388052R	0.055731	8	IL	LAKE	LAKE FOREST	EVERETT ROAD	NIRC	0028.08
28	388053X	0.000309	31	IL	LAKE	LAKE FOREST	LAKE FOREST E	NIRC	0028.20
29	388054E	0.032504	24	IL	LAKE	LAKE FOREST	CONWAY	NIRC	0028.33
30	388058G	0.065063	5	IL	LAKE	LAKE BLUFF	rock land road	NIRC	0032.26
31	920547H	0.000309	29	IL	LAKE	DEERFIELD	DEERFIELD PEDW	NIRC	0024.17
32	920590N	0.001839	28	IL	LAKE	GRAYS LAKE	GRAYSLAKE PEDW	NIRC	0040.81

TTL: 1.410636 2 1 0 0 0

APPENDIX B

COST ESTIMATES – ALTERNATIVES 1 & 2

ALTERNATIVE 1 GRADE SEPARATION - FAIRFIELD ROAD OVER METRA RR / IL 134

CONCEPTUAL ENGINEER'S COST ESTIMATE

Work Classification / Item Description	Quantity	Unit	Cost/Unit	Total
Arterial Reconstruction	1.67	LANE MILE	$2,400,000	**$4,000,000**
Adjacent Road Reconstruction	0.25	LANE MILE	$1,750,000	**$437,500**
Excavation	90,000	CU YD	$30	**$2,700,000**
Roadway Bridge Construction	17,600	SQ. FT.	$350	**$6,160,000**
Retaining Walls	77,400	SQ. FT.	$150	**$11,610,000**
Concrete Box Culvert Replacement	100	FOOT	$9,810	**$981,000**
ROADWAY AND STRUCTURE SUBTOTAL				**$25,888,500**
Commercial ROW	1.00	L SUM	$2,000,000	**$2,000,000**
Residential ROW	1.00	L SUM	$1,000,000	**$1,000,000**
RR Flagging	110	DAYS	$1,200	**$132,000**
Contingency		% R+S	50.00%	**$12,944,300**
TOTAL CONSTRUCTION COST				**$41,964,800**
Detours, Temporary Traffic Control				
Traffic Control		L SUM	2% total	**$839,300**
Other Miscellaneous Items				
Phase I Engineering		TOTAL	6%	**$2,517,888**
Phase II Engineering		TOTAL	13%	**$5,455,424**
Phase III Engineering		TOTAL	15%	**$6,294,720**
OTHER SUBTOTAL				**$57,072,132**

Total Improvement Cost **$58,000,000**

ASSUMPTIONS

1. Lane mile costs are based on 12-foot wide lanes using the total pavement area. Turn lanes are included in this area.
2. Unit price is based off IDOT Fiscal Year 2023 Cost Estimate Criteria unless noted otherwise.

ALTERNATIVE 2 GRADE SEPARATION - FAIRFIELD ROAD UNDER METRA RR /IL 134

CONCEPTUAL ENGINEER'S COST ESTIMATE

Work Classification / Item Description	Quantity	Unit	Cost/Unit	Total
Arterial Reconstruction	1.67	LANE MILE	$2,400,000	**$4,000,000**
Adjacent Road Reconstruction	0.50	LANE MILE	$1,750,000	**$875,000**
Pump Station	1	L SUM	$1,200,000	**$1,200,000**
Excavation	90,000	CU YD	$30	**$2,700,000**
Rail Bridge Construction	100	TRACK FT	$20,000	**$2,000,000**
Temp. Bridge & Trackwork	4,000	TRACK FT	$1,000	**$4,000,000**
Roadway Bridge Construction	7,600	SQ. FT.	$350	**$2,660,000**
Retaining Walls	58,800	SQ. FT.	$150	**$8,820,000**
Concrete Box Culvert Replacement	100	FOOT	$9,810	**$981,000**
ROADWAY AND STRUCTURE SUBTOTAL				**$27,236,000**
Commercial ROW	1.00	L SUM	$2,000,000	**$2,000,000**
Residential ROW	1.00	L SUM	$500,000	**$500,000**
RR Flagging	110	DAYS	$1,200	**$132,000**
Contingency		% R+S	50.00%	**$13,618,000**
TOTAL CONSTRUCTION COST				**$43,486,000**
Detours, Temporary Traffic Control				
Traffic Control		L SUM	2% total	**$869,700**
Other Miscellaneous Items				
Phase I Engineering		TOTAL	6%	**$2,609,160**
Phase II Engineering		TOTAL	13%	**$5,653,180**
Phase III Engineering		TOTAL	15%	**$6,522,900**
OTHER SUBTOTAL				**$59,140,940**

Total Improvement Cost **$60,000,000**

ASSUMPTIONS

1. Lane mile costs are based on 12-foot wide lanes using the total pavement area. Turn lanes are included in this area.
2. Unit price is based off IDOT Fiscal Year 2023 Cost Estimate Criteria unless noted otherwise.

APPENDIX C

Crash Analysis Technical Memorandum

Fairfield Road PEL Project

North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois

January 3, 2024

Prepared for:
Lake County Division of Transportation

Prepared By:
HDR, Inc.

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INTRODUCTION

The Fairfield Road Corridor is located within the Village of Round Lake Beach, the Village of Round Lake, the Village of Wauconda, and unincorporated Lake County. It extends approximately 5.4 miles from north of Gilmer Road to north of IL Route 134 (Passavant Avenue/Oakwood Drive). Fairfield Road is currently a two-lane facility under the jurisdiction of Lake County. There are four signalized intersections along the corridor: IL Route 60, IL Route 120, Nippersink Road, and IL Route 134. All additional intersections are stop controlled on the minor streets only. The corridor crosses the Fairfield Park Round Lake Area Park District, the Millennium Trail Bike Path, and Manitou Creek, as well as the Metra Milwaukee District North Rail Line on the north side of the intersection with IL Route 134. Refer to **Appendix A** for the Project Location Map.

This technical memorandum analyzes the roadway characteristics and identifies crash patterns along the project corridor and at selected intersections to determine potential safety concerns. The findings of the crash analysis, possible causes for the crashes, and an overview of potential countermeasures to improve safety along the corridor are provided. The crash analysis report is intended to be used in conjunction with the subsequent traffic study to develop potential alternatives that will undergo further analysis and screening.

METHODOLOGY

The crash analysis separates the Fairfield Road corridor into two study types: intersections and segments. Eighteen intersections and nine segments along the corridor were identified and analyzed over the five-year analysis period from 2017 to 2021. Of the eighteen intersections along the Project corridor, ten were considered major and eight were considered minor. Segments were defined between the ten major intersections, but crashes that occurred at the minor intersections within a segment were analyzed independently. If a crash resulted in multiple injuries, the crash injury type was defined as the most severe injury present. This technical memorandum studied the following eighteen intersections and nine segments:

<u>Intersections (Major intersections marked with *)</u>

- Fairfield Road at:
    - Gilmer Road*
    - Chardon Road*
    - IL Route 60*
    - Townline Road*
    - IL Route 120*
    - Nippersink Road*
    - Old Farm Road
    - Hart Road*
    - Falcon Boulevard
    - Tyler Avenue
    - Town Center Drive
    - IL Route 134*
    - Long Lake Drive*

- Barberry Lane
- Mayfield Drive
- Central Park Drive
- Emerald Lane
- Passavant Avenue/Oakwood Drive

Segments

- Gilmer Road to Chardon Road
- Chardon Road to IL Route 60
- IL Route 60 to Townline Road
- Townline Road to IL Route 120
- IL Route 120 to Nippersink Road
- Nippersink Road to Hart Road
- Hart Road to IL Route 134
- IL Route 134 to Long Lake Drive
- Long Lake Drive to Passavant Avenue/Oakwood Drive

Additionally, an analysis of predicted crashes was performed in accordance with the Highway Safety Manual (HSM) (AASHTO, 2010) Chapter 12 and the IDOT HSM Crash Prediction Tool v3. The Predictive Method uses equations known as Safety Performance Functions (SPFs) to estimate the predicated average crash frequency as a function of traffic volume and roadway characteristics. Because the project location falls in an urban area as defined by FHWA, the SPF for urban and suburban arterials was used in this analysis.

In addition to the annual average daily traffic (AADT) volumes, the following roadway characteristics were used to estimate the predicted crash frequency at roadway segments and intersections.

Intersections

1. Facility Type (i.e. urban, rural)
2. Traffic control type (i.e. three approach signalized, four approach stop)
3. Number of approaches with left-turn lanes
4. Left turn phasing for each approach (i.e. protected, permissive)
5. Number of approaches with right-turn lanes
6. Number of approaches with prohibited right-turn-on-red
7. Presence of on-street lighting
8. Presence of red light cameras
9. Number of bus stops within 1,000 ft of the intersection
10. Presence of schools within 1,000 ft of the intersection
11. Number of alcohol sales establishments
12. Maximum number of lanes crossed by pedestrians

Segments

1. Facility Type (i.e. urban, rural)
2. Roadway type (i.e. 2-lane or 4-lane undivided)
3. Type and number of surrounding driveways within 1,000 ft of the intersection
4. Type and length of on-street parking (i.e. parallel, angled)
5. Density and offset of fixed roadside objects
6. Median width
7. Presence of on-street lighting
8. Presence of automated speed enforcement

The IDOT HSM Crash Prediction Tool replaced the standard HSM values with localized parameters, including the crash and injury severity distributions, proportion of crashes occurring at night, and the bicycle crash adjustment factor. The SPF was also adjusted with a local calibration factor, based on values available in the AASHTO Highway Safety Manual Illinois User Guide. The local calibration factors adjust the SPF to account for local conditions, based on historic crash data in Illinois District 1 from 2009 to 2011.

An AADT of 750 on the minor street approaches and 50 pedestrians/day at four-legged signalized intersections (in accordance with guidance for low levels of pedestrian activity in HSM Table 12-15) were assumed where other data was unavailable. Current year AADT values were assumed for all years during the study period.

The predicted crash frequency from the HSM Predictive Method was compared to the annual average number of observed crashes to identify if crashes were occurring more frequently than the traffic volumes and roadway characteristics would predict.

The results of the HSM Predictive analysis indicate that the annual crash frequency is lower than predicted for a comparable facility on a corridor-wide basis, but that more crashes are occurring at individual intersections than predicted. This indicates that safety improvements can be made to further reduce the volume and severity of crashes along the corridor.

CRASH DATA

The crash data and crash reports for the five-year analysis period from 2017 to 2021 along the Project corridor were obtained from the LCDOT Traffic Crash Location System. Non-injury detailed crash reports were not available and were not analyzed for this report.

DETAILED CRASH ANALYSIS

The crash data for the five-year analysis period was summarized by crash type, injury classification, and roadway surface conditions to determine potential causes of crashes at each intersection and segment. The HSM Section 6.2.2 was referenced to identify potential causes.

The following analyses provide details on the crash types and injury types that occurred at each location to determine potential safety concerns.

INTERSECTIONS

Fairfield Road at Gilmer Road Connector

The intersection of Fairfield Road and Gilmer Road is a three-legged minor street stop-controlled intersection controlled with a stop sign on the Gilmer Road Connector. The Gilmer Road Connector is a two-lane, two-way ramp that connects Fairfield Road with Gilmer Road, as Gilmer Road is grade separated. The Gilmer Road Connector has an advisory speed limit of 30 mph and ends on the west side of Fairfield Road. The Gilmer Road Connector joins the intersection perpendicularly to Fairfield Road and has an eastbound left turn lane and eastbound right turn lane, both with 235 feet of storage. Fairfield Road is a north-south minor

arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, and a southbound right turn lane and northbound left turn lane with 150 feet and 250 feet of respective storage. Guide signs are provided to direct vehicles between Fairfield Road and Gilmer Road. There is one residential driveway/entrance within 200 feet of the intersection that is directly across from the Gilmer Road ramp, on the eastern side of Fairfield Road. There are no pedestrian facilities or crossings at this intersection. There is one existing light pole at the southeast corner of the intersection. **Table 1** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 1. Fairfield Road at Gilmer Road Connector (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	0	0	0	0	0
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	1	0	0	1	1	3
Unknown	0	0	0	0	0	0
Total	***1***	***0***	***0***	***1***	***1***	***3***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	1	1
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***1***	***1***

A total of 3 crashes were reported between 2017 to 2021 at this intersection averaging 0.6 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

All crashes at this intersection were classified as turning crashes (3). Failing to yield right-of-way was documented as the cause of all three crashes.

Of the documented crashes at this intersection, 33% (1) resulted in injury. The single injury crash that occurred was a turning crash, resulting in a Type “A” injury crash. The Type “A” injury crash occurred when a driver was attempting to turn left, eastbound, from the Gilmer Road Connector.

As a second vehicle, heading southbound on Fairfield Road, began to turn right onto the Gilmer Road connector, a motorcyclist continued southbound. The first driver claimed to have failed to see the motorcyclist, resulting in the crash. The details of the Type "A" injury crash are as follows:

- Type: Turning – Weather: Clear – Light: Dusk – Road Surface: Dry – Cause: Failing to Yield Right-of-Way

Within the study period, nighttime crashes accounted for 67% (2) of all crashes, resulting in no injuries. Of the 2 nighttime crashes, 1 occurred under lit roads resulting in no injuries. One dusk crash accounted for 33% (1) of all crashes, resulting in 1 injury. Wet, slushy, snowy, or icy pavement conditions were not present for any of the crashes.

Fairfield Road at Chardon Road

The intersection of Fairfield Road and Chardon Road is a four-legged, skewed, stop-controlled intersection with stop signs on the Chardon Road approaches, Fairfield Road is free flow. Chardon Road is an east-west local road with a posted speed limit of 45 mph east of Fairfield Road, and 25 mph west of Fairfield Road. The western leg of Chardon Road has no outlet. Chardon Road has one through lane in each direction. The western leg of Chardon Road is a dead end. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, and northbound right turn slip lane. The northern segment of Fairfield Road begins to curve towards the northwest, creating a superelevation towards the intersection. Chardon Road intersects Fairfield Road at an approximate 18 degrees clockwise due east. Fairfield Road intersects Chardon at an approximate 33 degrees counterclockwise due north. The intersection of Fairfield Road and Chardon Road intersects at an approximate 40-degree angle. Southbound left turns from Fairfield Road are restricted from 5 A.M. to 9 A.M. from Monday to Friday. Horizontal traffic intersection signs depicting the configuration of the intersection with advance street name plaque are present on both approaches in advance of the intersection. There are no driveways/entrances on Fairfield Road within 200 feet of the intersection, and 2 on Chardon Road. Chevron alignment signs are provided on both approaches of Fairfield Road to delineate the horizontal curve. There are no pedestrian facilities or crossings at this intersection. A single luminaire is attached to a wood utility pole at the southwest corner. **Table 2** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 2. Fairfield Road at Chardon Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	1	0	0	1
Animal	1	0	0	1	0	2
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	1	0	1	2
Front to Rear	1	1	0	0	0	2
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	1	0	1
Turning	0	3	0	1	0	4
Unknown	0	0	0	0	0	0
Total	***2***	***4***	***2***	***3***	***1***	***12***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	1	1	0	0	2
Total Injury Crashes	***0***	***1***	***1***	***0***	***0***	***2***

A total of 12 crashes were reported between 2017 to 2021 at this intersection averaging 2.4 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Turning crashes occurred 33% (4) of the time, followed by animal crashes 17% (2), fixed object crashes 17% (2), and front to rear crashes at 17% (2). Failing to reduce speed to avoid crash was recorded as the cause of 28% (3) crashes, followed by improper turning/no signal at 18% (2), and animal at 18% (2). Improper turning/no signal, distraction from outside the vehicle, and failing to yield right-of-way were documented as the most common primary causes of turning crashes. Turning crashes are likely attributed to the skew present on this intersection, as the sharp angle and curve of Fairfield Road can reduce sight distance and create difficult left turns for vehicles on Chardon Road. Queue spillback due to IL Route 60 (a signalized intersection 3800 ft north of Chardon Road) was also witnessed at the Chardon Road intersection.

Of all the documented crashes at this intersection, 17% (2) resulted in injury. Turning crashes, 50% (1), and fixed object crashes, 50% (1), were documented as the 2 types of crashes that resulted in injury. Within the study period, there were 2 Type “B” injury related crashes.

Within the study period, nighttime crashes accounted for 42% (5) of all crashes, resulting in one injury. Wet, slushy, snowy, or icy pavement conditions were present for 8% (1) of crashes.

Fairfield Road at IL Route 60

The intersection of Fairfield Road and IL Route 60 is a skewed signalized intersection. IL Route 60 is an east-west principal arterial with a posted speed limit of 55 mph. IL Route 60 has one through lane in each direction, an eastbound and westbound left turn lane with 140 feet and 150 feet of respective storage. IL Route 60 also has an eastbound and westbound right turn lane with 140 feet and 150 feet of respective storage. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph south of the intersection, and 55 mph north of the intersection. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane with 140 feet and 290 feet of respective storage. IL Route 60 intersects Fairfield Road at a 76-degree skew. There are no driveways/entrances within 200 feet of the intersection. There are no pedestrian facilities or crossings at this intersection. A single luminaire is mounted to a utility pole at the northeast corner. **Table 3** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 3. Fairfield Road at IL Route 60 (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	2	1	0	1	0	4
Animal	1	0	0	0	0	1
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	1	0	0	1
Front to Rear	4	15	3	3	6	31
Head on	0	1	0	0	0	1
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	1	0	1	1	3
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	3	2	2	3	10
Unknown	0	0	0	0	0	0
Total	***7***	***21***	***6***	***7***	***10***	***51***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	1	8	0	1	4	14
Total Injury Crashes	***1***	***8***	***0***	***1***	***4***	***14***

A total of 51 crashes were reported between 2017 to 2021 at this intersection averaging 10.2 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes occurred 61% (31) of the time, followed by turning crashes 19% (10), and angle crashes 8% (4). Failing to reduce speed was recorded as the cause of 38% (19) crashes, followed by failing to yield right-of-way 10% (5), and distraction from inside the vehicle 10% (5). Failing to reduce speed to avoid crash, and distraction from inside the vehicle were documented as the most common primary causes of front to rear crashes.

Of all the documented crashes at this intersection, 27% (14) resulted in injury. Front to rear crashes accounted for 43% (6) of all injury crashes, followed by turning crashes at 36% (5), angle crashes at 14% (2), and sideswipe same direction at 7% (1). Within the study period, there were 4 Type “B” injury related crashes and 10 Type “C” injury related crashes.

Within the study period, nighttime crashes accounted for 16% (8) of all crashes, resulting in 2 injuries. Of the 8 nighttime crashes, 3 occurred under lit roads resulting in 1 injury. Dawn crashes accounted for 2% (2) of all crashes, resulting in 1 injury. Wet, slushy, snowy, or icy pavement conditions were present for 18% (9) of crashes. Of the 51 crashes, 4 did not document the road conditions at the time of crash, and 2 did not document the lighting conditions of the road.

Fairfield Road at Townline Road

The intersection of Fairfield Road and Townline Road is a stop-controlled intersection with stop signs on the Townline Road approaches, Fairfield Road is free flow. Townline road is an east-west local road with a posted speed limit of 45 mph on the eastern leg. There is no posted speed limit on the western leg of Townline Road. The western leg of Townline Road is a dead end. Townline Road has one lane through lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 55 mph. Fairfield Road has one through lane in each direction. A crossroad symbol sign (MUTCD W2-1) and advance street name plaque (MUTCD W16-8) are provided on both approaches of Fairfield Road in advance of the intersection. There are no driveways/entrances on Fairfield Road within 200 feet of the intersection, and 1 on the western segment Townline Road. There are no pedestrian facilities or crossings at this intersection. The intersection and approaches are not lit. **Table 4** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 4. Fairfield Road at Townline Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	1	0	1
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	1	0	1	1	3
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	1	1
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***0***	***1***	***0***	***2***	***2***	***5***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	2	1	3
Total Injury Crashes	***0***	***0***	***0***	***2***	***1***	***3***

A total of 5 crashes were reported between 2017 to 2021 at this intersection averaging 1 crash per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes occurred 60% (3) of the time, followed by sideswipe in the same direction 20% (1), and animal crashes 20% (1). Failing to reduce speed to avoid crash was recorded as the cause of 50% (2) crashes, followed by improper overtaking/passing 25% (1), and animal crashes 25% (1). Failing to reduce speed to avoid crash was documented as the primary cause of both front to rear crashes.

Of all the documented crashes at this intersection, 60% (3) resulted in injury. Front to rear crashes, sideswipe same direction, and animal crashes each contributed to 33% (1) of all documented injury crashes. Within the study period, there were 3 Type “B” injury related crashes.

Within the study period, nighttime crashes accounted for 40% (2) of all crashes, resulting in 2 injuries. Wet, slushy, snowy, or icy pavement conditions were not present for any of the five crashes.

Fairfield Road at IL Route 120

The intersection of Fairfield Road and IL Route 120 is a skewed signalized intersection. IL Route 120 is an east-west principal arterial with a posted speed limit of 50 mph. IL Route 120 has one through lane in each direction, an eastbound and westbound left turn lane each with 230 feet of storage. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane each with 150 feet of storage. The intersection of Fairfield Road and IL Route 120 has a 70-degree skew. The Chain O'Lakes Mobile Homes are located on the northeast corner of the intersection. There is one entrance on Fairfield Road within 200 feet of the intersection, and zero on IL Route 120. There are no pedestrian facilities or crossings at this intersection. The intersection and approaches are not lit. **Table 5** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 5. Fairfield Road at IL Route 120 (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	1	1
Animal	1	0	2	0	1	4
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	1	1
Front to Rear	15	9	7	12	9	52
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	1	0	0	0	1
Turning	1	1	1	4	4	11
Unknown	0	0	1	0	0	1
Total	***17***	***11***	***11***	***16***	***16***	***71***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	1	0	1	0	2
Type B/C Injury Crashes	2	1	4	5	2	14
Total Injury Crashes	***2***	***2***	***4***	***6***	***2***	***16***

A total of 71 crashes were reported between 2017 to 2021 at this intersection averaging 14.2 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes occurred 73% (52) of the time, followed by turning crashes 16% (11), and animal crashes 6% (4). Failing to reduce speed to avoid crash was recorded as the cause of 44% (31) crashes, followed by following too closely 17% (12), and distraction from inside the vehicle 7% (5). Failing to reduce speed to avoid crash, following too closely, and distraction from inside the vehicle were documented as the most common primary causes of front to rear crashes. A majority of front to rear crashes occurred on west IL Route 120, approaching Fairfield Road.

Of all the documented crashes at this intersection, 23% (16) resulted in injury. Front to rear crashes accounted for 56% (9) of all injury crashes, followed by turning crashes at 19% (3). Fixed object, other object, sideswipe same direction, and sideswipe opposite direction crashes each contributed to 6% (1) of all injury crashes. Within the study period, there were 2 Type “A” injury related crashes, 7 Type “B” injury related crashes, and 7 Type “C” injury related crashes. The Type “A” injury crash, which occurred on 2018, was the result of a front to rear crash on a left turn lane located in the eastbound direction of IL Route. The details of both Type “A” injury crashes are as follows:

- Type: Front to Rear – Weather: N/A – Light: Daylight – Road Surface: Wet – Cause: Failing to Reduce Speed to Avoid Crash
- Type: Turning – Weather: Clear – Light: Daylight – Road Surface: Dry – Cause: Failing to Yield Right-of-Way

Within the study period, nighttime crashes accounted for 21% (15) of all crashes, resulting in 4 injuries. Of the 15 nighttime crashes, 3 occurred under lit roads resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 14% (10) of crashes. Of the 71 crashes, 2 did not document the road conditions at the time of the crash, and 1 did not document the lighting conditions of the crash.

Fairfield Road at Nippersink Road

The intersection of Fairfield Road and Nippersink Road is a signalized intersection. Nippersink Road is an east-west major collector with a posted speed limit of 30 mph. Nippersink has one through lane in each direction, an eastbound and westbound left turn lane each with 165’ feet of storage. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane with 170 feet and 165 feet of respective storage. A signal ahead and street name sign is present on both approaches of Fairfield Rd. There are 0 driveways/entrances on Fairfield Road within 200 feet of the intersection, and 2 on Nippersink Road. There is a crosswalk present at this intersection with ADA compliant ramps on all four corners, but the sidewalk does not continue outside of the intersection. An intersection luminaire is attached to the top of each of the 4 traffic signal poles. **Table 6** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 6. Fairfield Road at Nippersink Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	2	0	1	0	0	3
Animal	0	0	1	1	0	2
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	6	1	2	5	1	15
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	1	0	0	1
Turning	0	1	0	1	1	3
Unknown	0	0	0	0	0	0
Total	***8***	***2***	***5***	***7***	***2***	***24***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	1	0	0	0	0	1
Type B/C Injury Crashes	2	1	2	1	1	7
Total Injury Crashes	***3***	***1***	***2***	***1***	***1***	***8***

A total of 24 crashes were reported between 2017 to 2021 at this intersection averaging 4.8 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes occurred 62% (15) of the time, followed by angle crashes 13% (3), and turning crashes 13% (3). A majority of front to rear crashes occurred with vehicles travelling northbound and southbound on Fairfield Road. Failing to reduce speed to avoid crash was recorded as the cause of 38% (9) crashes, followed by following too closely 13% (3). Failing to yield right-of-way, the physical condition of the driver, and disregarding traffic signals each contributed to 8% (2) crashes. Obscured vision crashes occurred 4% (1) of the time. The cause of the obscured vision crash was cited to be the sun. Failing to reduce speed to avoid crash, following too closely, and the physical condition of the driver were documented as the most common primary causes of front to rear crashes.

Of all the documented crashes at this intersection, 8% (33) resulted in injury. Front to rear crashes accounted for 50% (4) of all injury crashes, followed by turning crashes at 25% (2), and angle crashes at 50% (2). Within the study period, there was 1 Type “A” injury related crash, 3 Type “B” injury related crashes, and 4 Type “C” injury related crashes. The Type “A” injury crash occurred when a vehicle traveling eastbound on Nippersink Road was struck by a vehicle travelling northbound on Fairfield Road.

The details of the Type "A" injury crash are as follows:

- Type: Angle – Weather: Clear – Light: Daylight – Road Surface: Dry – Cause: Disregarding Traffic Signal

Within the study period, nighttime crashes accounted for 33% (8) of all crashes, resulting in 2 injuries. Of the 8 nighttime crashes, 2 occurred under lit roads resulting in 1 injury. One dawn crash accounted for 4% (1) of all crashes, resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 8% (2) of crashes.

Fairfield Road at Old Farm Road

The intersection of Fairfield Road and Old Farm Road is a stop-controlled intersection with a stop sign on the Old Farm Road approach, Fairfield Road is free-flow. Old Farm Road is an east-west local road that ends at the intersection on the east leg and has a posted speed limit of 25 mph. Old Farm Road has one lane in each direction, with a raised curb median that extends for 50 feet east from Fairfield Road. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a southbound left turn lane and northbound right turn lane with 100 feet and 130 feet of respective storage. There is one driveway on Fairfield Road within 200 feet of the intersection, and one driveway on Old Farm Road. There is a concrete sidewalk on both the north and south side of Old Farm Road with ADA compliant ramps and a crosswalk. There are no pedestrian facilities or crossings within Fairfield Road. One double-sided luminaire is installed in the raised curb median island on the east leg of the intersection. **Table 7** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 7. Fairfield Road at Old Farm Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	1	1	2
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Front to Rear	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	1	0	0	0	1
Total	***0***	***1***	***0***	***1***	***1***	***3***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	1	1
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***1***	***1***

A total of 3 crashes were reported between 2017 to 2021 at this intersection averaging 0.6 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Fixed object crashes occurred 67% (2) of the time, followed by other object crashes 33% (1). Failing to reduce speed to avoid crash was recorded as the cause of 67% (2) crashes, followed by vehicle condition 33% (1). Failing to reduce speed to avoid crash was documented as the primary cause of both fixed object crashes.

Of all the documented crashes at this intersection, 33% (1) resulted in injury. The single documented injury crash came from a fixed object crash with a tree. The single injury crash resulted in a Type “A” injury related crash. The details of the Type “A” injury crash are as follows:

- Type: Fixed Object – Weather: Clear – Light: Daylight – Road Surface: Dry – Cause: Failing to Reduce Speed to Avoid Crash

Within the study period, there were no documented reports of a nighttime crash. Wet, slushy, snowy, or icy pavement conditions were not present for any of the documented crashes.

Fairfield Road at Hart Road

The intersection of Fairfield Road and Hart Road is a stop-controlled intersection with a stop sign on the Hart Road approach. Hart Road is an east-west major collector that ends at the intersection on the east leg and has a posted speed limit of 25 mph. Hart Road has one through lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane with 110 feet and 100 feet of respective storage. A side road symbol sign and advance street name plaque are provided on both approaches of Fairfield Road in advance of the intersection. There are no driveways/entrances on Fairfield Road within 200 feet of the intersection, and 1 on Hart Road. There are no pedestrian facilities or crossings at this intersection. A single luminaire is attacked to a utility pole at the northeast corner of the intersection. **Table 8** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 8. Fairfield Road at Hart Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	2	0	0	1	3
Front to Rear	0	0	0	0	0	0
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	1	1	0	1	3
Unknown	0	0	0	0	0	0
Total	***0***	***3***	***1***	***0***	***2***	***6***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	1	0	0	1
Total Injury Crashes	***0***	***0***	***1***	***0***	***0***	***1***

A total of 6 crashes were reported between 2017 to 2021 at this intersection averaging 1.2 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Fixed object crashes occurred 50% (3) of the time, followed by turning crashes also at 50% (3). Failing to yield right-of-way, improper turning, erratic vehicle operation, and weather were all listed as a primary cause of four of the crashes seen at this intersection. Of the 6 crashes that occurred, 2 did not document a primary cause. Failing to yield right-of-way and improper turning were listed as the causes of 2 turning crashes. Erratic vehicle operation and weather were listed as the causes of 2 fixed object crashes.

Of all the documented crashes at this intersection, 17% (1) resulted in injury. The single documented injury crash came from a turning crash, resulting in a Type “B” injury related crash.

Within the study period, there was 1 nighttime crash that occurred under lit road conditions, 17% (1), resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 50% (3) of crashes.

Fairfield Road at Falcon Boulevard

The intersection of Fairfield Road and Falcon Boulevard is a stop-controlled intersection with a stop sign on the Falcon Boulevard approach. Fairfield Road is free-flow. Falcon Boulevard is an east-west local road that ends at the intersection on the west leg and has a posted speed limit of 25 mph. Falcon Boulevard has a westbound lane, an eastbound left turn and eastbound right turn lane with 50 feet of storage. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a northbound left turn lane and southbound right turn lane with 190 feet and 170 feet of respective storage. There are 3 driveways/entrances on Fairfield Road within 200 feet of the intersection, and no driveways on Falcon Boulevard in the vicinity of the intersection. There are no pedestrian facilities or crossings at this intersection. The intersection and approaches are not lit. **Table 9** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 9. Fairfield Road at Falcon Boulevard (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	0	0	0	1	1
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	1	0	0	0	1
Unknown	0	1	0	0	0	1
Total	***0***	***2***	***0***	***0***	***1***	***3***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***0***	***0***

A total of 3 crashes were reported between 2017 to 2021 at this intersection averaging 0.6 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes, turning, and other object crashes each occurred 33% (1) of the time. Failing to reduce speed to avoid crash, operating vehicle in an erratic manner, and under the influence were all causes for the front to rear, turning, and other object crashes respectively.

Of all the documented crashes at this intersection, none resulted in injury.

Within the study period, there was 1 nighttime crash that occurred under lit road conditions that accounted for 33% (1) of all crashes, resulting in no injuries. One dawn crash accounted for 33% (1) of all crashes, resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 33% (1) of crashes.

Fairfield Road at Tyler Avenue

The intersection of Fairfield Road and Tyler Avenue is a stop-controlled intersection with a stop sign on the Tyler Avenue approach, Fairfield Road is free-flow. Tyler Avenue is an east-west local road that ends at the intersection on the east led and has a posted speed limit of 25 mph. Tyler Avenue has one lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, and a southbound left turn lane with 100 feet of storage. There are 2 driveways/entrances on Fairfield Road within 200 feet of the intersection, and 0 driveways on Tyler Avenue. There are no pedestrian facilities or crossings at this intersection. A single luminaire is mounted to a utility pole at the northeast corner. **Table 10** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 10. Fairfield Road at Tyler Avenue (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	2	0	0	0	2
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***0***	***2***	***0***	***0***	***0***	***2***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	1	0	0	0	1
Total Injury Crashes	***0***	***1***	***0***	***0***	***0***	***1***

A total of 2 crashes were reported between 2017 to 2021 at this intersection averaging 0.4 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Both crashes in this intersection were front to rear crashes. Failing to reduce speed to avoid crash and distraction from inside the vehicle were recorded as the cause of the 2 front to rear crashes.

Of the 2 documented crashes at this intersection, 1 resulted in injury. The 1 front to rear crash that resulted in a Type “C” injury related crash. Within the study period, both crashes occurred under daylight, and under dry road conditions.

Fairfield Road at Town Center Drive

The intersection of Fairfield Road and Town Center Drive is a stop-controlled intersection with a stop sign on the Town Center Drive approach, Fairfield Road is free-flow. Central Park Drive is an east-west local road that ends at the intersection on the west leg and has a posted speed limit of 25 mph. Town Center Drive has a raised curb median that extends for 70 feet west from Fairfield Road. Town Center Drive has one lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a northbound left turn lane, and a southbound right turn lane, both with 90 feet of storage. There are 2 driveways/entrances on Fairfield Road within 200 feet of the intersection, and 2 on Town Center Drive. There are no pedestrian facilities or crossings at this intersection. A single decorative luminaire is located in the raised curb median on the west leg of the intersection.. **Table 11** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 11. Fairfield Road at Town Center Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	1	0	0	0	1	2
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	1	0	0	0	0	1
Front to Rear	0	4	1	0	1	6
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	1	0	0	0	0	1
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	1	0	0	1	0	2
Unknown	0	0	0	1	0	1
Total	***4***	***4***	***1***	***2***	***2***	***13***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	0	1	1
Total Injury Crashes	***0***	***0***	***0***	***0***	***1***	***1***

A total of 13 crashes were reported between 2017 to 2021 at this intersection averaging 2.6 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes occurred 46% (6) of the time, followed by turning crashes at 15% (2), and angle crashes at 15% (2). Failing to reduce speed to avoid crash was recorded as the cause of 23% (3) crashes. Following too closely, improper lane usage, distraction from inside the vehicle, and failing to yield right-of-way were all documented as the second most common primary cause, having each been associated with 15% (2) of all crashes each. Failing to reduce speed to avoid crash, following too closely, and distraction from inside the vehicle were documented as the primary causes of front to rear crashes.

Of all the documented crashes at this intersection, only 1 resulted in injury, 8% (1). The single documented injury crash came from an angle crash, resulting in a Type “B” injury.

Within the study period, nighttime crashes accounted for 15% (2) of all crashes, resulting in no injuries. Of the 2 nighttime crashes, 1 occurred under lit roads resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 15% (2) of crashes.

Fairfield Road at IL Route 134

The intersection of Fairfield Road and IL Route 134 is a skewed signalized intersection. IL Route 134 is an east-west principal arterial with a posted speed limit of 45 mph. IL Route 134 has one lane in each direction, an eastbound and westbound left turn lane with 200 feet and 190 feet of respective storage. IL Route 134 also has a westbound right turn lane with 310 feet of storage. Fairfield Road is a north-south minor arterial with a posted speed limit of 40 mph north of the intersection, and 45 mph south of the intersection. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane with 245 feet and 110 feet of respective storage. IL Route 134 intersects Fairfield Road approximately 30 degrees clockwise due east. Fairfield Road intersects IL Route 134 approximately 2 degrees clockwise due north. The intersection creates an approximate 62-degree angle at the northwest and southeast corners. The Metra Milwaukee District North Line runs 50 feet north from the junction and is parallel to IL Route 134. A highway-rail grade crossing advance warning sign is provided on both approaches of Fairfield Road in advance of the intersection. Southbound Fairfield traffic is required to stop north of the Metra rail line, as stated by a “STOP HERE ON RED” sign and a “DO NOT STOP ON TRACKS” sign. A “NO TURN ON RED” sign is present for southbound right turns from Fairfield. Eastbound left turns and westbound right turns are also prohibited when a train is present. There are 4 entrances to a gas station located at the southeast corner of the intersection. There are no pedestrian facilities or crossings at this intersection. A single light pole is located at the northwest corner. **Table 12** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 12. Fairfield Road at IL Route 134 (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	1	3	1	0	1	6
Animal	1	0	0	0	0	1
Bicyclist	0	0	0	0	0	0
Fixed Object	1	0	0	0	0	1
Front to Rear	7	6	5	5	7	30
Head on	0	0	0	0	0	0
Other Non-Collision	0	1	0	0	0	1
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	1	1	0	1	1	4
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	4	5	2	1	4	16
Unknown	0	0	0	0	0	0
Total	***15***	***16***	***8***	***7***	***13***	***59***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	1	1
Type B/C Injury Crashes	4	3	1	2	6	16
Total Injury Crashes	***4***	***3***	***1***	***2***	***7***	***17***

A total of 59 crashes were reported between 2017 to 2021 at this intersection averaging 11.8 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Front to rear crashes occurred 51% (30) of the time, followed by turning crashes 27% (16), and angle crashes 10% (6). Failing to reduce speed to avoid crash was recorded as the cause of 31% (18) crashes, followed by failing to yield right-of-way 31% (18), and following too closely 12% (7). Failing to reduce speed to avoid crash, following too closely, and failing to yield right-of way were documented as the most common primary causes of front to rear crashes.

Of all the documented crashes at this intersection, 29% (17) resulted in injury. Front to rear crashes accounted for 59% (10) of all injury crashes, followed by turning crashes at 29% (5), and angle crashes at 12% (2). Within the study period, there was 1 Type “A” injury related crash,5 Type “B” injury related crashes, and 11 Type “C” injury related crashes. The Type “A” injury crash occurred when a vehicle driving on eastbound left turn lane on IL Route 134 began to turn left onto northbound Fairfield Road. The driver of the vehicle began to turn as the light was turning red. A second vehicle, travelling westbound on IL Route 134 was travelling at a high rate of speed, and entered the intersection after the light turn red, crashing into the turning vehicle.

The details of the Type “A” injury crash are as follows:

- Type: Turning – Weather: Clear – Light: Daylight – Road Surface: Dry – Cause: Disregarding Traffic Signal

Within the study period, nighttime crashes accounted for 34% (20) of all crashes, resulting in two injuries. Of the 20 nighttime crashes, 2 occurred under lit conditions resulting in 2 injuries. One dawn crash accounted for 2% (1) of all crashes, resulting in 1 injury. Two dusk crashes accounted for 3% (2) of all crashes, resulting in 1 injury. Wet, slushy, snowy, or icy pavement conditions were present for 7% (4) of crashes. Of the 59 crashes, 17 did not document the road conditions at the time of crash.

Of the 59 crashes documented at this intersection, 8% (5) crashes were caused by vehicles attempting to turn left (southbound) onto Fairfield Road from the gas station located on the southeast corner. Of these, 4 were classified as turning crashes, while 1 was classified as an angle crash. Of these 5 crashes, 60% (3) of these crashes resulted in injury: one Type “B” injury crash and two Type “C” injury crashes. The large number of turning crashes at this point may be attributed to northbound traffic queuing, which can reduce sightlines for vehicles attempting to turn left. These reduced sightlines may block drivers from seeing traffic travelling through the Fairfield Road northbound left turn lane.

Of the 59 crashes documented at this intersection, 12% (7) crashes occurred by drivers attempting to turn left (northbound) from IL Route 134 onto Fairfield Road. This accounts for 44% of all turning crashes seen at this intersection. Of these 7 crashes, 29% (2) resulted in injury: 1 Type “A” injury crash and 1 Type “C” injury crash. The large number of crashes may be attributed to the intersection’s geometry.

Fairfield Road at Long Lake Drive

The intersection of Fairfield Road and Long Lake Drive is a stop-controlled intersection with stop signs on the Townline Road approaches. Fairfield Road is free flow. Long Lake Drive is an east-west local road with a posted speed limit of 25 mph. Long Lake Drive has one through lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 30 mph north of the intersection and 40 mph south of the intersection. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane with 50 feet and 100 feet of respective storage. A crossroad symbol sign and advance street name plaque is provided for the southbound approach of Fairfield Road in advance of the intersection. There is 1 entrance on Fairfield Road within 200 feet of the intersection, and 1 on Long Lake Drive. This entrance goes to the same building on the southeast corner of the intersection. There are no pedestrian facilities or crossings at this intersection. A single luminaire is mounted to a utility pole at the southeast corner. **Table 13** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 13. Fairfield Road at Long Lake Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	1	3	2	0	5	11
Animal	0	0	0	0	1	1
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	1	2	0	3	0	6
Head on	0	1	0	0	0	1
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	1	0	0	0	1
Turning	1	0	0	0	2	3
Unknown	0	0	0	0	0	0
Total	***3***	***7***	***2***	***3***	***8***	***23***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	1	1	0	0	0	1
Type B/C Injury Crashes	0	1	1	2	3	7
Total Injury Crashes	***0***	***2***	***1***	***2***	***3***	***8***

A total of 23 crashes were reported between 2017 to 2021 at this intersection averaging 4.6 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Angle crashes occurred 48% (11) of the time, followed by front to rear crashes 26% (6) and turning crashes 13% (3). Failing to yield right-of-way was recorded as the primary cause 35% (8) of all crashes, followed by failing to reduce speed to avoid crash 18% (4). Failing to yield right-of-way, disregarding stop sign, failing to reduce speed to avoid crash, and weather were documented as the primary causes of angle crashes. Ten angle crashes were documented to have a vehicle travelling eastbound through Long Lake Drive. The high number of angle crashes could be attributed to poor sightlines for eastbound traffic. A small hill that exists on the northwest corner of the intersection, alongside with potential queuing from southbound traffic due to both IL 134 and the Metra Milwaukee District North Rail Line reduces eastbound Long Lake Drive traffic sightlines.

Of all the documented crashes at this intersection, 30% (7) resulted in injury. Angle crashes accounted for 57% (4) of all injury crashes, front to rear crashes accounted for 29% (2) of all injury crashes, and front to front crashes accounted for 14% (1) of injury crashes. Within the study period, there was 1 Type “A” injury related crash, 3 Type “B” injury related crashes, and 3 Type “C” injury related crashes. The Type “A” injury crash occurred when a vehicle stopped on the

center lane of Fairfield Road, north of Long Lake Road, was struck front to front with a vehicle traveling northbound through Fairfield Road. The detail of the Type “A” injury crashes are as follows:

- Type: Front to front – Weather: Clear – Light: Daylight – Road Surface: Dry – Cause: Distraction from Inside the Vehicle

Within the study period, nighttime crashes accounted for 39% (9) of all crashes, resulting in 4 injuries. Of the 9 nighttime crashes, 7 occurred under lit roads resulting in 3 injuries. One dawn crash accounted for 4% (1) of all crashes, resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 30% (7) of crashes.

Fairfield Road at Barberry Lane

The intersection of Fairfield Road and Barberry Lane is a stop-controlled intersection with a stop sign on the Barberry approach. Fairfield Road is free-flow. Barberry Lane is an east-west local road that ends at the intersection on the east led and has a posted speed limit of 25 mph. Barberry Lane has one lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 30 mph. Fairfield Road has one lane in each direction, and a dual left turn lane north of the intersection. There are 2 driveways/entrances on Fairfield Road within 200 feet of the intersection, and one on Barberry Lane. An asphalt sidewalk exists both east and west of Fairfield Road. There are no pedestrian facilities or crossings at this intersection. A single luminaire is mounted to a utility pole on the southeast corner. Guardrail is present on along the west side of Fairfield Road through the intersection, and along the southeast corner behind an asphalt sidewalk.

No crashes were reported between 2017 to 2021 at this intersection.

Fairfield Road at Mayfield Drive

The intersection of Fairfield Road and Mayfield Drive is a stop-controlled intersection with stop signs on the Mayfield Drive approaches. Fairfield Road is free-flow. Mayfield Drive is an east-west local road with a posted speed limit of 25 mph. Mayfield Drive has one lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 30 mph. Fairfield Road has one lane in each direction, and a dual left turn lane both north and south of the intersection. There are 5 driveways/entrances on Fairfield Road within 200 feet of the intersection, and 3 driveways/entrances on Mayfield Drive. An asphalt sidewalk exists both east and west of Fairfield Road. There are no pedestrian facilities or crossings at this intersection. A single luminaire is mounted to a utility pole at the southeast corner. **Table 14** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 14. Fairfield Road at Mayfield Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	1	0	1	0	2
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	1	0	1	1	3
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	1	0	0	0	1
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	1	0	1	1	2	5
Unknown	0	0	1	0	0	1
Total	***1***	***3***	***2***	***3***	***3***	***12***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	1	0	1
Type B/C Injury Crashes	0	1	1	0	0	2
Total Injury Crashes	***0***	***1***	***1***	***1***	***0***	***3***

A total of 12 crashes were reported between 2017 to 2021 at this intersection averaging 2.4 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Turning crashes occurred 42% (5) of the time, followed by front to rear crashes 25% (3), and angle crashes 17% (2). Failing to yield right-of way was recorded as the cause of 42% (5) crashes, followed by following too closely 25% (3). Failing to reduce speed to avoid crash, driving skills, exceeding safe speed, and an indeterminate cause each made up 8% (1) of the remaining causes. Failing to yield right-of-way, following too closely, and driving skills were documented as the primary causes of turning crashes. The large number of turning and angle crashes could be attributed to the lack dedicated turning facilities along Fairfield Road, potential sightline conflicts in the form of trees along the northwest corner, and a lack of signage preceding the intersection along Fairfield Road.

Of all the documented crashes at this intersection 25% (3) resulted in injury. Angle crashes accounted for 33% (1) of injury crashes, front to rear crashes accounted for 33% (1) of injury crashes, and turning crashes accounted for 33% (1). Within the study period, there was 1 Type “A” injury related crash and 2 Type “C” injury related crashes. The Type “A” occurred when a vehicle on Mayfield Drive, westbound east of Fairfield Road, drove around a second vehicle which was stopped at the stop sign. The vehicle then continued through the intersection, which

was then struck by a vehicle travelling northbound on Fairfield Road, resulting in the crash. The details of the Type "A" injury crashes are as follows:

- Type: Angle – Weather: Clear – Light: Daylight – Road Surface: Wet – Cause: Failing to Yield Right-of-Way

Within the study period, nighttime crashes accounted for 25% (3) of all crashes, resulting in 2 injuries. One dusk crash accounted for 8% (1) of all crashes, resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 17% (2) of crashes.

Fairfield Road at Central Park Drive

The intersection of Fairfield Road and Central Drive is a stop-controlled intersection with a stop sign on the Central Park Drive approach. Fairfield Road is free-flow. Central Park Drive is an east-west local road that ends at the intersection on the east leg and has a posted speed limit of 25 mph. Central Park Drive has one lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 30 mph. Fairfield Road has one lane in each direction, and a dual left turn lane north and south of the intersection. There are 11 driveways/entrances on Fairfield Road within 200 feet of the intersection, and 2 driveways/entrances on Central Park Drive. An asphalt sidewalk is present on both sides of Fairfield Road. There are no pedestrian facilities or crossings at this intersection. The intersection and approaches are not lit. **Table 15** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 15. Fairfield Road at Central Park Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	1	0	0	0	1
Animal	0	0	0	0	1	1
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	1	0	0	0	1
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	1	0	2	0	3
Unknown	0	0	0	0	0	0
Total	***0***	***3***	***0***	***2***	***1***	***6***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	1	0	1
Total Injury Crashes	***0***	***0***	***0***	***1***	***0***	***1***

A total of 6 crashes were reported between 2017 to 2021 at this intersection averaging 1.2 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Turning crashes occurred 50% (3) of the time. Angle, animal, and front to rear crashes each occurred approximately 17% (1) of the time. Failing to yield right-of-way was recorded as the cause of 67% (4), crashes, followed by animal at approximately 17% (1). One crash had an undetermined cause. Failing to yield right-of-way was recorded as the cause of all turning and angle crashes.

Of all the documented crashes at this intersection, a turning crash resulted in injury, or 33% (1) of all crashes. Within the study period, there was 1 Type “C” injury related crash.

Within the study period, nighttime crashes accounted for 33% (2) of all crashes, resulting in no injuries. One dusk crash accounted for 17% (1) of all crashes, resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 33% (2) of crashes. One crash had unknown pavement conditions.

Fairfield Road at Emerald Lane

The intersection of Fairfield Road and Emerald Lane is a stop-controlled intersection with a stop sign on the Emerald Lane approach, Fairfield Road is free-flow. Central Park Drive is an east-west local road that ends at the intersection on the west leg and has a posted speed limit of 25 mph. Central Park Drive has one lane in each direction. Fairfield Road is a north-south minor arterial with a posted speed limit of 30 mph. Fairfield Road has one lane in each direction, and a dual left turn lane north and south of the intersection. There are 9 driveways on Fairfield Road within 200 feet of the intersection, and 3 driveways/entrances on Emerald Lane. An asphalt sidewalk is present both east and west of Fairfield Road. There are no pedestrian facilities or crossings at this intersection. A single luminaire is mounted to a utility pole at the northeast corner. **Table 16** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 16. Fairfield Road at Emerald Lane (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	0	0	0	0	0
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	1	0	1
Turning	0	0	0	1	1	2
Unknown	0	0	0	0	0	0
Total	***0***	***0***	***0***	***2***	***1***	***3***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	1	0	1
Total Injury Crashes	***0***	***0***	***0***	***1***	***0***	***1***

A total of 3 crashes were reported between 2017 to 2021 at this intersection averaging 0.6 crashes per year. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Turning crashes occurred 67% (2) of the time, followed by sideswipe opposite direction crashes at 33% (1). Failing to yield right-of-way was the cause of both turning crashes 67% (2), while failing to reduce speed to avoid crash was documented as the primary cause of the sideswipe opposite crash.

Of all the documented crashes at this intersection, 1 turning crash resulted in injury, or 33% (1) of all crashes. Within the study period, there was 1 Type “C” injury related crash.

Within the study period dusk crashes accounted for 33% (1) of all crashes, but no injuries. All 3 crashes occurred in clear conditions.

Fairfield Road at Passavant Avenue/Oakwood Drive

The intersection of Fairfield Road Passavant Avenue/Oakwood Drive is a stop-controlled intersection with stop signs on Passavant Avenue/Oakwood Drive. Fairfield Road is free flow. Passavant Avenue is the west leg of the intersection, and is a local road that has one through lane in each direction, with a posted speed limit of 25 mph. Oakwood Drive is the east leg of the intersection, and is an east-west minor collector road that has one through lane in each direction, with a posted speed limit of 25 mph. Fairfield Road is a north-south minor arterial with a posted speed limit of 30 mph. Fairfield Road has one lane in each direction, a northbound and southbound left turn lane with 100 feet and 50 feet of respective storage. A crossroad symbol sign and advance street name plaque are provided on both approaches of Fairfield Road in advance of the intersection. An advance intersection lane control sign is provided on the northbound approach of Fairfield Road in advance of the intersection. There are 3 driveways/entrances on Fairfield Road within 200 feet of the intersection, and 7 driveways/entrances on Passavant/Oakwood Drive. There is a concrete sidewalk on both the north and south side of Oakwood Drive with ADA compliant ramps. An asphalt sidewalk is present on the east and west sides of Fairfield Road south of the intersection. A crossing exists only between the north and south sidewalks of Oakwood Drive on the east leg of the intersection. A single luminaire is mounted to a utility pole on the southwest corner. **Table 18** summarizes the crash types and injuries that were reported during the five-year analysis period.

Table 18. Fairfield Road at Passavant Avenue/Oakwood Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	1	0	0	0	1
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	0	0	0	0	0
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	1	0	1
Overturned	0	0	0	0	0	0
Parked Vehicle	1	0	0	0	0	1
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	1	0	0	0	1
Sideswipe - Same Direction	0	0	0	1	1	2
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	1	0	1	0	0	2
Unknown	0	0	0	0	0	0
Total	***2***	***2***	***1***	***2***	***1***	***8***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	1	0	1	0	2
Total Injury Crashes	***0***	***1***	***0***	***1***	***0***	***2***

A total of 8 crashes were reported between 2017 to 2021 at this intersection averaging 1.6 crashes per year. Of the 8 crashes, 1 involved a pedestrian. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B**.

Turning crashes occurred 25% (2) of the time, followed by sideswipe same direction crashes 25% (2). Front to rear, non-collision, parked motor vehicle, and pedestrian crashes each made up the remaining accidents 12.5% (1).

Of all the documented crashes at this intersection, 37.5% (3) of crashes had a primary cause that was unable to be determined. Failing to yield right-of-way was recorded as the cause of 25% (2).. All remaining causes including obscured vision, failing to reduce speed to avoid crash, and improper lane usage, making up 13.5% (1) of crashes each.

Of all the documented crashes at this intersection, 25% (2) resulted in an injury. Non-collision and pedestrian crashes accounted for both injury related crashes. The non-collision crash led to a Type “B” injury related crash, while the pedestrian crash led to a Type “C” injury related crash.

The pedestrian crash occurred when a pedestrian attempting to cross Fairfield Road from the southwest corner of the intersection was struck by a vehicle’s driver side view mirror. The vehicle was attempting to turn right onto southbound Fairfield Road from Passavant Avenue, and promptly fled. The pedestrian claimed that they positioned themselves in front of the vehicle so that they could be seen by the driver. The pedestrian crash may be largely attributed to an absence of pedestrian crossings between Fairfield Road. The details of the incident are as follows:

- Type: Pedestrian — Weather: Clear — Light: Daylight — Road Surface: Dry — Cause: Unable to determine

Nighttime crashes accounted for 25% (2) of all crashes and one injury crash related crash, which occurred under lit conditions. Wet conditions road conditions were present for 1 crash. No crashes were recorded to have occurred under slushy or snowy conditions.

SEGMENTS

Fairfield Road from Gilmer Road to Chardon Road

The segment of Fairfield Road from Gilmer Road to Chardon Road is approximately 3,600 feet long, oriented north-south, and has a posted speed of 45 mph. Fairfield Road is one lane in each direction. Before the Chardon Road intersection, Fairfield Road curves from the north-south direction to the northwest-southeast direction. At the Gilmer Road ramp intersection, a northbound left turn lane, and a southbound right turn lane with 235 feet and 150 feet of respective storage. At Chardon Road intersection, a northbound right turn slip lane is present. Two culverts cross Fairfield Road at 850 feet north of the Gilmer Road ramp and 400 feet south of Chardon Road Shoulders on both the east and west sides of Fairfield Road are present throughout this segment. The shoulders have an approximate average width of 8 feet, of which 4 feet is paved and 4 feet is aggregate. There are 5 driveways/entrances on the east side of Fairfield Road and 2 driveways on the west side. Pedestrian/cyclist facilities are not present along this segment. There is no existing lighting along this segment of the road except for 1 pole-mounted luminaire at the Chardon Road intersection. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from Gilmer Road to Chardon Road are summarized in **Table 19.**

Table 19. Fairfield Road from Gilmer Road to Chardon Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	1	0	0	1	0	2
Front to Rear	0	2	1	0	0	3
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	1	0	0	2	3
Sideswipe - Opposite Direction	1	0	0	0	0	1
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***2***	***3***	***1***	***1***	***2***	***9***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	1	0	0	0	1
Type B/C Injury Crashes	0	1	0	0	0	1
Total Injury Crashes	***0***	***2***	***0***	***0***	***0***	***2***

A total of 9 crashes occurred on Fairfield Road from Gilmer Road to Chardon Road from 2017 to 2021 with an average of 1.8 crashes per year. Of the 9 crashes, 3 were front to rear crashes, 3 were sideswipes same direction, 2 were fixed object crashes and 1 was a side swipe opposite direction. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

Front to rear crashes occurred 33% (3) of the time, followed by sideswipe same direction crashes at 33% (3), fixed object crashes at 23% (2), and sideswipe opposite directions at 11% (1). Failing to reduce speed to avoid crash was recorded as the cause of 23% (2) crashes. Improper lane usage, vehicle condition, improper backing, the physical condition of the driver, reckless driving, and weather were all documented as causes for 1 crash each, or 11% (1). One front to rear crash was documented as not having an applicable primary cause. Failing to reduce speed to avoid crash was documented as the primary cause for front to rear crashes. Improper backing, operating vehicle in an erratic manner, and improper lane usage were all documented as the three causes for the sideswipe same direction crashes.

Of all the documented crashes at this segment, 23% (2) resulted in injury. One front to rear crash was documented as causing a Type “A” injury. One sideswipe same direction crash was documented as causing a Type “C” Injury. The Type “A” injury crash occurred when a vehicle traveling northbound on Fairfield Road began to stop due to northbound queuing. A second vehicle began to slow down. A third vehicle did not slow down, which proceeded to crash into the vehicle which was slowing down. The second vehicle was struck into the southbound lanes of traffic. The third vehicle also suffered damages. The details of the Type “A” injury crash are as follows:

- Type: Front to Rear – Weather: Rain – Light: Daylight – Road Surface: Wet – Cause: Failing to Reduce Speed to Avoid Crash

Within the study period, nighttime crashes accounted for 23% (2) of all crashes, resulting in 1 injury. Wet, slushy, snowy, or icy pavement conditions were present for 33% (3) of crashes.

Fairfield Road from Chardon Road to IL Route 60

The segment of Fairfield Road from Chardon Road to IL Route 60 is approximately 3,800 feet long, oriented north-south, and has a posted speed of 45 mph. Fairfield Road is one lane in each direction. Past the Chardon Road intersection, Fairfield Road curves from the northwest-southeast direction to the north-south direction At the IL Route 60 intersection, a northbound left turn lane is present with 140 feet of storage. Three culverts cross Fairfield Road at 100 feet, 1,500 feet, and 3,000 feet north of Chardon Road. Shoulders on both the east and west sides of Fairfield Road are present throughout certain sections of this segment. The shoulders have an approximate average width of 8 feet, of which 4 feet is paved and 4 feet is aggregate. Certain sections of Fairfield Road have guardrails. There are 9 driveways/entrances on the east side of Fairfield Road and 1 driveway on the west side. Of the 10 driveways/entrances present, 1 east side driveway 1,000 feet south of IL Route 60 has a culvert. No pedestrian or bicycle facilities are present along the segment. There is no existing lighting along this segment of the road.

The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from Chardon Road to IL Route 60 are summarized in **Table 20.**

Table 20. Fairfield Road from Chardon Road to IL Route 60 (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	1	0	0	0	1	2
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***1***	***0***	***0***	***0***	***1***	***2***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***0***	***0***

A total of 2 crashes occurred on Fairfield Road from Chardon Road to IL Route 60 from 2017 to 2021 with an average of 0.4 crashes per year. Both crashes were front to rear crashes. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

The stated cause of the 2017 front to rear crash was failing to reduce speed to avoid crash, while the 2020 crash was documented as following too closely. No injury crashes were documented in the analysis period. Both crashes occurred under daylight and dry road conditions.

Fairfield Road from IL Route 60 to Townline Road

The segment of Fairfield Road from IL Route 60 to Townline Road is approximately 4,600 feet long, oriented north-south, and has a posted speed of 55 mph. Fairfield Road is one lane in each direction. At the intersection with IL Route 60, a southbound left turn lane is present with a storage length of 290 feet. Three culverts cross Fairfield Road at 60 feet, 1,000 feet, and 3,750 feet north of IL Route 60. Shoulders on both the east and west sides of Fairfield Road are present throughout this segment. The shoulders have an approximate average width of 8 feet, of which 4 feet is paved and 4 feet is aggregate. Guardrail is present throughout certain sections of Fairfield Road. There is 1 entrance on the east side of Fairfield Road and 4 driveways/entrances on the west side. Of the five driveways/entrances present, 1 west side entrance has a culvert 1,970 feet south of Townline Road. No pedestrian or bicycle facilities are present along the segment. There is no existing lighting along this segment of the road. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from IL Route 60 to Townline Road are summarized in **Table 21.**

Table 21. Fairfield Road from IL Route 60 to Townline Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	1	0	0	0	1
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	2	3	0	1	6
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0*	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	1	0	0	1
Turning	0	0	1	0	0	1
Unknown	0	0	0	0	0	0
Total	***0***	***3***	***5***	***0***	***1***	***9***
Fatal Crashes	0	0	1	0	0	1
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	2	0	0	0	2
Total Injury Crashes	***0***	***2***	***1***	***0***	***0***	***3***

* One additional Pedestrian crash occurred on 12/17/2021 following the Front to Rear crash at this location. As drivers were exchanging information after the initial crash, one of the drivers standing outside his vehicle was struck by a passing vehicle, resulting in injury. This incident was not reported separately from the Front to Rear crash, no additional crash report was filed, and no separate crash entry was available from either IDOT or LCDOT crash data, so this subsequent injury is not listed separately in these crash statistics.

A total of 9 crashes occurred on Fairfield Road from IL Route 60 to Townline Road from 2017 to 2021 with an average of 1.8 crashes per year. Of the 9 crashes, 6 were front to rear crashes, 1 involved an animal, 1 was a sideswipe opposite direction, and 1 was a turning crash. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

Front to rear crashes occurred 67% (6) of the time. Sideswipe opposite direction, turning, and animal crashes each occurred 11% (1) of the time. Failing to reduce speed to avoid crash was recorded as the cause of 56% (5) crashes. Following too closely, improper overtaking, improper turning/no signal, and animals each caused 11% (1) of the crashes. Failing to reduce speed to avoid crash and following too closely were documented as the most common primary causes of front to rear crashes.

Of all the documented crashes at this intersection, 33% (3) resulted in injury, 1 of which was fatal. One animal crash resulted in a Type “B” injury crash, while one front to rear crash resulted in a Type “B” injury crash.

The fatal crash occurred in 2019 when a driver heading southbound on Fairfield Road began to veer into the opposite northbound lane. The driver of the southbound vehicle then proceeded to sideswipe a vehicle travelling northbound, before crashing front to front with a vehicle travelling northbound. A press release after the accident identified alcohol as a contributing factor in this fatal crash. The details of the fatal crash are as follows:

- Type: Sideswipe Opposite Direction – Weather: Clear – Light: Darkness – Road Surface: Dry – Cause: Improper overtaking/passing

Within the study period, nighttime crashes accounted for 23% (2) of all crashes, resulting in 2 injuries. Wet, slushy, snowy, or icy pavement conditions were present for 23% (2) of crashes.

Fairfield Road from Townline Road to IL Route 120

The segment of Fairfield Road from Townline Road to IL Route 120 is approximately 2,400 feet long, oriented north-south, and has a posted speed of 55 mph. Fairfield Road is one lane in each direction. At the IL Route 120 intersection, a northbound left turn lane is present with 150 feet of storage. Three culverts cross Fairfield Road at 970 feet, 1,000 feet, and 1.850 feet north of Townline Road. Shoulders on both the east and west sides of Fairfield Road are present throughout this segment. The shoulders have an approximate average width of 8 feet, of which 4 feet is paved and 4 feet is aggregate. There are no driveways/entrances present along this segment. Pedestrian/ cyclist facilities are not present along this segment. There is no existing lighting along this segment of the road. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from Townline Road to IL Route 120 are summarized in **Table 22.**

Table 22. Townline Road to IL Route 120 (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	1	0	0	0	1
Front to Rear	0	1	1	0	0	2
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***0***	***2***	***1***	***0***	***0***	***3***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***0***	***0***

A total of 3 crashes occurred on Fairfield Road from Townline Road to IL Route 120 from 2017 to 2021 with an average of 0.6 crash per year. Of the 3 crashes, 2 were front to rear crashes and 1 was a fixed object crash. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

The stated cause of the fixed object crash was exceeding safe speed for conditions. The stated cause of both front to rear crashes was failing to reduce speed to avoid crash. No injury crashes were documented in the analysis period. One of the crashes took place at night, and two took place in wet, slushy, snowy, or icy pavement conditions.

Fairfield Road from IL Route 120 to Nippersink Road

The segment of Fairfield Road from IL Route 120 to Nippersink Road is approximately 5,400 feet long, oriented north-south, and has a posted speed of 45 mph. It includes an intersection at the Chain O'Lakes Mobile Homes Entrance approximately 560 feet north of IL Route 120. Fairfield Road is one lane in each direction. At the IL Route 120 intersection, a southbound left turn lane is present with 150 feet of storage. At the Nippersink Road intersection, a northbound left turn lane is present with 170 feet of storage. Three culverts cross Fairfield Road at 4,250 feet, 4,500 feet, and 4,900 feet north of IL Route 120. Manitou Creek crosses Fairfield Road approximately 1,100 feet south of Nippersink Road. Shoulders on both the east and west sides of Fairfield Road are present throughout this segment. The shoulders present have an approximate average width of 8 feet, of which 4 feet is paved and 4 feet is aggregate. Guardrail is present throughout certain sections of Fairfield Road. There are 21 entrances/driveways on the east side of Fairfield Road and 8 driveways/entrances on the west side. Of the 29 driveways/entrances present, 11 west side and 1 east side driveways/entrances have a culvert next to Fairfield Road. There is no existing lighting along this segment of the road. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from IL Route 60 to Townline Road are summarized in **Table 23.**

Table 23. Fairfield Road from IL Route 120 to Nippersink Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	1	0	0	1
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	2	0	0	0	1	3
Front to Rear	2	2	1	2	2	9
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	1	1
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	1	0	1
Unknown	0	0	1	0	0	1
Total	***4***	***2***	***3***	***3***	***4***	***16***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	1	0	1
Total Injury Crashes	***0***	***0***	***0***	***1***	***0***	***1***

A total of 16 crashes occurred on Fairfield Road from IL Route 120 to Nippersink Road from 2017 to 2021 with an average of 3.2 crashes per year. Of the 16 crashes, 9 were front to rear crashes, 3 were head on crashes, 1 was an angle crash, 1 was overturned, 1 was turning, and 1 was an unknown crash (rear-to-rear). Three accidents occurred at the Chain O'Lakes Mobile Home Entrance. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

Front to rear crashes occurred 57% (9) of the time, followed by fixed object crashes 19% (3). Failing to reduce speed to avoid crash was recorded as the cause of 63% (10) of crashes. Improper turning, operating vehicle in an erratic manner, the physical condition of the driver, driving under the influence, and exceeding safe speed for conditions were all recorded as the cause of one crash each, or 6% (1). Failing to reduce speed to avoid crash and operating vehicle in an erratic manner were documented as the most common primary causes of front to rear crashes.

Of all the documented crashes at this intersection, one resulted in injury. One turning crash resulted in a Type "C" injury crash.

Within the study period, nighttime crashes accounted for 19% (3) of all crashes, resulting in 1 injury. Of the 3 nighttime crashes, 1 occurred under lit roads resulting in the said injury. One dawn crash accounted for 6% (1) of all crashes, resulting in no injuries. Wet, slushy, snowy, or icy pavement conditions were present for 19% (3) of crashes.

Fairfield Road from Nippersink Road to Hart Road

The segment of Fairfield Road from Nippersink Road to Hart Road is approximately 2,600 feet long, oriented north-south, and has a posted speed of 45 mph. It includes an intersection at Old Farm Road approximately 750 feet south of Hart Road. Fairfield Park, owned by the Round Lake Area Park District, is located 1,300 feet north of Nippersink Road. The Millennium Trail Bike Path, owned by the Lake County Forest Preserve, can be accessed through Fairfield Park. Fairfield Road is one lane in each direction. At the Nippersink Road intersection, a southbound left turn lane is present with 165 feet of storage. At the Old Farm Road intersection, a southbound left turn lane and northbound lane are present with 100 feet and 130 feet of respective storage. At the Hart Road intersection, a northbound right turn lane is present with 115 feet of storage. A culvert crosses Old Farm Road east of Fairfield Road. Shoulders on both the east and west sides of Fairfield Road are present throughout this segment and vary between fully paved and paved/aggregate. The shoulders present have an approximate average width of 6 feet. Guardrail is present on the western side of Hart Road, beginning 275 feet south of Hart, and extending for 400 feet south. There are 9 driveways/entrances on the east side of Fairfield Road and 4 driveways/entrances on the north side. Of the 13 driveways/entrances present, 4 east side and 3 west side driveways/entrances have culverts. There is no existing lighting along this segment of the road. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from IL Route 60 to Townline Road are summarized in **Table 24.**

Table 24. Fairfield Road from Nippersink Road to Hart Road (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	1	3	1	0	5
Front to Rear	0	0	0	0	0	0
Head on	0	0	0	1	0	1
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***0***	***1***	***3***	***2***	***0***	***6***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	1	0	0	0	1
Type B/C Injury Crashes	0	1	0	0	0	1
Total Injury Crashes	***0***	***2***	***0***	***0***	***0***	***2***

A total of 6 crashes occurred on Fairfield Road from Nippersink Road to Hart Road from 2017 to 2021 with an average of 1.2 crashes per year. Of the 6 crashes, 5 were fixed object crashes and 1 was a head on crash. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

Fixed object crashes occurred 83% (5) of the time, followed by one other object crash 17% (1). Driving under the influence was recorded as the cause of 33% (2) crashes. Driving under the influence, improper lane usage, driving skills, and evasive action due to animal/object were all documented as primary causes for the five fixed object crashes. Vehicle condition was listed as the primary cause of the other object crash.

Of all the documented crashes at this intersection, 33% (2) resulted in injury. One fixed object crash in 2019 resulted in a Type “B” injury related crash. A second fixed object crash in 2018 resulted in a Type “A” injury related crash. The Type “A” injury crash occurred when a vehicle travelling southbound along Fairfield Road crossed over the northbound lane. The vehicle then ran off the road and crashed into a tree. Alcohol was possibly involved in this crash. The details of the Type “A” injury crash are as follows:

- Type: Fixed Object – Weather: Clear – Light: Darkness – Road Surface: Dry – Cause: Driving Under the Influence

Within the study period, nighttime crashes accounted for 66% (4) of all crashes, resulting in both injury crashes. Wet, slushy, snowy, or icy pavement conditions were present for 1 crash.

Fairfield Road from Hart Road to IL Route 134

The segment of Fairfield Road from Hart Road to IL Route 134 is approximately 2,100 feet long, oriented north-south, and has a posted speed of 45 mph. It includes intersections at Falcon Boulevard, Tyler Avenue, and Town Center Drive. Falcon Boulevard is located approximately 570 feet north of Hart Road. Tyler Avenue is located approximately 1,000 feet north of Hart Road. Town Center Drive is located approximately 1,800 feet north of Hart Road. Fairfield Road is one lane in each direction. At the Hart Road intersection, a southbound left turn lane is present with 100 feet of storage. At the Falcon Boulevard intersection, a northbound left turn lane and southbound right turn lane with 190 feet and 170 feet of respective storage are present. At the Tyler Avenue intersection, southbound left turn lane is present with 100 feet of storage. At the Town Center Drive intersection, a northbound left turn lane, and a southbound right turn lane, both with 90 feet of storage are present. At the IL Route 134 intersection, a northbound left turn lane is present with 245 feet of storage. A culvert is present north of Falcon Boulevard. Shoulders on both the east and west sides of Fairfield Road are present from Hart Road to Town Center Drive. The shoulders have an approximate average width of 8 feet, of which 4 feet is paved and 4 feet is aggregate. There are 10 driveways/entrances on the east side of Fairfield Road. Pedestrian/ cyclist facilities are not present along this segment. There is no existing lighting along this segment of the road. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from IL Route 60 to Townline Road are summarized in **Table 25.**

Table 25. Fairfield Road from Hart Road to IL Route 134 (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	1	0	0	1	0	2
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***1***	***0***	***0***	***1***	***0***	***2***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	1	0	0	0	0	1
Total Injury Crashes	***1***	***0***	***0***	***0***	***0***	***1***

A total of 2 crashes occurred on Fairfield Road from Hart Road to IL Route 134 from 2017 to 2021 with an average of 0.4 crashes per year. Of the 2 crashes, both were front to rear crashes. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

The stated cause of both crashes was failing to reduce speed to avoid crash. One Type “C” injury related crash was documented in 2017. Both crashes occurred under daylight and dry road conditions.

Fairfield Road from IL Route 134 to Long Lake Drive

The segment of Fairfield Road from IL Route 134 to Long Lake Drive is approximately 400 feet long, oriented north-South, and has a posted speed of 40 mph. A Metra railroad crossing is located approximately 50 feet north of IL Route 134. Fairfield Road is one lane in each direction. At the IL Route 134 intersection, a southbound left turn lane is present with 110 feet of storage. At the Long Lake Drive intersection, a northbound left turn lane is present with 50 feet of storage. Culverts are not present along this segment. A combination of paved and aggregate shoulder is present along the west side of Fairfield Road, and no shoulder is present on the east side. There is 1 entrance on the east side of Fairfield Road. Asphalt sidewalks are present along the eastern portion of Fairfield Road. Pedestrian/ cyclist facilities are not present along this segment. There is no existing lighting along this segment of the road.

The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from IL Route 60 to Townline Road are summarized in **Table 26.**

Table 26. Fairfield Road from IL Route 134 to Long Lake Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	0	1	0	0	0	1
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	***0***	***1***	***0***	***0***	***0***	***1***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***0***	***0***

A single crash occurred on Fairfield Road from IL Route 134 to Long Lake Drive from 2017 to 2021 with an average of 0.2 crashes per year. The crash involved was a front to rear crash. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

The stated cause of the single crash was disregarding traffic signals. No injury crashes were documented in the analysis period. The crash took place at night under lit roads, and did not take place in wet, slushy, snowy, or icy pavement conditions.

Fairfield Road from Long Lake Drive to Passavant Avenue/Oakwood Drive

The segment of Fairfield Road from Passavant Avenue/Oakwood Drive is approximately 2,800 feet long, oriented north-south, and has a posted speed of 30 mph. It includes intersections at Barberry Lane, Mayfield Drive, Central Park Drive, and Emerald Lane. Barberry Lane, Mayfield Drive, Central Park Drive, and Emerald Lane are respectively approximately 400 feet, 1,000 feet, 1,700 feet, and 2,100 feet north of Long Lake Drive. Fairfield Road is one lane in each direction. A dual-left turn lane extends from Long Lake Drive to 200 feet south of Passavant Avenue/Oakwood Drive. A northbound left turn lane exists at the intersection with Passavant Avenue/Oakwood Drive, with a storage length of 100 feet.

A southbound left turn lane exists at the intersection with Long Lake Drive, with a storage length of 100 feet. Culverts are not present along this segment. Shoulders are not present along this segment. Guard rail is present at Barberry Lane, extending for 160 feet south. There are 27 driveways/entrances on the east side of Fairfield Road and 19 driveways on the west side. Curbs are present on both the east and west sides of Fairfield Road throughout this entire segment. Asphalt sidewalk is present on both the east and west sides of Fairfield Road throughout this entire segment. Pedestrian/cyclist facilities are not present along this segment. There is no existing lighting along this segment of the road. The crash types and injuries that were reported during the five-year analysis period for the segment of Fairfield Road from IL Route 60 to Townline Road are summarized in **Table 27.**

Table 27. Fairfield Road from Long Lake Drive to Passavant Avenue/Oakwood Drive (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	0	0	0	0	0	0
Animal	0	1	0	0	0	1
Bicyclist	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Front to Rear	2	0	0	0	1	3
Head on	0	0	0	0	0	0
Other Non-Collision	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Parked Vehicle	0	0	0	0	0	0
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	0	0
Sideswipe - Opposite Direction	0	0	0	0	0	0
Turning	0	0	0	1	0	1
Unknown	0	0	0	0	0	0
Total	***2***	***1***	***0***	***1***	***1***	***5***
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B/C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	***0***	***0***	***0***	***0***	***0***	***0***

A total of 5 crashes occurred on Fairfield Road from Long Lake Drive to Passavant Avenue/Oakwood Drive from 2017 to 2021 with an average of 1 crash per year. Of the 5 crashes, 3 were front to rear crashes, 1 was an animal, and 1 was a turning crash. Crash plot diagrams showing the location, date, type of crash, and road conditions are provided in **Appendix B.**

Front to rear crashes occurred 60% (3) of the time, followed by turning crashes at 20% (1), and animal crashes at 20% (1). The causes of the 3 front to rear crashes were improper lane usage, failing to reduce speed to avoid crash, and distraction from inside the vehicle. The cause of the turning crash was improper turning/no signal, and the cause of the animal crash was an animal.

No injury crashes were documented in the analysis period. Within the study period, nighttime crashes accounted for 60% (3) of all crashes. Of the three nighttime crashes, one occurred under lit roads. Wet, slushy, snowy, or icy pavement conditions were present for one crash.

CONCLUSION

A total of 357 crashes were reported between 2017 to 2021 along the Fairfield Road corridor averaging 71.4 crashes per year. Out of these 357 crashes, 85% (304) occurred at intersections. The predominant type of crashes along the Project corridor were front to rear crashes, turning crashes and angle crashes. Front to rear crashes occurred 51% (181) of the time, followed by turning crashes 20% (70), and angle crashes 9% (33). Failing to reduce speed to avoid crash was recorded as the cause for 33% (116) of crashes, followed by failing to yield right-of-way 16% (57), and following too closely 9% (32).

Failing to reduce speed to avoid crash and following too closely was documented as the primary causes of front to rear crashes. Failing to yield right-of-way and improper turning were documented as the primarily cause of turning crashes, while failing to yield right-of-way and disregarding traffic signals were documented as the primary causes of angle crashes. The crash types and injuries that were reported during the five-year analysis period along the Project corridor are summarized in **Table 28.**

Table 28. Fairfield Road from Gilmer Road Connector to Passavant Avenue/Oakwood Drive Crash Summary (2017 – 2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	7	9	6	2	9	33
Animal	4	2	3	3	3	15
Bicyclist	0	0	0	0	0	0
Fixed Object	5	4	5	3	5	22
Front to Rear	40	52	24	33	32	181
Head on	0	2	0	0	0	2
Other Non-Collision	0	1	0	1	0	2
Overturned	0	0	0	0	1	1
Parked Vehicle	1	0	0	0	0	1
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	1	0	0	0*	1
Sideswipe - Same Direction	2	4	0	3	6	15
Sideswipe - Opposite Direction	1	2	2	2	0	7
Turning	10	16	9	17	18	70
Unknown	0	2	3	2	0	7
Total	***70***	***95***	***52***	***66***	***74***	***357***
Fatal Crashes	0	0	1	0	0	1
Type A Injury Crashes	1	4	0	2	3	10
Type B/C Injury Crashes	10	20	12	17	18	77
Total Injury Crashes	***11***	***24***	***13***	***19***	***21***	***88***

*See Table 21 for description of unreported pedestrian injury following front-to-rear crash.

A total of 88 injury related crashes were reported in the analysis period. There was one (1) fatal crash involving sideswipe opposite direction crash in 2019, 10 Type “A” injury related crashes,

and 77 Type “B/C” injury related crashes during the analysis period. Of the 77 Type “B/C” injury related crashes, 33 were Type “B” and 44 were Type “C”.

There was 1 pedestrian crash reported at the Passavant Avenue intersection in 2018 that resulted in a Type C injury, and 1 additional pedestrian crash that involved a vehicle striking a driver who was exchanging information following an earlier front-to-rear crash. A separate crash for the subsequent pedestrian accident was not recorded, but an injury was reported in a local press release. No pedal cyclist crashes were reported during the study period.

The intersections of Fairfield Road and IL Route 120, IL Route 134, IL Route 60, Nippersink Road, and Long Lake Drive accounted for 64% of all crashes along the corridor, IL Route 120, IL Route 134, and IL Route 60 accounted for 51% of all crashes. Injury crashes at IL Route 120, IL Route 134, IL Route 60, Nippersink Road, and Long Lake Drive accounted for 70% of all injury crashes. Nighttime crashes accounted for 27% of all crashes. Wet, slushy, or icy pavement conditions were present for 17% of crashes.

With a small number of intersections resulting in most of the crashes and injury crashes along the corridor, it is recommended that these locations be considered as a priority when implementing countermeasures to mitigate crashes within the corridor.

Table 29. Summary of Observed Intersection Crashes (Fairfield Road from Gilmer Road Connector to Passavant Avenue/Oakwood Drive)

Intersection	Total Crashes (2017-2021)	Injury Crashes (2017-2021)
Gilmer Road	3	1
Chardon Road	12	2
IL Route 60	51	14
Townline Road	5	3
IL Route 120	71	16
Nippersink Road	24	8
Old Farm Road	3	1
Hart Road	6	1
Falcon Boulevard	3	0
Tyler Avenue	2	1
Town Center Drive	13	1
IL Route 134	59	17
Long Lake Drive	23	7
Barberry Lane	0	0
Mayfield Drive	12	3
Central Park Drive	6	1
Emerald Lane	3	1
Passavant Avenue/Oakwood Drive	8	2
Total	***304***	***79***

Table 30. Summary Observed Segment Crashes (Fairfield Road from Gilmer Road Connector to Passavant Avenue/Oakwood Drive)

Segment	Total Crashes (2017-2021)	Injury Crashes (2017-2021)
Gilmer Road to Chardon Road	9	2
Chardon Road to IL Route 60	2	0
IL Route 60 to Townline Road	9	3
Townline Road to IL Route 120	3	0
IL Route 120 to Nippersink Road	16	1
Nippersink Road to Hart Road	6	2
Hart Road to IL Route 134	2	1
IL Route 134 to Long Lake Drive	1	0
Long Lake Drive to Passavant Avenue/Oakwood Drive	5	0
Total	***53***	***9***

A summary comparing the annual number of observed crashes to the annual crashes predicted using the HSM Predictive Method are listed in **Table 31** and **Table 32**. Locations with a higher positive variance indicate more crashes than predicted, and a negative variance indicates fewer crashes than predicted. Annually, 20.9 more crashes are observed at intersections than would be predicted using the predictive method, but 38.0 fewer crashes were observed at segments than predicted. Overall, this indicates that the intersections are more likely to benefit from safety improvements than roadway segments. A portion of this discrepancy may be explained because the segment analysis did not included crashes within the segment that were attributed to the minor intersections within that segment. Additionally, the close proximity of the intersections of Fairfield Road with Town Center Drive, IL Route 134, and Long Lake Drive may result in some crashes that are identified at one intersection that may be in part attributable to spill back issues at adjacent intersections. This also occurs at Chardon Road, where crashes at this intersection may be attributed to long queue spillbacks from IL Route 60.

Overall, there were approximately 17.1 fewer annual crashes than were predicted in the HSM Predictive Method. This indicates that the crash volumes corridor-wide are not unusually high, although specific locations would still benefit from safety improvements to further reduce the number and severity of crashes, particularly at intersections.

Table 31. Comparison of Annual Predicted vs. Observed Intersection Crashes (Fairfield Road from Gilmer Road Connector to Passavant Avenue/Oakwood Drive)

Intersection	Predicted Annual Crashes (Total)	Observed Annual Crashes (Total)	Variance
Gilmer Road	0.7	0.6	-0.1
Chardon Road	1.8	2.4	0.6
IL Route 60	5.5	10.2	4.7
Townline Road	1.3	1	-0.3
IL Route 120	10.1	14.2	4.1
Nippersink Road	0.3	4.8	4.5
Old Farm Road	8.0	0.6	-7.4
Hart Road	0.5	1.2	0.7
Falcon Boulevard	1.0	0.6	-0.4
Tyler Avenue	0.2	0.4	0.2
Town Center Drive	0.8	2.6	1.8
IL Route 134	6.2	11.8	5.6
Long Lake Drive	1.0	4.6	3.6
Barberry Lane	0.4	0	-0.4
Mayfield Drive	0.8	2.4	1.6
Central Park Drive	0.3	1.2	0.9
Emerald Lane	0.3	0.6	0.3
Passavant Avenue/Oakwood Drive	0.7	1.6	0.9
Total	***39.9***	***60.8***	***20.9***

Table 31. Comparison of Annual Predicted vs. Observed Segment Crashes (Fairfield Road from Gilmer Road Connector to Passavant Avenue/Oakwood Drive)

Segment	Predicted Annual Crashes (Total)	Observed Annual Crashes (Total)	Variance
Gilmer Road to Chardon Road	6.8	1.8	-5.0
Chardon Road to IL Route 60	6.6	0.4	-6.2
IL Route 60 to Townline Road	7.3	1.8	-5.5
Townline Road to IL Route 120	4.0	0.6	-3.4
IL Route 120 to Nippersink Road	11.0	3.2	-7.8
Nippersink Road to Hart Road	5.1	1.2	-3.9
Hart Road to IL Route 134	3.7	0.4	-3.3
IL Route 134 to Long Lake Drive	1.4	0.2	-1.2
Long Lake Drive to Passavant Avenue/Oakwood Drive	2.7	1.0	-1.7
Total	***48.6***	***10.6***	***-38.0***

The predominant types of crashes observed along the corridor include Front to Rear, Turning, and Angle crashes caused by excessive speeding, failing to reduce speed to avoid a crash, or failing to yield right-of-way or following too closely. Countermeasures that could reduce these types of crashes and severity are as follows:

Primary Countermeasures

- Address traffic queueing issues along signalized intersections on the corridor by adding capacity at intersections by adding lanes or modifying signal timing.
- Reconfigure intersections to reduce skew angle or convert traffic control type.
- Improve vertical and horizontal sight distances and install additional signing or flashing beacons to alert drivers of possible slowdowns ahead.
- Implement traffic calming measures to reduce vehicle speeds.
- Modify shoulder types to provide wider paved shoulders for avoidance maneuvers.

Secondary Countermeasures

- Install centerline or shoulder recessed reflective pavement markers, rumble strips, or high reflective recessed pavement markings to delineate lanes and alert drivers that may be departing their lane.
- Modify access point density along Fairfield Road, including relocating or restricting access points within intersection functional areas and installing raised curb medians to control access and restrict left turn movements near key intersections.
- Relocate utility poles and roadside hazards further from travel lanes.
- Install pedestrian and/or cycling facilities along and crossing the corridor to create safe access to local parks and trails.

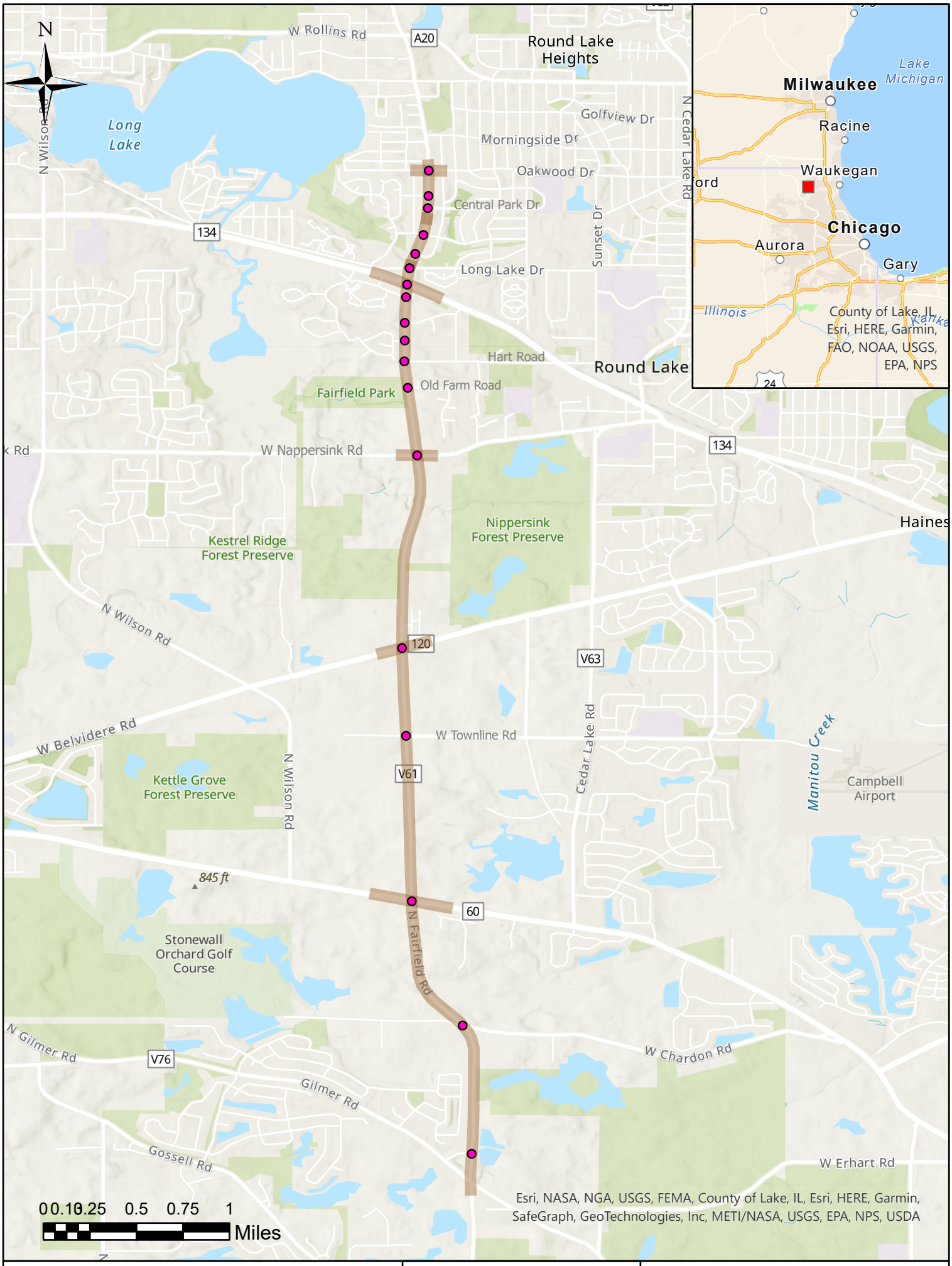
The countermeasures listed above are preliminary and intended to be used in conjunction with the traffic analysis as part of the overall screening process to determine which alternatives should be selected for further analysis.

Crash history diagrams showing number, type, type of injury, lighting conditions, road surface conditions and crash cause for the studied intersections are provided in **Appendix C.** A summary of inputs and results from the IDOT HSM Crash Prediction Tool are provided in **Appendix D.**

Appendix A

Project Location Map

9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979



FAIRFIELD ROAD CORRIDOR
NORTH OF GILMER ROAD TO OAKWOOD DRIVE
UNINCORPORATED LAKE COUNTY, ILLINOIS

Studied Intersections

Project Study Limit

FIGURE I- LOCATION MAP

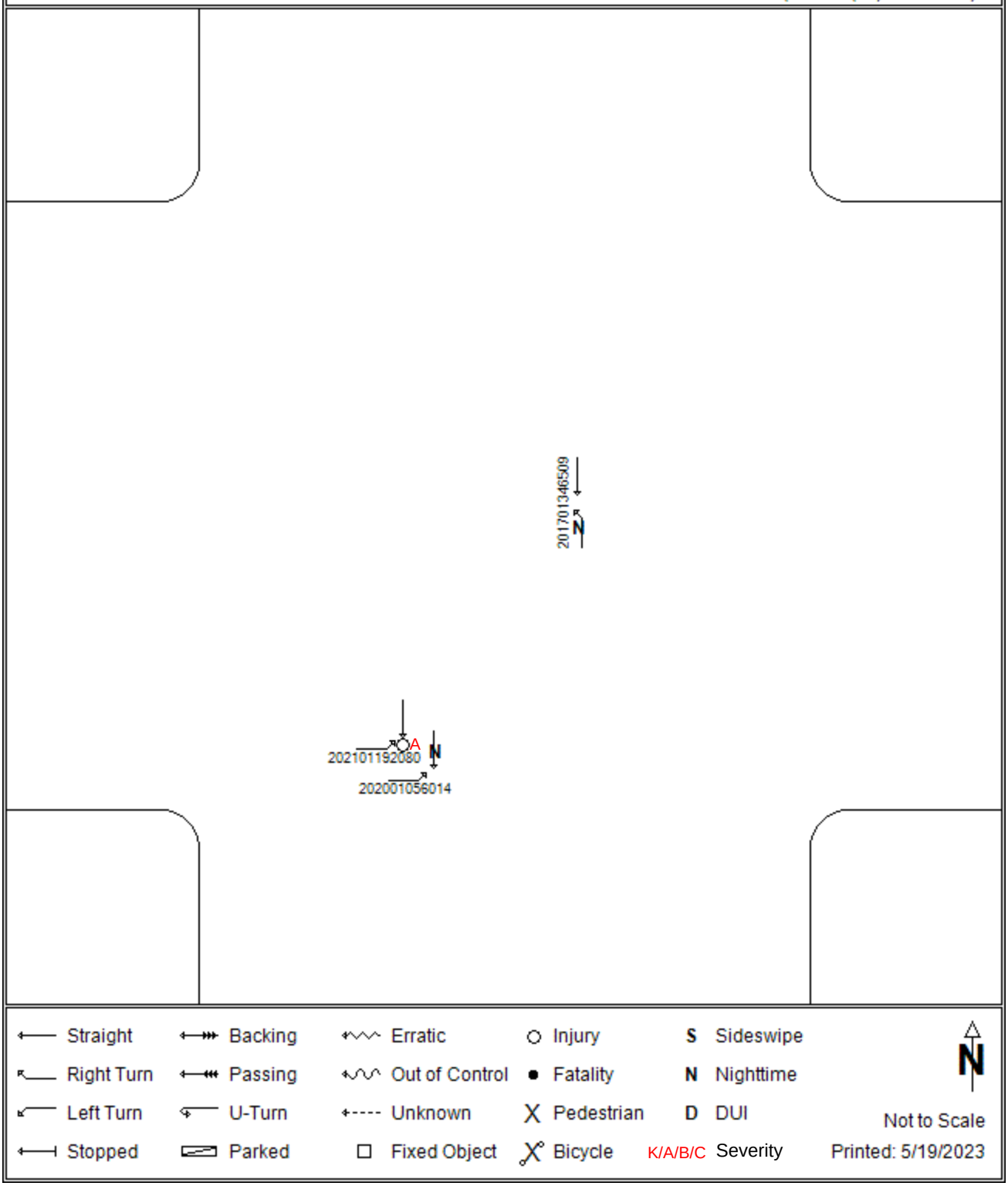
Appendix B

Intersection Crash Plot Diagrams

9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979

Fairfield Rd & Gilmer Connector
1/1/2017 - 12/31/2021

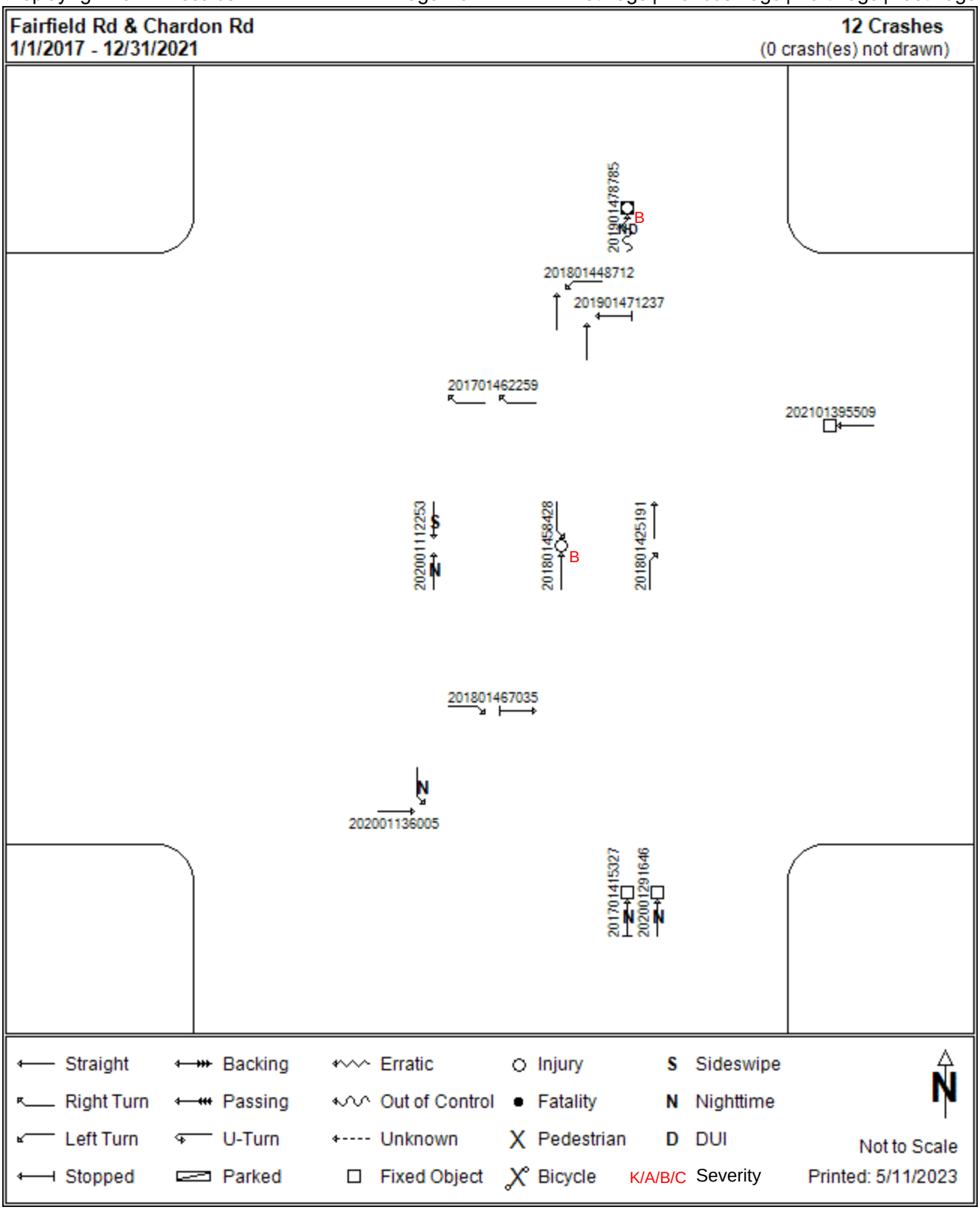
3 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N	Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 5/19/2023

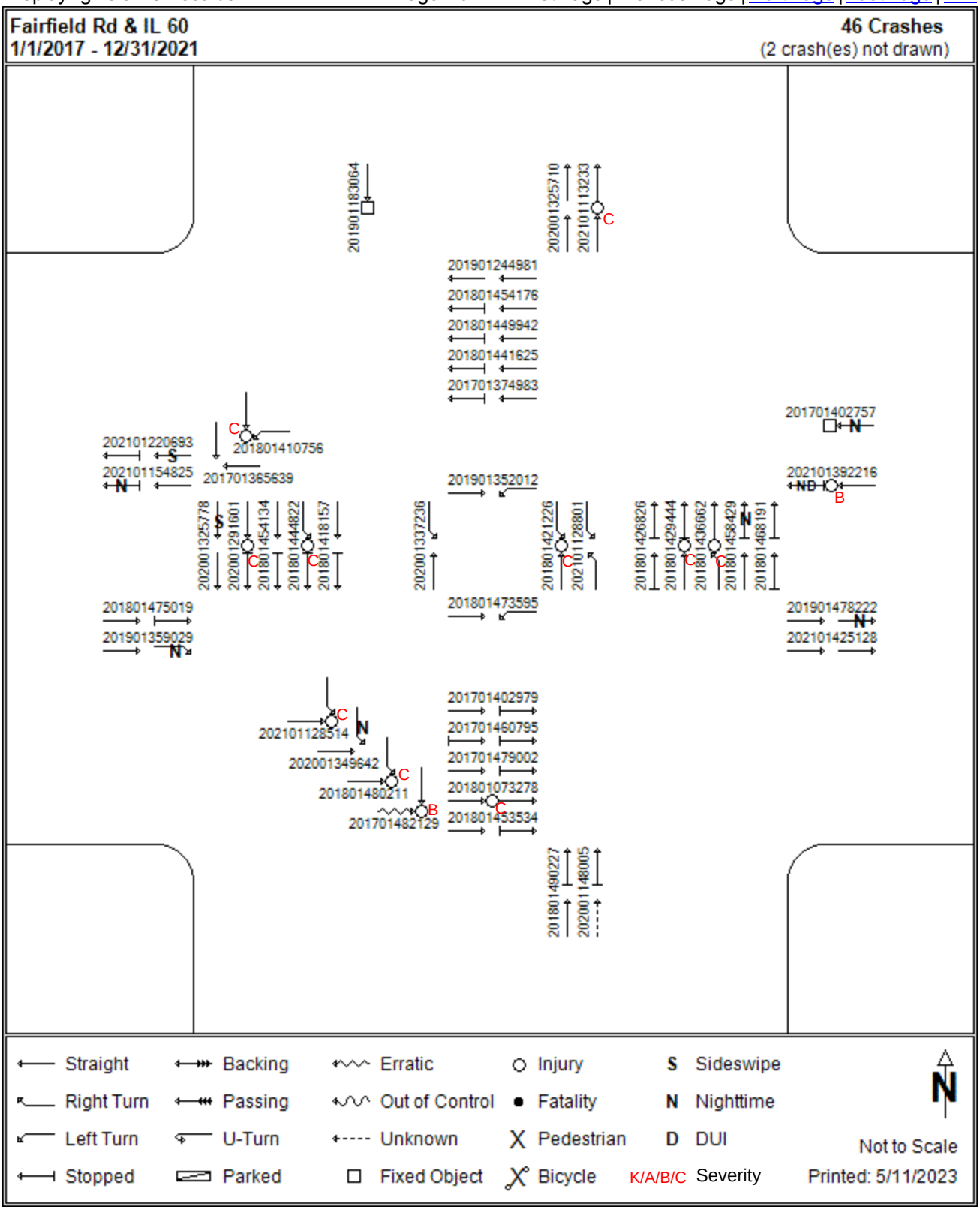
Fairfield Rd & Chardon Rd
1/1/2017 - 12/31/2021

12 Crashes
(0 crash(es) not drawn)



Fairfield Rd & IL 60
1/1/2017 - 12/31/2021

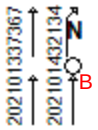
46 Crashes
(2 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/11/2023

Fairfield Rd & IL 60
1/1/2017 - 12/31/2021

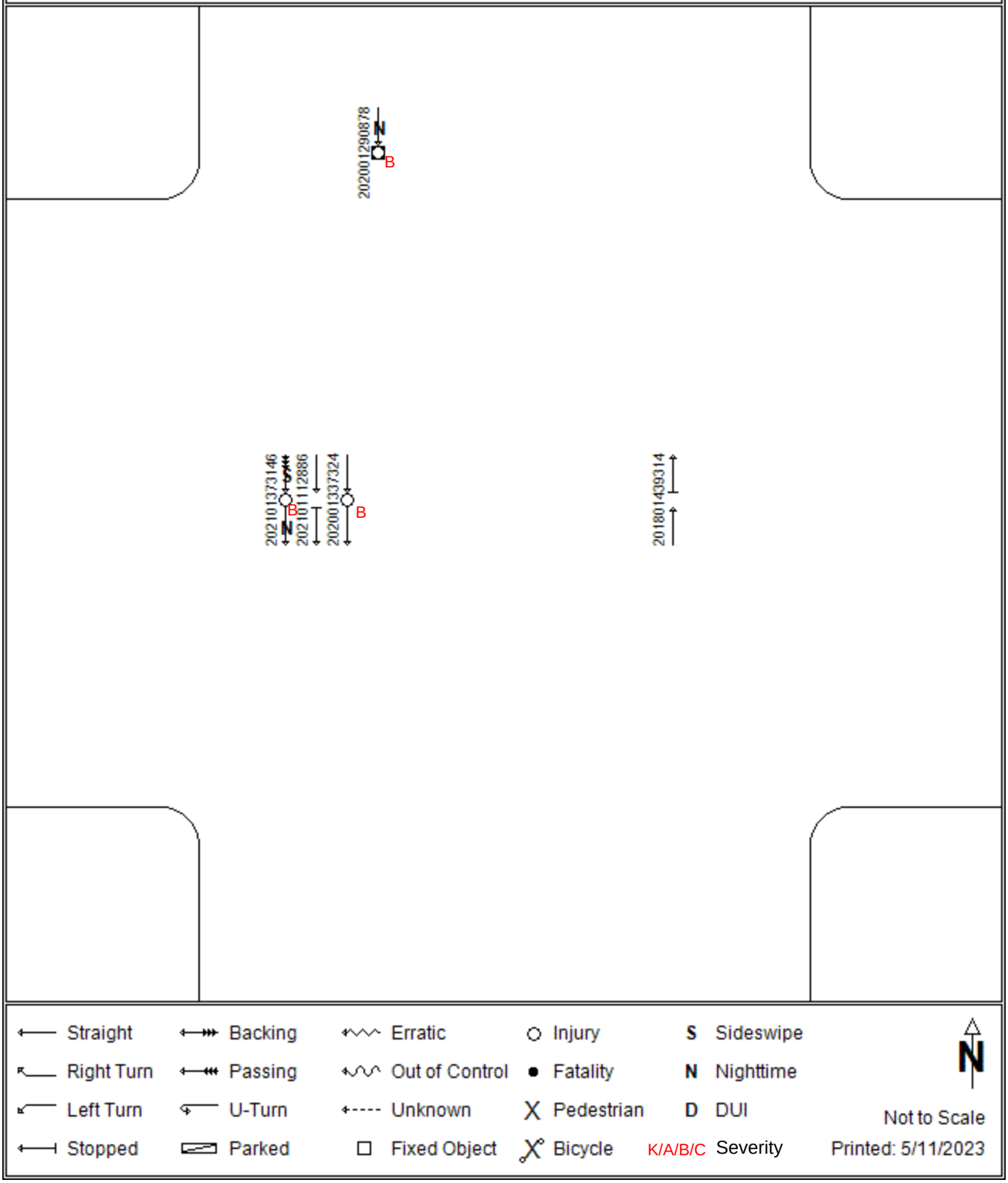
2 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N	
Right Turn	Passing	Out of Control	Fatality	N	Nighttime		
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale	
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 6/13/2023	

Fairfield Rd & Town Line Rd
1/1/2017 - 12/31/2021

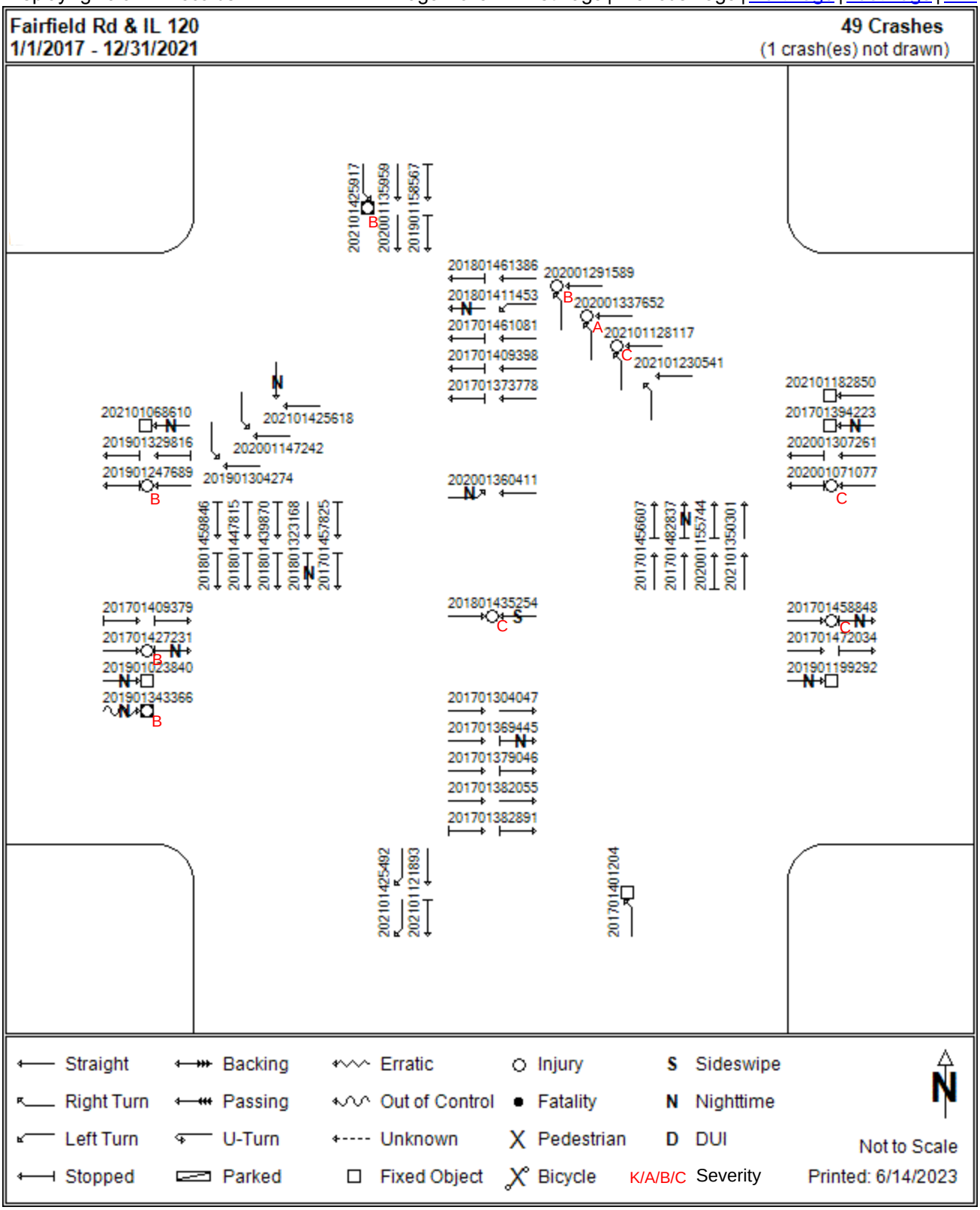
5 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/11/2023

Fairfield Rd & IL 120
1/1/2017 - 12/31/2021

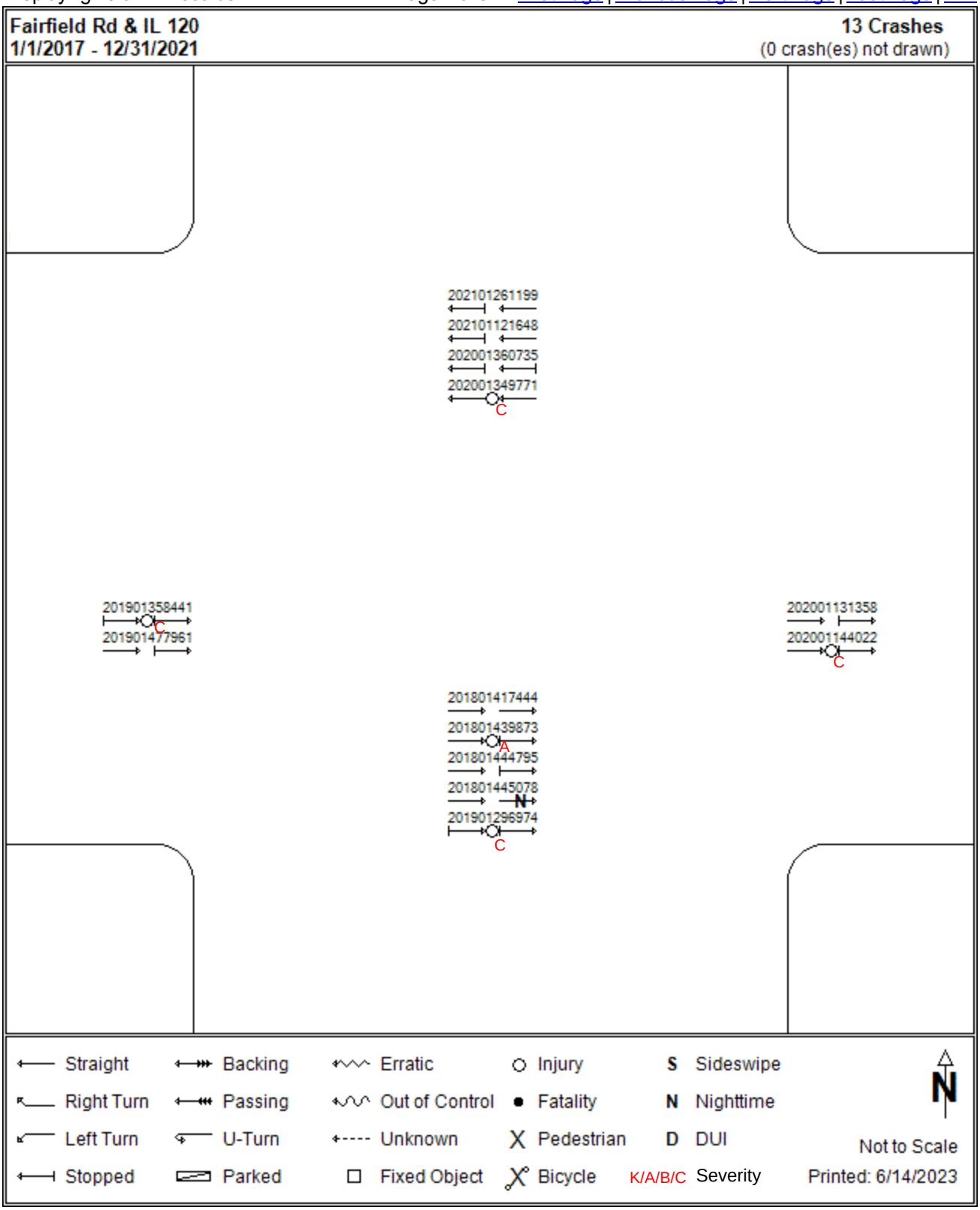
49 Crashes
(1 crash(es) not drawn)

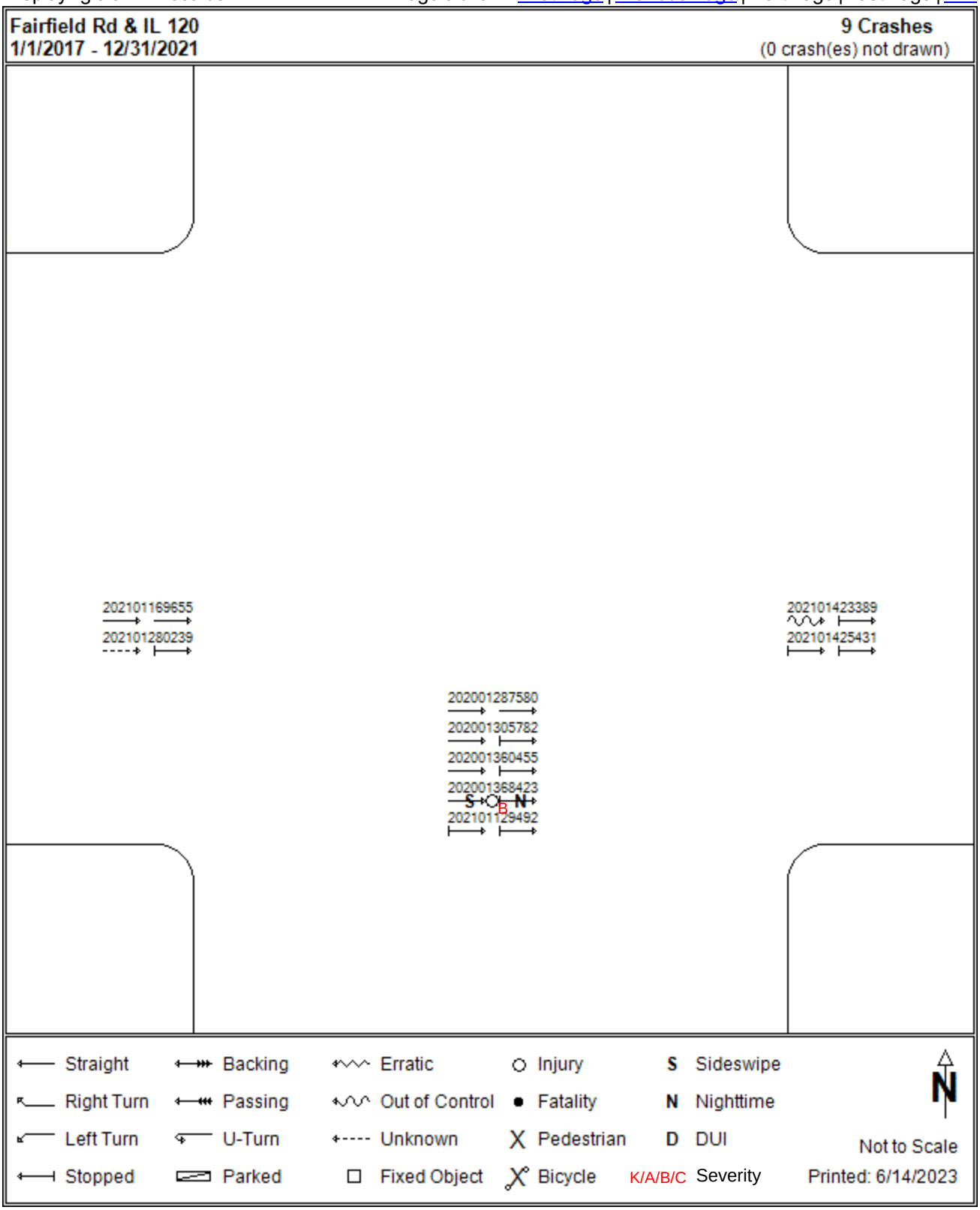


Straight | Backing | Erratic | Injury | S Sideswipe
Right Turn | Passing | Out of Control | Fatality | N Nighttime
Left Turn | U-Turn | Unknown | X Pedestrian | D DUI
Stopped | Parked | Fixed Object | Bicycle | K/A/B/C Severity

N

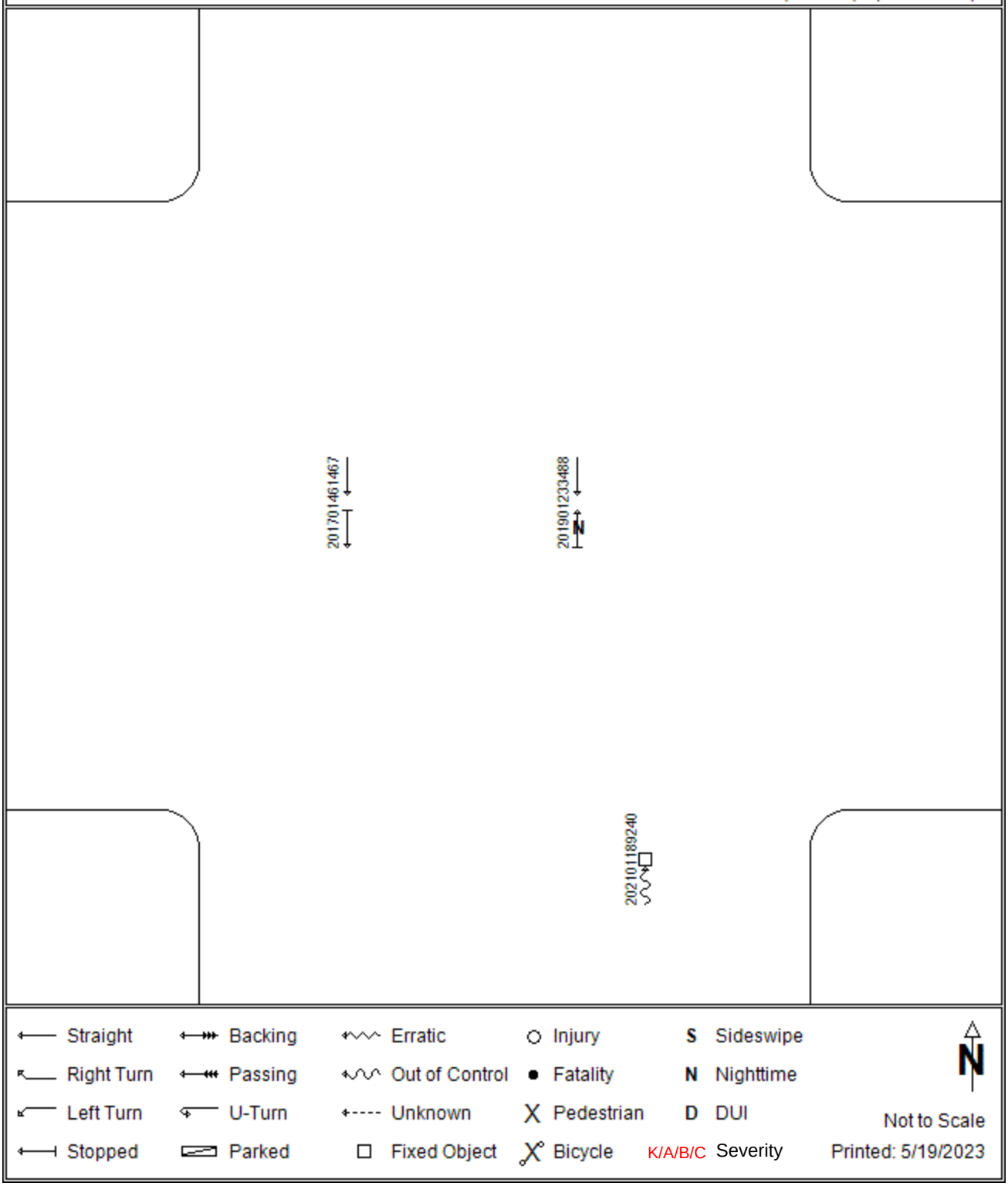
Not to Scale
Printed: 6/14/2023


Fairfield Rd & IL 120
1/1/2017 - 12/31/2021
13 Crashes
(0 crash(es) not drawn)
202101261199
202101121648
202001360735
202001349771
C
201901358441
C
201901477961
202001131358
202001144022
C
201801417444
201801439873
A
201801444795
201801445078
N
201901296974
C
Straight
Right Turn
Left Turn
Stopped
Backing
Passing
U-Turn
Parked
Erratic
Out of Control
Unknown
Fixed Object
Injury
Fatality
Pedestrian
Bicycle
S Sideswipe
N Nighttime
D DUI
K/A/B/C Severity
N
Not to Scale
Printed: 6/14/2023


Fairfield Rd & IL 120
1/1/2017 - 12/31/2021
9 Crashes
(0 crash(es) not drawn)
202101169655
202101280239
202101423389
202101425431
202001287580
202001305782
202001360455
202001368423
S
N
B
202101129492
Straight
Right Turn
Left Turn
Stopped
Backing
Passing
U-Turn
Parked
Erratic
Out of Control
Unknown
Fixed Object
Injury
Fatality
Pedestrian
Bicycle
S Sideswipe
N Nighttime
D DUI
K/A/B/C Severity
N
Not to Scale
Printed: 6/14/2023

Fairfield Road at Chain O Lake Mobile Home

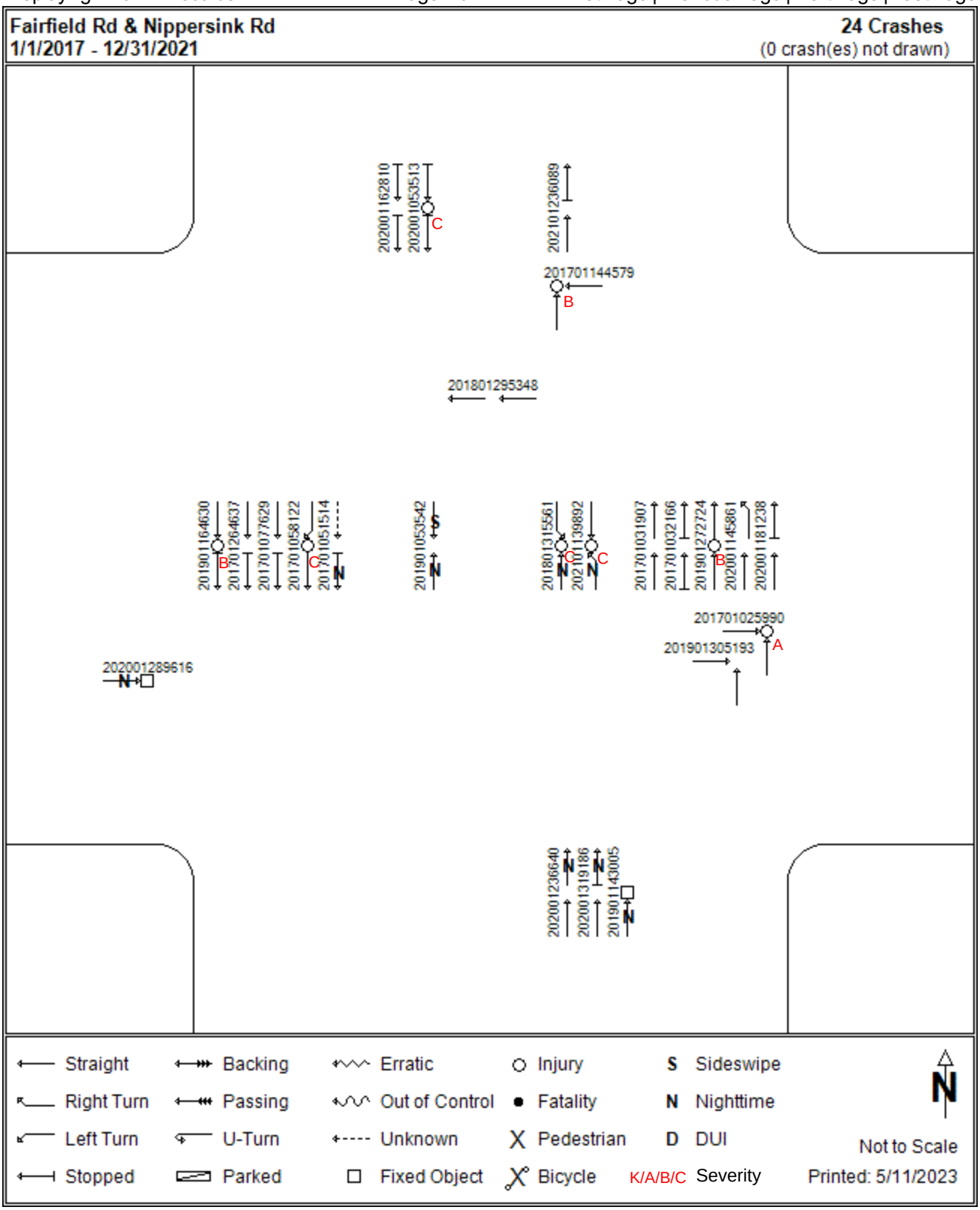
3 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N	Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 5/19/2023

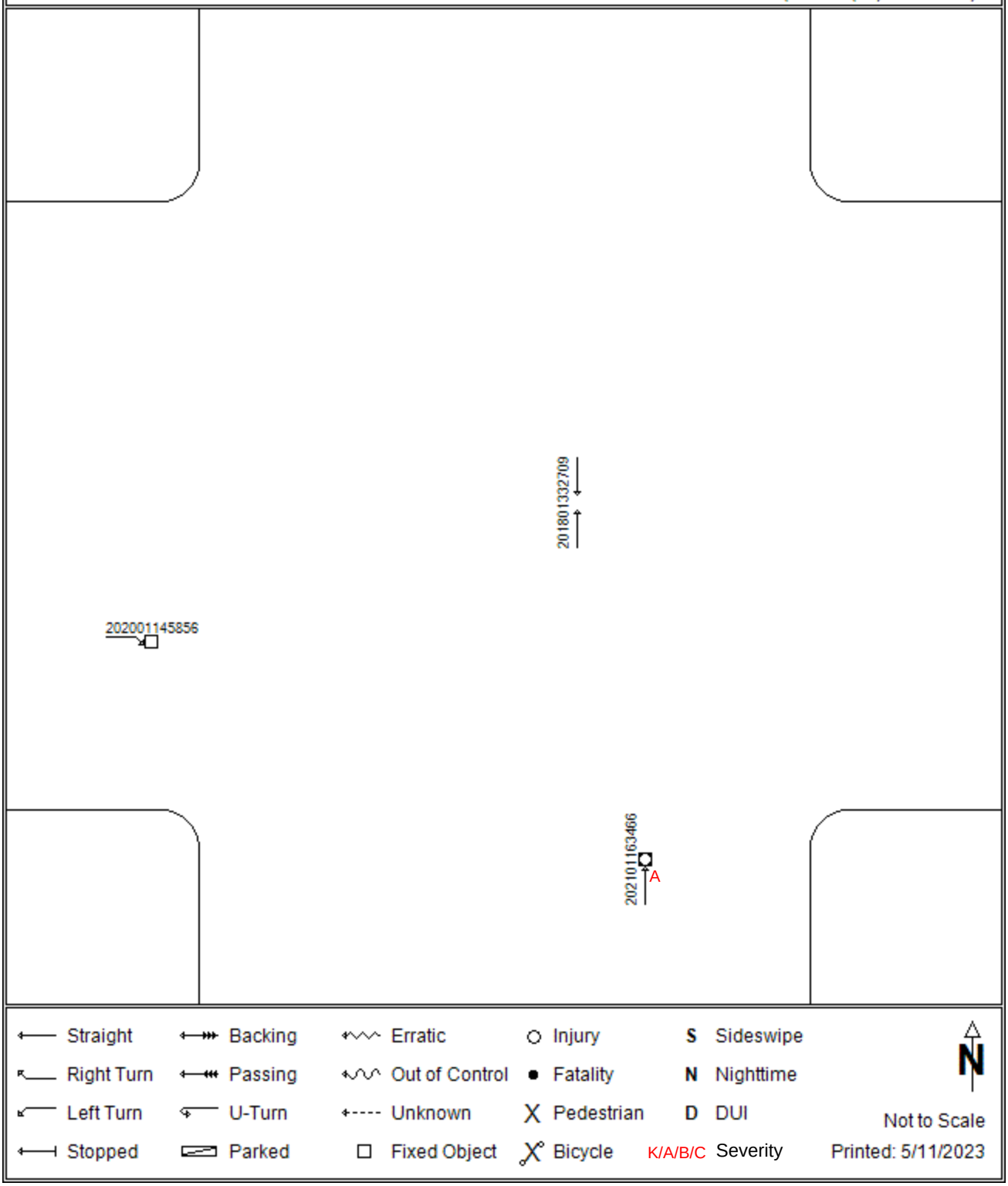
Fairfield Rd & Nippersink Rd
1/1/2017 - 12/31/2021

24 Crashes
(0 crash(es) not drawn)



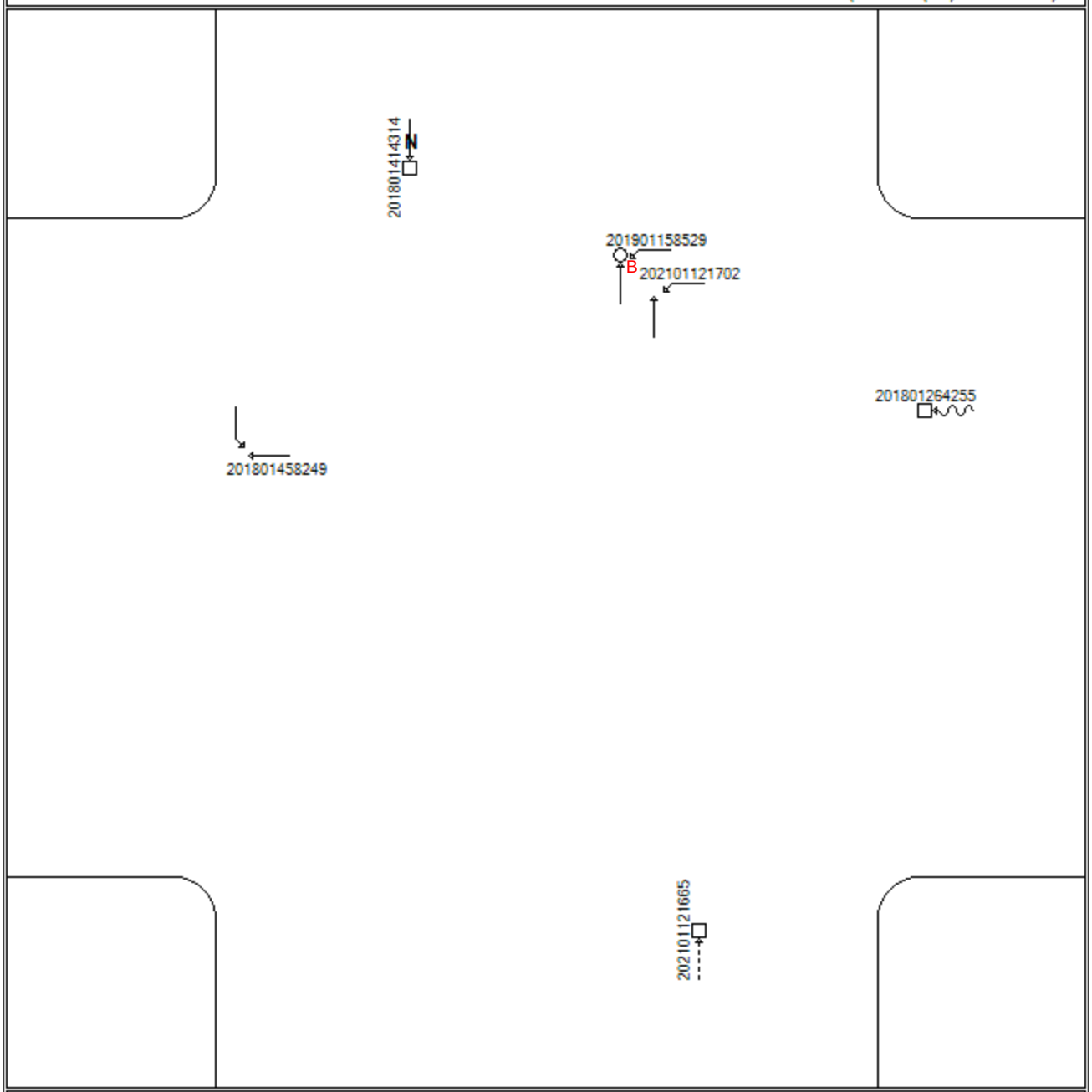
Fairfield Rd & Old Farm Rd
1/1/2017 - 12/31/2021

3 Crashes
(0 crash(es) not drawn)



Fairfield Rd & Hart Rd
1/1/2017 - 12/31/2021

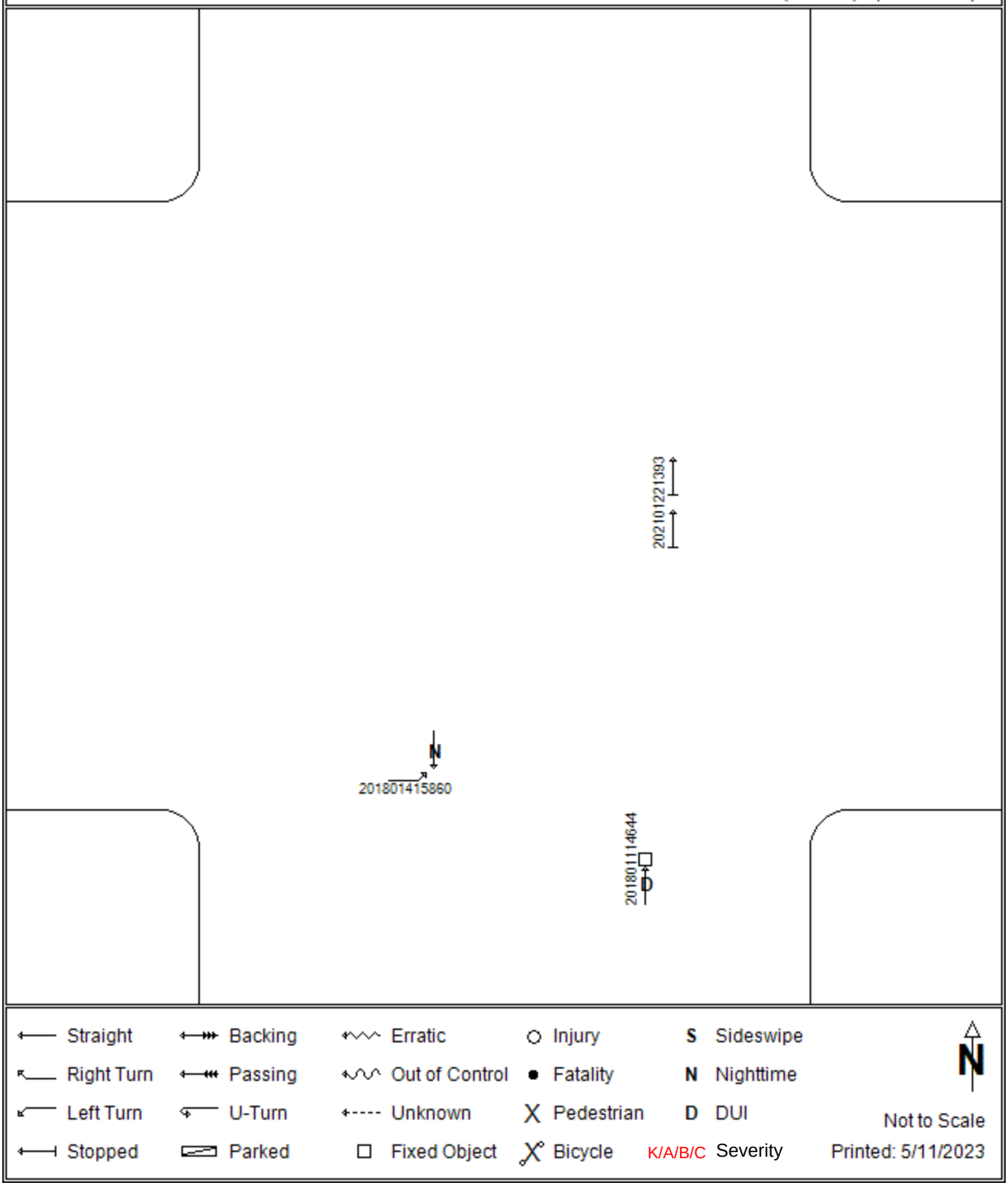
6 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N	Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 5/11/2023

Fairfield Rd & Falcon Blvd
1/1/2017 - 12/31/2021

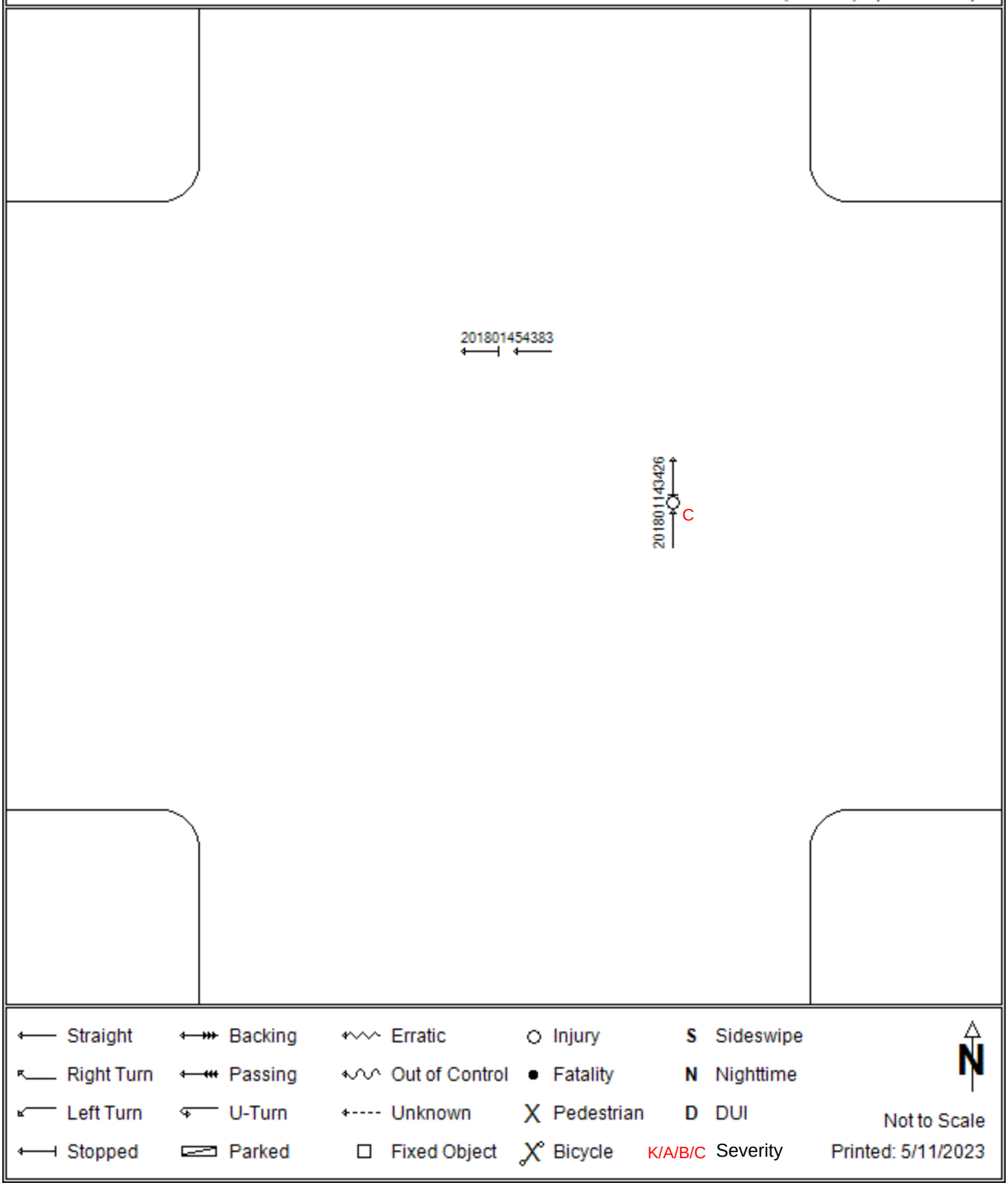
3 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/11/2023

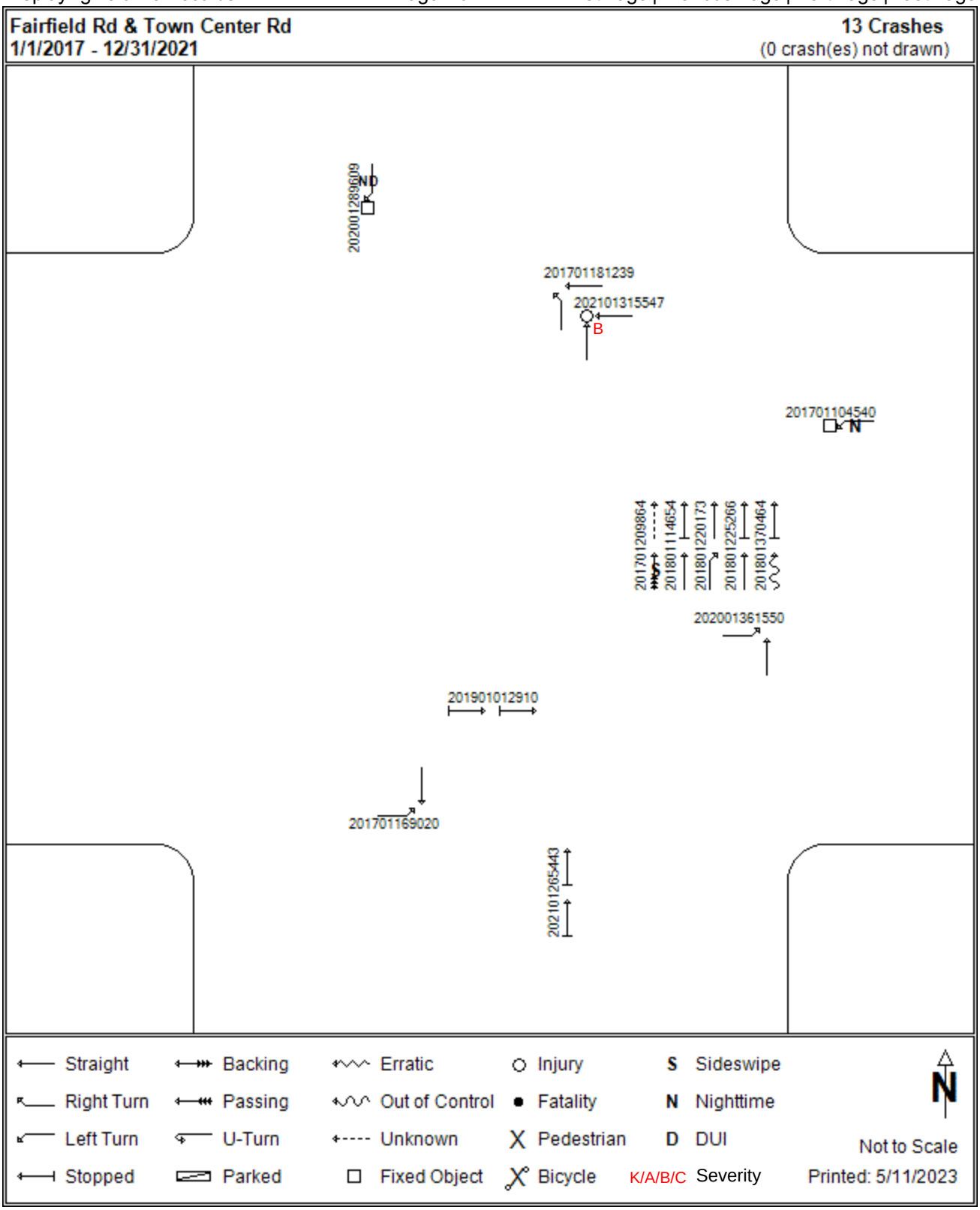
Fairfield Rd & Tyler Ave
1/1/2017 - 12/31/2021

2 Crashes
(0 crash(es) not drawn)



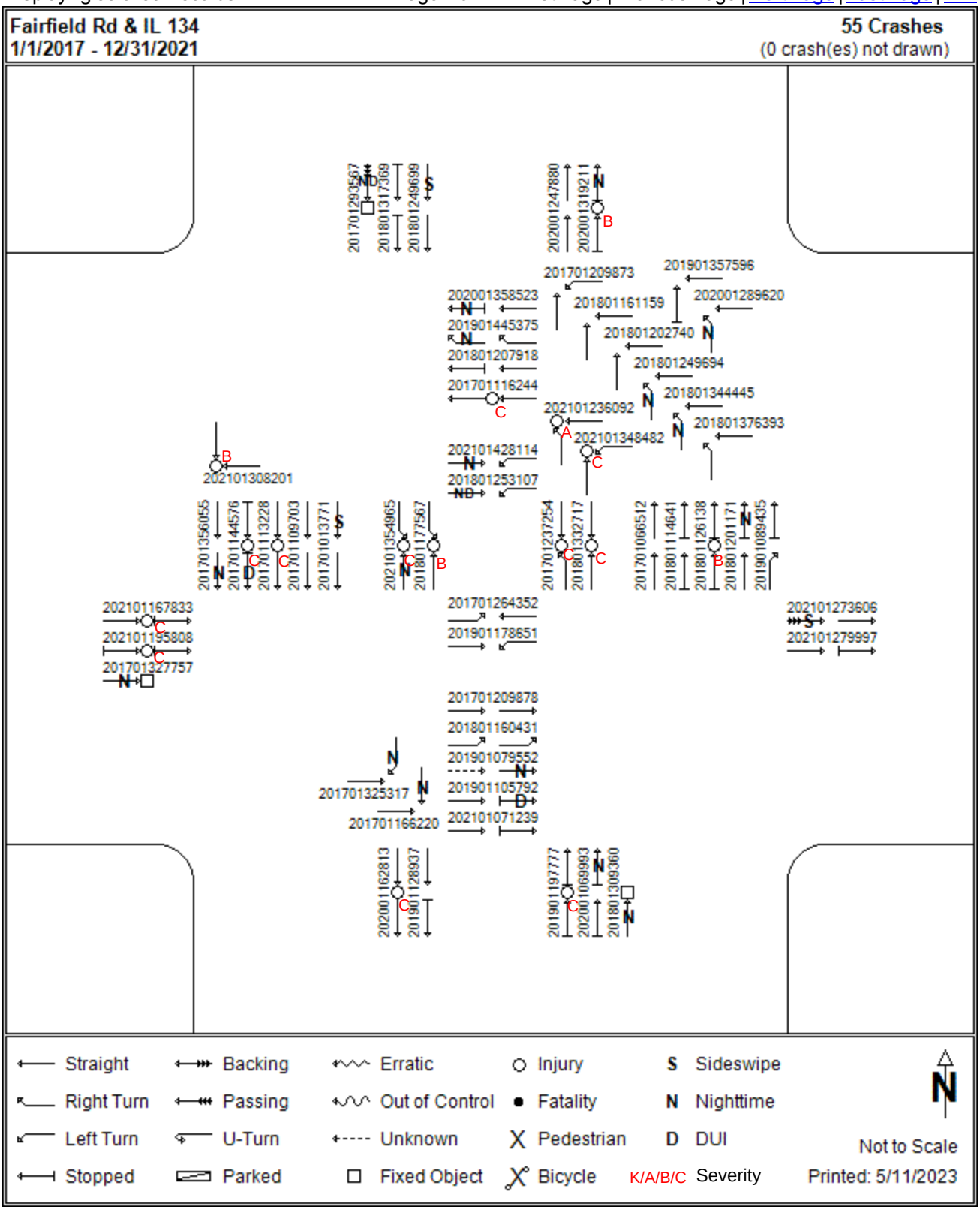
Fairfield Rd & Town Center Rd
1/1/2017 - 12/31/2021

13 Crashes
(0 crash(es) not drawn)



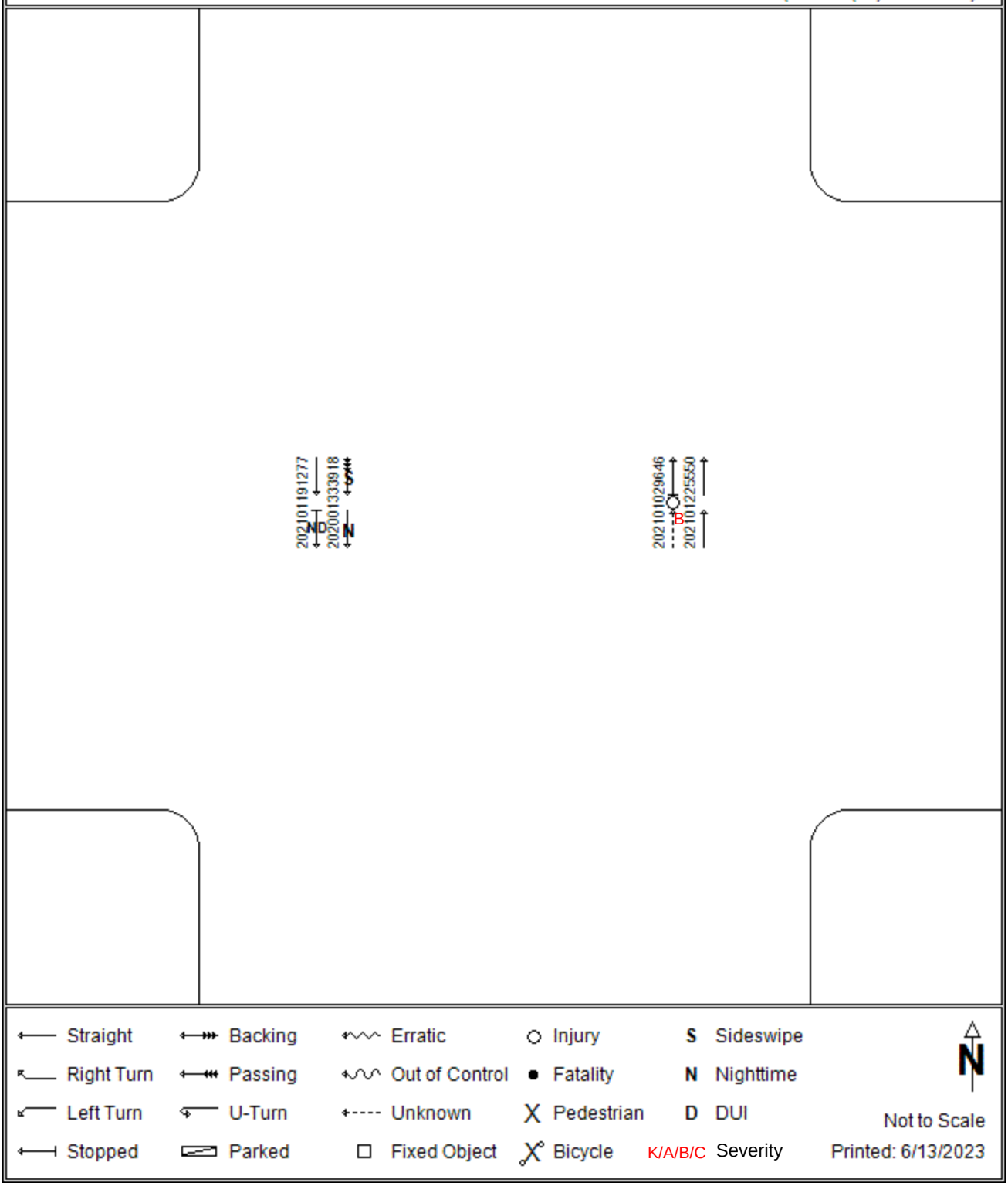
Fairfield Rd & IL 134
1/1/2017 - 12/31/2021

55 Crashes
(0 crash(es) not drawn)



Fairfield Rd & IL 134
1/1/2017 - 12/31/2021

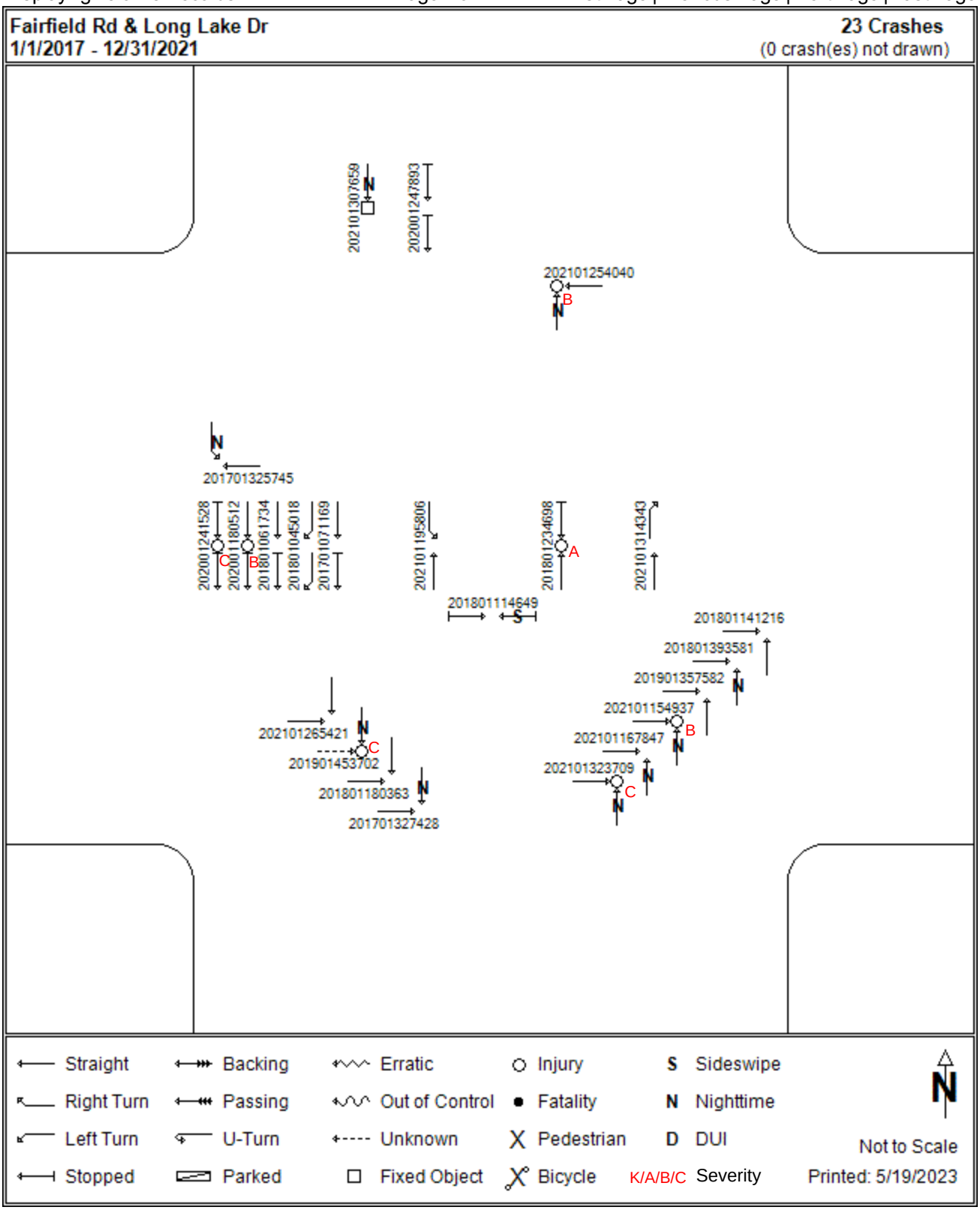
4 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 6/13/2023

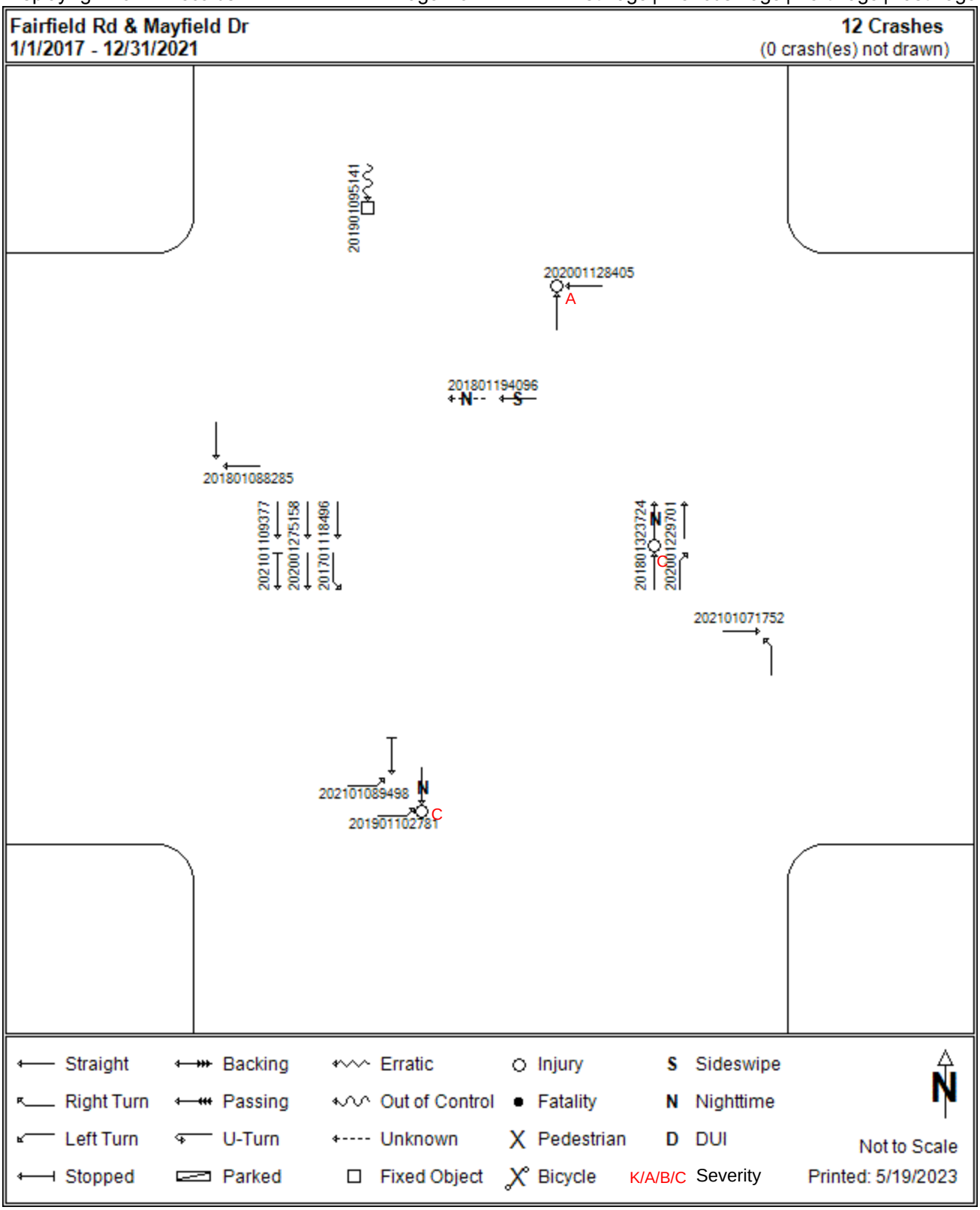
Fairfield Rd & Long Lake Dr
1/1/2017 - 12/31/2021

23 Crashes
(0 crash(es) not drawn)



Fairfield Rd & Mayfield Dr
1/1/2017 - 12/31/2021

12 Crashes
(0 crash(es) not drawn)



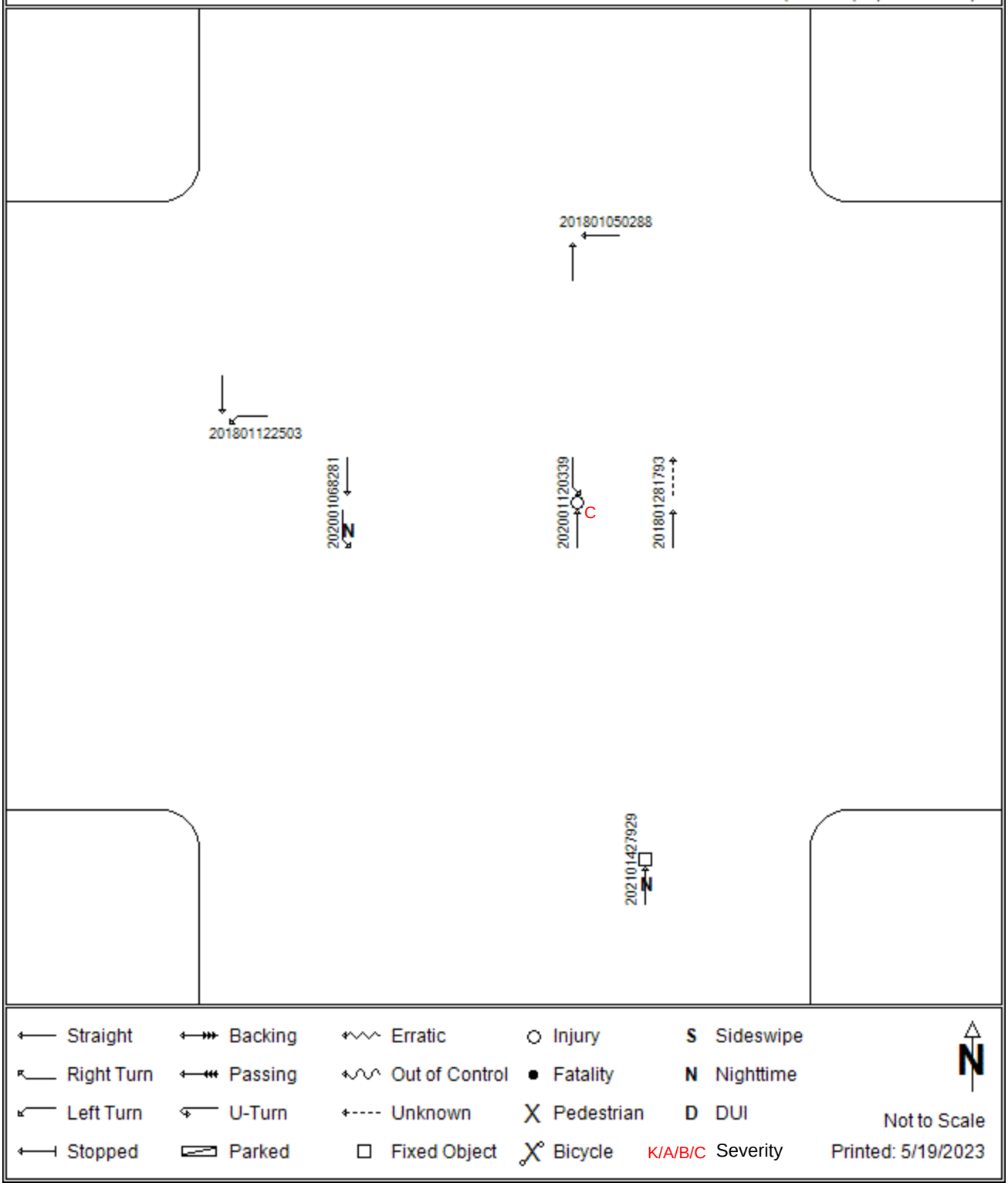
Straight | Backing | Erratic | Injury | S Sideswipe
Right Turn | Passing | Out of Control | Fatality | N Nighttime
Left Turn | U-Turn | Unknown | Pedestrian | D DUI
Stopped | Parked | Fixed Object | Bicycle | K/A/B/C Severity

N

Not to Scale
Printed: 5/19/2023

Fairfield Rd & Central Park Dr
1/1/2017 - 12/31/2021

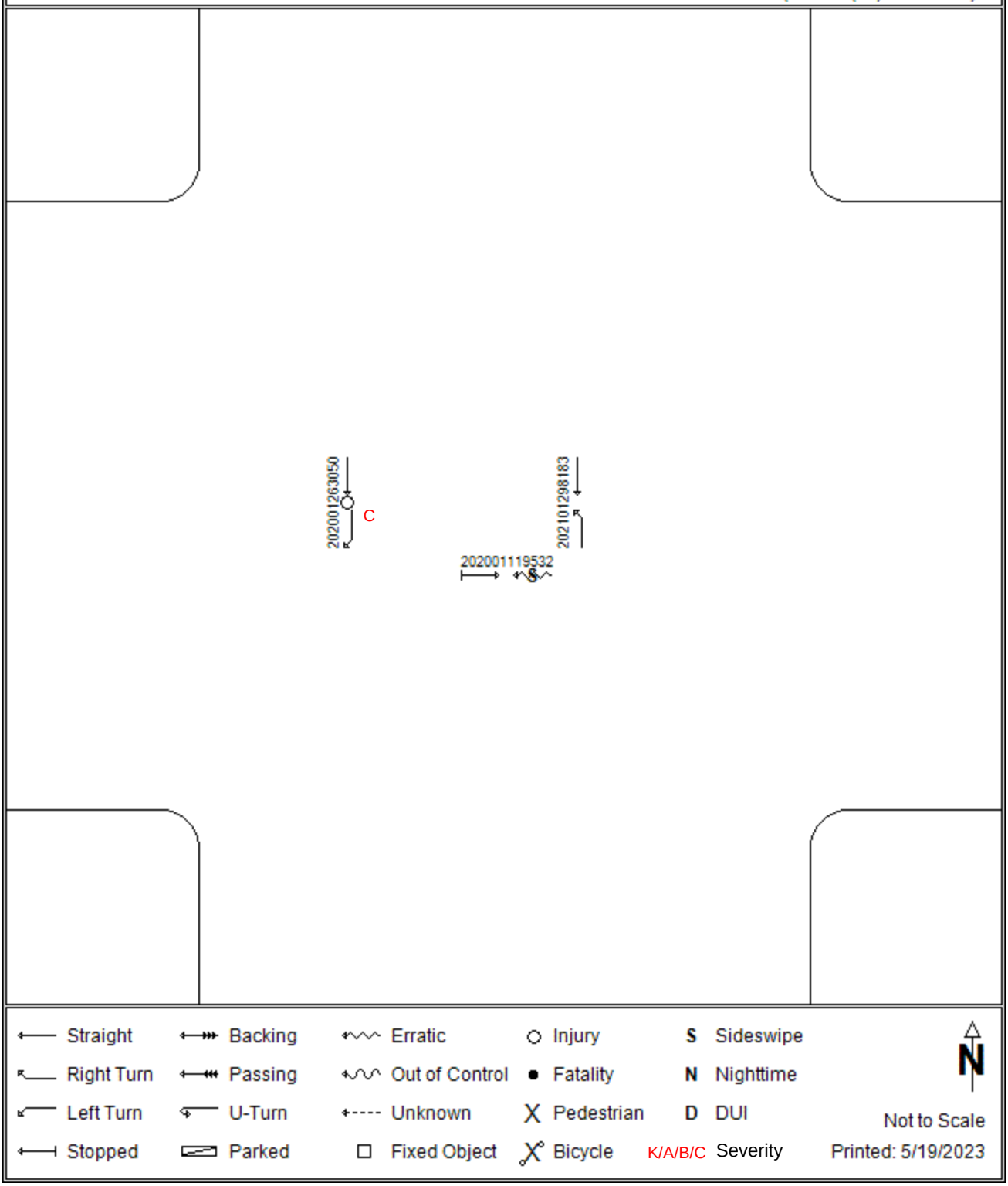
6 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	
Right Turn	Passing	Out of Control	Fatality	N Nighttime	N
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/19/2023

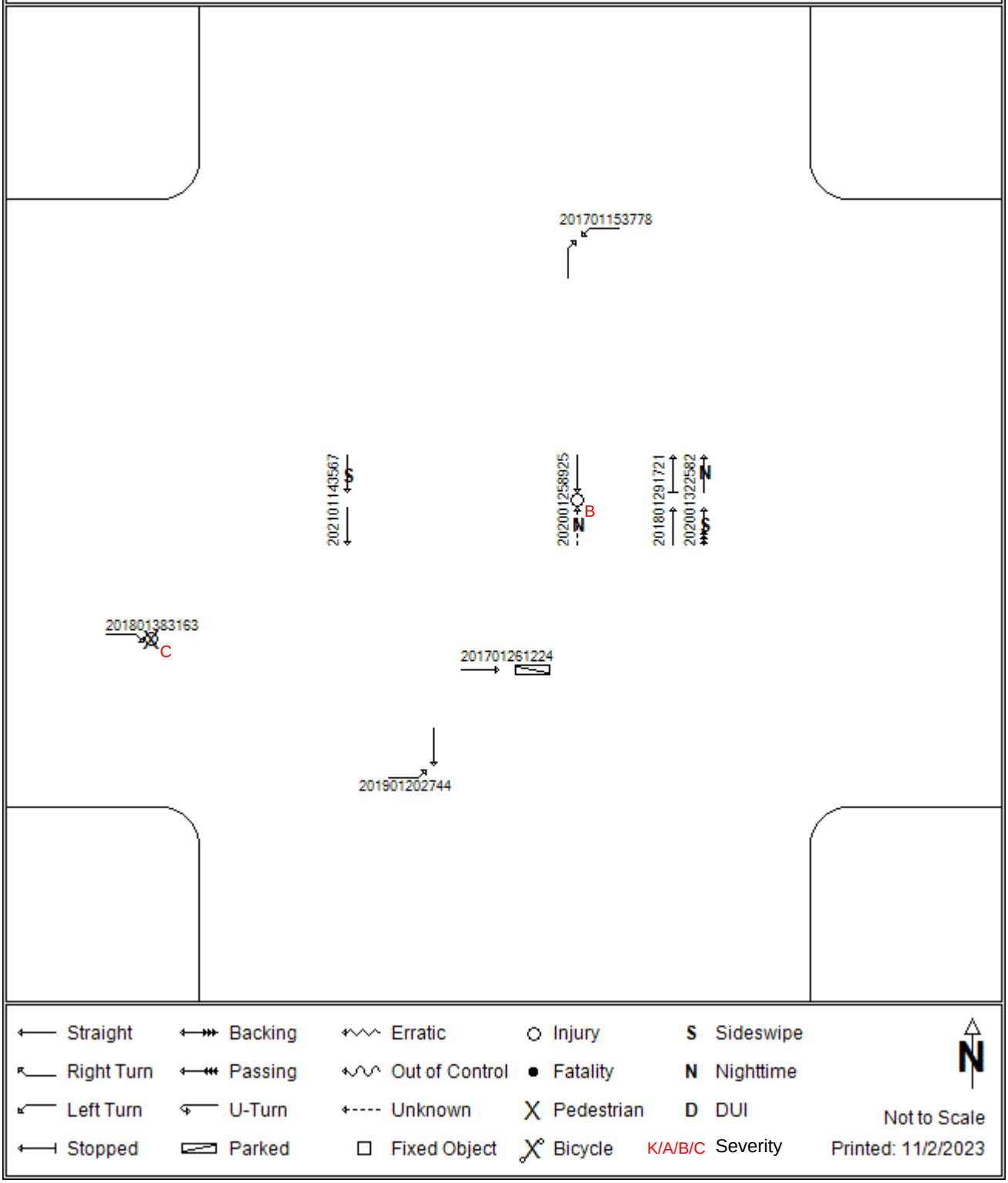
Fairfield Rd & Shady Ln
1/1/2017 - 12/31/2021

3 Crashes
(0 crash(es) not drawn)



Fairfield Rd & Passavant Ave
1/1/2017 - 12/31/2021

8 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 11/2/2023

Fairfield Road Corridor: From the Gilmer Road Connector to IL Route 120

2017 - 2021

LakeCounty Division of Transportation

MAJOR INTERSECTIONS

Gilmer Rd Connector

Chardon Rd

IL Rt 60

Townline Rd

IL Rt 120

To: Nippersink Rd

SEGMENTS*

Gilmer Rd Connector to Chardon Rd

Chardon Rd to IL Rt 60

IL Rt 60 to Townline Rd

Townline Rd to IL Rt 120

IL Rt 120 to Nippersink Rd

Injury Type Legend

- Fatal
- Incapacitating Injury
- Non-Incapacitating Injury
- Property Damage

Traffic Symbols Key

- Traffic Signal
- Railroad Crossing
- Railroad Track

Traffic Symbols Key

Crash Severity Legend

- Major Intersections
- Minor Intersections
- Segments

Primary Crash Types Along Displayed Areas

- Front to rear
- Turning
- Fixed object
- Animal
- Angle
- Sideswipe
- Sideswipe opposite
- Other

N

***Note**: Segment crashes are defined by the crashes between Major Intersections, not including crashes at Minor Intersections.*

Fairfield Road Corridor: From Nippersink Road to Oakwood Drive/Passavant Avenue

2017 - 2021

LakeCounty Division of Transportation

MINOR INTERSECTIONS

MAJOR INTERSECTIONS

SEGMENTS*

To: IL Rt 120

Old Farm Rd

Falcon Blvd

Tyler Ave

Town Center Rd

Barberry Ln

Mayfield Dr

Central Park Dr

Emerald Ln

Nippersink Rd

Hart Rd

IL Rt 134

Long Lake Dr

Passavant Ave / Oakwood Dr

Nippersink Rd to Hart Rd

Hart Rd to IL Rt 134

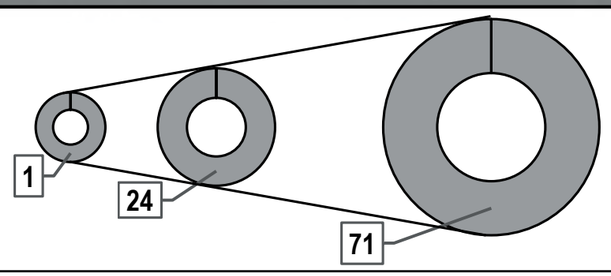
IL Rt 134 to Long Lake Dr

Long Lake Dr to Passavant Ave/Oakwood Dr

Injury Type Legend
Fatal
Incapacitating Injury
Non-Incapacitating Injury
Property Damage

Traffic Symbols Key	
	Traffic Signal
RAILSTAD CROSSING	Railroad Crossing
	Railroad Track

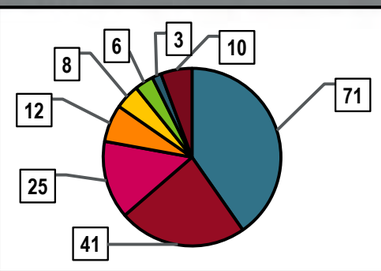
Traffic Symbols Key



Crash Severity Legend

X	Major Intersections
	Minor Intersections
X	Segments

Primary Crash Types Along Displayed Areas



- Front to rear
- Turning
- Angle
- Fixed object
- Sideswipe
- Animal
- Sideswipe opposite
- Other

N

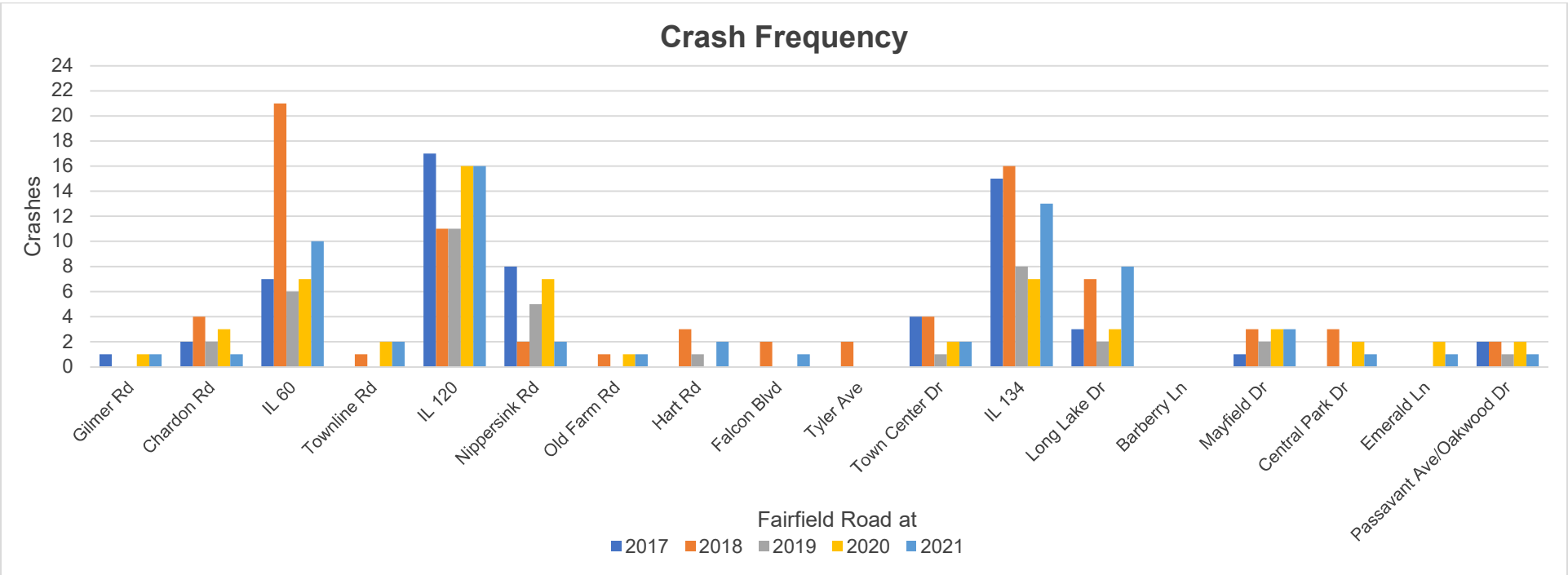
***Note**: Segment crashes are defined by the crashes between Major Intersections, not including crashes at Minor Intersections.*

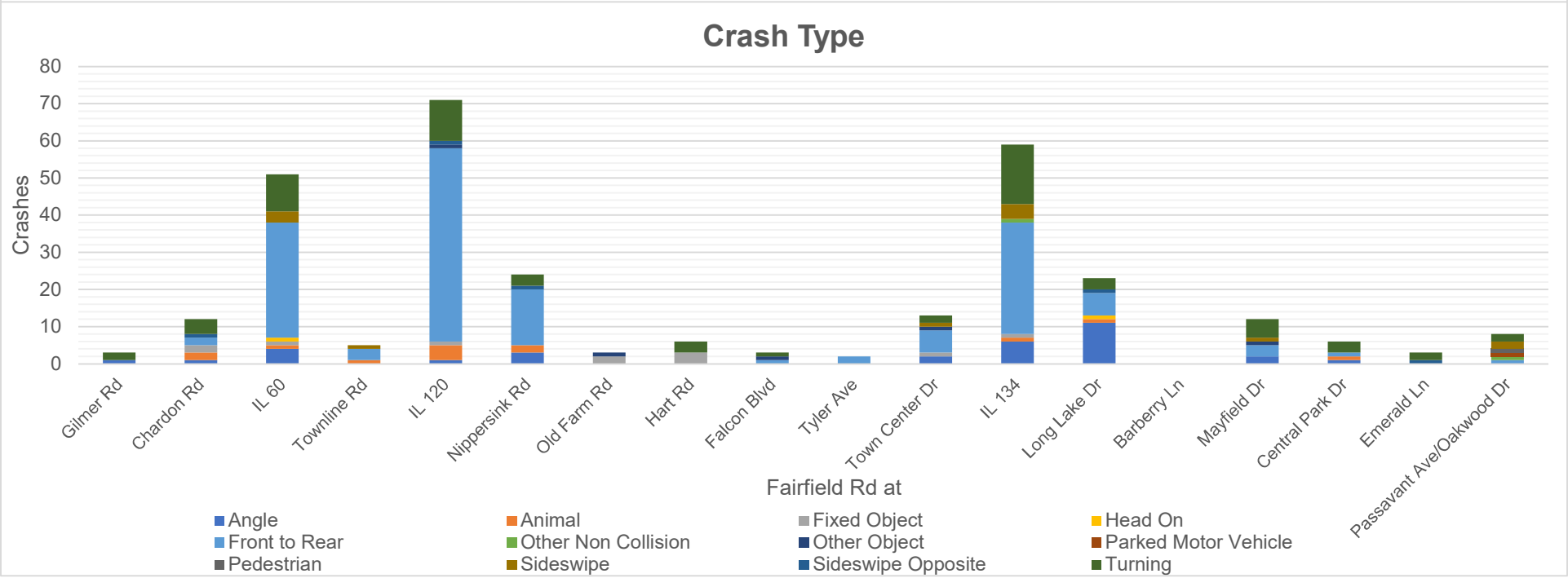
Appendix C

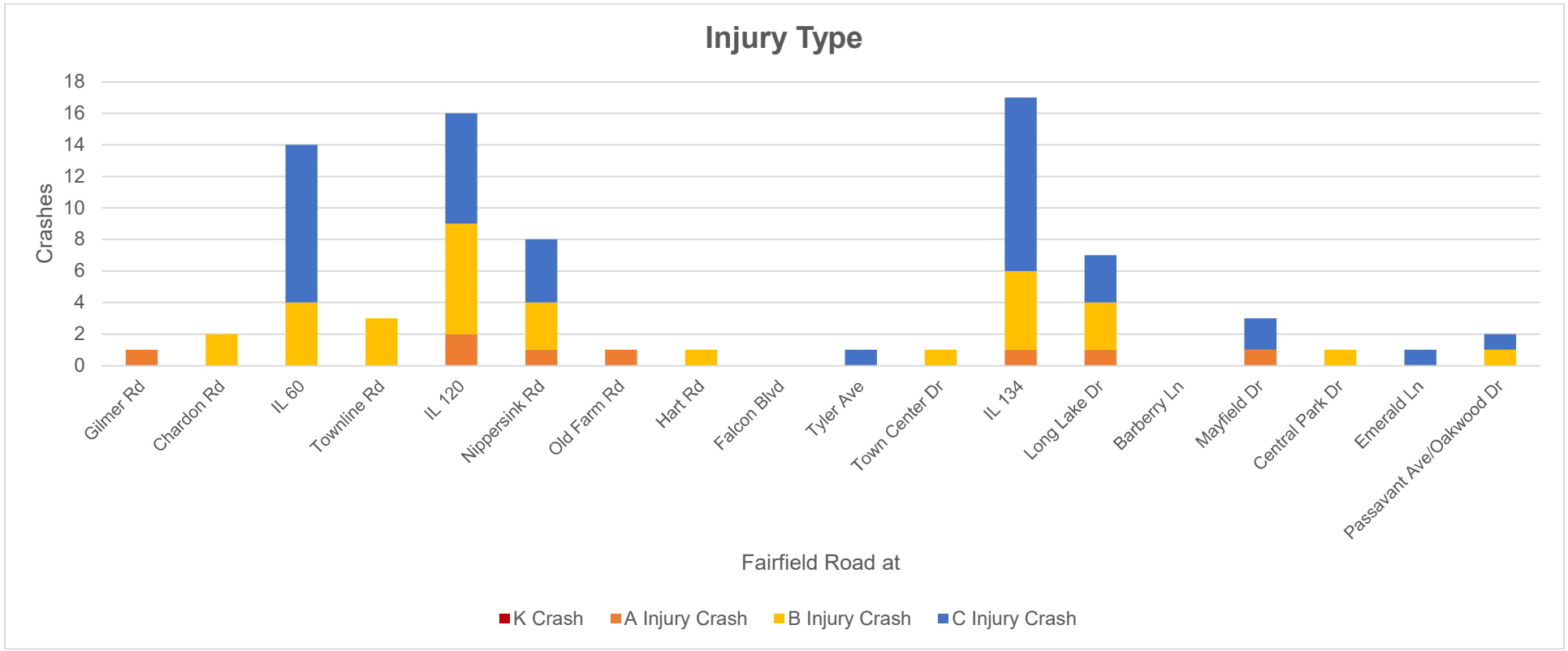
Crash History Diagrams

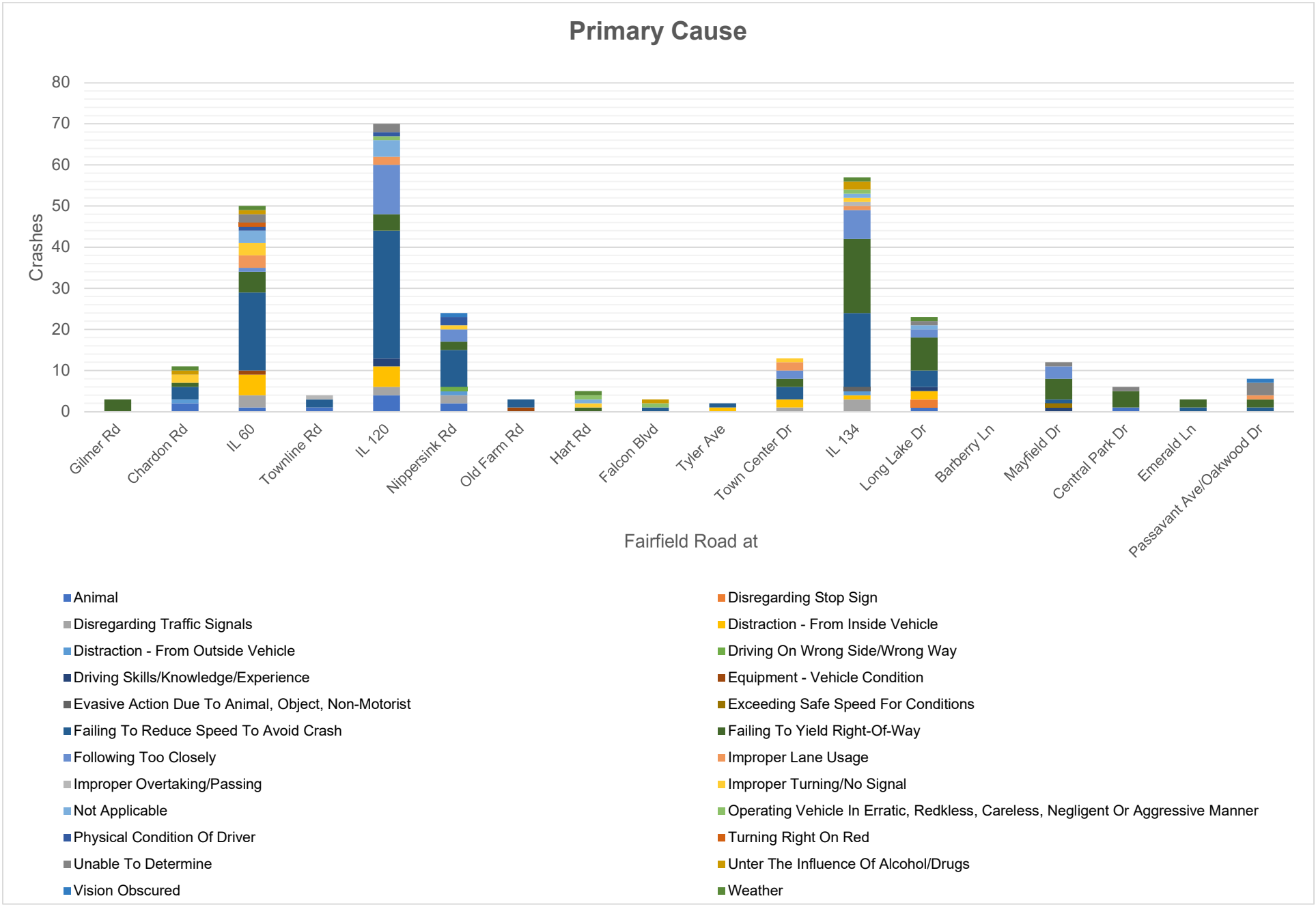
9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979

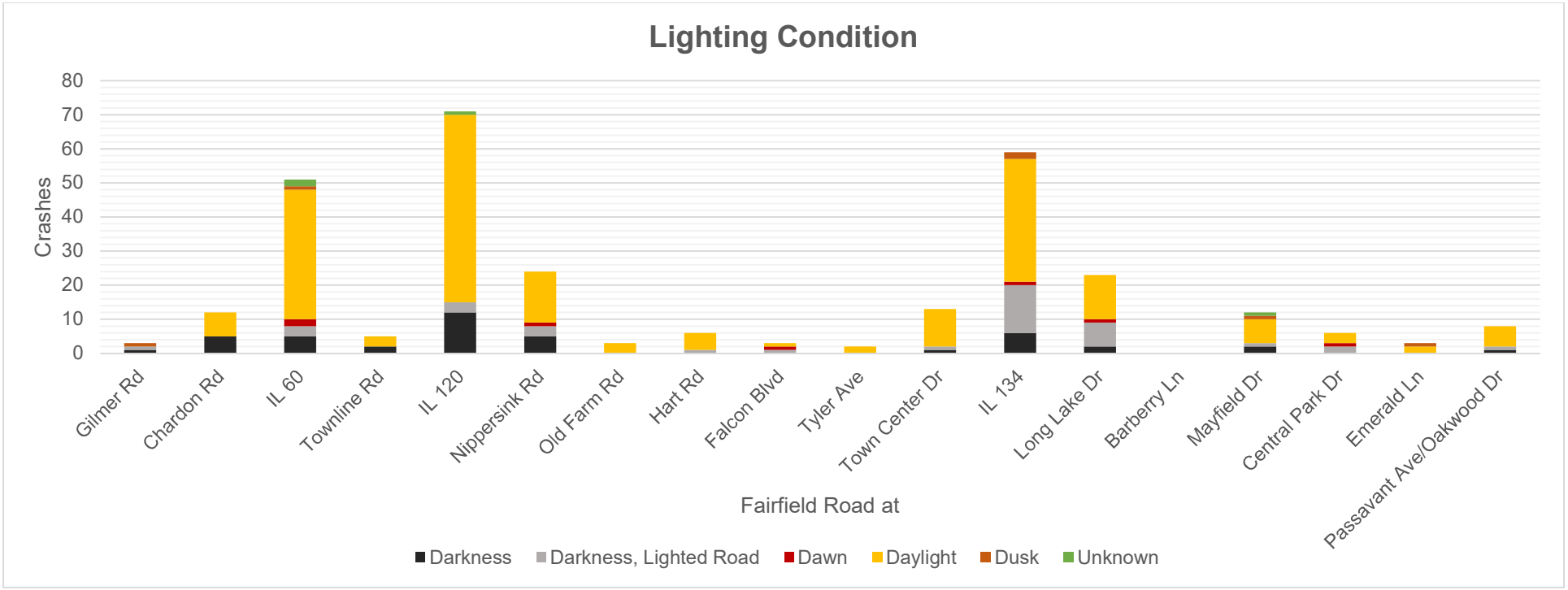
FAIRFIELD ROAD - CRASH HISTORY DIAGRAMS

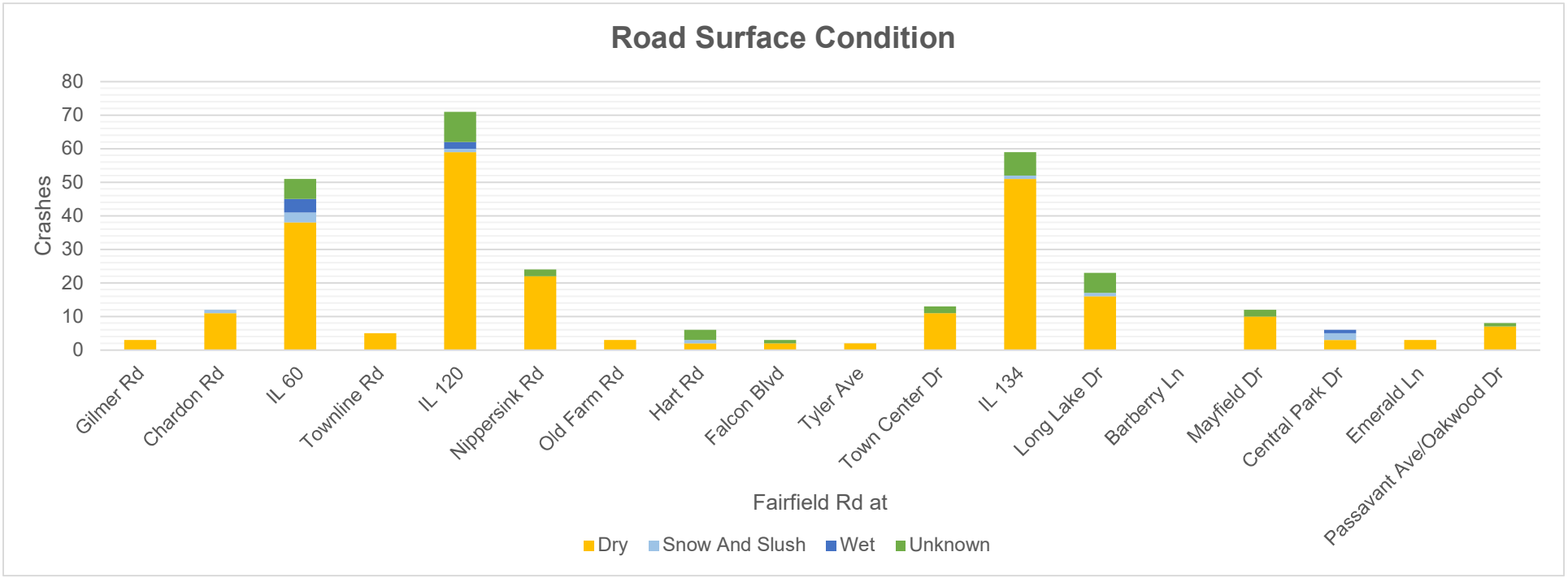





Injury Type
Crashes
18
16
14
12
10
8
6
4
2
0
Gilmer Rd
Chardon Rd
IL 60
Townline Rd
IL 120
Nippersink Rd
Old Farm Rd
Hart Rd
Falcon Blvd
Tyler Ave
Town Center Dr
IL 134
Long Lake Dr
Barberry Ln
Mayfield Dr
Central Park Dr
Emerald Ln
Passavant Ave/Oakwood Dr
Fairfield Road at
K Crash
A Injury Crash
B Injury Crash
C Injury Crash


Primary Cause
Crashes
80
70
60
50
40
30
20
10
0
Gilmer Rd
Chardon Rd
IL 60
Townline Rd
IL 120
Nippersink Rd
Old Farm Rd
Hart Rd
Falcon Blvd
Tyler Ave
Town Center Dr
IL 134
Long Lake Dr
Barberry Ln
Mayfield Dr
Central Park Dr
Emerald Ln
Passavant Ave/Oakwood Dr
Fairfield Road at
Animal
Disregarding Stop Sign
Disregarding Traffic Signals
Distraction - From Inside Vehicle
Distraction - From Outside Vehicle
Driving On Wrong Side/Wrong Way
Driving Skills/Knowledge/Experience
Equipment - Vehicle Condition
Evasive Action Due To Animal, Object, Non-Motorist
Exceeding Safe Speed For Conditions
Failing To Reduce Speed To Avoid Crash
Failing To Yield Right-Of-Way
Following Too Closely
Improper Lane Usage
Improper Overtaking/Passing
Improper Turning/No Signal
Not Applicable
Operating Vehicle In Erratic, Redkless, Careless, Negligent Or Aggressive Manner
Physical Condition Of Driver
Turning Right On Red
Unable To Determine
Unter The Influence Of Alcohol/Drugs
Vision Obscured
Weather


Lighting Condition
Crashes
80
70
60
50
40
30
20
10
0
Gilmer Rd
Chardon Rd
IL 60
Townline Rd
IL 120
Nippersink Rd
Old Farm Rd
Hart Rd
Falcon Blvd
Tyler Ave
Town Center Dr
IL 134
Long Lake Dr
Barberry Ln
Mayfield Dr
Central Park Dr
Emerald Ln
Passavant Ave/Oakwood Dr
Fairfield Road at
Darkness
Darkness, Lighted Road
Dawn
Daylight
Dusk
Unknown


Road Surface Condition
Crashes
80
70
60
50
40
30
20
10
0
Gilmer Rd
Chardon Rd
IL 60
Townline Rd
IL 120
Nippersink Rd
Old Farm Rd
Hart Rd
Falcon Blvd
Tyler Ave
Town Center Dr
IL 134
Long Lake Dr
Barberry Ln
Mayfield Dr
Central Park Dr
Emerald Ln
Passavant Ave/Oakwood Dr
Fairfield Rd at
Dry
Snow And Slush
Wet
Unknown

Appendix D

IDOT HSM Crash Prediction Tool

9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979

Project Description	Fairfield Road Crash Analysis
Analyst	MSM
Agency or Company	HDR
State	IL
Date Performed	9/1/2023
Jurisdiction	LCDOT
Study Period	2017-2021
Roadway	Fairfield Road

		Gilmer	Chardon	IL-60	Townline	IL-120	ChainOlakes	Nippersink	Old Farm Rd	Hart	Tyler	TownCenter	IL-134	Long Lake Dr	Barberry	Mayfield	Central Park	Emerald	Passavant
Intersection Name	Select Intersection	Intersection 1	Intersection 2	Intersection 3	Intersection 4	Intersection 5	Intersection 6	Intersection 7	Intersection 8	Intersection 9	Intersection 10	Intersection 11	Intersection 12	Intersection 13	Intersection 14	Intersection 15	Intersection 16	Intersection 17	Intersection 18
Intersection type (3ST, 3SG, 4ST, 4SG)	--	3ST	4ST	4SG	4ST	4SG	3ST	4SG	3ST	3ST	3ST	3ST	4SG	4ST	3ST	4ST	3ST	3ST	4ST
Intersection lighting (present/not present)	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Calibration Factor, Cr	1.00	0.54	0.66	2.26	0.66	2.26	0.54	2.26	0.54	0.54	0.54	0.54	2.26	0.66	0.54	0.66	0.54	0.54	0.66
Data for unsignalized intersections only:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Number of major-road approaches with left-turn lanes (0,1,2)	0	1	0		0		0		0	0	0	0		2	1	2	2	2	2
Number of major-road approaches with right-turn lanes (0,1,2)	0	1	0		0		0		0	0	0	0		0	0	0	0	0	1
Data for signalized intersections only:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]	0			4		0		0					4						
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]	0			2		0		0					1						
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]	--			4		0		0					0						
Type of left-turn signal phasing for Leg #1	--			otected / Permiss		otected / Permiss		otected / Permiss					otected / Permissi						
Type of left-turn signal phasing for Leg #2	--			otected / Permiss		otected / Permiss		otected / Permiss					otected / Permissi						
Type of left-turn signal phasing for Leg #3	--			otected / Permiss		otected / Permiss		otected / Permiss					otected / Permissi						
Type of left-turn signal phasing for Leg #4 (if applicable)	--			otected / Permiss		otected / Permiss		otected / Permiss					otected / Permissi						
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]	0			0		0		0					0						
Intersection red light cameras (present/not present)	Not Present			Not Present		Not Present		Not Present					Not Present						
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				50		50		50					50						
Maximum number of lanes crossed by a pedestrian (nlanesx)				4		3		4					4						
Number of bus stops within 300 m (1,000 ft) of the intersection	0			0		0		0					0						
Schools within 300 m (1,000 ft) of the intersection (present/not present)	Not Present			Not Present		Not Present		Not Present					Not Present						
Number of alcohol sales establishments within 300 m (1,000 ft) of intersection				0		0		0					2						

MULTIYEAR ANALYSIS

Go to AADT Calculation Tab

Major Intersection		Intersection 1	Intersection 2	Intersection 3	Intersection 4	Intersection 5	Intersection 6	Intersection 7	Intersection 8	Intersection 9	Intersection 10	Intersection 11	Intersection 12	Intersection 13	Intersection 14	Intersection 15	Intersection 16	Intersection 17	Intersection 18
AADT 2017		13,700	13,600	12,500	12,100	13,400	13,400	13,600	13,600	13,300	11,600	11,600	14,900	14,600	14,600	14,600	14,600	14,600	14,600
AADT 2018		13,700	13,600	12,500	12,100	13,400	13,400	13,600	13,600	13,300	11,600	11,600	14,900	14,600	14,600	14,600	14,600	14,600	14,600
AADT 2019		13,700	13,600	12,500	12,100	13,400	13,400	13,600	13,600	13,300	11,600	11,600	14,900	14,600	14,600	14,600	14,600	14,600	14,600
AADT 2020		13,700	13,600	12,500	12,100	13,400	13,400	13,600	13,600	13,300	11,600	11,600	14,900	14,600	14,600	14,600	14,600	14,600	14,600
AADT 2021		13,700	13,600	12,500	12,100	13,400	13,400	13,600	13,600	13,300	11,600	11,600	14,900	14,600	14,600	14,600	14,600	14,600	14,600

Minor Intersection		Intersection 1	Intersection 2	Intersection 3	Intersection 4	Intersection 5	Intersection 6	Intersection 7	Intersection 8	Intersection 9	Intersection 10	Intersection 11	Intersection 12	Intersection 13	Intersection 14	Intersection 15	Intersection 16	Intersection 17	Intersection 18
AADT 2017		3,800	2,300	17,600	1,000	18,100	200	6,100	600	3,000	100	2,300	10,000	2,700	750	750	750	750	750
AADT 2018		3,800	2,300	17,600	1,000	18,100	200	6,100	600	3,000	100	2,300	10,000	2,700	750	750	750	750	750
AADT 2019		3,800	2,300	17,600	1,000	18,100	200	6,100	600	3,000	100	2,300	10,000	2,700	750	750	750	750	750
AADT 2020		3,800	2,300	17,600	1,000	18,100	200	6,100	600	3,000	100	2,300	10,000	2,700	750	750	750	750	750
AADT 2021		3,800	2,300	17,600	1,000	18,100	200	6,100	600	3,000	100	2,300	10,000	2,700	750	750	750	750	750

Project Description	Fairfield Road Crash Analysis
Analyst	MSM
Agency or Company	HDR
State	IL
Date Performed	9/1/2023
Jurisdiction	LCDOT
Study Period	2017-2021
Roadway	Fairfield Road

Segment Name	Select Segment	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9
Roadway type (2U, 3T, 4U, 4D, 5T)	--	2U	2U	2U	2U	2U	2U	2U	2U	3T
Length of segment, L (mi)	--	0.7	0.7	0.9	0.5	1.1	0.5	0.4	0.1	0.5
Type of on-street parking (none/parallel/angle)	None	None	None	None	None	None	None	None	None	None
Proportion of curb length with on-street parking (0.5 Lpk/L)	--	0	0	0	0	0	0	0	0	0
Median width (ft) - for divided only	15	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Lighting (present / not present)	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Auto speed enforcement (present / not present)	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Major commercial driveways (number)	--	0	1	1	0	0	0	0	0	0
Minor commercial driveways (number)	--	0	0	0	0	4	0	3	2	5
Major industrial / institutional driveways (number)	--	0	0	0	0	0	0	0	0	0
Minor industrial / institutional driveways (number)	--	0	0	0	0	0	0	0	0	0
Major residential driveways (number)	--	0	0	0	0	0	0	0	0	0
Minor residential driveways (number)	--	6	9	4	0	18	10	7	0	32
Other driveways (number)	--	0	0	0	0	0	1	0	0	0
Speed Category	--	Speed Greater than	Speed Greater than	Speed Greater than	Speed Greater than	Speed Greater than	Speed Greater than	Speed Greater than	Speed Greater than	Speed Greater than
Roadside fixed object density (fixed objects / mi)	0	35	35	35	35	35	35	35	35	35
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]	30	20	20	20	20	20	20	20	20	20
Calibration Factor, Cr	1.00	2.89	2.89	2.89	2.89	2.89	2.89	2.89	2.89	1.15

MULTIYEAR ANALYSIS

Segment Name	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9
AADT 2017	13,700	12,500	11,700	12,100	13,100	13,600	11,800	14,900	14,600
AADT 2018	13,700	12,500	11,700	12,100	13,100	13,600	11,800	14,900	14,600
AADT 2019	13,700	12,500	11,700	12,100	13,100	13,600	11,800	14,900	14,600
AADT 2020	13,700	12,500	11,700	12,100	13,100	13,600	11,800	14,900	14,600
AADT 2021	13,700	12,500	11,700	12,100	13,100	13,600	11,800	14,900	14,600

Urban and Suburban Arterials Summary Sheet

Worksheet 3A -- Predicted Crashes by Severity and Site Type for Urban and Suburban Arterials

Analyst	MSM	Roadway	Fairfield Road
Agency or Company	HDR	Jurisdiction	LCDOT
Date Performed	9/1/2023	Study Period	2017-2021
Project Description	Fairfield Road Crash Analysis		

(1)	(2)	(3)	(4)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
ROADWAY SEGMENTS			
Multiple-vehicle nondriveway			
Segment 1	4.680	1.366	3.313
Year1 -- 2017	4.680	1.366	3.313
Year2 -- 2018	4.680	1.366	3.313
Year3 -- 2019	4.680	1.366	3.313
Year4 -- 2020	4.680	1.366	3.313
Year5 -- 2021	4.680	1.366	3.313
Segment 2	4.012	1.174	2.838
Year1 -- 2017	4.012	1.174	2.838
Year2 -- 2018	4.012	1.174	2.838
Year3 -- 2019	4.012	1.174	2.838
Year4 -- 2020	4.012	1.174	2.838
Year5 -- 2021	4.012	1.174	2.838
Segment 3	4.616	1.352	3.263
Year1 -- 2017	4.616	1.352	3.263
Year2 -- 2018	4.616	1.352	3.263
Year3 -- 2019	4.616	1.352	3.263
Year4 -- 2020	4.616	1.352	3.263
Year5 -- 2021	4.616	1.352	3.263
Segment 4	2.713	0.794	1.919
Year1 -- 2017	2.713	0.794	1.919
Year2 -- 2018	2.713	0.794	1.919
Year3 -- 2019	2.713	0.794	1.919
Year4 -- 2020	2.713	0.794	1.919
Year5 -- 2021	2.713	0.794	1.919
Segment 5	6.821	1.993	4.827
Year1 -- 2017	6.821	1.993	4.827
Year2 -- 2018	6.821	1.993	4.827
Year3 -- 2019	6.821	1.993	4.827
Year4 -- 2020	6.821	1.993	4.827
Year5 -- 2021	6.821	1.993	4.827
Segment 6	3.302	0.964	2.338
Year1 -- 2017	3.302	0.964	2.338
Year2 -- 2018	3.302	0.964	2.338
Year3 -- 2019	3.302	0.964	2.338
Year4 -- 2020	3.302	0.964	2.338
Year5 -- 2021	3.302	0.964	2.338
Segment 7	2.081	0.610	1.471
Year1 -- 2017	2.081	0.610	1.471
Year2 -- 2018	2.081	0.610	1.471
Year3 -- 2019	2.081	0.610	1.471
Year4 -- 2020	2.081	0.610	1.471
Year5 -- 2021	2.081	0.610	1.471
Segment 8	0.770	0.224	0.545
Year1 -- 2017	0.770	0.224	0.545
Year2 -- 2018	0.770	0.224	0.545
Year3 -- 2019	0.770	0.224	0.545
Year4 -- 2020	0.770	0.224	0.545
Year5 -- 2021	0.770	0.224	0.545
Segment 9	1.822	0.473	1.349
Year1 -- 2017	1.822	0.473	1.349
Year2 -- 2018	1.822	0.473	1.349
Year3 -- 2019	1.822	0.473	1.349
Year4 -- 2020	1.822	0.473	1.349
Year5 -- 2021	1.822	0.473	1.349
Single-vehicle			
Segment 1	1.868	0.383	1.485

Year1 -- 2017	1.868	0.383	1.485
Year2 -- 2018	1.868	0.383	1.485
Year3 -- 2019	1.868	0.383	1.485
Year4 -- 2020	1.868	0.383	1.485
Year5 -- 2021	1.868	0.383	1.485
Segment 2	1.775	0.375	1.400
Year1 -- 2017	1.775	0.375	1.400
Year2 -- 2018	1.775	0.375	1.400
Year3 -- 2019	1.775	0.375	1.400
Year4 -- 2020	1.775	0.375	1.400
Year5 -- 2021	1.775	0.375	1.400
Segment 3	2.199	0.474	1.725
Year1 -- 2017	2.199	0.474	1.725
Year2 -- 2018	2.199	0.474	1.725
Year3 -- 2019	2.199	0.474	1.725
Year4 -- 2020	2.199	0.474	1.725
Year5 -- 2021	2.199	0.474	1.725
Segment 4	1.245	0.266	0.979
Year1 -- 2017	1.245	0.266	0.979
Year2 -- 2018	1.245	0.266	0.979
Year3 -- 2019	1.245	0.266	0.979
Year4 -- 2020	1.245	0.266	0.979
Year5 -- 2021	1.245	0.266	0.979
Segment 5	2.863	0.596	2.268
Year1 -- 2017	2.863	0.596	2.268
Year2 -- 2018	2.863	0.596	2.268
Year3 -- 2019	2.863	0.596	2.268
Year4 -- 2020	2.863	0.596	2.268
Year5 -- 2021	2.863	0.596	2.268
Segment 6	1.329	0.273	1.056
Year1 -- 2017	1.329	0.273	1.056
Year2 -- 2018	1.329	0.273	1.056
Year3 -- 2019	1.329	0.273	1.056
Year4 -- 2020	1.329	0.273	1.056
Year5 -- 2021	1.329	0.273	1.056
Segment 7	0.982	0.211	0.771
Year1 -- 2017	0.982	0.211	0.771
Year2 -- 2018	0.982	0.211	0.771
Year3 -- 2019	0.982	0.211	0.771
Year4 -- 2020	0.982	0.211	0.771
Year5 -- 2021	0.982	0.211	0.771
Segment 8	0.280	0.056	0.224
Year1 -- 2017	0.280	0.056	0.224
Year2 -- 2018	0.280	0.056	0.224
Year3 -- 2019	0.280	0.056	0.224
Year4 -- 2020	0.280	0.056	0.224
Year5 -- 2021	0.280	0.056	0.224
Segment 9	0.339	0.095	0.244
Year1 -- 2017	0.339	0.095	0.244
Year2 -- 2018	0.339	0.095	0.244
Year3 -- 2019	0.339	0.095	0.244
Year4 -- 2020	0.339	0.095	0.244
Year5 -- 2021	0.339	0.095	0.244
Multiple-vehicle Driveway-Related			
Segment 1	0.268	0.087	0.182
Year1 -- 2017	0.268	0.087	0.182
Year2 -- 2018	0.268	0.087	0.182
Year3 -- 2019	0.268	0.087	0.182
Year4 -- 2020	0.268	0.087	0.182
Year5 -- 2021	0.268	0.087	0.182
Segment 2	0.770	0.249	0.521
Year1 -- 2017	0.770	0.249	0.521
Year2 -- 2018	0.770	0.249	0.521
Year3 -- 2019	0.770	0.249	0.521
Year4 -- 2020	0.770	0.249	0.521
Year5 -- 2021	0.770	0.249	0.521
Segment 3	0.529	0.171	0.358
Year1 -- 2017	0.529	0.171	0.358
Year2 -- 2018	0.529	0.171	0.358
Year3 -- 2019	0.529	0.171	0.358
Year4 -- 2020	0.529	0.171	0.358

Year5 -- 2021	0.529	0.171	0.358
Segment 4	0.000	0.000	0.000
Year1 -- 2017	0.000	0.000	0.000
Year2 -- 2018	0.000	0.000	0.000
Year3 -- 2019	0.000	0.000	0.000
Year4 -- 2020	0.000	0.000	0.000
Year5 -- 2021	0.000	0.000	0.000
Segment 5	1.303	0.421	0.882
Year1 -- 2017	1.303	0.421	0.882
Year2 -- 2018	1.303	0.421	0.882
Year3 -- 2019	1.303	0.421	0.882
Year4 -- 2020	1.303	0.421	0.882
Year5 -- 2021	1.303	0.421	0.882
Segment 6	0.513	0.166	0.347
Year1 -- 2017	0.513	0.166	0.347
Year2 -- 2018	0.513	0.166	0.347
Year3 -- 2019	0.513	0.166	0.347
Year4 -- 2020	0.513	0.166	0.347
Year5 -- 2021	0.513	0.166	0.347
Segment 7	0.630	0.204	0.427
Year1 -- 2017	0.630	0.204	0.427
Year2 -- 2018	0.630	0.204	0.427
Year3 -- 2019	0.630	0.204	0.427
Year4 -- 2020	0.630	0.204	0.427
Year5 -- 2021	0.630	0.204	0.427
Segment 8	0.304	0.098	0.206
Year1 -- 2017	0.304	0.098	0.206
Year2 -- 2018	0.304	0.098	0.206
Year3 -- 2019	0.304	0.098	0.206
Year4 -- 2020	0.304	0.098	0.206
Year5 -- 2021	0.304	0.098	0.206
Segment 9	0.555	0.135	0.420
Year1 -- 2017	0.555	0.135	0.420
Year2 -- 2018	0.555	0.135	0.420
Year3 -- 2019	0.555	0.135	0.420
Year4 -- 2020	0.555	0.135	0.420
Year5 -- 2021	0.555	0.135	0.420
INTERSECTIONS			
Multiple-vehicle			
Intersection 1	0.563	0.182	0.382
Year1 -- 2017	0.563	0.182	0.382
Year2 -- 2018	0.563	0.182	0.382
Year3 -- 2019	0.563	0.182	0.382
Year4 -- 2020	0.563	0.182	0.382
Year5 -- 2021	0.563	0.182	0.382
Intersection 2	1.528	0.584	0.944
Year1 -- 2017	1.528	0.584	0.944
Year2 -- 2018	1.528	0.584	0.944
Year3 -- 2019	1.528	0.584	0.944
Year4 -- 2020	1.528	0.584	0.944
Year5 -- 2021	1.528	0.584	0.944
Intersection 3	5.102	1.576	3.526
Year1 -- 2017	5.102	1.576	3.526
Year2 -- 2018	5.102	1.576	3.526
Year3 -- 2019	5.102	1.576	3.526
Year4 -- 2020	5.102	1.576	3.526
Year5 -- 2021	5.102	1.576	3.526
Intersection 4	1.127	0.415	0.713
Year1 -- 2017	1.127	0.415	0.713
Year2 -- 2018	1.127	0.415	0.713
Year3 -- 2019	1.127	0.415	0.713
Year4 -- 2020	1.127	0.415	0.713
Year5 -- 2021	1.127	0.415	0.713
Intersection 5	9.372	2.916	6.455
Year1 -- 2017	9.372	2.916	6.455
Year2 -- 2018	9.372	2.916	6.455
Year3 -- 2019	9.372	2.916	6.455
Year4 -- 2020	9.372	2.916	6.455
Year5 -- 2021	9.372	2.916	6.455
Intersection 6	0.285	0.134	0.151
Year1 -- 2017	0.285	0.134	0.151

Year2 -- 2018	0.285	0.134	0.151
Year3 -- 2019	0.285	0.134	0.151
Year4 -- 2020	0.285	0.134	0.151
Year5 -- 2021	0.285	0.134	0.151
Intersection 7	7.414	2.346	5.068
Year1 -- 2017	7.414	2.346	5.068
Year2 -- 2018	7.414	2.346	5.068
Year3 -- 2019	7.414	2.346	5.068
Year4 -- 2020	7.414	2.346	5.068
Year5 -- 2021	7.414	2.346	5.068
Intersection 8	0.455	0.187	0.267
Year1 -- 2017	0.455	0.187	0.267
Year2 -- 2018	0.455	0.187	0.267
Year3 -- 2019	0.455	0.187	0.267
Year4 -- 2020	0.455	0.187	0.267
Year5 -- 2021	0.455	0.187	0.267
Intersection 9	0.858	0.286	0.572
Year1 -- 2017	0.858	0.286	0.572
Year2 -- 2018	0.858	0.286	0.572
Year3 -- 2019	0.858	0.286	0.572
Year4 -- 2020	0.858	0.286	0.572
Year5 -- 2021	0.858	0.286	0.572
Intersection 10	0.183	0.093	0.090
Year1 -- 2017	0.183	0.093	0.090
Year2 -- 2018	0.183	0.093	0.090
Year3 -- 2019	0.183	0.093	0.090
Year4 -- 2020	0.183	0.093	0.090
Year5 -- 2021	0.183	0.093	0.090
Intersection 11	0.661	0.230	0.432
Year1 -- 2017	0.661	0.230	0.432
Year2 -- 2018	0.661	0.230	0.432
Year3 -- 2019	0.661	0.230	0.432
Year4 -- 2020	0.661	0.230	0.432
Year5 -- 2021	0.661	0.230	0.432
Intersection 12	5.803	1.842	3.961
Year1 -- 2017	5.803	1.842	3.961
Year2 -- 2018	5.803	1.842	3.961
Year3 -- 2019	5.803	1.842	3.961
Year4 -- 2020	5.803	1.842	3.961
Year5 -- 2021	5.803	1.842	3.961
Intersection 13	0.893	0.345	0.548
Year1 -- 2017	0.893	0.345	0.548
Year2 -- 2018	0.893	0.345	0.548
Year3 -- 2019	0.893	0.345	0.548
Year4 -- 2020	0.893	0.345	0.548
Year5 -- 2021	0.893	0.345	0.548
Intersection 14	0.361	0.145	0.217
Year1 -- 2017	0.361	0.145	0.217
Year2 -- 2018	0.361	0.145	0.217
Year3 -- 2019	0.361	0.145	0.217
Year4 -- 2020	0.361	0.145	0.217
Year5 -- 2021	0.361	0.145	0.217
Intersection 15	0.649	0.241	0.408
Year1 -- 2017	0.649	0.241	0.408
Year2 -- 2018	0.649	0.241	0.408
Year3 -- 2019	0.649	0.241	0.408
Year4 -- 2020	0.649	0.241	0.408
Year5 -- 2021	0.649	0.241	0.408
Intersection 16	0.243	0.097	0.146
Year1 -- 2017	0.243	0.097	0.146
Year2 -- 2018	0.243	0.097	0.146
Year3 -- 2019	0.243	0.097	0.146
Year4 -- 2020	0.243	0.097	0.146
Year5 -- 2021	0.243	0.097	0.146
Intersection 17	0.243	0.097	0.146
Year1 -- 2017	0.243	0.097	0.146
Year2 -- 2018	0.243	0.097	0.146
Year3 -- 2019	0.243	0.097	0.146
Year4 -- 2020	0.243	0.097	0.146
Year5 -- 2021	0.243	0.097	0.146
Intersection 18	0.558	0.207	0.351

Year1 -- 2017	0.558	0.207	0.351
Year2 -- 2018	0.558	0.207	0.351
Year3 -- 2019	0.558	0.207	0.351
Year4 -- 2020	0.558	0.207	0.351
Year5 -- 2021	0.558	0.207	0.351
Single-vehicle			
Intersection 1	0.105	0.033	0.073
Year1 -- 2017	0.105	0.033	0.073
Year2 -- 2018	0.105	0.033	0.073
Year3 -- 2019	0.105	0.033	0.073
Year4 -- 2020	0.105	0.033	0.073
Year5 -- 2021	0.105	0.033	0.073
Intersection 2	0.222	0.074	0.148
Year1 -- 2017	0.222	0.074	0.148
Year2 -- 2018	0.222	0.074	0.148
Year3 -- 2019	0.222	0.074	0.148
Year4 -- 2020	0.222	0.074	0.148
Year5 -- 2021	0.222	0.074	0.148
Intersection 3	0.416	0.127	0.289
Year1 -- 2017	0.416	0.127	0.289
Year2 -- 2018	0.416	0.127	0.289
Year3 -- 2019	0.416	0.127	0.289
Year4 -- 2020	0.416	0.127	0.289
Year5 -- 2021	0.416	0.127	0.289
Intersection 4	0.190	0.068	0.122
Year1 -- 2017	0.190	0.068	0.122
Year2 -- 2018	0.190	0.068	0.122
Year3 -- 2019	0.190	0.068	0.122
Year4 -- 2020	0.190	0.068	0.122
Year5 -- 2021	0.190	0.068	0.122
Intersection 5	0.744	0.224	0.520
Year1 -- 2017	0.744	0.224	0.520
Year2 -- 2018	0.744	0.224	0.520
Year3 -- 2019	0.744	0.224	0.520
Year4 -- 2020	0.744	0.224	0.520
Year5 -- 2021	0.744	0.224	0.520
Intersection 6	0.041	0.014	0.027
Year1 -- 2017	0.041	0.014	0.027
Year2 -- 2018	0.041	0.014	0.027
Year3 -- 2019	0.041	0.014	0.027
Year4 -- 2020	0.041	0.014	0.027
Year5 -- 2021	0.041	0.014	0.027
Intersection 7	0.560	0.163	0.398
Year1 -- 2017	0.560	0.163	0.398
Year2 -- 2018	0.560	0.163	0.398
Year3 -- 2019	0.560	0.163	0.398
Year4 -- 2020	0.560	0.163	0.398
Year5 -- 2021	0.560	0.163	0.398
Intersection 8	0.071	0.023	0.048
Year1 -- 2017	0.071	0.023	0.048
Year2 -- 2018	0.071	0.023	0.048
Year3 -- 2019	0.071	0.023	0.048
Year4 -- 2020	0.071	0.023	0.048
Year5 -- 2021	0.071	0.023	0.048
Intersection 9	0.161	0.050	0.111
Year1 -- 2017	0.161	0.050	0.111
Year2 -- 2018	0.161	0.050	0.111
Year3 -- 2019	0.161	0.050	0.111
Year4 -- 2020	0.161	0.050	0.111
Year5 -- 2021	0.161	0.050	0.111
Intersection 10	0.028	0.010	0.018
Year1 -- 2017	0.028	0.010	0.018
Year2 -- 2018	0.028	0.010	0.018
Year3 -- 2019	0.028	0.010	0.018
Year4 -- 2020	0.028	0.010	0.018
Year5 -- 2021	0.028	0.010	0.018
Intersection 11	0.138	0.044	0.094
Year1 -- 2017	0.138	0.044	0.094
Year2 -- 2018	0.138	0.044	0.094
Year3 -- 2019	0.138	0.044	0.094
Year4 -- 2020	0.138	0.044	0.094

Year5 -- 2021	0.138	0.044	0.094
Intersection 12	0.432	0.124	0.307
Year1 -- 2017	0.432	0.124	0.307
Year2 -- 2018	0.432	0.124	0.307
Year3 -- 2019	0.432	0.124	0.307
Year4 -- 2020	0.432	0.124	0.307
Year5 -- 2021	0.432	0.124	0.307
Intersection 13	0.123	0.041	0.082
Year1 -- 2017	0.123	0.041	0.082
Year2 -- 2018	0.123	0.041	0.082
Year3 -- 2019	0.123	0.041	0.082
Year4 -- 2020	0.123	0.041	0.082
Year5 -- 2021	0.123	0.041	0.082
Intersection 14	0.054	0.017	0.037
Year1 -- 2017	0.054	0.017	0.037
Year2 -- 2018	0.054	0.017	0.037
Year3 -- 2019	0.054	0.017	0.037
Year4 -- 2020	0.054	0.017	0.037
Year5 -- 2021	0.054	0.017	0.037
Intersection 15	0.103	0.037	0.065
Year1 -- 2017	0.103	0.037	0.065
Year2 -- 2018	0.103	0.037	0.065
Year3 -- 2019	0.103	0.037	0.065
Year4 -- 2020	0.103	0.037	0.065
Year5 -- 2021	0.103	0.037	0.065
Intersection 16	0.036	0.012	0.025
Year1 -- 2017	0.036	0.012	0.025
Year2 -- 2018	0.036	0.012	0.025
Year3 -- 2019	0.036	0.012	0.025
Year4 -- 2020	0.036	0.012	0.025
Year5 -- 2021	0.036	0.012	0.025
Intersection 17	0.036	0.012	0.025
Year1 -- 2017	0.036	0.012	0.025
Year2 -- 2018	0.036	0.012	0.025
Year3 -- 2019	0.036	0.012	0.025
Year4 -- 2020	0.036	0.012	0.025
Year5 -- 2021	0.036	0.012	0.025
Intersection 18	0.088	0.032	0.056
Year1 -- 2017	0.088	0.032	0.056
Year2 -- 2018	0.088	0.032	0.056
Year3 -- 2019	0.088	0.032	0.056
Year4 -- 2020	0.088	0.032	0.056
Year5 -- 2021	0.088	0.032	0.056
COMBINED (sum of column)	88.414	26.234	62.180

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.027	0.020
Year1 -- 2017	0.027	0.020
Year2 -- 2018	0.027	0.020
Year3 -- 2019	0.027	0.020
Year4 -- 2020	0.027	0.020
Year5 -- 2021	0.027	0.020
Segment 2	0.026	0.020
Year1 -- 2017	0.026	0.020
Year2 -- 2018	0.026	0.020
Year3 -- 2019	0.026	0.020
Year4 -- 2020	0.026	0.020
Year5 -- 2021	0.026	0.020
Segment 3	0.029	0.022
Year1 -- 2017	0.029	0.022
Year2 -- 2018	0.029	0.022
Year3 -- 2019	0.029	0.022
Year4 -- 2020	0.029	0.022
Year5 -- 2021	0.029	0.022

Segment 4	0.016	0.012
Year1 -- 2017	0.016	0.012
Year2 -- 2018	0.016	0.012
Year3 -- 2019	0.016	0.012
Year4 -- 2020	0.016	0.012
Year5 -- 2021	0.016	0.012
Segment 5	0.044	0.033
Year1 -- 2017	0.044	0.033
Year2 -- 2018	0.044	0.033
Year3 -- 2019	0.044	0.033
Year4 -- 2020	0.044	0.033
Year5 -- 2021	0.044	0.033
Segment 6	0.021	0.015
Year1 -- 2017	0.021	0.015
Year2 -- 2018	0.021	0.015
Year3 -- 2019	0.021	0.015
Year4 -- 2020	0.021	0.015
Year5 -- 2021	0.021	0.015
Segment 7	0.015	0.011
Year1 -- 2017	0.015	0.011
Year2 -- 2018	0.015	0.011
Year3 -- 2019	0.015	0.011
Year4 -- 2020	0.015	0.011
Year5 -- 2021	0.015	0.011
Segment 8	0.005	0.004
Year1 -- 2017	0.005	0.004
Year2 -- 2018	0.005	0.004
Year3 -- 2019	0.005	0.004
Year4 -- 2020	0.005	0.004
Year5 -- 2021	0.005	0.004
Segment 9	0.035	0.019
Year1 -- 2017	0.035	0.019
Year2 -- 2018	0.035	0.019
Year3 -- 2019	0.035	0.019
Year4 -- 2020	0.035	0.019
Year5 -- 2021	0.035	0.019
INTERSECTIONS		
Intersection 1	0.008	0.018
Year1 -- 2017	0.008	0.018
Year2 -- 2018	0.008	0.018
Year3 -- 2019	0.008	0.018
Year4 -- 2020	0.008	0.018
Year5 -- 2021	0.008	0.018
Intersection 2	0.044	0.040
Year1 -- 2017	0.044	0.040
Year2 -- 2018	0.044	0.040
Year3 -- 2019	0.044	0.040
Year4 -- 2020	0.044	0.040
Year5 -- 2021	0.044	0.040
Intersection 3	0.037	0.099
Year1 -- 2017	0.037	0.099
Year2 -- 2018	0.037	0.099
Year3 -- 2019	0.037	0.099
Year4 -- 2020	0.037	0.099
Year5 -- 2021	0.037	0.099
Intersection 4	0.033	0.030
Year1 -- 2017	0.033	0.030
Year2 -- 2018	0.033	0.030
Year3 -- 2019	0.033	0.030
Year4 -- 2020	0.033	0.030
Year5 -- 2021	0.033	0.030
Intersection 5	0.036	0.182
Year1 -- 2017	0.036	0.182
Year2 -- 2018	0.036	0.182
Year3 -- 2019	0.036	0.182
Year4 -- 2020	0.036	0.182
Year5 -- 2021	0.036	0.182
Intersection 6	0.004	0.009
Year1 -- 2017	0.004	0.009
Year2 -- 2018	0.004	0.009
Year3 -- 2019	0.004	0.009

Year4 -- 2020	0.004	0.009
Year5 -- 2021	0.004	0.009
Intersection 7	0.023	0.144
Year1 -- 2017	0.023	0.144
Year2 -- 2018	0.023	0.144
Year3 -- 2019	0.023	0.144
Year4 -- 2020	0.023	0.144
Year5 -- 2021	0.023	0.144
Intersection 8	0.006	0.014
Year1 -- 2017	0.006	0.014
Year2 -- 2018	0.006	0.014
Year3 -- 2019	0.006	0.014
Year4 -- 2020	0.006	0.014
Year5 -- 2021	0.006	0.014
Intersection 9	0.012	0.028
Year1 -- 2017	0.012	0.028
Year2 -- 2018	0.012	0.028
Year3 -- 2019	0.012	0.028
Year4 -- 2020	0.012	0.028
Year5 -- 2021	0.012	0.028
Intersection 10	0.003	0.006
Year1 -- 2017	0.003	0.006
Year2 -- 2018	0.003	0.006
Year3 -- 2019	0.003	0.006
Year4 -- 2020	0.003	0.006
Year5 -- 2021	0.003	0.006
Intersection 11	0.009	0.022
Year1 -- 2017	0.009	0.022
Year2 -- 2018	0.009	0.022
Year3 -- 2019	0.009	0.022
Year4 -- 2020	0.009	0.022
Year5 -- 2021	0.009	0.022
Intersection 12	0.031	0.112
Year1 -- 2017	0.031	0.112
Year2 -- 2018	0.031	0.112
Year3 -- 2019	0.031	0.112
Year4 -- 2020	0.031	0.112
Year5 -- 2021	0.031	0.112
Intersection 13	0.026	0.023
Year1 -- 2017	0.026	0.023
Year2 -- 2018	0.026	0.023
Year3 -- 2019	0.026	0.023
Year4 -- 2020	0.026	0.023
Year5 -- 2021	0.026	0.023
Intersection 14	0.005	0.011
Year1 -- 2017	0.005	0.011
Year2 -- 2018	0.005	0.011
Year3 -- 2019	0.005	0.011
Year4 -- 2020	0.005	0.011
Year5 -- 2021	0.005	0.011
Intersection 15	0.019	0.017
Year1 -- 2017	0.019	0.017
Year2 -- 2018	0.019	0.017
Year3 -- 2019	0.019	0.017
Year4 -- 2020	0.019	0.017
Year5 -- 2021	0.019	0.017
Intersection 16	0.003	0.008
Year1 -- 2017	0.003	0.008
Year2 -- 2018	0.003	0.008
Year3 -- 2019	0.003	0.008
Year4 -- 2020	0.003	0.008
Year5 -- 2021	0.003	0.008
Intersection 17	0.003	0.008
Year1 -- 2017	0.003	0.008
Year2 -- 2018	0.003	0.008
Year3 -- 2019	0.003	0.008
Year4 -- 2020	0.003	0.008
Year5 -- 2021	0.003	0.008
Intersection 18	0.016	0.015
Year1 -- 2017	0.016	0.015
Year2 -- 2018	0.016	0.015

Year3 -- 2019	0.016	0.015
Year4 -- 2020	0.016	0.015
Year5 -- 2021	0.016	0.015
COMBINED (sum of column)	0.537	0.942

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B
	88.4	0.5	0.9
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B
	26.2	0.5	0.9
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--
	62.2	0.0	0.0

APPENDIX D



Millennium Trail at Fairfield Road: Pedestrian Crossing Concept Study

Section # 22-00999-85-ES

Lake County Division of Transportation
January 5, 2024

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Concept Study Information

Purpose of the Study

The purpose of this study is to evaluate concept level alternatives for at-grade and grade separated Multi-Use Path (MUP) crossings to carry Millennium Trail across Fairfield Road connecting the Kestrel Ridge and Nippersink Forest Preserve properties in Lake County, Illinois. Lake County Forest Preserves (LCFPD) has provided the proposed Millenium Trail route at the study location. This concept study aims to meet the requirements outlined within the *Policy on Infrastructure Guidelines for Non-Motorized Travel Investments, Lake County Division of Transportation, 2010*. This policy is also referenced for design criteria and standards. Important factors for the feasibility of the Fairfield Road MUP crossing include but are not limited to pedestrian safety/mobility, environmental impacts, right-of-way impacts, and overall cost which are all summarized in the report below.

The concept study investigates two at-grade crossing alternatives and one grade separated bridge alternative. While LCFPD is currently evaluating crossing alternatives given existing conditions, the ongoing PEL study for Fairfield Road is considering 2050 Traffic and future development along this corridor which could impact the future roadway cross section. The design of the MUP crossing should meet existing needs but also accommodate the future Fairfield Road typical section with little modification required. Alternatives 2 and 3 are coordinated to allow for a phased construction approach. Specifically, alternative 2 can be constructed across the existing Fairfield Road cross section and limited modification would be required for a future widened road typical section. As pedestrian and vehicular traffic volumes grow the crossing can be upgraded to a grade separated bridge in the future with limited new trail or construction impacts.

It is understood that the LCFPD performed a preliminary evaluation of a pedestrian tunnel at this same location ahead of this concept study. Although this alternative would provide safe crossing for pedestrians, the presence of a high groundwater table would make this alternative undesirable and uneconomical due to the maintenance required to continuously pump groundwater to prevent flooding of the underground tunnel during large storm events or during wet seasons. A bridge alternative would not require this same dewatering operation, and pile foundations could be utilized to support the structure.

The MUP trail alignment extending from the existing Millennium Trail, on the west side of the Kestrel Ridge Forest Preserve property, is representative only. The final MUP alignment will need to be refined in future design stages in coordination with LCFPD as additional information is gathered related to constraints (soil conditions) and environmental impacts (trees and wetlands). Specific details about the alignment characteristics in the vicinity of Fairfield Road are discussed within each alternative section.

Alternative 1: At-Grade - South Limit

Alternative 1 - At-Grade-South Limit provides an at-grade MUP crosswalk at the southern limit of the Kestrel Ridge Preserve. This alternative is presented in Appendix A. This MUP alignment and at-grade crossing location is based on a concept sketch initially developed by LCFPD to coincide with a new traffic signal anticipated to serve a commercial property directly south of Kestrel Ridge Preserve. This property has not yet been developed and the County is not aware of any forthcoming development plans, so this at-grade crossing is anticipated to precede a full intersection buildout. The proposed MUP alignment would track southeast through the Kestrel Ridge Preserve from the existing Millennium Trail. A new at-grade Fairfield Road crossing would be located at the southern limit of the Kestrel Ridge Preserve and cross Fairfield Road north of the future approach to the anticipated commercial property directly to the south. The MUP would run parallel to Fairfield Road on the East side of the alignment and would then turn to the east once it reaches the Nippersink Forest Preserve parcel which fronts Fairfield Road.

Right-of-way acquisition and driveway reconstruction would be required to construct the MUP running parallel to Fairfield Road on the east side of the alignment. The acquisition would affect four (4) residential parcels, which are accounted for in a Real Estate Agreement, and partial reconstruction of four (4) residential approach drives to provide a smooth profile grade and cross slopes along the path.

Additional impacts along the MUP alignment running parallel to Fairfield Road include tree clearing, a roadside ditch and longitudinal utilities. Trees are evident at the residential property lines, the existing Fairfield Road roadside ditch would need to be avoided or relocated, and overhead power lines supported by utility poles along the east side of Fairfield Road would need to be relocated. The extent of these impacts is dependent on the staging of MUP construction (whether built ahead of the Fairfield Road reconstruction project or not) and the MUP offset from the edge of shoulder.

Using the latest design guidance outlined within the IDOT Bureau of Local Roads and Streets Manual (IDOT BLRS), Chapter 42, the at-grade pedestrian crossing was evaluated at this location. Safety measures and crossing features will be determined based on final Millennium Trail and Fairfield Road traffic volumes as well as historical traffic data. IDOT TRA-23 guidelines were reviewed to develop a preliminary treatment recommendation at this crossing location. For the traffic volumes and speeds along this section of Fairfield Road in the existing and proposed conditions, the recommended treatment includes two W11-2 pedestrian signs with W16-7P Slanted Down Arrow plaques and a Rectangular Rapid Flashing Beacon, along with W16-9P (Ahead) plaques in both directions. Note that the posted speed limit along the corridor varies. Along this section of Fairfield Road, the posted speed limit is 45mph with higher observed speeds based on the PEL study. Taking this under consideration, additional traffic calming measures including reduced speed posting in this section to 40 mph or less is recommended.

If traffic calming measures are not feasible at this crossing location and higher observed speeds along the corridor are anticipated to continue, a pedestrian actuated traffic signal could be

considered. Lake County Department of Transportation recently implemented this solution at Lewis Avenue, just south of York House Road and the signal has functioned appropriately. A more thorough comparison of traffic volumes, number of lanes and observed speeds along Lewis Avenue to Fairfield Road will need to be considered prior to implementation.

Despite implementation of proper safety measures, the at-grade intersection would have potential conflict points between the pedestrian and motor vehicles. The at-grade crossing is also located within a no-passing zone, implying that sight distances may be inadequate. Alternative 1 runs parallel to Fairfield Road and crosses multiple driveways, adding additional conflict points. The specific geometric details will need to be evaluated further to determine the proper motorist and pedestrian safety measures and warning systems. These safety measures are expected to have at least a slight impact on mobility for both vehicles and pedestrians through this corridor when compared to a grade separated bridge.

The location of this crossing could be shifted to the north if desirable to limit some of the impacts along Fairfield Road, however the proximity of the at-grade pedestrian crossing relative to the future development approach to the south will need to be evaluated further.

Alternative 2: At-Grade – Central Connection

Alternative 2 – At-Grade-Central Connection provides an at-grade MUP crosswalk which directly connects Kestrel Ridge Forest Preserve and the Nippersink Forest Preserve. This alternative is presented in Appendix B. In this alternative, the MUP alignment ties into the existing Millennium Trail at the same location as Alternative 1, however it wraps to the north of the pond located in the middle of the Kestrel Ridge preserve. The path splits between the pond and a drainage swale along a strip of land that appears on aerial imagery to be well traversed. It is assumed that a drainage pipe is present between the pond and the drainage swale, and this strip of land can accommodate the MUP, however this will need to be confirmed with additional field investigation.

With the MUP north of the pond, the alignment crosses Fairfield Road at the Nippersink Forest Preserve Parcel that fronts Fairfield Road. This crossing location avoids any right-of-way impacts because the path crosses directly from Kestrel Ridge into Nippersink Forest Preserve.

Utility impacts are expected to be minimal since the path will be crossing perpendicular to utility facilities running along Fairfield Road and the path would cross underneath the overhead facilities. Environmental impacts will also be minimized since the alignment of the path will not have offset or skew constraints.

Like Alternative 1, similar at-grade safety measures would be implemented for this crossing location and additional consideration of sight distance would be required since this crossing is also located within a no-passing zone. The same level of impacts to pedestrian and vehicular mobility are expected.

If funding and bicycle volumes do not support a grade separated crossing immediately, but it is expected that growth will allow for a bridge in the future, this alternative could serve as cost

effective temporary solution. Alternative 2 would allow for construction of a grade separated bridge (as discussed in Alternate 3) at a future date with limited modifications required to the path.

Alternative 3: Grade Separation

Alternative 3 - Grade Separation provides a pedestrian bridge over Fairfield Road. This alternative is presented schematically in Appendix C. This alternative carries the MUP along a similar alignment as Alternative 2 with a main span assumed to be approximately 105 feet across a potential future maximum five-lane Fairfield Road typical section. Estimated limits of an elevated approach profile (embankment, fill wall or structure) are assumed based on typical 17'-3" pedestrian bridge vertical clearance, estimated 3' structure depth and a maximum grade of 5%. The grade separation crossing is located at a similar location that is presented in Alternative 2, which avoids real estate impacts at the residences to the south. The alignment also avoids 90-degree turns or switchbacks to maximize pedestrian and bicycle mobility along the MUP.

The main span of the structure is assumed to be a prefabricated truss which brings benefits of attractive aesthetics, a shallow structure depth, light superstructure loads and a straightforward construction process. A PPC I-Beam typical section is feasible at this span length, with downgrades in the above considerations with the most significant tradeoff being the additional approach length required to accommodate a deeper structure depth. The additional approach length can be accommodated within the Kestrel Ridge and Nippersink Forest Preserve right-of-way with adjustments to the alignment and possibly some additional walls to keep fill within the right-of-way.

To minimize the length of the main span, the MUP alignment crosses Fairfield Road at a 0-degree skew and straight segments within the approach profile are prioritized to provide flexibility in the type of approach structure. Depending on the environmental constraints and soil conditions the approach profile will be developed using a combination of embankment, fill walls and bridge structures. If sensitive environmental resources are encountered (Trees, wetlands, etc.), the alignment has some flexibility to rotate clockwise and cross Fairfield Road at a slight skew. This will add additional length to the main span of the bridge and depending on the degree of skew, the approaches may require a curved bridge superstructure or curved fill walls to keep the path within the right-of-way. The prefabricated steel truss superstructure can accommodate this skew with a maximum span of up to 200', however this additional bridge length would increase the cost of the structure so impacts would need to be weighed.

Utility impacts are expected to be significant with this alternative, it is anticipated that the overhead powerlines will need to be relocated to accommodate the bridge structure. Additional underground utilities running along Fairfield Road are also expected be impacted by the bridge foundations. The extent of these impacts will need to be determined during future design stages.

There are moderate residential impacts for this alternative due to the proximity of the grade separation to the home directly north of the MUP alignment at the Nippersink Forest Preserve

frontage parcel. Although right-of-way acquisition is not anticipated to construct the bridge, the new elevated MUP approach would be visible to the existing home with additional foot traffic above the existing brush/tree line. Measures could be included within the project to help mitigate this impact including screens on the elevated structure or planting additional natural screening trees/shrubs.

With the grade separated structure, the interaction between pedestrian and motor vehicles is eliminated. With this elimination, the grade separation is determined to be safer than an at-grade crossing and the mobility of pedestrians and motorists is also high since these two will not interact.

Discussion of Alternatives

The concept level alternatives presented above, provide three options to carry the Millennium Trail MUP across Fairfield Road connecting the Kestrel Ridge and Nippersink Forest Preserve properties. Each alternative has a unique combination of impacts as discussed in the narrative above and summarized in the table below. As the sequence, timing and scope of the Fairfield Road construction project and the Millenium Trail connection project becomes more defined through the ongoing PEL study, these impacts can be further evaluated and quantified to determine the recommended alternative.

	Alternative 1 At Grade - South	Alternative 2 At Grade - Central	Alternative 3 Grade Separation
Environmental Impact	Moderate	Moderate	Moderate
Tree Clearing	Moderate	Least	Moderate
Right-of-Way Acquisition	Highest	N/A	N/A
Future Maintenance Costs	Least	Least	Moderate
Pedestrian Conflict Points	Highest	Moderate	Least
Pedestrian Mobility Impacts	Moderate	Moderate	Least
Vehicular Mobility Impacts	Moderate	Moderate	Least
Utility Impacts	Moderate	Least	Highest
Construction and Design Cost	Moderate	Least	Highest

Supporting Assumptions

Maximum Grade = 5%, IDOT Bureau of Local Roads and Streets Manual, Section 42-3(5)

Minimum vertical clearance of 17’-3”, IDOT Bureau of Local Roads and Streets Manual, Section 42-3.02(h).

MUP Typical Section = 10-foot wide paved path as per *Policy on Infrastructure Guidelines for Non-Motorized Travel Investments, Lake County Division of Transportation, 2010*

Bridge Typical Section = 12’ to allow for standard width prefabricated bridge. Utilize an 8’ path at the bridge and approaches with 2’ shy distance to the railing. This bridge width can be evaluated further during the design process with minimal impact to the overall concept.

Approach lengths = 465’ - Maximum grade (5%) and a grade differential of 23’-3”. Minimum vertical clearance of 17’-3” and a structure depth of 3’. An additional 3’ grade differential is assumed to account for the uncertainty of the ground elevation within the Forest Preserve.

Appendix A: Alternative 1 Graphics

Millennium Trail Fairfield Road Crossing

Alternative 1:
At Grade - South Limit

Kestrel Ridge

Fairfield Rd

Nippersink

Lake County, IL GIS, Maxar, Microsoft

Legend

- Forest Preserve Property
- Forest Preserve Easements
- Proposed 10' Asphalt Multi Use Path (MUP)
- Millennium Trail to be Abandoned or De-designated
- 2010 LCDOT Bike Path Agreement
- Millennium Trail
- 2010 LCDOT Bike Path Crosswalk

N

0 200 400 800 Feet

Appendix B: Alternative 2 Graphics



Millennium Trail Fairfield Road Crossing

Alternative 2: At Grade - Central Connection

Legend

- Forest Preserve Property
- Forest Preserve Easements
- Proposed 10' Asphalt Multi Use Path (MUP)
- Millennium Trail to be Abandoned or De-designated
- 2010 LCDOT Bike Path Agreement
- Millennium Trail
- At Grade Bike Path Crosswalk

N

0 200 400 800 Feet

Appendix C: Alternative 3 Graphics



Millennium Trail Fairfield Road Crossing

Alternative 3: Grade Separation

Legend

- Forest Preserve Property
- Forest Preserve Easements
- Proposed 10' Asphalt Multi Use Path (MUP)
- Approach Profile (Embankment, Fill Walls or Bridge)
- Pedestrian Bridge (Main Span)
- Access to Fairfield Road
- Millennium Trail to be Abandoned or De-designated
- 2010 LCDOT Bike Path Agreement
- Millennium Trail

N

0 200 400 800 Feet

APPENDIX F





ABBREVIATED BRIDGE CONDITION REPORT (ABCR)

Culvert ID 273

Fairfield Road at Crossing North of Townline Road

Lake County, Illinois

Prepared by HDR, December 1, 2023

DRAFT

Draft Report - To be updated pending finalization of a Hydraulic Report in future Phase I studies.

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Attachments

A. Location Map
B. Structure Photos

RAFT

I. General Information

Geographical and Administrative Data

Culvert ID Number:	273
Jurisdiction:	LCDOT
County:	Lake
Route Carried:	Fairfield Road (CH 49)
Feature Crossed:	Crossing North of Townline Rd

Roadway Classification:	Minor Arterial
Design/Posted Speed:	55 mph / 55 mph
ADT (existing/design):	12,100 (2023) / 13,000 (2050, no-build)

Physical Description of Structure

Culvert ID 273 is situated on Fairfield Road, 0.2 miles north of Townline Road in Lake County. The structure equalizes drainage between the East and West sides of Fairfield Road. A location map is included in *Attachment A* for reference.

This culvert is comprised of twin reinforced concrete pipe arches (RCPA), measuring 76” in span and 48” in rise. The East and West culvert end sections are protected with steel grating.

Construction / Reconstruction / Repair History

The culvert was constructed in 1994 under Section 93-00145-02-WR (*Attachment G*). The culvert has not undergone any widening and rehabilitations.

Maintenance of culvert is the responsibility of the Lake County Division of Transportation (LCDOT). The culvert opening is not large enough to require a load rating and is not load posted.

DRAFT

II. Structural Condition and Physical Evaluation

Culvert Inspection

On October 4th, 2023, HDR conducted an inspection under partly sunny weather conditions with a temperature of 80 degrees. The RCPA culvert was examined visually.

The culverts are in very good condition. No notable or noteworthy deficiencies which affect the condition of the culverts were observed. No leakage or displacement between precast segments was observed.

Ditches are vegetated and appear to be stable. There was no evidence of piping between the culverts and backfill.

Culvert inlets were partly obstructed by vegetation, and standing water was visible inside the culverts. Steel grating is in very good condition. No large debris was viable inside the culverts.

The roadway above exhibited moderate cracking (*Attachment B – Photo 11*) and no pavement deflections, indicating overall fair condition.

Hydraulics

Hydraulic recommendations to be determined pending finalization of a Hydraulic Report.

DRAFT

III. Recommended Scope of Work Discussion

Alternatives Analysis

Alternatives development and analysis to be determined pending finalization of a Hydraulic Report and Planning & Environmental Linkage (PEL) Report recommendations.

Recommended Scope of Work

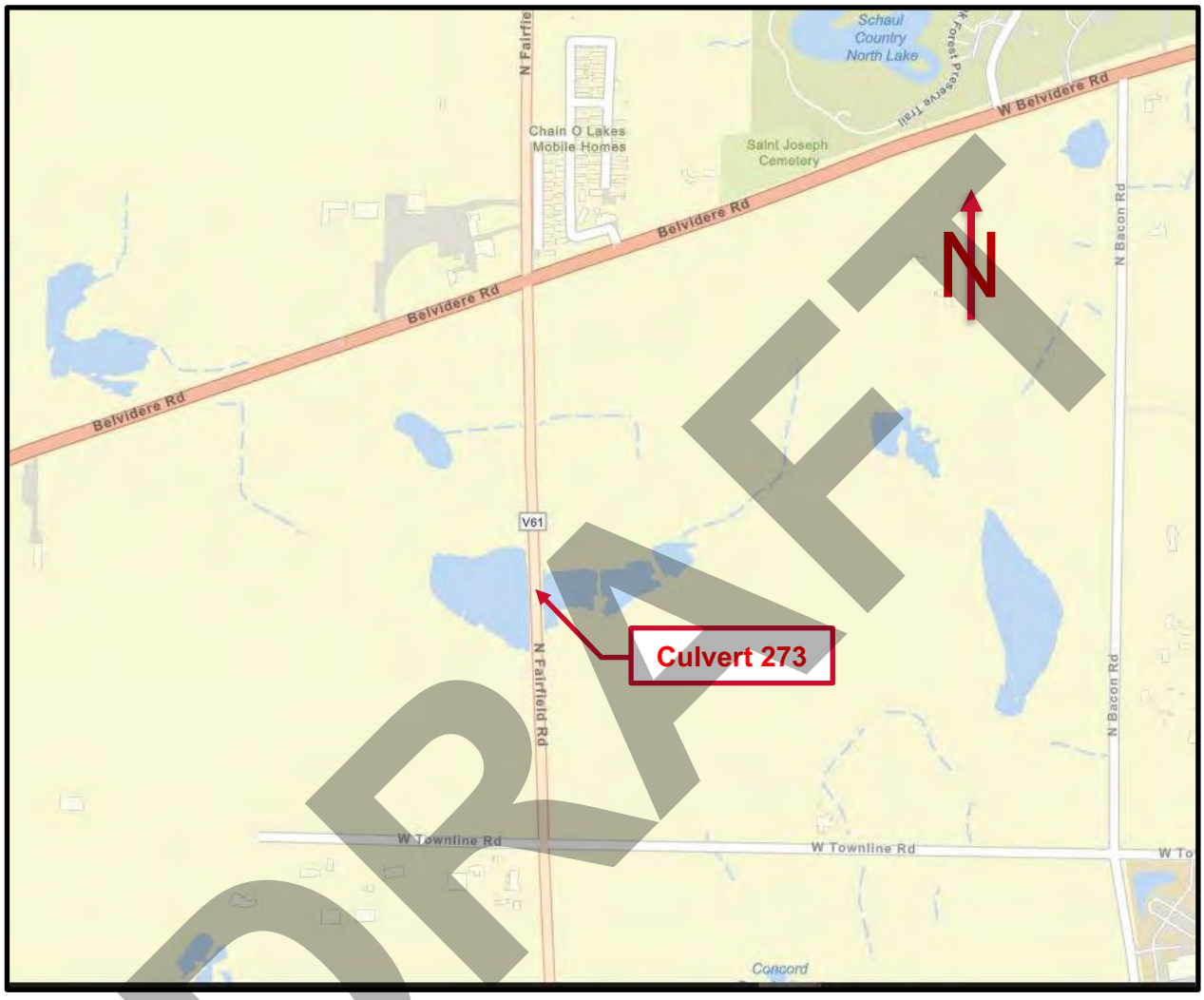
No near-term structural repairs are required based on results of the culvert inspection. Continue with regular maintenance tasks, which include activities such as clearing brush and debris, removing vegetation from culvert inlets, and mowing.

Scope of work to be determined pending finalization of a Hydraulic Report and Planning & Environmental Linkage (PEL) Report recommendations.

DRAFT

Attachment A
Location Map

DRAFT



Culvert Location Map

DRAFT

Attachment B
Structure Photos

DRAFT



Photo 1 – Looking North along Fairfield Rd at the culvert



Photo 2 – Looking South along Fairfield Rd at the culvert

DRAFT



Photo 3 – Looking North along Fairfield Rd from culvert



Photo 4 – Looking South along Fairfield Rd from culvert

DRAFT



Photo 5 – Looking North along East ditch



Photo 6 – Looking South along West ditch

DRAFT



Photo 7 – Overall looking East



Photo 8 – Overall looking West

DRAFT



Photo 9 – Looking South at adjacent field tile inlet and crossing



Photo 10 – Typical condition of culvert inlet

DRAFT



Photo 11 – Looking south at pavement cracking above culvert

DRAFT





ABBREVIATED BRIDGE CONDITION REPORT (ABCR)

Culvert ID 301

Fairfield Road over Lake Helen Drain

Lake County, Illinois

Prepared by HDR, December 1, 2023

DRAFT

Draft Report - To be updated pending finalization of a Hydraulic Report in future Phase I studies.

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Alternatives Analysis 3
Recommended Scope of Work 3

Attachments

A. Location Map
B. Structure Photos

RAFT

I. General Information

Geographical and Administrative Data

Culvert ID Number:	301
Jurisdiction:	LCDOT
County:	Lake
Route Carried:	Fairfield Road (CH 49)
Feature Crossed:	Lake Helen Drain

Roadway Classification:	Minor Arterial
Design/Posted Speed:	45 mph / 45 mph
ADT (existing/design):	11,600 (2023) / 12,500 (2050, no-build)

Physical Description of Structure

Culvert ID 301 is situated on Fairfield Road, 0.4 miles south of IL 60 in Lake County. The structure conveys Lake Helen Drain underneath Fairfield Road from West to East. A location map is included in *Attachment A* for reference.

This culvert is comprised of a single reinforced concrete pipe (RCP), measuring 72” in diameter. The East and West culvert end sections are supported by gabion basket walls.

Construction / Reconstruction / Repair History

The culvert is understood to have been constructed in 1994. No existing plans or as-built documentation is available. The culvert appears to have not undergone any widening and rehabilitations.

Maintenance of culvert is the responsibility of the Lake County Division of Transportation (LCDOT). The culvert opening is not large enough to require a load rating and is not load posted.

DRAFT

II. Structural Condition and Physical Evaluation

Culvert Inspection

On October 4th, 2023, HDR conducted an inspection under partly sunny weather conditions with a temperature of 80 degrees. The RCP culvert was examined visually, and rebar probing was carried out to assess potential concerns related to scour at the inlet/outlets.

The culvert is in very good condition. No notable or noteworthy deficiencies which affect the condition of the culvert were observed. No cracking, leakage or displacement between precast segments was observed.

The gabion basket walls at the East and West ends of the culvert are in good condition. Minor localized broken gabion wall wire mesh over the upstream end was noted (Attachment B – Photo 13), but no damage that may pose a risk to the gabion walls structural integrity was observed.

No scour holes requiring immediate attention were identified, and there was no evidence of piping between the culvert and backfill.

The roadway above exhibited no visible cracking or pavement deflections, indicating overall good condition.

Hydraulics

Hydraulic recommendations to be determined pending finalization of a Hydraulic Report.

DRAFT

III. Recommended Scope of Work Discussion

Alternatives Analysis

Alternatives development and analysis to be determined pending finalization of a Hydraulic Report and Planning & Environmental Linkage (PEL) Report recommendations.

Recommended Scope of Work

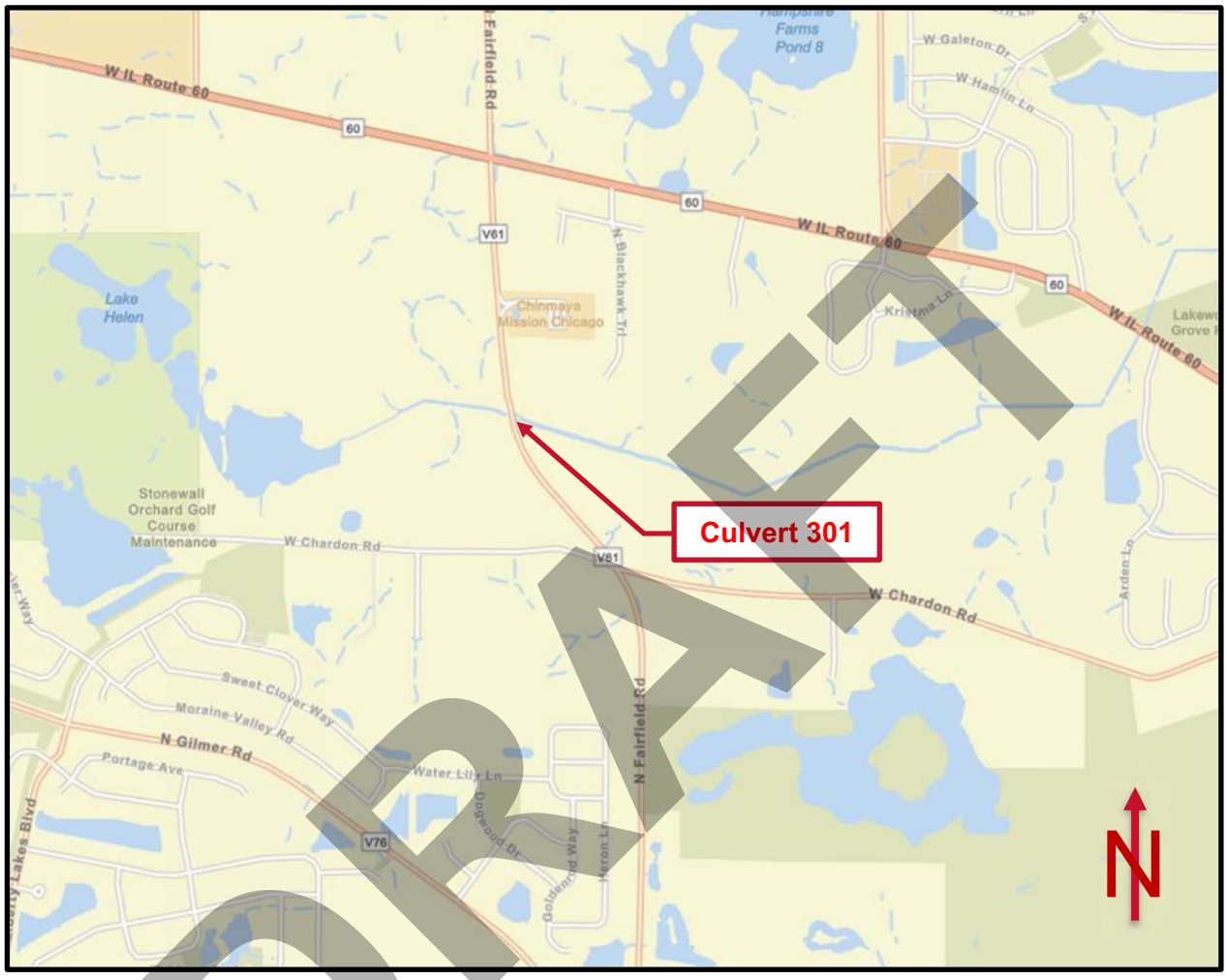
No near-term structural repairs are required based on results of the culvert inspection.

Scope of work to be determined pending finalization of a Hydraulic Report and Planning & Environmental Linkage (PEL) Report recommendations.

DRAFT

Attachment A
Location Map

DRAFT



Culvert Location Map

DRAFT

Attachment B
Structure Photos

DRAFT



Photo 1 – Looking North along Fairfield Rd at the culvert



Photo 2 – Looking South along Fairfield Rd at the culvert

DRAFT



Photo 3 – Looking North along Fairfield Rd from top of culvert



Photo 4 – Looking South along Fairfield Rd from top of culvert

DRAFT



Photo 5 – Looking East upstream from the top of culvert



Photo 6 – Looking West downstream from the top of culvert



Photo 7 – Overall looking East at downstream end



Photo 8 – Overall looking North at upstream end

DRAFT



Photo 9 – Typical condition West gabion walls



Photo 10 – Typical condition East gabion walls



Photo 11 – Looking West thru culvert



Photo 12 – Condition of pavement over culvert

DRAFT



Photo 13 – Localized broken gabion wall wire mesh over upstream end

DRAFT





ABBREVIATED BRIDGE CONDITION REPORT (ABCR)

Culvert ID 262

Fairfield Road over Manitou Creek

Lake County, Illinois

Prepared by HDR, December 1, 2023

DRAFT

Draft Report - To be updated pending finalization of a Hydraulic Report in future Phase I studies.

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Alternatives Analysis 3
Recommended Scope of Work 3

Attachments

A. Location Map
B. Structure Photos

DRAFT

I. General Information

Geographical and Administrative Data

Culvert ID Number:	262
Jurisdiction:	LCDOT
County:	Lake
Route Carried:	Fairfield Road (CH 49)
Feature Crossed:	Manitou Creek

Roadway Classification:	Minor Arterial
Design/Posted Speed:	45 mph / 45 mph
ADT (existing/design):	13,600 (2023) / 14,500 (2050, no-build)

Physical Description of Structure

Culvert ID 262 is situated on Fairfield Road, 0.2 miles south of W Nippersink Road in Lake County. The structure conveys Manitou Creek underneath Fairfield Road from East to West. A location map is included in *Attachment A* for reference.

This culvert is comprised of a single cell precast concrete box culvert, measuring 12’ in span and 10’ in rise. The East and West culvert end sections, headwalls, and cutoff walls are cast-in-place (CIP) concrete. Side slopes are supported by CIP concrete L-type wingwalls skewed at 45º. Riprap was placed at both ends for stream protection.

Construction / Reconstruction / Repair History

The culvert constructed in 2020 under Section 18-00150-03-DR (*Attachment G*). The culvert has not undergone any widening and rehabilitations.

Maintenance of culvert is the responsibility of the Lake County Division of Transportation (LCDOT). The culvert opening is not large enough to require a load rating and is not load posted.

DRAFT

II. Structural Condition and Physical Evaluation

Culvert Inspection

On October 4th, 2023, HDR conducted an inspection under partly sunny weather conditions with a temperature of 80 degrees. The culvert was examined visually, and rebar probing was carried out to assess potential concerns related to scour at the inlet/outlets.

The culvert is in very good condition. No notable or noteworthy deficiencies which affect the condition of the culvert were observed. The waterproofing system and tie plates appear to be functioning properly, no leakage or displacement between precast segments was observed.

The L-type wingwalls are in good condition. Isolated diagonal hairline cracking is visible on each wingwall (*Appendix B - Photo 19*).

The riprap apron was in good condition. No scour holes requiring immediate attention were identified, and there was no evidence of piping between the culvert and backfill.

The roadway pavement is in overall good condition apart from minor pavement deflection along the North edge of the culvert (*Appendix B - Photo 18*).

Hydraulics

Hydraulic recommendations to be determined pending finalization of a Hydraulic Report.

DRAFT

III. Recommended Scope of Work Discussion

Alternatives Analysis

Alternatives development and analysis to be determined pending finalization of a Hydraulic Report and Planning & Environmental Linkage (PEL) Report recommendations.

Recommended Scope of Work

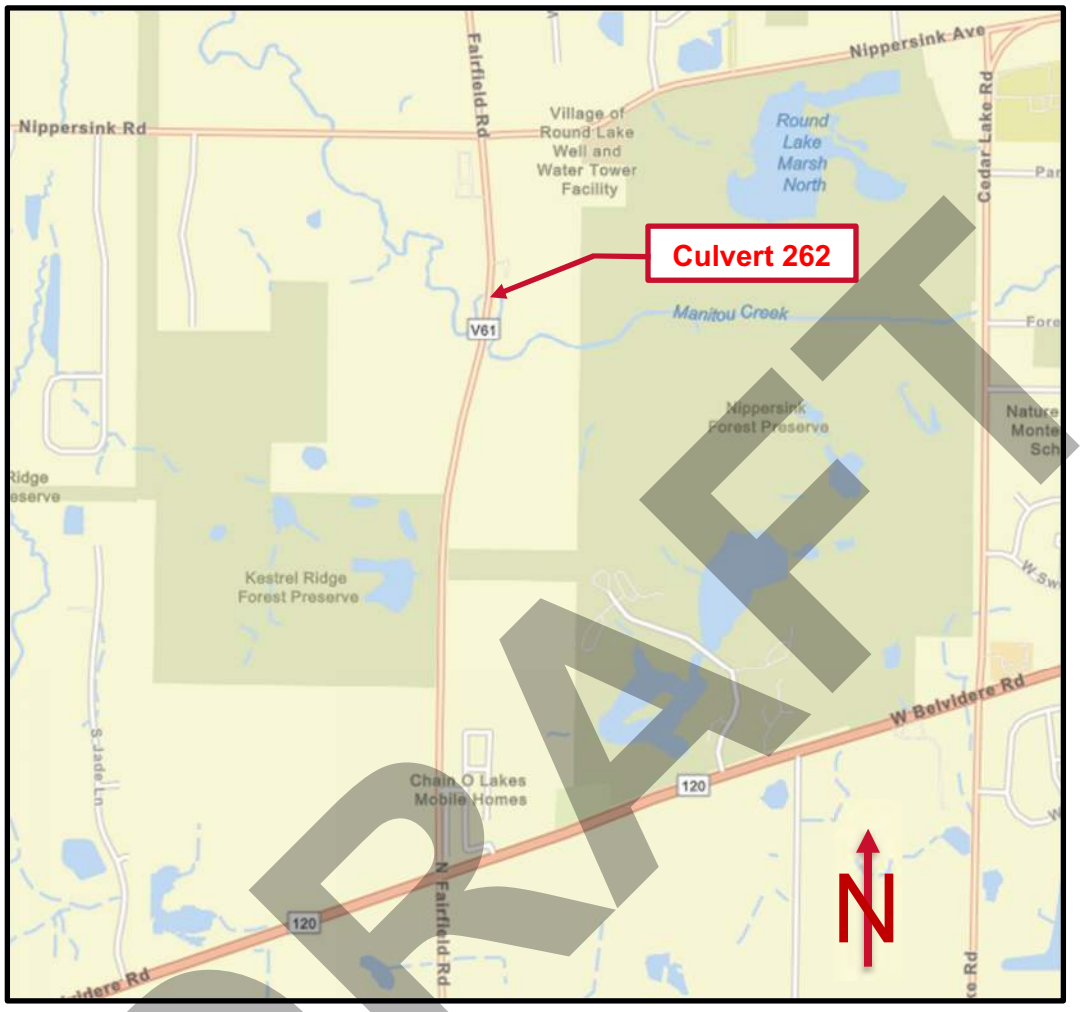
No near-term structural repairs are required based on results of the culvert inspection.

Scope of work to be determined pending finalization of a Hydraulic Report and Planning & Environmental Linkage (PEL) Report recommendations.

DRAFT

Attachment A
Location Map

DRAFT



Culvert Location Map

DRAFT

Attachment B
Structure Photos

DRAFT



Photo 1 – Looking North along Fairfield Rd at the culvert



Photo 2 – Looking South along Fairfield Rd at the culvert

DRAFT



Photo 3 – Looking North along Fairfield Rd from top of culvert



Photo 4 – Looking South along Fairfield Rd from top of culvert

DRAFT



Photo 5 – Looking East upstream from the top of culvert



Photo 6 – Looking West downstream from the top of culvert

DRAFT



Photo 7 – Overall looking East upstream



Photo 8 – Overall looking West downstream

DRAFT



Photo 9 – Northeast wingwall



Photo 10 – Southeast wingwall

DRAFT



Photo 11 – Northwest wingwall



Photo 12 – Southwest wingwall

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Photo 13 – East headwall



Photo 14 – West headwall

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Photo 15 – Driveway gate at Northwest wingwall

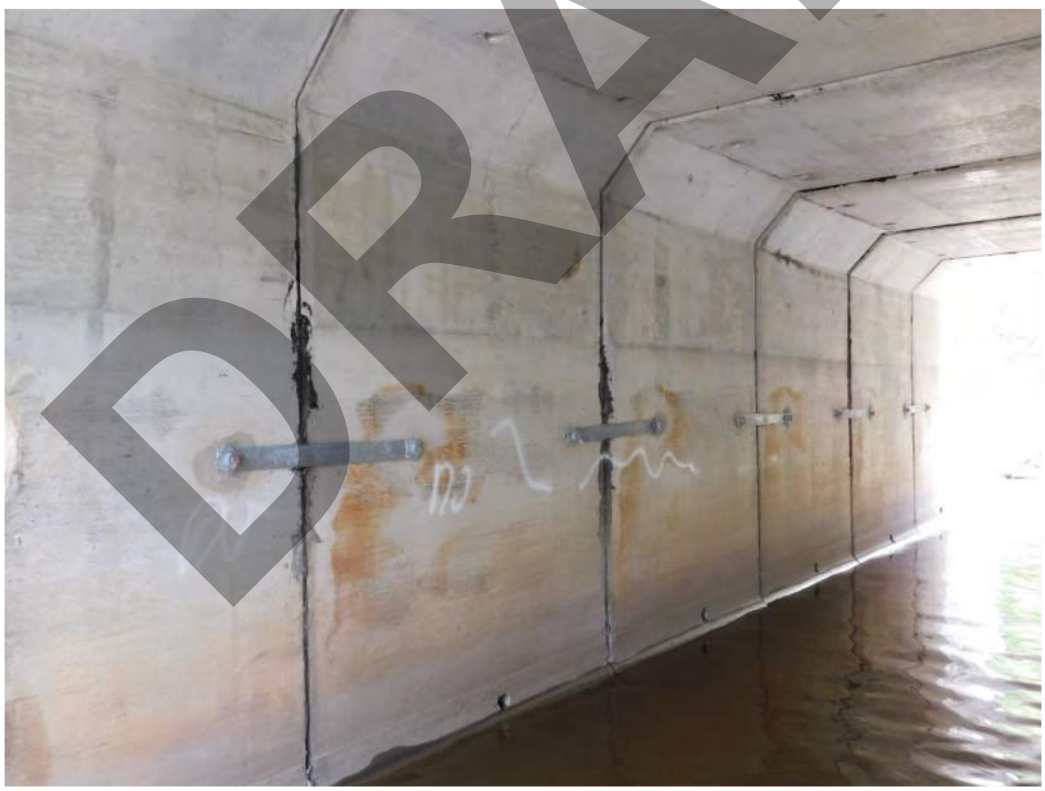


Photo 16 – Typical condition of tie plates and joints between precast culvert segments

DRAFT



Photo 17 – Condition of formed opening



Photo 18 – Settlement of pavement along North edge of culvert

DRAFT



Photo 19 – Typical diagonal hairline crack in each wingwall

DRAFT





ABBREVIATED BRIDGE CONDITION REPORT (ABCR)

Culvert ID 257

Fairfield Road over Round Lake Drain

Lake County, Illinois

Prepared by HDR, December 1, 2023

DRAFT

Draft Report - To be updated pending finalization of a Hydraulic Report in future Phase I studies.

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Alternatives Analysis 3
Recommended Scope of Work 3

Attachments

A. Location Map
B. Structure Photos

AFT

I. General Information

Geographical and Administrative Data

Culvert ID Number:	257
Jurisdiction:	LCDOT
County:	Lake
Route Carried:	Fairfield Road (CH 49)
Feature Crossed:	Round Lake Drain

Roadway Classification:	Minor Arterial
Design/Posted Speed:	40 mph / 40 mph
ADT (existing/design):	14,900 (2023) / 15,400 (2050, no-build)

Physical Description of Structure

Culvert ID 257 is situated on Fairfield Road, 0.2 miles north of IL 134 in Lake County. The structure conveys the Round Lake Drain underneath Fairfield Road from West to East. A location map is included in *Attachment A* for reference.

This culvert is comprised of a single Corrugated Steel Structural Plate Pipe Arch (CSSPPA), measuring 159” in span and 112” in rise, with 2” corrugations and 0.109” walls. The structure is 114’ in total length, and the ends are located in a permanent drainage easement. The culvert ends on the East and West are sloped at a 2:1 and are protected by 6-inch concrete slope walls, reinforced with welded wire fabric.

Construction / Reconstruction / Repair History

The culvert was originally constructed in 1983 under Section 81-00101-04-S.P (*Attachment G*). The culvert has not undergone any widening and rehabilitations.

Maintenance of culvert is the responsibility of the Lake County Division of Transportation (LCDOT). The culvert opening is not large enough to require a load rating and is not load posted.

DRAFT

II. Structural Condition and Physical Evaluation

Culvert Inspection

On August 16, 2023, HDR conducted an inspection under sunny weather conditions with a temperature of 80 degrees. The culvert was examined visually, and rebar probing was carried out to assess potential concerns related to scour at the inlet/outlets.

A moderate drop of approximately 11 inches in the stream bottom elevation was observed at the culvert inlet. No significant scour holes requiring immediate attention were identified, and there was no evidence of piping between the culvert and backfill. The slope walls were in good condition, except for a 2'x1' spalled area directly above the inlet and outlet (*Attachment B – Photo 9*).

Minor deflection was visible in a few areas within the culvert, but localized bulging, seam failures, and missing bolts were not observed. The steel at the waterline appeared to be in good condition, with localized corrosion identified at the three drainage penetrations (*Attachment B – Photos 11 to 13*).

The roadway above exhibited no visible cracking or pavement deflections, indicating overall good condition.

Hydraulics

The Lake County Stormwater Management Commission (SMC) has retained Manhard Consulting Ltd. for the preparation of a master planning report for the Department of Commerce and Economic Opportunity (DCEO) Round 2 initiative: Round Lake Drain Master Plan (*Attachment D*). The Engineering Report evaluates alternatives for channel improvements, culvert replacements, and shoreline stabilization in Round Lake, Round Lake Beach & Round Lake Heights, Illinois.

The preliminary Master Plan proposes a new and larger culvert, specifically a triple-barrel 12' x 12' concrete box culvert, beneath Fairfield Road. The larger culvert in conjunction with another larger culvert at N. Village Drive will facilitate water equalization, enabling the utilization of the downstream area/volume and substantially lowering the floodplain to the east of Fairfield Road, extending through the Sanitary Lagoon site and past Sunset Drive. The proposed enhancement removes a significant amount of residential lots and homes from the 100-year floodplain, while also reducing the number of lots susceptible to the 2- and 10-year storms.

Final hydraulic recommendations are pending finalization of the Round Lake Drain Master Plan.

DRAFT

III. Recommended Scope of Work Discussion

Alternatives Analysis

According to the recommendations outlined in the Round Lake Drain Master Plan, it has been established that the current opening of the waterway is insufficient making complete replacement the sole alternative.

Recommended Scope of Work

No near-term structural repairs are required based on results of the culvert inspection.

Based on the SMC's interest to improve the overall drainage in the area of this structure, it is recommended that the final scope of work be determined pending finalization of the Round Lake Drain Master Plan and Fairfield Road Planning & Environmental Linkage (PEL) Report recommendations.

DRAFT

Attachment A
Location Map

DRAFT



Culvert Location Map

DRAFT

Attachment B
Structure Photos

DRAFT



Photo 1 – Looking North along Fairfield Rd at the culvert



Photo 2 – Overall looking West downstream

DRAFT



Photo 3 – Typical condition of Northeast slope wall



Photo 4 – Typical condition of Southeast slope wall



Photo 5 – Typical condition of Northwest slope wall



Photo 6 – Typical condition of Southwest slope wall



Photo 7 – Typical condition of Corrugated Metal Structural Plate Pipe Arch barrel



Photo 8 – Typical condition of structural plate bolted connections

DRAFT



Photo 9 – Minor spall with exposed rebar on upstream slope wall



Photo 10 – Typical condition of slope wall to toe wall interface. Honeycombing visible.

DRAFT



Photo 11 – Condition of Northwest 18” storm sewer to saddle branch connection

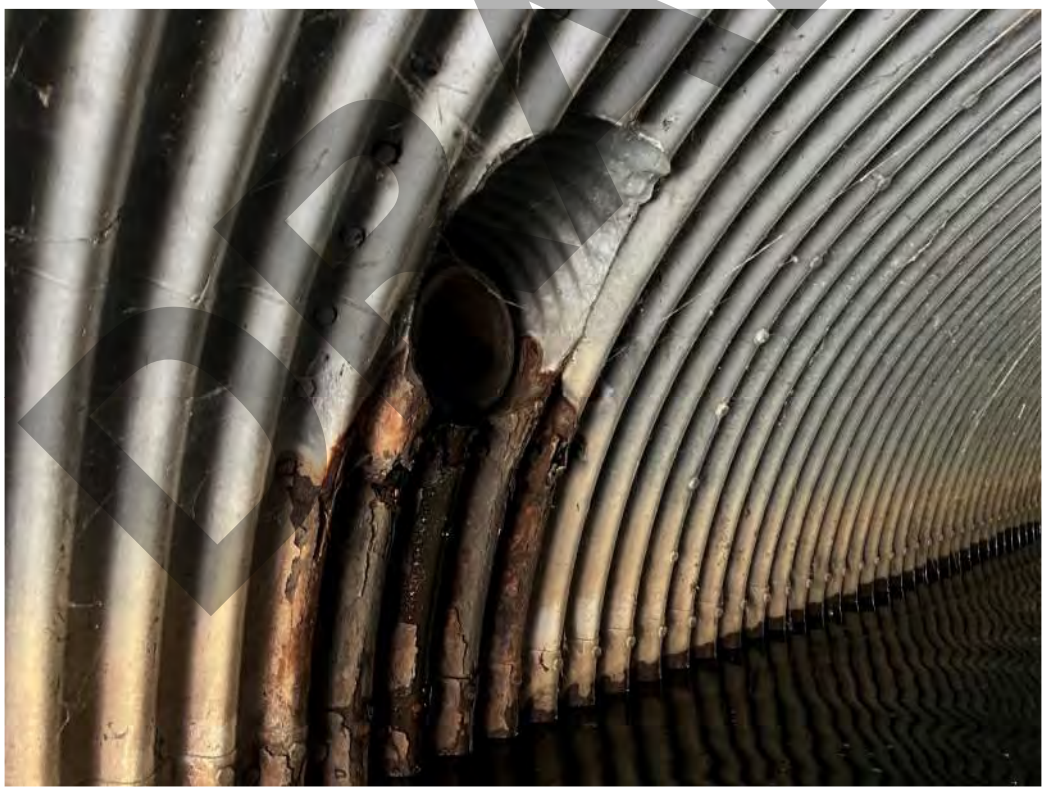


Photo 12 – Condition of Southeast 12” storm sewer to saddle branch connection

DRAFT



Photo 13 – Condition of Northeast 12” storm sewer to saddle branch connection

DRAFT

APPENDIX E

IDOT Sequence #: 26107 **ISGS: 4703**
IDOT Job #: NA **IDOT District #: 1**

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

FINAL REPORT

DATE: October 17, 2025

IDOT DESIGN DATE: June 1, 2026

SURVEY TARGET DATE: December 31, 2025

DATE REQUEST RECEIVED: March 27, 2024

LOCATION: CH 49 (Fairfield Road), Gilmer Road to Oakwood Drive, Long Lake, Round Lake, Round Lake Beach, and unincorporated Avon and Freemont Townships, Lake County; Grayslake quadrangle (USGS 7.5-minute topographic map), T44N, R10E, Section 6, T45N, R9E, Section 24, and T45N, R10E, Sections 19 and 31.

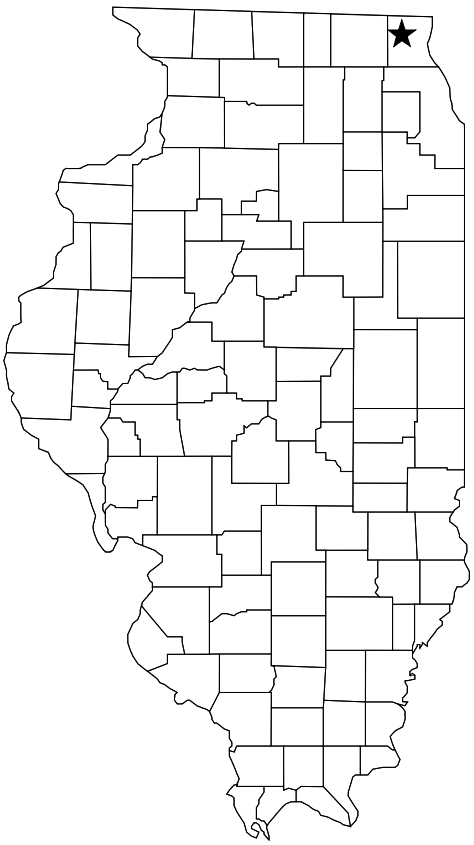


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GLOSSARY OF ACRONYMS

AAI	-	All Appropriate Inquiries
ACM	-	asbestos-containing material
AST	-	aboveground storage tank
ASTM	-	American Society for Testing and Materials
AUL	-	activity and use limitation (includes institutional controls, engineered barriers, and HAAs)
bgs	-	below ground surface
BOL	-	Bureau of Land (IEPA)
BTEX	-	benzene, toluene, ethylbenzene, and total xylene
CCDD	-	Clean construction and demolition debris
CDPH	-	Chicago Department of Public Health
CERCLIS	-	Comprehensive Environmental Response, Compensation, and Liability Information System
CH	-	County Highway
CTA	-	Chicago Transit Authority
ERNS	-	Emergency Response Notification System
FEMA	-	Federal Emergency Management Agency
FHWA	-	Federal Highway Administration
FOIA	-	Freedom of Information Act
GIS	-	Geographic Information System
GRO	-	Groundwater Remediation Objective
HAA	-	Highway Authority Agreement
IDNR	-	Illinois Department of Natural Resources
IDOT	-	Illinois Department of Transportation
IEMA	-	Illinois Emergency Management Agency
IEPA	-	Illinois Environmental Protection Agency
IMD	-	Illinois Manufacturers Directory
ISGS	-	Illinois State Geological Survey
ISWS	-	Illinois State Water Survey
LUST	-	leaking underground storage tank
ì g/kg	-	micrograms per kilogram (ppb)
ì g/l	-	micrograms per liter (ppb)
mg/kg	-	milligrams per kilogram (ppm)
mg/l	-	milligrams per liter (ppm)
M.M.	-	mile marker
MOU	-	memorandum of understanding
M.P.	-	mile post
MSSA	-	Mahomet Sole Source Aquifer
MTBE	-	methyl tertiary butyl ether
NFR	-	No Further Remediation
NPL	-	National Priorities List
NRCS	-	Natural Resources Conservation Service
OER	-	Office of Emergency Response (IEPA)
OSFM	-	Office of the State Fire Marshal
PAA	-	Permit Access Agreement
PAH/PNA	-	polynuclear aromatic hydrocarbon
PCB	-	polychlorinated biphenyl
PESA	-	Preliminary Environmental Site Assessment
P.G.	-	Professional Geologist
ppb	-	parts per billion (equivalent to ì g/kg for solids, and ì g/l in liquids)
ppm	-	parts per million (equivalent to mg/kg in solids, and mg/l in liquids)
PRP	-	Potentially Responsible Party
PSI	-	Preliminary Site Investigation
RCRA	-	Resource Conservation and Recovery Act
REC	-	recognized environmental condition
ROW	-	right-of-way
SEMS	-	Superfund Enterprise Management System
SGRO	-	Soil Gas Remediation Objective
SIC	-	Standard Industrial Classification
SPLP	-	synthetic precipitation leaching procedure
SRO	-	Soil Remediation Objective
SRP	-	Site Remediation Program
SSTS	-	Section Seven Tracking System (USEPA)
SVOC	-	semi-volatile organic compound
TACO	-	Tiered Approach to Corrective Action Objectives (IEPA)
TCLP	-	toxicity characteristic leaching procedure
TPH	-	total petroleum hydrocarbons
TRI	-	Toxics Release Inventory
UIC	-	Underground Injection Control (IEPA)
USDA	-	United States Department of Agriculture
USEPA	-	United States Environmental Protection Agency
USGS	-	United States Geological Survey
UST	-	underground storage tank
VOC	-	volatile organic compound

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to Fairfield Road at IL 134, IL 120, and IL 60, Long Lake, Round Lake, Round Lake Beach, and unincorporated Avon and Fremont Townships, Lake County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Railroad	4703-1	Monitoring well; potential monitoring well; railroad signal box and building; metals, SVOCs, and VOCs; HAA; natural gas pipeline; potential ACM and lead paint	HAA, AUL	Transportation
Vacant land	4703-2	Metals	None	Vacant
Vacant lot	4703-4	VOCs and metals	None	Vacant
Vacant lot	4703-5	SVOCs and metals	None	Vacant
Gerber Collision and Glass	4703-6	Potential UST(s); evidence of chemical use; SVOCs and metals; transformer; potential ACM and lead paint	RCRA, BOL	Commercial
Commercial building	4703-7	Spill; SVOCs and metals; transformer; potential ACM and lead paint	BOL, IEMA	Commercial

CVS	4703-8	Evidence of chemical use; spill; monitoring wells; SVOCs and metals; HAA; transformer; potential ACM and lead paint	RCRA, BOL, IEMA, HAA, AUL	Commercial
Marathon gas station	4703-9	USTs with documented releases; potential UST(s); potential former chemical use; monitoring wells; former monitoring wells; potential monitoring wells; impacted soil and groundwater; metals, SVOCs, and VOCs; HAA (source); transformers; potential ACM and lead paint	LUST, UST, BOL, IEMA, HAA, AUL	Commercial
Commercial building	4703-10	HAA; transformers; potential ACM and lead paint	HAA, AUL	Commercial
Round Lake Animal Hospital	4703-11	Metals; natural gas pipeline; potential ACM and lead paint	None	Commercial
Utility corridor	4703-12	Metals; likely past pesticide and/or herbicide use	None	Utility
Residential buildings	4703-13	Metals; potential ACM and lead paint	None	Residential
Speed Plumbing and residence	4703-14	Potential UST(s); potential former chemical use; metals, SVOCs, and VOCs; potential ACM and lead paint	None	Commercial/ residential
Residences	4703-15	Metals and SVOCs; potential ACM and lead paint	None	Residential

Farmstead	4703-17	Former USTs with a documented release; evidence of former chemical use; former ASTs; former drums; potential pesticide and/or herbicide presence; transformer; potential ACM and lead paint	RCRA, LUST, UST, BOL, IEMA	Farmstead
Nippersink Forest Preserve	4703-22	Spill; transformers; potential ACM and lead paint	IEMA	Recreational
Agricultural building	4703-24	Former dumping; former AST; potential pesticide and/or herbicide presence; natural gas pipeline; potential ACM and lead paint	BOL	Agricultural

Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name	ISGS site #	De minimis condition(s)	Land use
Residential building	4703-3	Natural gas pipeline; potential ACM	Residential
Round Lake Area Park District	4703-16	Transformers; potential ACM and lead paint	Recreational
Agricultural land	4703-18	Natural gas pipeline; likely pesticide and/or herbicide use	Agricultural
Chain O Lakes Mobile Homes	4703-19	Natural gas pipeline; transformers; potential ACM and lead paint	Residential
Residences	4703-20	Transformer; potential ACM and lead paint	Residential
Agricultural land	4703-23	Natural gas pipeline; transformer; likely pesticide and/or herbicide use	Agricultural
Residences	4703-25	Natural gas pipeline; transformer; potential ACM and lead paint	Residential

Table 3. The following site along the project was determined not to contain RECs or de minimis conditions:

Property name	ISGS site #	Land use
Fort Hill Cemetery	4703-21	Cemetery

Table 4. The following additional sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
Residential building	4703-A	BOL, IEMA	Residential
Residential building	4703-B	BOL, IEMA	Residential
Commercial building	4703-C	BOL, IEMA	Commercial

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above. Wetlands and flooding hazards are not evaluated as part of this report.

INTRODUCTION

This is the **Final Report** of a preliminary environmental assessment by the ISGS of natural and man-made hazards that may be encountered for the improvements to Fairfield Road at IL 134, IL 120, and IL 60, Long Lake, Round Lake, Round Lake Beach, and unincorporated Avon and Fremont Townships, Lake County (Attachment 1). Project features include acquisition of additional ROW or easements, in-stream work, railroad ROW involvement, and excavation or subsurface utility relocation. IL 120 is known as Belvidere Road in the project area, and will be referred to as such in this report. IL 134 is also known as Long Lake Road and Round Lake Road, but will be referred to IL 134 in this report. This report identifies and evaluates recognized environmental conditions (RECs) that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the proposed project.

This assessment has been prepared using historical and geological information including aerial photographs, U.S. Geological Survey topographic maps, plat maps, file information of the ISGS, regulatory file information from federal, state, and other agencies, and various other sources of information. An on-site investigation has been completed. The specific methods used to conduct the assessment are contained in "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects" (Erdmann et al., 2014).

This Preliminary Environmental Site Assessment (PESA) was performed in compliance with the IDOT-ISGS PESA Manual (Erdmann et al., 2014) and not with the All Appropriate Inquiries environmental assessment standard (40 CFR Part 312) that was amended and took effect on February 13, 2023, or with the ASTM standard E1527-21.

GEOLOGY

Bedrock geology. The topmost bedrock unit in the project area has been mapped as undifferentiated rocks of Silurian age, which in this area consist primarily of limestones and dolomites.

Surficial geology. The total thickness of surficial deposits in the project area has been mapped as 30-60 m (100-200 ft). Along the west part of IL 134, the uppermost unit has been mapped as less than 6 m (20 ft) of the Grayslake Peat, underlain by greater than 6 m (20 ft) Wedron Group. Along Belvidere Road east of Fairfield Road, the uppermost unit has been mapped as less than 6 m (20 ft) of the Henry Formation, underlain by greater than 6 m (20 ft) of the Wedron Group. Throughout the rest of the project area, the uppermost unit has been mapped as greater than 6 m (20 ft) of the Wedron Group. In the project area, the Grayslake Peat consists of peat, sandy and silty peat, muck rich in organic matter, and silt, the Henry Formation consists of sand and gravel glacial outwash, and the Wedron Group consists of silty and clayey glacially deposited material.

Soils. Along the project ROW, the NRCS has classified the Pella silty clay loam, 0-2% slopes, the Ashkum silty clay loam, 0-2% slopes, the Houghton muck, ponded, 0-2% slopes, the Harpster silty clay loam, 0-2% slopes, and the Peotone silty clay loam, 0-2% slopes, as containing 33% to 100% hydric components. None of the other soils in the project area have been classified by NRCS as containing more than 33% hydric components. The NRCS has

classified the Houghton muck, ponded, 0-2% slopes, as non-prime farmland.

HYDROGEOLOGY

Due to project type or IDOT internal procedure, the sections on surficial public water supplies, groundwater recharge, groundwater protection areas, potential for contamination of shallow aquifers, and well log information are not included in this report.

Drainage direction. In the project area along IL 134, surficial drainage is generally toward the southwest, in the direction of Manitou Creek. In the project area along Belvidere Road, surficial drainage is generally toward the north, in the direction of Manitou Creek. In the project area along IL 60, surficial drainage is generally toward the south, in the direction of an unnamed tributary to Manitou Creek. However, since the project area is urbanized and storm drains and sewers are present, most surficial runoff will be controlled by the storm sewer system; such systems typically are designed to follow natural drainage patterns.

Neither the near-surface nor the shallow unconfined groundwater flow direction was specifically determined for this project, but they generally mimic local topography.

Wellhead protection areas. This project crosses four wellhead protection recharge areas for non-community wells, as described below.

Name	Crosses
Clark Oil (Site 4703-9)	IL 134 between Fox Trail and Harrison Avenue
Taqueria Albiter (Site 4703-11)	IL 134 between Commercial Boulevard and east of Harrison Avenue
Synnestvedt Nursery (Site 4703-17)	Intersection of Belvidere Road and Fairfield Road
Chain-O-Lakes MHP (Site 4703-19)	Intersection of Belvidere Road and Fairfield Road

NATURAL FEATURES AND HAZARDS

No observed or known natural hazards were identified for this project.

PROJECT SITES

Project sites will be described generally from west to east along IL 134, Belvidere Road, and IL 60 below. Attachment 1 contains project location maps. Attachment 2 contains maps of all sites discussed in this report. Attachments 3 through 8 contain site-specific maps and NFR letters for selected sites on this project. The versions of the OSFM's UST database, IEPA's LUST database,

IEPA's Bureau of Land database, and USEPA's SEMS database utilized for this report were all dated October 6, 2025. IEPA files were received on July 29, 2025. No OSFM or USEPA files were reviewed for this project. Fieldwork for this project was conducted on September 9, 2025.

This project intersects previous ISGS PESAs and PSIs as follows:

ISGS #	Date submitted to IDOT	Intersects	PSI
100	December 6, 1990	Along Belvidere Road	None
315G	October 3, 1996	Along Belvidere Road	None
1908	April 14, 2010	Along IL 134	Ecology & Environment #7, work order #033
1908A	September 23, 2010	Along IL 134	Ecology & Environment #7, work order #033
1908V	February 6, 2017	Along IL 134	None
2522	February 22, 2012	Along IL 60	Weston #9, work order #072
2522V	November 25, 2019	Along IL 60	Weston #9, work order #072

Information from these earlier PESAs and PSI will be summarized in geographic order below. No sites in this project were covered in PSI Weston #9, work order #072.

This project does not intersect or overlap ISGS #69, #1779, or #3747, which were submitted to IDOT on August 28, 1990, October 30, 2008, and July 18, 2019, respectively; however, because of the extent of the project limits and the size of Site 4703-16 and 4703-22, these PESAs included information for these sites.

Data gaps applicable to the entire project area

The following data gaps applicable to the entire project area were noted for this project. Data gaps specific to individual sites are discussed in the site writeups below.

- Aerial photographs provided information only for those specific times covered by the photographs, as noted in the Information Sources section. No records were available for intervening years, and other land uses could have occurred in these years.

- Areas which were vacant or under transportation or residential use throughout all aerial photographs were not researched in city directories.

Site 4703-1 (1908-1, 1908A-1, 1908V-1). Railroad, 1400-24300 blocks of W. IL 134, Long Lake, Round Lake Beach, and Round Lake (north and east quadrants of IL 134 and Fairfield Road;

Attachment 2, page 1). This site is occupied by a railroad. A railroad signal building was observed at the northwest corner of the IL 134 and Fairfield Road intersection and a railroad signal box was observed across from Site 4703-14. One monitoring well was observed in the area of MW-15 on Attachment 3. Due to the presence of dense vegetation, an inspection of the area of MW-5 on Attachment 3 could not be performed and the status of this monitoring well is unknown. One natural gas pipeline marker was observed across from Site 4703-12. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1902 plat maps, this site was under individual ownership. On the 1915 through 2000 plat maps, the railroad was depicted. No buildings were depicted on any of the plat maps. On the 1939 through 2025 aerial photographs, a railroad present.

Information in IEPA files for Site 4703-9 (IEPA #0971505023) pertained to this site. In response to LUST events at that site, MW-5 and MW-15 on Attachment 3 were installed on this site. MW-15 was observed during fieldwork for this project. Due to the presence of dense vegetation, an inspection of the area of MW-5 on Attachment 3 could not be performed and the status of this monitoring well is unknown. Soil and groundwater samples were analyzed for BTEX. No compounds were detected above Tier 1 residential SROs or Class I GROs. HAA #1774 was executed with IDOT for the IL 134 ROW. The agreement area of this HAA adjoins this site (see Attachment 4 for the location of the HAA). See Site 4703-9 for details.

Potential hazards associated with railroad signal boxes and buildings include batteries and metals.

In eleven boreholes completed at this site for PSI Ecology and Environment #7, work order #033, metals, SVOCs, and/or VOCs were detected in all eleven boreholes. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gap was identified at this site:

- Due to the presence of dense vegetation, an inspection of the area of MW-5 on Attachment 3 could not be performed and the status of this monitoring well is unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Monitoring well; potential monitoring well; railroad signal box and building; metals, SVOCs, and VOCs detected during previous PSI testing; HAA.

The following de minimis conditions were identified at this site: Natural gas pipeline; potential ACM and lead paint.

Site 4703-2 (1908A-2). Vacant land, 1400 block of W. IL 134, Round Lake (west quadrant of IL 134 and Fox Trail; Attachment 2, page 1). This site is occupied by vacant grass-covered land. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 2025 aerial photos, this site was vacant, with a grassy appearance.

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, metals were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

The following REC was identified at this site: Metals detected during previous PSI testing.

No de minimis conditions were identified at this site.

Site 4703-3. Residential building, 1491-1497 Sedgewood Court, Round Lake (west quadrant of IL 134 and Fox Trail; Attachment 2, page 1). This site is occupied by a residential building. One natural gas pipeline marker was observed at the southwest corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 2002 aerial photos, this site was vacant, with a grassy appearance. On the 2005 through 2025 aerial photos, the current building was present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or

stove and furnace insulation. Evidence from aerial photographs indicates that this residential building was constructed after 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint is unlikely to be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; potential ACM.

Site 4703-4 (1908-2, 1908V-2). Vacant lot, 1400 block of W. IL 134, Round Lake (west corner of IL 134 and Fox Trail; Attachment 2, page 1). This site is occupied by a vacant grass-covered lot. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1988 aerial photographs, this site was under agricultural use. On the 1994 through 2004 aerial photos, the site was vacant, with a disturbed appearance. On the 2005 through 2025 aerial photos, the site was vacant, with a grassy appearance.

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, VOCs and metals were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

The following REC was identified at this site: VOCs and metals detected during previous PSI testing.

No de minimis conditions were identified at this site.

Site 4703-5 (1908-3, 1908V-3). Vacant lot, 1300 block of W. IL 134, Round Lake (south corner of IL 134 and Fox Trail; Attachment 2, page 1). This site is occupied by a vacant grass-covered lot. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1988 aerial photographs, the site was under agricultural use. On the 1994 through 2004 aerial photos, the site was vacant, with a disturbed appearance. On the 2005 through 2025 aerial photos, the site was vacant, with a grassy appearance.

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, SVOCs and metals were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

The following REC was identified at this site: SVOCs and metals detected during previous PSI testing.

No de minimis conditions were identified at this site.

Site 4703-6 (1908-3, 1908V-3). Gerber Collision and Glass, 1321 W. IL 134, Round Lake (west corner of IL 134 and Commercial Boulevard; Attachment 2, page 1). This site is occupied by an auto repair business. One pad-mounted transformer was observed near the southeast corner of the site.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1988 aerial photographs, the site was under agricultural use. On the 1993 through 2004 aerial photos, the site was vacant, with a disturbed appearance. On the 2005 through 2017 aerial photos, the site was vacant, with a grassy appearance. On the 2019 through 2025 aerial photos, the current building was present. In the 1969 through 2023 city directories, no listings were found.

Under the name “Gerber Collision & Glass” and the address “1321 W Rte 134", this site appears on the active RCRA list (USEPA #ILR000212928) and the BOL list (IEPA #0971505074). According to IEPA files, in October 2022, Gerber Collision & Glass, registered with USEPA and IEPA as a generator of less than 100 kg/mo (220 lb/mo) of ignitable wastes and wastes containing VOCs. No further information was available in IEPA files regarding IEPA #0971505074.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, SVOCs and metals were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors

was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gap was identified at this site:

- The status and locations of any undocumented UST(s) at this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Potential UST(s); evidence of chemical use; SVOCs and metals detected during previous PSI testing.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 4703-7 (1908-4, 1908V-7). Commercial building, 1271 W. IL 134, Round Lake (south corner of IL 134 and Commercial Boulevard; Attachment 2, page 1). This site is occupied by a vacant commercial building with the appearance of a former bank. One pad-mounted transformer was observed near the southwest corner of the building.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1972 aerial photographs, the site was under agricultural use. On the 1980 through 1988 aerial photos, the site was vacant, with a grassy appearance. On the 1994 through 2003 aerial photos, a parking lot for a commercial building located offsite to the south was present at this site and Site 4703-8. On the 2004 through 2006 aerial photos, the site was vacant, with a grassy appearance. On the 2007 through 2025 aerial photos, the current building was present.

The following information has been modified from ISGS #1908V:

> In the 1969 through 2007 city directories, no listings were found for this address. In the 1990 through 1992 city directories, a grocery store was listed at the address “1225 IL 134", which according to Round Lake address conventions would be located within the historical address range of this site and Site 4703-8.

In the 2011 through 2023 city directories, a bank was listed.

Under the name “Super Value Stores”, the address “1225 W Rte 134” appears on the BOL list (IEPA #0971505012). Under the name “Super Value Stores Inc.”, the address “1224 West State Route 134” appears on the IEMA non-LUST list (IEMA #891456). Review of regulatory files indicated these listings pertain to a former business which occupied this site and Sites 4703-8, 4703-A, 4703-B, and 4703-C. According to IEPA files, in August 1989, IEPA issued an inventory number to Super Value Stores in response to a spill (see below). No further information was available in IEPA files regarding IEPA #0971505012.

The following information has been modified from ISGS #1908V:

> According to OER files, in August 1989, a release of 300-450 liters (80-120 gallons) of diesel fuel was reported. The cause of the release was listed as a punctured tank. The fire department responded and contained the spill with sand. Store personnel had contacted IEPA for cleanup advice.

No further information was available in OER files regarding IEMA #891456.

In two boreholes completed at this site for PSI Ecology & Environment #7, work order #033, SVOCs and metals were detected in both boreholes. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Spill; SVOCs and metals detected during previous PSI testing.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 4703-8 (1908-4, 1908V-8). CVS, 1229 W. IL 134, Round Lake (southwest corner of IL 134 and Fairfield Road; Attachment 2, page 1). This site is occupied by a pharmacy and general store. One pad-mounted transformer was observed near the northwest corner of the building. Two monitoring wells were observed in the locations of MW-13 and MW-16 on Attachment 3.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1972 aerial photographs, the site was under agricultural use. On the 1980 through 1988 aerial photos, the site was vacant, with a grassy appearance. On the 1993 through 2003 aerial photos, a parking lot for a commercial building located offsite to the south was present at this site and Site 4703-7. On the 2004 aerial photo, the site was vacant, with a grassy appearance. On the 2005 through 2025 aerial photos, the current building was present.

The following information has been modified from ISGS #1908V:

> In the 1969 through 2004 city directories, no listings were found for this address. In the 1990 through 1992 city directories, a grocery store was listed at the address “1225 IL 134", which according to Round Lake address conventions would be located within the historical address range of this site and Site 4703-7.

In the 2006 through 2021 city directories, the current store was listed. In the 2021 city directory, no listings were found. In the 2023 city directory, the current store was listed.

Under the name “CVS Pharmacy 7170” and the address “1229 W Rte 134” in Round Lake, this site appears on the active RCRA list (USEPA #ILR000170985) and the BOL list (IEPA #0971505062). According to IEPA files, in April 2012 and again in June 2013, CVS Pharmacy registered with USEPA and IEPA as a generator of 100 to 1,000 kg/mo (220 to 2,200 lb/mo) of ignitable and corrosive wastes and wastes containing metals and VOCs. In December 2020, CVS Pharmacy registered with USEPA and IEPA as a generator of less than 100 (220 lb/mo) of ignitable and corrosive wastes and wastes containing metals and VOCs. No further information was available in IEPA files regarding IEPA #0971505062.

Under the name “Super Value Stores”, the address “1225 W Rte 134” appears on the BOL list (IEPA #0971505012). Under the name “Super Value Stores Inc.”, the address “1224 West State Route 134” appears on the IEMA non-LUST list (IEMA #891456). Review of regulatory files indicated these listings pertain to a former business which occupied this site and Sites 4703-7, 4703-A, 4703-B, and 4703-C. According to IEPA files, in August 1989, IEPA issued an inventory number to Super Value Stores in response to a spill (see below). No further information was available in IEPA files regarding IEPA #0971505012.

The following information has been modified from ISGS #1908V:

> According to OER files, in August 1989, a release of 300-450 liters (80-120 gallons) of diesel fuel was reported. The cause of the release was listed as a punctured tank. The fire department responded and contained the spill with sand. Store personnel had contacted IEPA for cleanup advice.

No further information was available in OER files regarding IEMA #891456.

Information in IEPA files for Site 4703-9 (IEPA #0971505023) pertained to this site. In response to LUST events at that site, MW-13 and MW-16 on Attachment 3 were installed on this site. These monitoring wells were present during fieldwork for this project. Attachment 5 depicts two proposed monitoring wells on this site (MW-8 and MW-9), which were not present during fieldwork for this project. Soil and groundwater samples were analyzed for BTEX. No compounds were detected above Tier 1 residential SROs or Class I GROs. HAA #1774 was executed with IDOT for the IL 134 ROW. The agreement area of this HAA adjoins this site (see Attachment 4 for the location of the HAA). See Site 4703-9 for details.

In four boreholes completed at this site for PSI Ecology & Environment #7, work order #033, metals and/or SVOCs were detected in all four boreholes. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or

underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Evidence of chemical use; spill; monitoring wells; SVOCs and metals detected during previous PSI testing; HAA.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 4703-9 (1908-5, 1908V-10). Marathon gas station, 1175 W. IL 134, Round Lake (southeast corner of IL 134 and Fairfield Road; Attachment 2, page 2). This site is occupied by a gasoline station and a convenience store. Four dispensers were observed beneath a canopy to the north of the building. An UST pit containing three USTs was observed east of the building (see Attachment 3 for the UST locations). Three vent pipes were observed near the southeast corner of the building. Twelve monitoring wells were observed. Eleven of these are depicted on Attachment 3 and Attachment 5 (MW-2 through MW-4 and MW-14 on Attachment 3 and MW-1 through MW-7 on Attachment 5) and an additional monitoring well was observed to the southeast of MW-9 on Attachment 3. Due to the presence of dense vegetation along the south and east part of the site, an inspection of these areas could not be performed, and the status of MW-1, MW-11, and MW-12 on Attachment 3 is unknown. Two pole-mounted transformers were observed at the southwest corner of the site.

During previous PESAs, USTs and monitoring wells were observed (see OSFM #2016474, below, for a discussion of these USTs).

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1961 aerial photographs, the site was under agricultural use. On the 1972 and 1980 aerial photos, the site was vacant, with a grassy appearance. On the 1987 through 2008 aerial photos, a different gasoline station was present. On the 2009 through 2025 aerial photos, the current gas station was present. In the 1969 through 1985 city directories, no listings were found for this site. In the 1989 through 2011 city directories, various gas stations were listed. In the 2016 city directory, no listings were found. In the 2021 city directory, a gas station was listed. In the 2023 city directory, no listings were found.

Under the name “Clark Oil & Refining” and the address “1175 W Rte 134” in Round Lake, this site appears on the BOL list (IEPA #0971505023). Under the name “Premcor Refining Group, Inc.” and the address “1175 West Route 134”, this site appears twice on the LUST list (IEMA #950597 and #20001039). Under the name “Cross America Partners” and the address “1175 West Route 134", this site appears on the LUST list (IEMA #20220576). Under the name “IL0136” and the address

“1175 Route 134”, this site appears on the UST list (OSFM #2016474) with three registered USTs. According to OSFM records, three 30,283-liter (8,000-gallon) gasoline USTs are currently in use (see IEMA #950597, #20001039, and #20220576, below, for a discussion of these USTs).

The following information has been modified from ISGS #1908V:

> According to IEPA files, during the week of March 20, 1995, SECOR International Incorporated investigated a report of petroleum-like odors at this site. SECOR confirmed the presence of the odors within the store and identified two possible sources near the northwest corner of the building. In April 1995, an investigation was conducted which included testing for potential leaks within the UST system and shallow excavations at four locations in the vicinity of the system product lines. Petroleum-impacted backfill was identified within each of the shallow excavations and a leak within the UST system was detected; as a result IEMA was notified and IEMA #950597 was issued.

Between 1996 and 2013, numerous rounds of sampling were conducted under the direction of several different consultants. These investigations included the completion of numerous soil borings, the installation of 16 on-site and off-site monitoring wells (MW-1 through MW-16 on Attachment 3) and three recovery sumps (Sumps #2, #3, and #4 on Attachment 3), and quarterly free product removal from 1996-1998. MW-2 through MW-4 and MW-14 on Attachment 3 were present during fieldwork for this project. MW- 6 through MW-10 were not present. Due to the presence of dense vegetation along the south and east part of the site, an inspection of these areas could not be performed, and the status of MW-1, MW-11, and MW-12 on Attachment 3 is unknown. MW-5 and MW-15 were completed offsite to the north (Site 4703-1) and MW-13 and MW-16 were completed to the west (Site 4703-8). In June 2000, during a routine site inspection by OSFM personnel, a sheen was observed within a water detention area located east of the UST field; as a result IEMA was notified and IEMA #20001039 was issued. Both LUST incidents at this site were subsequently combined and handled together. Soil and groundwater samples were analyzed for BTEX. BTEX compounds were detected onsite above Tier 1 residential SROs and Class I GROs. See Attachment 4 for the groundwater analytical results. No maps depicting the estimated extent of impacted soil were present in IEPA files. No offsite results were detected above Tier 1 residential SROs or Class I GROs.

AECOM conducted a Tier 2 evaluation to develop site-specific SROs for benzene and xylene. No compounds were detected above the site-specific SROs. AECOM proposed to manage the residual impact through the use of AULs. HAA #1774 was executed with IDOT for the IL 134 ROW. The agreement area adjoins Sites 4703-1, 4703-8, and 4703-10 (see Attachment 4 for the location of the HAA). An HAA with Lake County was proposed for the Fairfield Road ROW, but was not enacted. No further information was available in IEPA files regarding IEMA #950597 or #20001039.

According to IEPA files, IEMA #20220576 was issued in June 2022 after an issue with a sump was discovered. The sump was replaced, and between November and December 2024, several rounds of sampling were conducted under the direction of Gabriel Environmental Services (Gabriel). These investigations included the completion of numerous soil borings and the installation of seven monitoring wells (see MW-1 through MW-7 on Attachment 5). These monitoring wells were present during fieldwork for this project. Soil and groundwater samples were collected and analyzed for BTEX analysis. BTEX compounds were detected above Tier 1 residential and construction worker SROs. BTEX compounds and MTBE were detected above Class I GROs. See Attachment 5 for the soil and groundwater analytical results. The depth to groundwater was 3-9 m (11-30 ft), and

the groundwater flow direction was toward the northeast. IEPA files also documented that an evaluation of the indoor inhalation exposure route would be required. Gabriel proposed the installation of four additional onsite monitoring wells (D-1 through D-3, Geotech-1 on Attachment 5) and two additional offsite monitoring wells on Site 4703-8 (MW-8 and MW-9 on Attachment 5). These monitoring wells were not present during fieldwork for this project. No further information was available in IEPA files regarding IEMA #20220576 or IEPA #0971505023.

Historic gas stations commonly conducted auto repairs on the premises. Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

In five boreholes completed at this site for PSI Ecology & Environment #7, work order #033, metals, SVOCs, and/or VOCs were detected in all five boreholes. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, pipelines, drums, chemical containers, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gaps were identified at this site:

- Due to the presence of dense vegetation along the south and east part of the site, an inspection of these areas could not be performed, and the status of MW-1, MW-11, and MW-12 on Attachment 3 is unknown.

- The status and locations of any undocumented UST(s) at this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: USTs with documented releases; potential UST(s); potential former chemical use; monitoring wells; former monitoring wells; potential monitoring wells; impacted soil and groundwater; metals, SVOCs, and VOCs, detected during previous PSI testing; HAA (source).

The following de minimis conditions were identified at this site: Transformers; potential ACM and lead paint.

Site 4703-10 (1908-5, 1908V-10). Commercial building, 751 N. Fairfield Road, Round Lake (southeast quadrant of IL 134 and Fairfield Road; Attachment 2, page 2). This site is occupied by a commercial building. Occupants included two restaurants (see address table for listings). Three pole-mounted transformers were observed near the northeast corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1961 aerial photographs, this site was under agricultural use. On the 1972 through 2022 aerial photos, this site was vacant, with a grassy and tree-covered appearance. On the 2023 through 2025 aerial photos, the current building was present. In the 1969 through 2023 city directories, no listings were found.

Information in IEPA files for Site 4703-9 (IEPA #0971505023) pertained to this site. In response to LUST events at that site, HAA #1774 was executed with IDOT for the IL 134 ROW. The agreement area of this HAA adjoins this site (see Attachment 4 for the location of the HAA). See Site 4703-9 for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following REC was identified at this site: HAA.

The following de minimis conditions were identified at this site: Transformers; potential ACM and lead paint.

Site 4703-11 (1908-6). Round Lake Animal Hospital, 24431 IL 134, unincorporated Avon Township (southeast quadrant of IL 134 and Fairfield Road; Attachment 2, page 2). This site is occupied by an animal hospital. One natural gas pipeline marker was observed along the southeast side of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1980 plat maps, this site was under individual ownership. On the 1989 through 2000 plat maps, this site was within undifferentiated Round Lake. No buildings were depicted on any of the plat maps. On the 1939 through 1961 aerial photos, this site was under agricultural use. On the 1972 aerial photo, this site was vacant, with a disturbed appearance. On the 1980 aerial photo, a commercial building different from the current one was present. On the 1988 through 2015 aerial photos, two commercial buildings different from the current one were present. On the 2017 through 2025 aerial photos, the current building was present. In the 1969 through 1984 city directories, no listings were found. In the 1985 through 2011 city directories, an animal hospital and a restaurant were listed. In the 2016 through 2023 city directories, an animal hospital was listed.

In two boreholes completed at this site for PSI Ecology & Environment #7, work order #033, metals

were detected in both boreholes. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following REC was identified at this site: Metals detected during previous PSI testing.

The following de minimis conditions were identified at this site: Natural gas pipeline; potential ACM and lead paint.

Site 4703-12 (1908-7). Utility corridor, 24400 block of IL 134, unincorporated Avon Township (south side of IL 134 between Fairfield Road and Harrison Avenue; Attachment 2, page 2). This site is occupied by a utility corridor. Due to the presence of dense vegetation, all observations were made from publicly accessible areas along IL 134. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1954 plat maps, this site was under individual ownership. On the 1965 through 2000 plat maps, this site was under the ownership of ComEd. No buildings were depicted on any of the plat maps. On the 1939 through 1953 aerial photographs, this site was under agricultural use. On the 1961 through 2025 aerial photos, this site was vacant, with a grassy appearance.

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, metals were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gap was identified at this site:

- Due to the presence of dense vegetation, all observations were made from publicly accessible areas along IL 134.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

The following REC was identified at this site: Metals detected during previous PSI testing.

The following de minimis condition was identified at this site: Likely past pesticide and/or herbicide use based on former agricultural land use.

Site 4703-13 (1908-8). Residential buildings, 24329-24347 IL 134, unincorporated Avon Township (south side of IL 134 between Fairfield Road and Harrison Avenue; Attachment 2, page 2). This site is occupied by two associated groups of residential buildings. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1954 plat maps, this site was under individual ownership. On the 1965 through 2000 plat maps, this site was within a subdivided area. No buildings were depicted on any of the plat maps. On the 1939 through 1953 aerial photographs, this site was vacant, with a grassy and tree-covered appearance. On the 1962 through 2025 aerial photos, the current buildings were present.

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, metals were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photos indicates that these residential buildings were constructed before 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint may be present in these buildings.

The following REC was identified at this site: Metals detected during previous PSI testing.

The following de minimis conditions were identified at this site: Potential ACM and lead paint.

Site 4703-14 (1908-9). Speed Plumbing and residence, 24321 IL 134, unincorporated Avon Township (west corner of IL 134 and Harrison Street; Attachment 2, page 2). This site is occupied by a plumbing business and a residence, which shared the same address. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1954 plat maps, this site was under individual ownership. On the 1965 through 2000 plat maps, this site was within a subdivided area. No buildings were depicted on any of the plat maps. On the 1939 and 1946 aerial photos, this site was vacant, with a grassy appearance. On the 1953 aerial photo, a building different from the current ones was present, which had the appearance of a gas station. On the 1961 through 2025 aerial photos, both of the current buildings were present. In the 1969 through 1980 city directories, no listings were found.

In the 1985 city directory, a book store was listed. In the 1990 and 1995 city directories, Crystal Creations was listed. In the 1999 through 2016 city directories, no listings were found.

During interviews for ISGS #1908, Doug Zeigler, of the Greater Round Lake Fire Protection District, was unaware of any USTs, ASTs, or hazardous materials at this site, and Tim Phelan of the Lake County Planning, Building and Development Department was unaware of any UST permits for this site. Mr. Phelan stated that a glass blowing shop and silk screening T-shirt business previously occupied this address.

Historic gas stations commonly conducted auto repairs on the premises. Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s). Potential hazards associated with glassworking and silk-screening businesses include VOCs and metals.

In three boreholes completed at this site for PSI Ecology & Environment #7, work order #033, metals, SVOCs, and/or VOCs were detected in all three boreholes. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gap was identified at this site:

- The status and locations of any undocumented UST(s) at this site are unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

The following RECs were identified at this site: Potential UST(s); potential former chemical use; metals, SVOCs, and VOCs detected during previous PSI testing.

The following de minimis conditions were identified at this site: Potential ACM and lead paint.

Site 4703-15 (1908A-3). Residences, 24255-34255 IL 134, unincorporated Avon Township (south corner of IL 134 and Harrison Avenue; Attachment 2, page 2). This site is occupied by two residences. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1954 plat maps, this site was under individual ownership. On the 1965 through 2000 plat maps, this site was within a subdivided area. No buildings were depicted on any of the plat maps. On the 1939 through 1972 aerial photos, this site was vacant, with a grassy and tree-covered appearance. On the 1980 through 2025 aerial photos, the current residences were present.

In one borehole completed at this site for PSI Ecology & Environment #7, work order #033, metals and SVOCs were detected. See PSI Ecology & Environment #7, work order #033, for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photos indicates that these residences may have been constructed before 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint may be present in these buildings.

The following REC was identified at this site: Metals and SVOCs detected during previous PSI testing.

The following de minimis conditions were identified at this site: Potential ACM and lead paint.

Site 4703-16 (69-no site number, 3747-1). Round Lake Area Park District, 814-860 Hart Road, Round Lake (northeast quadrant of Hart Road and Harrison Avenue; Attachment 2, page 2). This site is occupied by a park with a pavilion, a skate park, an aquatics center, and a community center. Three pad-mounted transformers were observed, two near the northeast corner of the central building and one near the northeast corner of the aquatics center. A retention pond was observed in the south part of the site. This site did not appear on any of the regulatory lists checked for this project.

The following information has been modified from ISGS #3747:

> On the 1861 through 2000 plat maps, this site was under individual ownership with no buildings present. On the 1939 through 1980 aerial photographs, this site was vacant, with a grassy and partially-wooded appearance and with the current pond in the south part of the site. On the 1988 aerial photograph, the current central building was present, and the remainder of the site was vacant, with a wooded appearance. On the 1994 through 2018 aerial photographs, both of the current buildings were present. In the 1970 through 1985 city directories, no listings were found for this address. In the 1990 through 2019 city directories, the current park district was listed.

On the 2019 through 2025 aerial photos, the current buildings were present. In the 2023 city directory, park district facilities were listed.

In one borehole completed at this site for ISGS #69, no VOCs were detected. See ISGS #69 for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers,

protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformers; potential ACM and lead paint.

Site 4703-17 (100-no site number, 315G-5). Farmstead, 24550 Belvidere Road, unincorporated Avon Township (northwest corner of Belvidere Road and Fairfield Road; Attachment 2, page 3). This site is occupied by a farmstead. A residence was present in the southeast corner of the site, and several barns and sheds were located to the northwest of the residence. Large spools of electrical cables were observed north of the driveway. One pole-mounted transformer was observed at the southwest corner of the site. Due to the presence of a fence and “no trespassing” signs, all observations were made from publicly accessible areas along Belvidere Road and Fairfield Road. Because this site is used as a farmstead, it is possible that pesticides and/or herbicides are stored on the premises.

During previous PESAs, USTs, ASTs, and drums were observed (see OSFM #2005765, below, for a discussion of these USTs).

On the 1861 through 1980 plat maps, this site was under individual ownership, with one building depicted on the 1861, 1885, and 1902 plat maps. The date of first development is unknown. On the 1989 through 2000 plat maps, this site was under the ownership of Synnestvedt Nursery Company. No buildings were depicted on any of the other plat maps. On the 1939 through 1972 aerial photos, a farmstead with the current residence was present. On the 1980 through 1987 aerial photos, most of the current buildings were present. On the 1988 through 2005 aerial photos, all of the current buildings were present, with additional greenhouses present to the north of the current buildings. On the 2006 through 2025 aerial photos, only the current buildings were present. In the 1969 through 1980 city directories, no listings were found. In the 1984 through 2006 city directories, a nursery was listed. In the 2011 and 2016 city directories, no listings were found. In the 2021 city directory, a nursery was listed. In the 2023 city directory, a landscaping company was listed.

Under the name “Synnestvedt Nursery Co” and the address “24550 W Highway 120", this site appears on the inactive RCRA list (USEPA #ILR000046599). Under the name “Synnestvedt Nursery Co” and the address “24550 W Rte 120", this site appears on the BOL list (IEPA #0971505030). Under the name “Synnestvedt Co.” and the address “24550 West Hwy. 120", this site appears on the LUST list (IEMA #980914). Under the name “Synnestvedt Nursery Co” and the address “24550 W Hwy 120", this site appears on the UST list (OSFM #2005765) with four

registered USTs. According to OSFM records, three gasoline USTs and one diesel UST were removed in April 1998 (see IEMA #980914, below, for a discussion of these USTs).

According to IEPA files, in December 1997, Synnestvedt Nursery Company registered with USEPA and IEPA as a generator of unspecified hazardous wastes. No further information was available in IEPA files regarding this site's status as a waste generator.

According to IEPA files, IEMA #980914 was issued in April 1998, after evidence of a release was observed from one of the gasoline USTs during the removal of four USTs present at that time (see Attachment 6 for the location of the UST associated with IEMA #980914). See Attachment 7 for the locations of the other former USTs. Impacted soil was removed, and soil samples were collected from the excavation for BTEX, VOC, and lead analysis under the direction of Leyden Environmental Inc. No compounds were detected above Tier 1 residential SROs. No groundwater was encountered during these activities. Based on this information, IEPA issued a NFR letter for IEMA #980914 on December 17, 1998, with no AULs (Attachment 8). No further information was available in IEPA files regarding IEMA #980914 or IEPA #0971505030.

Potential hazards associated with nurseries include herbicides and fertilizers.

In one borehole completed for ISGS #100, no VOCs were detected. In two boreholes completed for ISGS #315G, no VOCs were detected.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gaps were identified at this site:

- Due to the presence of a fence and "no trespassing" signs, all observations were made from publicly accessible areas along Belvidere Road and Fairfield Road.

- The date of first development is unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photos indicates that this residence was constructed before 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint may be present in these buildings.

The following RECs were identified at this site: Former USTs with a documented release; evidence of former chemical use; former ASTs; former drums.

The following de minimis conditions were identified at this site: Potential pesticide and/or herbicide presence based on farmstead use; transformer; potential ACM and lead paint.

Site 4703-18 (100-no site number). Agricultural land, 32300 block of N. Fairfield Road, unincorporated Avon Township (southwest and southeast corners of Belvidere Road and

Fairfield Road; Attachment 2, page 3). This site is occupied by agricultural land. One natural gas pipeline marker was observed at the southeast corner of Belvidere Road and Fairfield Road. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1989 plat maps, this site was under individual ownership. On the 1992 and 2000 plat maps, the west part of the site was under the ownership of Synnestvedt Company and the east part of the site was under individual ownership. No buildings were depicted on any of the plat maps. On the 1939 through 1999 aerial photographs, a residence was located at the southwest corner of Belvidere Road and Fairfield Road and the rest of the site was under agricultural use. On the 2002 through 2025 aerial photos, the entire site was under agricultural use.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; likely pesticide and/or herbicide use based on agricultural land use.

Site 4703-19. Chain O Lakes Mobile Homes, 24430 Belvidere Road, unincorporated Avon Township (northeast corner of Belvidere Road and Fairfield Road; Attachment 2, page 3). This site is occupied by a mobile home park with an office. Two natural gas pipeline markers were observed, one at the southwest corner of the site, and one northeast of the main entrance. Several small pole-mounted transformers were observed near the southwest corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1941 plat maps, this site was under individual ownership. On the 1954 through 1965 plat maps, this site was within an area of small tracts. On the 1972 through 1980 plat maps, this site was under individual ownership. On the 1989 plat map, this site was under the ownership of Chain O Lakes Mobile Homes. On the 1992 and 2000 plat maps, this site was within an area of small tracts. No buildings were depicted on any of the plat maps. On the 1939 and 1946 aerial photographs, this site was under agricultural use. On the 1953 through 2025 aerial photos, mobile homes were present. In the 1969 through 2006 city directories, no listings were found. In the 2011 city directory, an individual name was listed. In the 2016 through 2023 city directories, no listings were found.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was

observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. In addition, the ages of the mobile homes are unknown. Therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformers; potential ACM and lead paint.

Site 4703-20. Residences, 24348-24356 Belvidere Road, unincorporated Avon Township (northeast quadrant of Belvidere Road and Fairfield Road; Attachment 2, page 3). This site is occupied by two residences. One pole-mounted transformer was observed to the southwest of the residence at 24356 Belvidere Road. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1954 plat maps, this site was under individual ownership, with a building depicted on the 1861 through 1902 and 1931 and 1941 plat maps. The date of first development is unknown. On the 1965 plat map, this site was within an area of small tracts. On the 1972 through 1980 plat maps, this site was under individual ownership. On the 1989 plat map, this site was under the ownership of Chain O Lakes Mobile Homes. On the 1992 and 2000 plat maps, this site was within an area of small tracts. No buildings were depicted on any of the plat maps. On the 1939 and 1946 aerial photographs, this site was under agricultural use. On the 1951 and 1961 aerial photos, one of the current residences was present. On the 1972 through 2025 aerial photos, both of the current residences were present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gap was identified at this site:

- The date of first development is unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photos indicates that these residences were constructed before 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 4703-21. Fort Hill Cemetery, 24300 block of Belvidere Road, unincorporated Avon Township (northeast quadrant of Belvidere Road and Fairfield Road; Attachment 2, page 3). This site is occupied by a cemetery. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 and 1873 plat maps, this site was under individual ownership. On the 1885 through 2000 plat maps, a cemetery was depicted. No buildings were depicted on any of the plat maps. On the 1939 through 2025 aerial photographs, a cemetery was present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs or de minimis condition were identified at this site.

Site 4703-22 (1779-A). Nippersink Forest Preserve, 900 W. Belvidere Road, Round Lake (northwest quadrant of Belvidere Road and Cedar Lake Road; Attachment 2, page 4). This site is occupied by a forest preserve maintained by the Lake County Forest Preserve District. Site features include ponds, walking trails, picnic shelters, and restrooms. Five pole-mounted transformers were observed, one along the south side of the site, approximately midway along its length, and four along the north side of the site, approximately midway along its length. Because of the large size of this site and the distance of most of the site from the project area, only the areas adjacent to Belvidere Road were inspected.

On the 1861 through 1980 plat maps, this site was under individual ownership, with scattered buildings depicted on the 1861 and 1885 plat maps. The date of first development is unknown. On the 1989 plat map, this site was under individual ownership or under the ownership of Collet Resort Ventures Inc. On the 1992 and 2000 plat maps, this site was under individual ownership or under the ownership of Green Meadows Family Resort. No buildings were depicted on any of the other plat maps. On the 1939 through 1972 aerial photos, this site was under agricultural use, with a farmstead along the south side of the site. On the 1980 aerial photo, this site was under agricultural use, with several commercial buildings along the south side of the site. On the 1987 through 2005 aerial photos, a campground and commercial buildings were present in the south part of the site, and the north part of the site was under agricultural use. On the 2007 through 2022 aerial photos, the current trails and buildings were present, along with a large commercial building along the south side of the site. On the 2023 through 2025 aerial photos, only the current buildings were present. In the 1969 through 1999 city directories, no listings were found. In the 2001 city directory, a campground was listed. In the 2006 through 2023 city directories, no listings were found.

Under the name “unknown” and the address “900 Rt 120", this site appears on the IEMA non-LUST list (IEMA #H 2001 1510). According to IEMA records, in September 2001, a release of approximately (760 liters) 200 gallons of diesel was reported from a truck within the forest preserve. The cause of the release or any remedial efforts not specified.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gaps were identified at this site:

- Because of the large size of this site and the distance of most of the site from the project area, only the areas adjacent to Belvidere Road were inspected.

- The date of first development is unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

The following REC was identified at this site: Spill.

The following de minimis conditions were identified at this site: Transformers; potential ACM and lead paint.

Site 4703-23 (2522-3, 2522V-3). Agricultural land, 24000 block of W. IL 60, unincorporated Fremont Township (southwest and northeast corners and northwest quadrant of IL 60 and Fairfield Road; Attachment 2, page 5). This site is occupied by agricultural land. One natural gas pipeline marker was observed at the northeast corner of IL 60 and Fairfield Road. One pole-mounted transformer was observed along the north side of IL 60 near the east project limits. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1992 plat maps, this site was under individual ownership, with four buildings depicted on the 1861 plat map and two buildings depicted on the 1885 and 1902 plat maps. The date of first development is unknown. On the 2000 plat map, this site was under the ownership of S & J Partnership. No buildings were depicted on any of the other plat maps. On the 1939 through 2025 aerial photos, this site was under agricultural use.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

The following data gap was identified at this site:

- The date of first development is unknown.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Natural gas pipeline; transformer; likely pesticide and/or herbicide use based on agricultural land use.

Site 4703-24 (2522-5, 2522V-5). Agricultural building, 24588 W. IL 60, unincorporated Fremont Township (northwest corner of IL 60 and Fairfield Road; Attachment 2, page 5). This site is occupied by a barn. One natural gas pipeline marker was observed at the southeast corner of the site. Because this site is used agriculturally, it is possible that pesticides and/or herbicides may be stored on the premises.

During previous PESAs, an AST was present.

On the 1861 through 2000 plat maps, this site was under individual ownership. No buildings were depicted on any of the plat maps. On the 1939 through 1988 plat maps, a farmstead was present, with the current building present on the 1972 aerial photo. On the 1994 through 2025 aerial photos, only the current building was present. In the 1969 through 2023 city directories, no listings were found.

Under the name “Kalita” and the address “24588 W Rte 60”, this site appears on the IEPA BOL (IEPA #0970255064). According to IEPA files, in June 1996 and January 1997, the site was inspected by the Lake County Health Department regarding dumping. The inspectors observed dumped material consisting of roofing shingles, lumber, metal strapping, cardboard, tires, shingles, plastic, furniture, mixed refuse, wallboard, scrap metal, and landscape waste. Violations regarding dumping were noted. In December 1997, the Lake County Health Department conducted a re-inspection of the site and found the site had returned to compliance. No further information was present in IEPA files regarding IEPA #0970255064.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in ths building.

The following RECs were identified at this site: Former dumping; former AST.

The following de minimis conditions were identified at this site: Potential pesticide and/or herbicide presence based on agricultural use; natural gas pipeline; potential ACM and lead paint.

Site 4703-25. Residences, 31087 N. Fairfield Road and 24324-24398 W. Cherokee Trail, unincorporated Fremont Township (southeast corner of IL 60 and Fairfield Road; Attachment 2, page 5). This site is occupied by four residences. Two natural gas pipeline markers were observed, one to the northeast and one to the southeast of the residence at 24324 W. Cherokee Trail. One pole-mounted transformer was observed to the south of the residence at 24348 W. Cherokee Trail. This site did not appear on any of the regulatory lists checked for this project.

On the 1861 through 1954 plat maps, this site was under individual ownership. On the 1965 through 2000 plat maps, this site was within a subdivided area. No buildings were depicted on any of the plat maps. On the 1939 through 1953 aerial photos, this site was under agricultural use. On the 1961 and 1972 aerial photos, some of the current residences were present. On the 1980 through 2025 aerial photos, all of the current residences were present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during a site inspection by ISGS on September 9, 2025.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photographs indicates that some of these residences was constructed before 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformer; potential ACM and lead paint.

ADJOINING SITES

The ISGS conducted a search of federal, state, and other environmental databases for reported environmental concerns on sites adjoining the project. For certain resources, the search distances may have been expanded when deemed applicable in the judgment of the project manager. Refer to the Appendix for complete citations for these databases and the date of update of each database. Sites along the project are listed in the preceding section. Sites adjoining the project that do not appear on regulatory databases are not included. The following sites adjoining, but not along, the project were identified.

Federal records

SEMS: NPL, Active, and Archived
None.

RCRA sites subject to corrective action (CORRACTS)
None.

RCRA sites – non-CORRACTS TSD
None.

RCRA sites – other
None.

Brownfields
None.

Non-LUST releases
None.

State records

Leaking underground storage tanks (LUST)
None.

Registered underground storage tanks (UST)
None.

IEPA Site Remediation Program
None.

IEPA Bureau of Land Inventory
Site 4703-A (1908V-A). Residential building, 1280 Coventry Glen Drive, Round Lake. IEPA #0971505012; IEMA #891456. Adjoining property to the south of Sites 4703-6 and 4703-7, and to the southwest of Site 4703-8 (Attachment 2, page 1).

Site 4703-B (1908V-B). Residential building, 775 Canopy Drive, Round Lake. IEPA #0971505012; IEMA #891456. Adjoining property to the south of Sites 4703-7 and 4703-8 (Attachment 2, page 1).

Site 4703-C (1908V-C). Commercial building, 725-758 N. Fairfield Road, Round Lake. IEPA #0971505012; IEMA #891456. Adjoining property to the south of Site 4703-8, to the southwest of Site 4703-9, and to the west of Site 4703-10 (Attachment 2, page 1).

Brownfields
None.

Non-LUST releases
Site 4703-A (1908V-A). Residential building, 1280 Coventry Glen Drive, Round Lake. IEPA

#0971505012; IEMA #891456. Adjoining property to the south of Sites 4703-6 and 4703-7, and to the southwest of Site 4703-8 (Attachment 2, page 1).

Site 4703-B (1908V-B). Residential building, 775 Canopy Drive, Round Lake. IEPA #0971505012; IEMA #891456. Adjoining property to the south of Sites 4703-7 and 4703-8 (Attachment 2, page 1).

Site 4703-C (1908V-C). Commercial building, 725-758 N. Fairfield Road, Round Lake. IEPA #0971505012; IEMA #891456. Adjoining property to the south of Site 4703-8, to the southwest of Site 4703-9, and to the west of Site 4703-10 (Attachment 2, page 1).

Activity and Use Limitations (including institutional controls, engineered barriers, and Highway Authority Agreements)

None.

Municipal records

None.

Tribal records

There are no tribal records in the state of Illinois; therefore, the checking of tribal records is not applicable for this report.

CONCLUSIONS

(1) RECs were identified at the following sites along the project:

- Site 4703-1: Railroad. Monitoring well; potential monitoring well; railroad signal box and building; metals, SVOCs, and VOCs; HAA, natural gas pipeline; potential ACM and lead paint.
- Site 4703-2: Vacant land. Metals.
- Site 4703-4: Vacant lot. VOCs and metals.
- Site 4703-5: Vacant lot. SVOCs and metals.
- Site 4703-6: Gerber Collision and Glass. Potential UST(s); evidence of chemical use; SVOCs and metals; transformer; potential ACM and lead paint.
- Site 4703-7: Commercial building. Spill; SVOCs and metals; transformer; potential ACM and lead paint.
- Site 4703-8: CVS. Evidence of chemical use; spill; monitoring wells; SVOCs and metals; HAA; transformer; potential ACM and lead paint.
- Site 4703-9: Marathon gas station. USTs with documented releases; potential UST(s); potential former chemical use; monitoring wells; former monitoring wells; potential monitoring wells; impacted soil and groundwater; metals, SVOCs, and VOCs; HAA (source); transformers; potential ACM and lead paint.
- Site 4703-10: Commercial building. HAA; transformers; potential ACM and lead paint.
- Site 4703-11: Round Lake Animal Hospital. Metals; natural gas pipeline; potential ACM and lead paint.
- Site 4703-12: Utility corridor. Metals; likely past pesticide and/or herbicide use.
- Site 4703-13: Residential buildings. Metals; potential ACM and lead paint.
- Site 4703-14: Speed Plumbing and residence. Potential UST(s); potential former chemical use; metals, SVOCs, and VOCs; potential ACM and lead paint.
- Site 4703-15: Residences. Metals and SVOCs; potential ACM and lead paint.
- Site 4703-17: Farmstead. Former USTs with a documented release; evidence of former chemical use; former ASTs; former drums; potential pesticide and/or herbicide presence; transformer; potential ACM and lead paint.
- Site 4703-22: Nippersink Forest Preserve. Spill; transformers; potential ACM and lead paint.
- Site 4703-24: Agricultural building. Former dumping; former AST; potential pesticide and/or herbicide presence; natural gas pipeline; potential ACM and lead paint.

(2) De minimis conditions were identified at the following sites along the project:

- Site 4703-3: Residential building. Natural gas pipeline; potential ACM.
- Site 4703-16: Round Lake Area Park District. Transformers; potential ACM and lead paint.
- Site 4703-18: Agricultural land. Natural gas pipeline; likely pesticide and/or herbicide use.
- Site 4703-19: Chain O Lakes Mobile Homes. Natural gas pipeline; transformers; potential ACM and lead paint.
- Site 4703-20: Residences. Transformer; potential ACM and lead paint.
- Site 4703-23: Agricultural land. Natural gas pipeline; transformer; likely pesticide and/or herbicide use.
- Site 4703-25: Residences. Natural gas pipeline; transformer; potential ACM and lead paint.

(3) No RECs or de minimis conditions were identified at the following site along the project:

- Site 4703-21: Fort Hill Cemetery.

(4) The following properties were identified that appear on environmental databases and that are adjoining, but not along, the project:

- Site 4703-A: Residential building. BOL, IEMA.
- Site 4703-B: Residential building. BOL, IEMA.
- Site 4703-C: Commercial building. BOL, IEMA.

(5) For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

ENDORSEMENTS

Project Manager: Carolyn Kroll **Date:** October 17, 2025

Approved: Laura Quirk **Date:** October 17, 2025

ADDRESS LISTINGS

The following addresses along the project were evaluated for this project. Addresses of sites, if any, adjoining but not along the project are not listed here; see text for discussion of these sites.

Property name and address	ISGS site #
Railroad 1400-24300 blocks of W. IL 134, Long Lake, Round Lake Beach, and Round Lake	4703-1
Vacant land 1400 block of W. IL 134, Round Lake	4703-2
Residential building 1491-1497 Sedgewood Court, Round Lake	4703-3
Vacant lot 1400 block of W. IL 134, Round Lake	4703-4
Vacant lot 1300 block of W. IL 134, Round Lake	4703-5
Gerber Collision and Glass 1321 W. IL 134, Round Lake	4703-6
Commercial building 1271 W. IL 134, Round Lake	4703-7
CVS 1229 W. IL 134, Round Lake	4703-8
Marathon gas station 1175 W. IL 134, Round Lake	4703-9
Dunkin' Donuts 751 N. Fairfield Road, Round Lake	4703-10
Baskin Robbins 751 N. Fairfield Road, Round Lake	4703-10
Round Lake Animal Hospital 24431 IL 134, unincorporated Avon Township	4703-11
Utility corridor 24400 block of IL 134, unincorporated Avon Township	4703-12
Residential buildings 24329 IL 134, unincorporated Avon Township	4703-13
Residential buildings 24347 IL 134, unincorporated Avon Township	4703-13

Speed Plumbing 24321 IL 134, unincorporated Avon Township	4703-14
Residence 24321 IL 134, unincorporated Avon Township	4703-14
Residence 24255 IL 134, unincorporated Avon Township	4703-15
Residence 34255 IL 134, unincorporated Avon Township	4703-15
Robert W. Rolek Community Center 814 Hart Road, Round Lake	4703-16
Aquatics Center & Nature Museum 860 Hart Road, Round Lake	4703-16
Farmstead 24550 Belvidere Road, unincorporated Avon Township	4703-17
Agricultural land 32300 block of N. Fairfield Road, unincorporated Avon Township	4703-18
Chain O Lakes Mobile Homes 24430 Belvidere Road, unincorporated Avon Township	4703-19
Residence 24348 Belvidere Road, unincorporated Avon Township	4703-20
Residence 24356 Belvidere Road, unincorporated Avon Township	4703-20
Fort Hill Cemetery 24300 block of Belvidere Road, unincorporated Avon Township	4703-21
Nippersink Forest Preserve 900 W. Belvidere Road, Round Lake	4703-22
Agricultural land 24000 block of W. IL 60, unincorporated Fremont Township	4703-23
Agricultural building 24588 W. IL 60, unincorporated Fremont Township	4703-24
Residence 31087 N. Fairfield Road, unincorporated Fremont Township	4703-25
Residence 24324 W. Cherokee Trail, unincorporated Fremont Township	4703-25
Residence 24348 W. Cherokee Trail, unincorporated Fremont Township	4703-25

Residence 24398 W. Cherokee Trail, unincorporated Fremont Township	4703-25

INFORMATION SOURCES

Website addresses listed below were accurate and active as of the date viewed or cited in the Appendix; however, websites change frequently and web addresses may be different in the future or may cease to exist entirely.

Baldwin, P., and Son (1954). Farm plat book, Lake County, Illinois.

Berg, R.C., and Kempton, J.P. (1988). Stack-unit mapping of geologic materials in Illinois to a depth of 15 meters. Illinois State Geological Survey Circular 542. GIS data produced from publication plates (1995, revised 1998).

Brink, J.G. (1915). Map of Lake County, Illinois.

Erdmann, A.L., Adomaitis, D.J., Bannon-Nilles, P.L., Kientop, G.A., and Schmidt, D.R. (2014). A manual for conducting preliminary environmental site assessments for Illinois Department of Transportation infrastructure projects. Illinois State Geological Survey Circular 585. 38 pp.

Frost and McLennan (1873). Map of Lake County, Illinois.

Gast, L., Brother, and Co. (1861). Map of Lake County, Illinois.

Geiger, J.W. (2006). Summary of former manufactured gas plants of Illinois (draft). Illinois State Geological Survey.

Geraghty, F.J. (1916, 1925, 1927). Geraghty's map of part of Lake County, Illinois.

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Hillen, S. (July 29, 2025). Written correspondence. Freedom of Information Officer, Illinois Environmental Protection Agency, Bureau of Land, Springfield, Illinois.

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Illinois Department of Transportation Bridge Information System: http://apps.dot.illinois.gov/bridgesinfosystem/main.aspx.

Illinois Department of Transportation Site Assessment Tracking System: https://isats.dot.illinois.gov/Default.asp.

Illinois Emergency Management Agency (1972-1987). Incident database.

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Illinois Environmental Protection Agency, Bureau of Land (August 8, 2025). Brownfields database: https://epa.illinois.gov/topics/cleanup-programs/bol-database/redevelopment-assessments.html.

Illinois Environmental Protection Agency, Bureau of Land (October 6, 2025). Groundwater ordinance: https://epa.illinois.gov/topics/cleanup-programs/bol-database/groundwater-ordinance-status.html.

Illinois Environmental Protection Agency, Bureau of Land (October 6, 2025). Leaking Underground Storage Tank (LUST) database: https://epa.illinois.gov/topics/cleanup-programs/bol-database/leaking-ust.html.

Illinois Environmental Protection Agency, Bureau of Land (October 6, 2025). Site Remediation Program (SRP) database: https://epa.illinois.gov/topics/cleanup-programs/bol-database/srp.html.

Illinois Environmental Protection Agency, Bureau of Land (September 2023). State Underground Injection Control inventory, 1984-September 2023.

Illinois Environmental Protection Agency, Bureau of Water, Division of Public Water Supplies, Groundwater Quality Protection Program. Well site survey report. https://epa.illinois.gov/topics/water-quality/swap.html.

Illinois Environmental Protection Agency, Bureau of Water (2024). Illinois Integrated Water Quality Report and Section 303(d) List: https://epa.illinois.gov/topics/water-quality/watershed-management/tmdls/303d-list.html.

Illinois Environmental Protection Agency, Bureau of Water (2025). Source Water Assessment and Protection Program (SWAP): https://epa.illinois.gov/topics/water-quality/swap.html.

Illinois Environmental Protection Agency (April 3, 2025). Illinois Uniform Environmental Covenants Act (UECA) Registry: https://epa.illinois.gov/topics/cleanup-programs/ueca/registry.html.

Illinois Environmental Protection Agency, Office of Emergency Response (1972-1987). Incident lists.

Illinois State Geological Survey, Environmental Site Assessments section (2008). Summary of SEMS sites in Illinois (draft). Illinois State Geological Survey.

Illinois State Geological Survey, Environmental Site Assessments section (2008). Summary of landfill sites in Illinois (draft). Illinois State Geological Survey.

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Kolata, D.R. (2005). Bedrock geology of Illinois. Illinois State Geological Survey Illinois Map 14.

Miao, X., Lasemi, Z., Mikulic, D.G., and Falter, M. (2016). Directory of Illinois Mineral Producers and Maps of Extraction Sites. Illinois State Geological Survey, Circular 594.

National Response Center (September 28, 2025). Emergency Response Notification System (ERNS) database: nrc.uscg.mil/default.aspx.

Office of the State Fire Marshal (October 6, 2025). Underground Storage Tank (UST) database: http://webapps.sfm.illinois.gov/ustsearch/Search.aspx.

Page, H.R., and Co. (1885). Illustrated atlas of Lake County, Illinois.

Piskin, K. (1975). Glacial drift in Illinois: Thickness and character. Illinois State Geological Survey Circular 490. GIS data produced from Plate 1 (1994, revised 1998).

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U.S. Environmental Protection Agency (August 2025). EPA Regulated PCB Transformer Data: https://www.epa.gov/pcbs/notifications-polychlorinated-biphenyl-pcb-activities.

U.S. Environmental Protection Agency (September 29, 2025). Resource Conservation and Recovery Act Information (RCRAinfo) database, CORRACTS and non-CORRACTS databases: https://enviro.epa.gov/facts/rcrainfo/search.html.

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APPENDIX

ISGS PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT CHECKLIST

IDOT: NA ISGS: 4703
City: Long Lake, Round Lake, Round Lake Beach, Grayslake
County: Lake
Location Coordinates: T44N, R10E, Section 6; T45N, R9E, Section 24; T45N, R10E, Sections 19 and 31

ISGS Lead: Carolyn Kroll

Task	Status*	Date	By
Original Material Copied	MF	03/27/24	MRC
IDOT Project Location Database - (All other projects/IDOT sites in the vicinity of the project)			
▸ Other Preliminary Environmental Site Assessments	MF	08/25/25	CAK
▸ Preliminary Site Investigations/Phase II Reports	MF	08/25/25	CAK
▸ Maintenance Facilities	NF	08/25/25	CAK
▸ Permit-Access Agreements	NF	08/25/25	CAK
▸ Draft Highway Authority Agreements/Highway Authority Agreements	MF	08/25/25	CAK
▸ Miscellaneous Sites	NF	08/25/25	CAK
Local Collections			
▸ County	NF	08/25/25	CAK
▸ City	NF	08/25/25	CAK
Geologic Information			
▸ ISGS Stack-Unit Map (GIS)	MF	08/25/25	CAK
▸ ISGS Glacial Drift in Illinois (GIS)	MF	08/06/25	CAK
▸ ISGS Bedrock Geology of Illinois (GIS)	MF	08/06/25	CAK
▸ USDA NRCS Soil Survey Maps	MF	08/25/25	CAK
▸ USDA NRCS Hydric Soils	MF	08/25/25	CAK
▸ USDA NRCS Prime Farmland Soils	MF	08/25/25	CAK
Hydrogeologic Information (non-CE projects only)			
▸ IEPA Restricted Status List	NA	08/07/25	CAK
▸ IEPA SWAP-IL Public Water Supplies	NA	08/07/25	CAK
▸ ISGS Wells (GIS)	NA	08/07/25	CAK
▸ ISWS Public Water Supply Surface Water Intakes in Illinois (GIS)	NA	08/07/25	CAK
▸ Potential for Aquifer Contamination Map	NA	08/07/25	CAK
▸ Potential for Aquifer Recharge Map	NA	08/07/25	CAK
Hydrogeologic Information (all projects)			
▸ IEPA SWAP Wellhead Protection	MF	08/25/25	CAK
▸ IEPA SWAP Fact Sheets /IEPA Well Site Survey Reports	MF	08/26/25	CAK
▸ Sole Source Aquifer Protection Program	NA	08/07/25	CAK
Historical Records			
▸ Aerial Photographs	MF	08/26/25	CAK
▸ USGS Topographic Maps	MF	08/26/25	CAK
▸ Plat Maps	MF	08/26/25	CAK
▸ Sanborn Fire Insurance Maps: Chadwyck-Healey Inc.	NF	08/07/25	CAK
▸ Sanborn Fire Insurance Maps: University Publications of America	NF	08/07/25	CAK
▸ Sanborn Fire Insurance Maps: Rascher Publishing Company	NA	08/07/25	CAK
▸ Sanborn Fire Insurance Maps: Greeley-Carlson	NA	08/07/25	CAK
▸ City Directories	MF	08/26/25	CAK
▸ Industrial Directories (optional)	NA	08/25/25	CAK
▸ IEPA-ISGS Summary of Former Manufactured Gas Plant Sites (GIS)	NF	08/25/25	CAK
▸ ISGS Draft SEMS Site Coverage (GIS)	NF	08/25/25	CAK
▸ ISGS Draft LUST Site Coverage (GIS)	MF	08/25/25	CAK
▸ ISGS Draft Landfill Site Coverage (GIS)	NF	08/25/25	CAK

Task	Status*	Date	By
Federal Records			
▸ SEMS (NPL, Active, Archived)	NF	10/06/25	CAK
▸ Mercury Site Lists	NF	08/25/25	CAK
▸ RCRA CORRACTS	NF	10/06/25	CAK
▸ RCRA Non-CORRACTS TSD Facilities	NF	10/06/25	CAK
▸ RCRA (Other)	MF	10/06/25	CAK
▸ ERNS	NF	10/06/25	CAK
▸ Brownfields Sites	NF	10/06/25	CAK
▸ Toxics Release Inventory	NF	08/08/25	CAK
▸ SSTS	NF	08/08/25	CAK
▸ PCB National Facilities that have Notified of Activities	NF	08/08/25	CAK
USEPA Information Request			
▸ Sent	NA	10/06/25	CAK
▸ Received	NA	10/06/25	CAK
State Records			
▸ IEPA Brownfields	NF	08/08/25	CAK
▸ IEPA Bureau of Land Inventory	MF	10/06/25	CAK
▸ IEPA Illinois Water Quality Reports	NF	08/26/25	CAK
▸ IEPA LUST	MF	10/06/25	CAK
▸ IEPA Site Remediation Program	NF	10/06/25	CAK
▸ OSFM UST	MF	10/06/25	CAK
▸ IEMA non-LUST Incidents/IEPA OER lists	MF	10/06/25	CAK
▸ Activity and Use Limitations (AULs)	MF	10/06/25	CAK
▸ Groundwater Ordinances	NF	10/06/25	CAK
▸ Cook County Bridge List	NA	08/08/25	CAK
▸ IDOT Bridge List	NF	08/25/25	CAK
▸ Landfills (GIS)	NF	08/25/25	CAK
▸ State Underground Injection Control Inventory	NF	08/25/25	CAK
IEPA BOL Information Request			
▸ Sent	MF	07/15/25	CAK
▸ Received	MF	07/29/25	BLH
OSFM Information Request			
▸ Sent	NA	10/06/25	CAK
▸ Received	NA	10/06/25	CAK
Local Records			
▸ Municipal Records (optional)	NA	10/06/25	CAK
Mining Maps and Publications			
▸ ISGS Quadrangle/County On-Line Coal Maps and Directories	NF	08/07/25	CAK
▸ ISGS Non-Coal Underground Mines	NF	08/07/25	CAK
▸ Lead Mining	NA	08/07/25	CAK
Oil and Gas Information			
▸ ISGS Oil and Gas Fields/Oil Wells (ILOIL GIS)	NF	08/26/25	CAK
▸ USDOT OPS Pipeline Integrity Management Mapping Application	NF	08/26/25	CAK
Natural Hazards			
▸ USGS Seismic Risk Map	NF	08/07/25	CAK
▸ ISGS Landslide Inventory (GIS)	NF	08/07/25	CAK
▸ Karst Terrains and Carbonate Rocks of Illinois Maps	NF	08/07/25	CAK

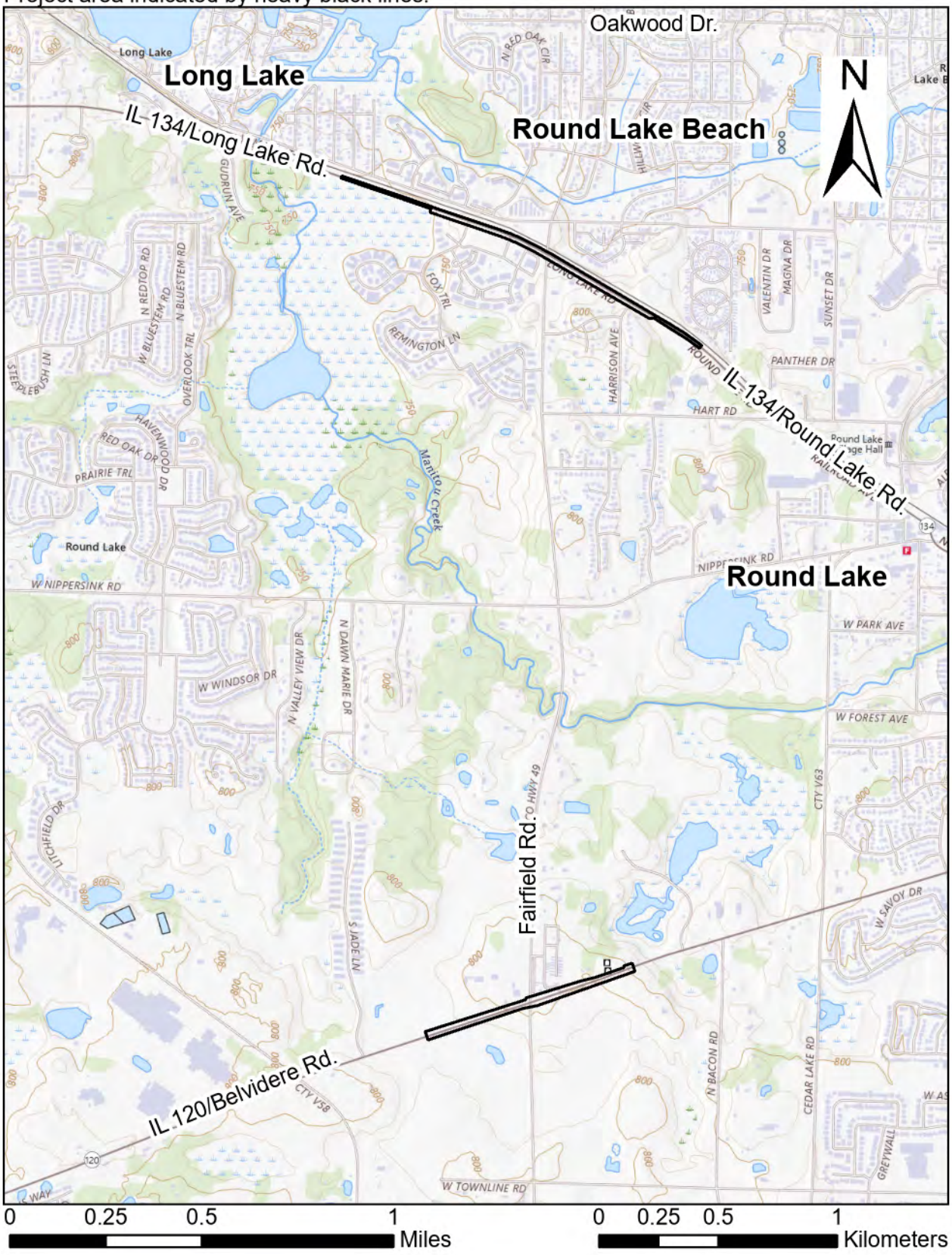
* MF = Material found within search radius; NF = Nothing found within search radius; NA = Not applicable

Date of Records Review Completion: 10/06/25

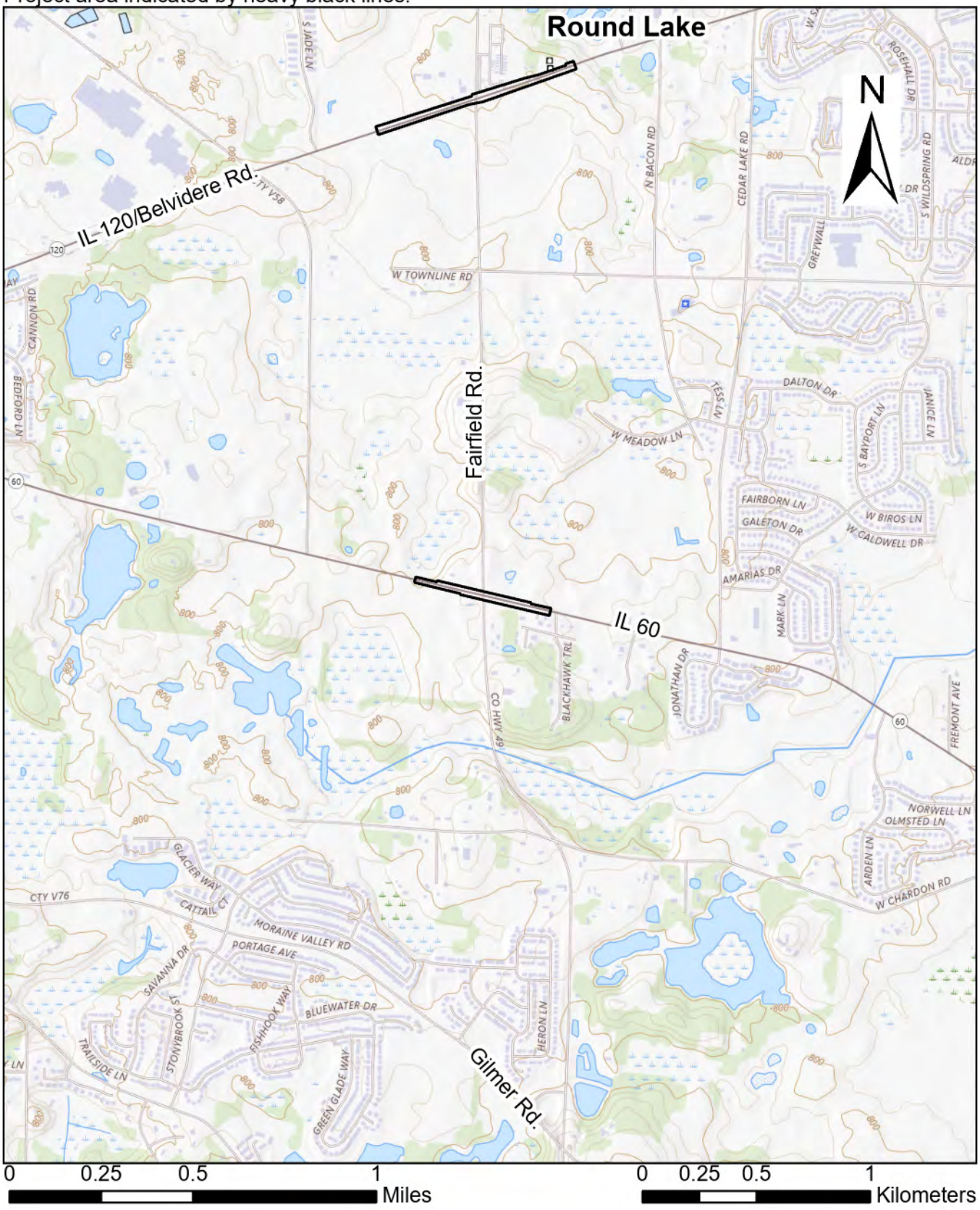
LIST OF ATTACHMENTS

1. Project location maps, ISGS #4703 (2 pages).
2. Site location maps (5 pages).
3. Site 4703-9. UST and monitoring well locations and groundwater analytical results.
4. Site 4703-9. Area of HAA #1774.
5. Site 4703-9. Monitoring well locations and soil and groundwater analytical results.
6. Site 4703-17. Former UST location.
7. Site 4703-17. Former UST locations.
8. Site 4703-17. NFR letter, IEMA #980914 (5 pages).

Attachment 1, page 1. Project location map, ISGS #4703.
Project area indicated by heavy black lines.



Attachment 1, page 2. Project location map, ISGS #4703.
Project area indicated by heavy black lines.



Attachment 2, page 1. Site location map, Sites 4703-1 through 4703-8.
All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 2. Site location map, Sites 4703-1 and 4703-9 through 4703-16.
All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 3. Site location map, Sites 4703-17 through 4703-21.
All site boundaries are approximate and should not be used as actual parcel boundaries.



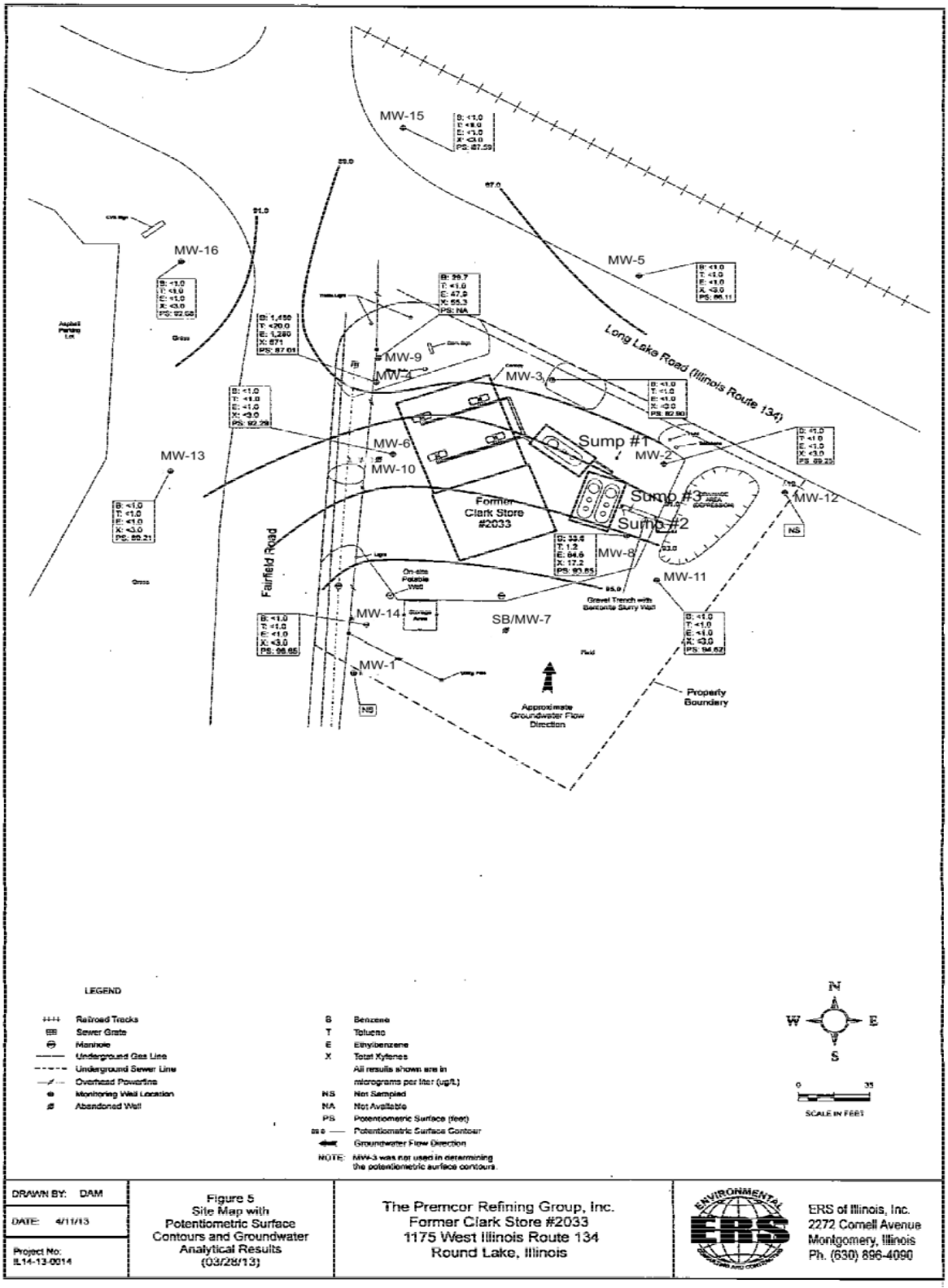
Attachment 2, page 4. Site location map, Site 4703-22.
All site boundaries are approximate and should not be used as actual parcel boundaries.



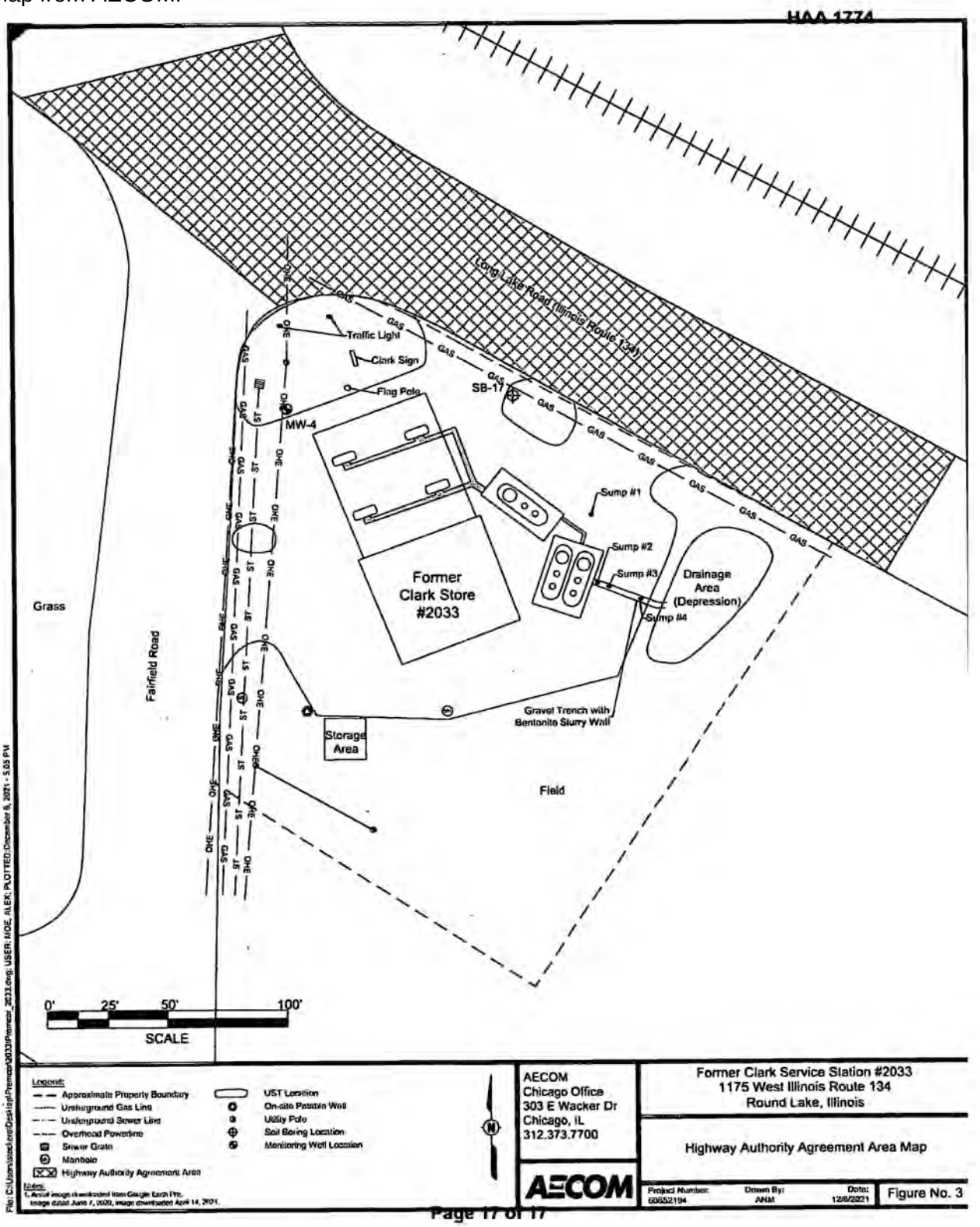
Attachment 2, page 5. Site location map, Sites 4703-23 through 4703-25.
All site boundaries are approximate and should not be used as actual parcel boundaries.



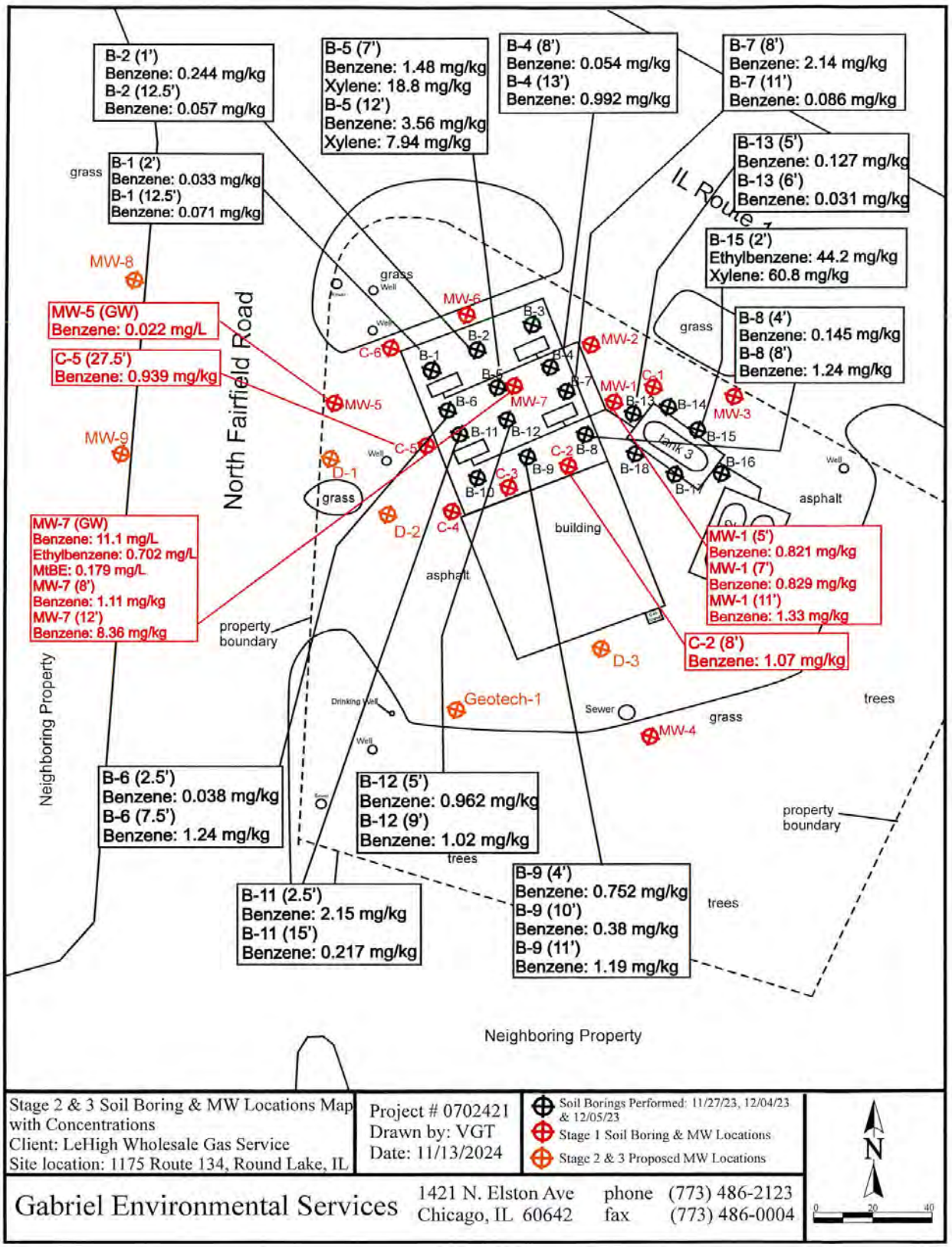
Attachment 3. Site 4703-9. UST and monitoring well locations and groundwater analytical results.
Map from ERSI. Monitoring well labels edited by ISGS.



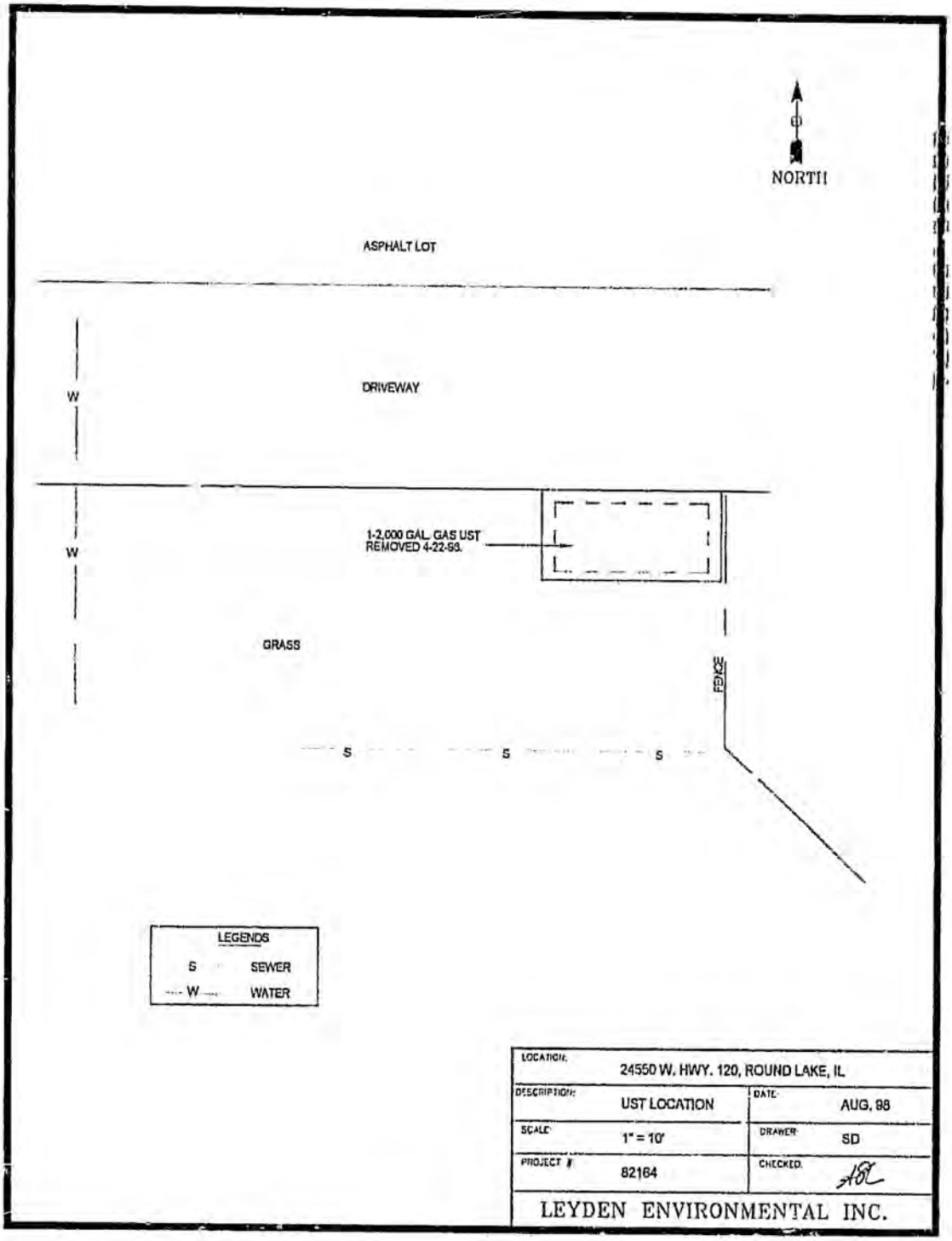
Attachment 4. Site 4703-9. Area of HAA #1774.
Map from AECOM.



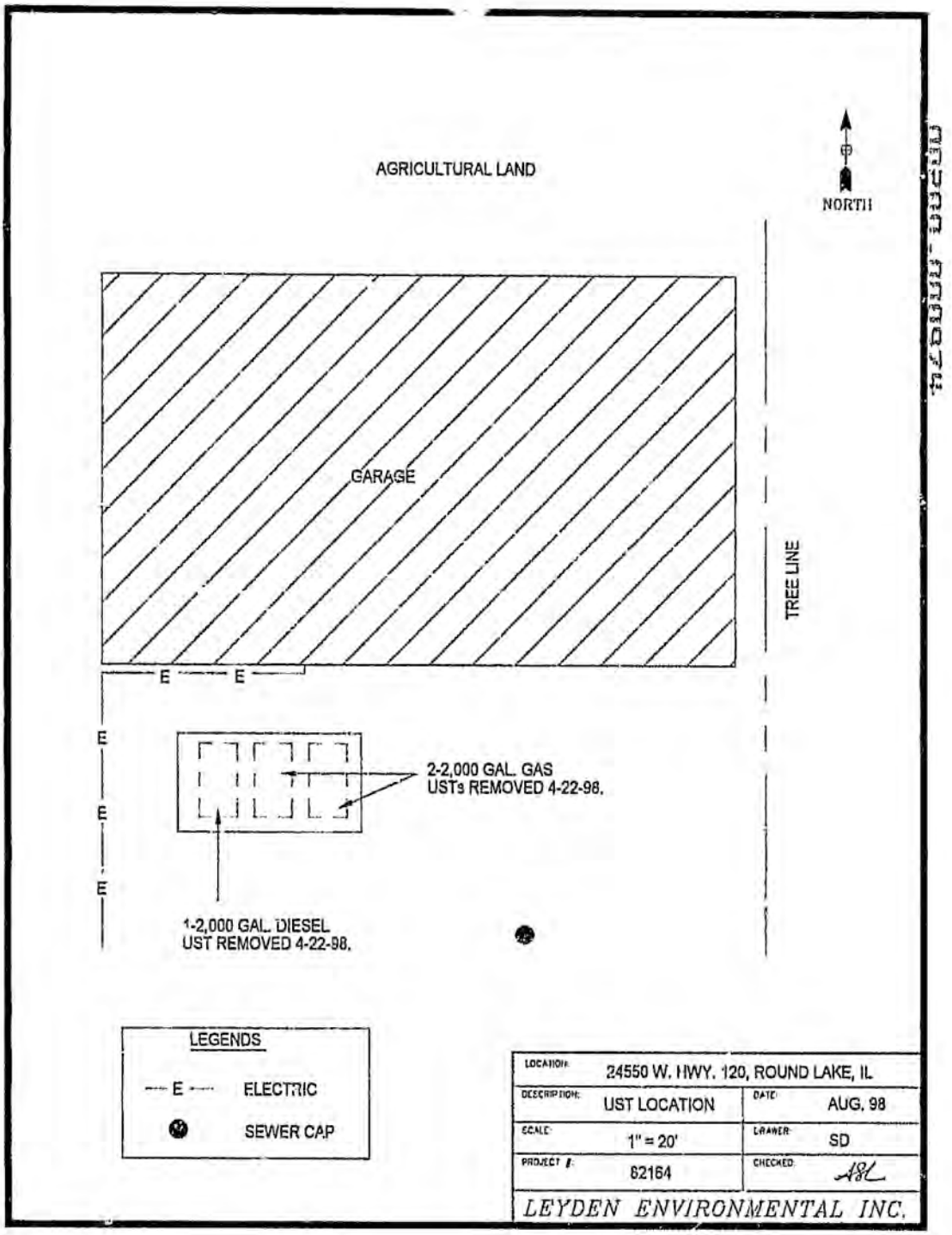
Attachment 5. Site 4703-9. Monitoring well locations and soil and groundwater analytical results. Map from Gabriel Environmental Services.



Attachment 6. Site 4703-17. Former UST location.
Map from Leyden Environmental Inc. Not to scale.



Attachment 7. Site 4703-17. Former UST locations.
Map from Leyden Environmental Inc. Not to scale.



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 Mary A. Gade, Director

217/782-6762

DEC 17 1998

CERTIFIED MAIL
P344336878

Synnestvedt Company
Attention: Adam Boyer
24550 West Highway 120
Round Lake, Illinois 60087

Re: LPC #0971505030 -- Lake County
Round Lake/Synnestvedt Company
24550 West Highway 120
LUST Incident No. 980914
LUST Technical File

Dear Mr. Boyer:

The Illinois Environmental Protection Agency ("Illinois EPA") has reviewed the corrective action completion report submitted for the above-referenced incident. This information was dated August 18, 1998; was received by the Agency September 2, 1998; and was prepared by Leyden Environmental, Inc.

The Corrective Action Completion Report and the Professional Engineer Certification submitted pursuant to 35 Illinois Administrative Code Section 732.300(b)(1) and Section 732.409(b) indicate that the remediation objectives set forth in 35 Illinois Administrative Code Section 732.408 have been met.

Based upon the certification by Frank P. Bleier, a Registered Professional Engineer of Illinois, and pursuant to Section 57.10 of the Environment Protection Act ("Act") (415 ILCS 5/57.10), your request for a no further remediation determination is granted under the conditions and terms specified in this letter.

Issuance of this No Further Remediation Letter ("Letter"), based on the certification of the Registered Professional Engineer, signifies that: (1) all statutory and regulatory corrective action requirements applicable to the occurrence have been complied with; (2) all corrective action concerning the occurrence has been completed; and (3) no further remediation concerning the occurrence is necessary for the protection of human health, safety and the environment. Pursuant to Section 57.10(d) of the Act, this Letter shall apply in favor of the following persons:

1. Adam Boyer;
2. The owner and operator of the UST(s);
3. Any parent corporation or subsidiary of the owner or operator of the UST(s);

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M M

Printed on Recycled Paper

4. Any co-owner or co-operator, either by joint-tenancy, right of survivorship, or any other party sharing a legal relationship with the owner or operator to whom the letter is issued;

5. Any holder of a beneficial interest of a land trust or inter vivos trust, whether revocable or irrevocable;

6. Any mortgagee or trustee of a deed of trust of the owner of the site or any assignee, transferee, or any successor-in-interest of the owner of the site;

7. Any successor-in-interest of such owner or operator;

8. Any transferee of such owner or operator whether the transfer was by sale, bankruptcy proceeding, partition, dissolution of marriage, settlement or adjudication of any civil action, charitable gift, or bequest; or

9. Any heir or devisee of such owner or operator.

This Letter, including all attachments, must be filed within 45 days of its receipt as a single instrument with the Office of the Recorder or Registrar of Titles in the County where the above-referenced site is located. This Letter shall not be effective until officially recorded by the Office of the Recorder or Registrar of Titles of the applicable County in accordance with Illinois law so that it forms a permanent part of the chain of title for the above-referenced property. Within 30 days of this Letter being recorded by the Office of the Recorder or Registrar of Titles of the applicable county, a certified copy of this Letter, as recorded, shall be obtained and submitted to the Illinois EPA. For recording purposes, it is recommended that the Leaking Underground Storage Tank Environmental Notice attached to this Letter be the first page of the instrument filed.

CONDITIONS AND TERMS OF APPROVAL

LEVEL OF REMEDIATION AND LAND USE LIMITATIONS

1. The remediation objectives for the above-referenced site described in the Leaking Underground Storage Tank Environmental Notice of this Letter were established in accordance with the requirements of the Tiered Approach to Corrective Action Objectives (TACO, 35 Illinois Administrative Code Part 742) rules.

2. As a result of the release from the underground storage tank(s) associated with t[illegible]rve-referenced incident, the site described in the attached Leaking Underground St[illegible]k Environmental Notice of this Letter shall not be used in a manner inconsistent w[illegible] following land use limitation: There are no land use limitations.

3. The land use limitation specified in this Letter may be revised if:

   a) Further investigation or remedial action has been conducted that documents the attainment of objectives appropriate for the new land use; and

b) A new Letter is obtained and recorded in accordance with Title XVII of the Act and regulations adopted thereunder.

PREVENTIVE, ENGINEERING, AND INSTITUTIONAL CONTROLS

4. Preventive: None.

Engineering: None.

Institutional: This Letter shall be recorded as a permanent part of the chain of title for the site described in the attached Leaking Underground Storage Tank Environmental Notice.

5. Failure to establish, operate, and maintain controls in full compliance with the Environmental Protection Act, applicable regulations, and the approved corrective action plan may result in voidance of this Letter.

OTHER TERMS

6. Any contaminated soil or groundwater that is removed, excavated, or disturbed from the above-referenced site must be handled in accordance with all applicable laws and regulations.

7. Further information regarding this site can be obtained through a written request under the Freedom of Information Act (5 ILCS 140) to:

Illinois Environmental Protection Agency
Attention: Freedom of Information Act Officer
Bureau of Land - #24
1021 North Grand Avenue East
Post Office Box 19276
Springfield, IL 62794-9276

8. Pursuant to Section 57.10(e) of the Act (415 ILCS 5/57.10(e)), should the Illinois EPA seek to void this Letter, the Illinois EPA shall provide notice to the current title holder and to the owner or operator at the last known address. The notice shall specify the cause for the voidance, explain the provisions for appeal, and describe the facts in support of this cause. Specific acts or omissions that may result in the voidance of this Letter include, but shall not be limited to:

a) Any violation of institutional controls or industrial/commercial land use restrictions;

b) The failure to operate and maintain preventive or engineering controls or to comply with any applicable groundwater monitoring plan;

c) The disturbance or removal of contamination that has been left in-place in accordance with the Corrective Action Plan or Completion Report;

d) The failure to comply with the recording requirements for the Letter;

e) Obtaining the Letter by fraud or misrepresentation; or

f) Subsequent discovery of contaminants, not identified as part of the investigative or remedial activities upon which the issuance of the Letter was based, that pose a threat to human health or the environment.

Within 35 days after the date of mailing of this final decision, the owner or operator may petition for a hearing before the Illinois Pollution Control Board (Board) to contest the decision of the Illinois EPA. (For information regarding the filing of an appeal, please contact the Board at 312/814-3620.) However, the 35-day period for petitioning for a hearing may be extended for a period of time not to exceed 90 days by written notice provided to the Board from the owner or operator and the Illinois EPA within the 35-day initial appeal period. (For information regarding the filing of an extension, please contact the Illinois EPA's Division of Legal Counsel at 217/782-5544.)

Submit the certified copy of this letter, as recorded, to:

Illinois Environmental Protection Agency
Bureau of Land - #24
LUST Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

If you have any questions or need further assistance, please contact the Illinois EPA project manager, Scott McGill, at 217/524-5137.

Sincerely,

Clifford L Wheeler

Clifford L. Wheeler
Unit Manager
Leaking Underground Storage Tank Section
Division of Remediation Management
Bureau of Land

bcc: Division
Cliff Wheeler
Scott McGill

CLW:SM:jk\980152.WPD

Attachments: Leaking Underground Storage Tank Environmental Notice

PREPARED BY:

Name: Adam Boyer
Synnestvedt Company

Address: 24550 West Highway 120
Round Lake, Illinois 60087

RETURN TO:

Name: Adam Boyer
Synnestvedt Company

Address: 24550 West Highway 120
Round Lake, Illinois 60087

THE ABOVE SPACE FOR RECORDER'S OFFICE

THIS ENVIRONMENTAL NO FURTHER REMEDIATION LETTER MUST BE SUBMITTED BY THE OWNER/OPERATOR, WITHIN 45 DAYS OF ITS RECEIPT, TO THE RECORDER OF DEEDS OF LAKE COUNTY IN WHICH THE SITE (AS DESCRIBED BELOW) IS LOCATED.

Illinois EPA Number: 0971505030
LUST Incident No.: 980914
Adam Boyer, the owner and operator, whose address is 24550 West Highway 120, Round Lake, Illinois, has performed investigative and/or remedial activities for the site that can be identified by the following:

1. Legal description or Reference to a Plat Showing the Boundaries: Pt W ½ Frac. Sec. 31; Pt GlS 1 & 2 in NW (Ex W 150' & Ex N ½ Gl 2 & Ex N 1040' GL1) & Pt Gl5 1 & 2 in SW Lyg N of Hwy 120 (Ex Hwy. 120 Per Doc. 3524171)
2. Common Address: 24550 West Highway 120, Round Lake, Illinois
3. Real Estate Tax Index/Parcel Index Number: 06-31-100-005
4. Site Owner: Adam Boyer
5. Land Use Limitation: There are no land use limitations.
6. See the attached No Further Remediation Letter for other terms.

CLW:SM:jk\980153.WPD

Leaking Underground Storage Tank Environmental Notice

APPENDIX G



DRAINAGE MAP
Figure 1

APPENDIX H

Traffic Analysis Technical Memorandum

Fairfield Road PEL Study

North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois

June 20, 2025

Prepared for:
Lake County Division of Transportation

Prepared By:
HDR, Inc.

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1 INTRODUCTION

1.1 PURPOSE

The Lake County Division of Transportation (LCDOT), in cooperation with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), is conducting a Planning and Environment Linkages (PEL) study to consider future transportation improvements along Fairfield Road between Gilmer Road and Oakwood Drive in unincorporated Lake County, near Round Lake, Illinois. The purpose of the study is to improve safety and traffic operations, accommodate planned and future changes to the regional transportation network, and consider non-motorized facilities that provide connections to regional destinations such as parks, trails, forest preserves and schools along the Fairfield Road corridor.

1.2 STUDY AREA

The Fairfield Road corridor (County Highway CH49) is currently a two-lane Minor Arterial roadway under the jurisdiction of the Lake County Division of Transportation that extends north / south in the western portion of Lake County. Fairfield Road is located within the villages of Round Lake Beach, Round Lake, and Wauconda and unincorporated Lake County. The corridor extends approximately 5.5 miles from north of Gilmer Road to Oakwood Drive, with 18 intersections in between. There are four signalized intersections along the corridor: IL Route 60, IL Route 120, Nippersink Road, and IL Route 134. All the other intersections are stop controlled on the minor streets only. The Metra Milwaukee District North Line railroad tracks intersect the north leg of Fairfield Road, approximately 50 feet north of and parallel to IL Route 134. Refer to **Appendix A** for a Project Location Map.

2 EXISTING CONDITIONS

2.1 FAIRFIELD ROAD AT GILMER ROAD

The intersection of Fairfield Road and Gilmer Road is a three-leg minor street stop-controlled intersection with a stop sign on the Gilmer Road Connector. The Gilmer Road Connector is a two-lane, two-way ramp that connects Fairfield Road with Gilmer Road, which is grade separated with Fairfield Road. Gilmer Road is classified as a Minor Arterial. The Gilmer Road Connector has an advisory speed limit of 30 mph. The Gilmer Road Connector joins the intersection perpendicular to Fairfield Road and has an eastbound left turn lane and eastbound right turn lane, both with 235 feet of storage. Fairfield Road is a north-south minor arterial with a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a southbound right turn lane, and a northbound left turn lane with 150 feet and 250 feet of storage, respectively.

Combination lane use/destination signs (MUTCD D15-1) are provided to direct vehicles between Fairfield Road and Gilmer Road.

2.2 FAIRFIELD ROAD AT CHARDON ROAD

The intersection of Fairfield Road and Chardon Road is a four-leg, 40-degree skewed, two-way stop-controlled intersection on the minor approaches for Chardon Road. Chardon Road is an east-west local road with a posted speed limit of 45 mph east of Fairfield Road, and 25 mph west of Fairfield Road. The western leg of Chardon Road has no outlet. Chardon Road has one through lane in each direction. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction. Due to the skew of the intersection, the northbound to eastbound right turn movement is separated by a striped island that results in a small, dedicated lane for this movement. The intersection is located within a horizontal curve that curves to the west as you travel north along Fairfield Road. Southbound left turns from Fairfield Road are restricted with signage from 5 A.M. to 9 A.M. Monday through Friday. A crossroad symbol sign (MUTCD W2-1) and advance street name plaque (MUTCD W16-8) are provided on both approaches of Fairfield Road in advance of the intersection

2.3 FAIRFIELD ROAD AT IL ROUTE 60

The intersection of Fairfield Road and IL Route 60 is a 76-degree skewed signalized intersection. IL Route 60 is an east-west Principal Arterial with a posted speed limit of 55 mph. IL Route 60 has one through lane in each direction with eastbound and westbound left turn lanes with 140 feet and 150 feet of storage, respectively. IL Route 60 also has eastbound and westbound right turn lanes with 140 feet and 150 feet of storage, respectively. Fairfield Road has a posted speed limit of 45 mph south of the intersection, and 55 mph north of the intersection. Fairfield Road has one lane in each direction and northbound and southbound left turn lanes with 140 feet and 290 feet of storage, respectively.

2.4 FAIRFIELD ROAD AT TOWNLINE ROAD

The intersection of Fairfield Road and Townline Road is a two-way, stop-controlled intersection on the minor approaches for Townline Road. Townline road is an east-west local road with a posted speed limit of 45 mph on the eastern leg. There is no posted speed limit on the western leg of Townline Road. The western leg of Townline Road has no outlet. Townline Road has one through lane in each direction at the intersection. Fairfield Road has a posted speed limit of 55 mph. Fairfield Road has one through lane in each direction with no turn lanes at the intersection. A crossroad symbol sign (MUTCD W2-1) and advance street name plaque (MUTCD W16-8) are provided on both approaches of Fairfield Road in advance of the intersection.

2.5 FAIRFIELD ROAD AT IL ROUTE 120

The intersection of Fairfield Road and IL Route 120 is a 70-degree skewed signalized intersection. IL Route 120 is an east-west Principal Arterial with a posted speed limit of 50 mph. IL Route 120 has one through lane in each direction with eastbound and westbound left turn lanes with 230 feet of storage. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction and northbound and southbound left turn lanes each with 150 feet of storage.

2.6 FAIRFIELD ROAD AT NIPPERSINK ROAD

The intersection of Fairfield Road and Nippersink Road is a signalized intersection. Nippersink Road is an east-west Major Collector with a posted speed limit of 30 mph. Nippersink has one through lane in each direction with eastbound and westbound left turn lanes with 165 feet of storage. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction and northbound and southbound left turn lanes with 170 feet and 165 feet of storage, respectively. A signal ahead and street name sign is present on both approaches of Fairfield Rd. There are pedestrian accommodations on all four legs at the intersection of Fairfield Road at Nippersink Road that include crosswalks, pedestrian signal heads for WALK/DON'T WALK indications, and pedestrian push buttons.

2.7 FAIRFIELD ROAD AT OLD FARM ROAD

The intersection of Fairfield Road and Old Farm Road is a stop-controlled intersection with a stop sign on the Old Farm Road approach, Fairfield Road is free-flow. Old Farm Road is an east-west Local Road that ends at the intersection on the east leg and has a posted speed limit of 25 mph. Old Farm Road has one lane in each direction, with a raised curb median that extends for 50 feet east from Fairfield Road. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a southbound left turn lane, and a northbound right turn lane with 100 feet and 130 feet of storage, respectively.

2.8 FAIRFIELD ROAD AT HART ROAD

The intersection of Fairfield Road and Hart Road is a stop-controlled intersection with a stop sign on the Hart Road approach. Hart Road is an east-west Major Collector that ends at the intersection on the east leg and has a posted speed limit of 25 mph. Hart Road has one through lane in each direction. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction and a northbound right turn lane and a southbound left turn lane with 110 feet and 100 feet of storage, respectively.

2.9 FAIRFIELD ROAD AT FALCON BOULEVARD

The intersection of Fairfield Road and Falcon Boulevard is a stop-controlled intersection with a stop sign on the Falcon Boulevard approach. Fairfield Road is free-flow. Falcon Boulevard is an east-west Local Road that ends at the intersection on the west leg and has a posted speed limit of 25 mph. Falcon Boulevard has a westbound lane, an eastbound left turn lane, and eastbound right turn lane with 50 feet of storage. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, a northbound left turn lane, and a southbound right turn lane with 190 feet and 170 feet of storage, respectively.

2.10 FAIRFIELD ROAD AT TYLER AVENUE

The intersection of Fairfield Road and Tyler Avenue is a stop-controlled intersection with a stop sign on the Tyler Avenue approach, Fairfield Road is free-flow. Tyler Avenue is an east-west Local Road that ends at the intersection on the east led and has a posted speed limit of 25 mph. Tyler Avenue has one lane in each direction. Fairfield Road has a posted speed limit of 45 mph. Fairfield Road has one lane in each direction, and a southbound left turn lane with 100 feet of storage.

2.11 FAIRFIELD ROAD AT IL ROUTE 134

The intersection of Fairfield Road and IL Route 134 is a 62-degree skewed signalized intersection. IL Route 134 is an east-west Principal Arterial with a posted speed limit of 45 mph. IL Route 134 has one lane in each direction and eastbound and westbound left turn lanes with 200 feet and 190 feet of storage, respectively. IL Route 134 also has a westbound right turn lane with 310 feet of storage. Fairfield Road has a posted speed limit of 40 mph north of the intersection, and 45 mph south of the intersection. Fairfield Road has one lane in each direction and northbound and southbound left turn lanes with 245 feet and 110 feet of storage, respectively. The Metra Milwaukee District North Line operates on the railroad tracks 50 feet north of and parallel to IL Route 134. During a typical weekday, there are 46 trains, of which 44 trains are passenger trains. A highway-rail grade crossing advance warning sign is provided on both approaches of Fairfield Road in advance of the intersection. Railroad crossing gates with lights and bells are provided along Fairfield Road in advance of the tracks. Southbound Fairfield Road traffic approaching IL Route 134 is required to stop north of the Metra tracks, as stated by a “STOP HERE ON RED” sign and a “DO NOT STOP ON TRACKS” sign. A “NO TURN ON RED” sign is present for southbound right turns from Fairfield Road. Eastbound left turns and westbound right turns are also prohibited when the crossing gates are activated with blank-out signs.

2.12 FAIRFIELD ROAD AT LONG LAKE DRIVE

The intersection of Fairfield Road and Long Lake Drive is a stop-controlled intersection with stop signs on the Long Lake Drive approaches. Fairfield Road is free flow. Long Lake Drive is an

east-west Local Road with a posted speed limit of 25 mph. Long Lake Drive has one through lane in each direction. Fairfield Road has a posted speed limit of 30 mph north of the intersection and 40 mph south of the intersection. Fairfield Road has one lane in each direction and northbound and southbound left turn lanes with 50 feet and 100 feet of storage respectively.

3 TRAFFIC COUNTS

Twenty-four (24)-hour traffic counts using Miovision cameras were utilized at the following locations to collect 24-hour intersection turning movements during a weekday between Tuesday and Thursday. The traffic data included the vehicle classification (passenger car, single-unit, and multi-unit).

- Fairfield Road at Gilmer Road Connector (May 23 and June 3, 2023)
- Fairfield Road at Chardon Road (May 25, 2023)
- Fairfield Road at IL Route 60 (May 25 and June 10, 2023)
- Fairfield Road at Townline Road (May 18, 2023)
- IL Route 120 at North Center Lane (May 18 and June 3, 2023)
- Fairfield Road at IL Route 120 (April 11, 2023)
- Fairfield Road at Chain O Lake Mobile Home Entrance (May 18 and May 20, 2023)
- Fairfield Road at Nippersink Road (May 23, 2023)
- Fairfield Road at Old Farm Road (May 16, 2023)
- Fairfield Road at Hart Road (May 9, 2023)
- Fairfield Road at Falcon Boulevard (May 9, 2023)
- Fairfield Road at Tyler Avenue (May 16, 2023)
- Fairfield Road at Town Center Road (May 16 and May 20, 2023)
- IL Route 134 at RI-RO (May 18 and May 20, 2023)
- IL Route 134 at Commercial Boulevard (May 25 and June 3, 2023)
- IL Route 134 at North Fox Trail (May 11 and May 20, 2023)
- Fairfield Road at IL Route 134 (May 11 and May 13, 2023)
- Fairfield Road at Long Lake Drive (May 9, 2023)

4 PEAK HOUR DETERMINATION

The count data was evaluated to determine AM peak hour and PM peak hour traffic volumes. For the AM and PM peak hours, individual intersection peak hours as well as the overall corridor peak hours were determined. Specific intersection peak hours were calculated based on the highest hourly volume for the intersection and corridor peak hours were calculated by adding together all intersections' hourly volumes to obtain the AM and PM hours with the highest volume. Table 1 shows the peak hour volumes for individual intersections and the corridor as a

whole. The volumes identify a corridor AM peak hour beginning at 7:00 AM and the PM peak hour starting at 4:15 P M. The earliest individual intersection peak hours occurred starting at 6:30 AM at Townline Road and at 3:45 PM at Old Farm Road. Corridor peak hours were used to analyze the intersection traffic operations due to very little variation from the individual peak hours (less than 50 vehicles along Fairfield Road), resulting in a more conservative (higher traffic volume) approach.

Table 4-1: Existing (2023) AM & PM Peak Hour Analysis

	Intersection AM Peak Hour		System AM Peak Hour		Difference	Intersection PM Peak Hour		System PM Peak Hour		Difference
Intersections	Volume	Start Time	Volume	Start Time		Volume	Start Time	Volume	Start Time	
Fairfield Road at Gilmer Road Connector	1230	7:15 AM	1213	7:00 AM	-17	1438	4:15 PM	1438	4:15 PM	-
Fairfield Road at Chardon Road	1126	7:00 AM	1126	7:00 AM	-	1316	4:30 PM	1280	4:15 PM	-36
Fairfield Road at IL Route 60	2055	7:15 AM	2045	7:00 AM	-10	2440	4:15 PM	2440	4:15 PM	-
Fairfield Road at Townline Road	1017	6:30 AM	1012	7:00 AM	-5	1102	3:45 PM	1098	4:15 PM	-4
IL Route 120 at North Center Lane	1182	6:30 AM	946	7:00 AM	-236	1345	4:15 PM	1345	4:15 PM	-
Fairfield Road at IL Route 120	2231	7:15 AM	2307	7:00 AM	-24	2508	4:00 PM	2502	4:15 PM	-6
Fairfield Road at Chain O Lakes Mobile Home Entrance	1152	7:00 AM	1152	7:00 AM	-	1130	4:30 PM	1128	4:15 PM	-2
Fairfield Road at Nippersink Road	1530	7:00 AM	1530	7:00 AM	-	1577	4:15 PM	1577	4:15 PM	-
Fairfield Road at Old Farm Road	1083	7:00 AM	1083	7:00 AM	-	1185	3:45 PM	1156	4:15 PM	-29
Fairfield Road at Hart Road	1074	6:45 AM	1058	7:00 AM	-16	1216	4:30 PM	1200	4:15 PM	-16
Fairfield Road at Falcon Boulevard	864	6:45 AM	837	7:00 AM	-27	1007	5:00 PM	979	4:15 PM	-28
Fairfield Road at Tyler Avenue	817	7:00 AM	817	7:00 AM	-	919	5:15 PM	904	4:15 PM	-15
Fairfield Road at Town Center Road	844	7:00 AM	844	7:00 AM	-	1011	5:30 PM	998	4:15 PM	-13
IL Route 134 at Commercial Boulevard	724	7:00 AM	724	7:00 AM	-	812	4:30 PM	809	4:15 PM	-3
IL Route 134 at North Fox Trail	743	7:00 AM	743	7:00 AM	-	903	4:15 PM	903	4:15 PM	-
Fairfield Road at IL Route 134	1562	7:00 AM	1562	7:00 AM	-	1889	4:15 PM	1889	4:15 PM	-
Fairfield Rd at Long Lake Drive	1156	7:00 AM	1156	7:00 AM	-	1395	5:00 PM	1345	4:15 PM	-50

5 TRAFFIC ANALYSIS METHODOLOGY

5.1 VOLUME BALANCING

Given that the peak hour traffic volumes were from varying hours within the AM or PM peak periods, it was necessary to balance the volumes along the network to develop consistent traffic volumes along the corridor. The balancing process uses traffic count data to balance traffic for the entire corridor to represent AM and PM peak hour movement for input into the *Synchro 11* traffic operations software for detailed analysis as presented in later sections of this report.

5.2 CAPACITY ANALYSIS

Capacity analyses were conducted for the weekday AM and PM peak hour at each of the studied intersections to determine existing operating performance with existing geometry and intersection control.

The Highway Capacity Manual 7th Edition (HCM 7) analysis methodologies, compiled by the Transportation Research Board (TRB), were used to evaluate the signalized and unsignalized intersections. Measures of Effectiveness (MOE) used in this evaluation include Level of Service (LOS), delay, and queue lengths. The HCM 7 definition for the various LOS and corresponding delay for signalized intersections is summarized in **Table 5-1**.

Table 5-1: HCM 7 Definition of LOS and Delay for Signalized Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	General Description
A	≤ 10	Free flow
B	> 10 – 20	Stable flow (slight delays)
C	> 20 – 35	Stable flow (acceptable delays)
D	> 35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 55 – 80	Unstable flow (intolerable delay)
F[1]	> 80	Forced flow (congestion and queues fail to clear)

Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

1. *If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.*

Operating conditions are graded in terms of LOS, which assigns a letter from A to F based on the HCM 7 methodologies, and consider speed, delay, traffic interruptions, safety, driver comfort, and convenience. LOS A is the highest (best traffic flow and least delay), LOS E represents saturated or at capacity conditions, and LOS F is the lowest (oversaturated conditions). According to the intersection design criteria, as referenced in the IDOT Bureau of Local Roads and Streets Manual (BLRS), Figure 32-2D, the intersection should be designated to achieve a minimum LOS C for all movements and the overall intersection.

For signalized intersections, LOS is calculated for lane groups, intersection approaches, and the intersection as a whole. The LOS analysis for signalized intersections was based on average total vehicle delay (in seconds of delay per vehicle). Delay can be a result of one or any combination of the following: high volumes entering the intersection, poor signal phasing, a lack of or inadequate number of auxiliary lanes, etc.

For unsignalized intersections, delay can be a result of one of any combination of the following: high volumes entering the intersection, insufficient gap time for a vehicle to cross the non-stop-controlled major street movement, etc. The HCM 7 definition for the various LOS and corresponding delay for unsignalized intersections is summarized in **Table 5-2**.

Table 5-2: HCM 7 Definition of LOS and Delay for Unsignalized Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	General Description
A	≤ 10	Free flow
B	> 10 – 15	Stable flow (slight delays)
C	> 15 – 25	Stable flow (acceptable delays)
D	> 25 – 35	Approaching unstable flow (tolerable delay)
E	> 35 – 50	Unstable flow (intolerable delay)
F[1]	> 50	Forced flow (congestion and queues fail to clear)

Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

1. *If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned to the individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.*

For urban street segments, LOS uses two performance measures. One measure is travel speed for through vehicles. This speed reflects the factors that influence running time along the link and the delay incurred by through vehicles at the boundary intersection. The second measure is the volume-to-capacity ratio for the through movement at the downstream boundary intersection. These measures indicate the degree of mobility provided by the segment. The HCM 7 definition of various LOS for segments is summarized in **Table 5-3**.

Table 5-3: HCM 7 Definition of LOS and Delay for Segments

	Travel Speed Threshold by Base Free-Flow Speed (Mi/h)								
Level of Service (LOS)	**55**	**50**	**45**	**40**	**35**	**30**	**25**	Volume to Capacity Ratio	General Description
A	> 44	> 40	> 36	> 32	> 28	> 24	> 20	≤ 1.0	Free flow Operation
B	> 37	> 34	> 30	> 27	> 23	> 20	> 17	≤ 1.0	Unimpeded Operation
C	> 28	> 25	> 23	> 20	> 18	> 15	> 13	≤ 1.0	Stable Operation
D	> 22	> 20	> 18	> 16	> 14	> 12	> 10	≤ 1.0	Less Stable Operation
E	> 17	> 15	> 14	> 12	> 11	> 9	> 8	≤ 1.0	Unstable Operation
F	≤ 17	≤ 15	≤ 14	≤ 12	≤ 11	≤ 9	≤ 8	≤ 1.0	Flow at extremely low speed
F[1]	Any	Any	Any	Any	Any	Any	Any	> 1.0	Flow at extremely low speed

Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

1. *The critical volume-to-capacity ratio is based on consideration of the trough movement volume-to-capacity ratio at each boundary intersection in the subject direction of travel. The critical volume-to-capacity ratio is the largest ratio of those considered.*

6 EXISTING TRAFFIC VOLUMES

The existing Average Daily Traffic (ADT) values on each leg of the intersections are shown in **Table 6-1**. These volumes were compared to values reported on IDOT's interactive GIS website www.gettingaroundillinois.com for comparison. In general, the counted existing ADTs are 15% to 30% higher than the ADTs from the website. Refer to **Appendix B** for the Average Daily Traffic Volumes exhibit.

Table 6-1: Existing (2023) Average Daily Traffic (ADT)

Intersections	North Leg	South Leg	East Leg	West Leg
Fairfield Road at Gilmer Road Connector	13,700	12,100	-	3,800
Fairfield Road at Chardon Road	11,600	13,600	2,300	300
Fairfield Road at IL Route 60	11,700	12,500	17,600	15,300
Fairfield Road at Townline Road	12,100	11,700	1,000	100
IL Route 120 at North Center Lane	100	-	18,000	18,000
Fairfield Road at IL Route 120	13,400	12,500	18,100	18,000
Fairfield Road at Chain O Lakes Mobile Home Entrance	13,400	13,400	200	-
Fairfield Road at Nippersink Road	13,100	13,600	4,400	6,100
Fairfield Road at Old Farm Road	13,600	13,500	600	-
Fairfield Road at Hart Road	11,800	13,300	3,000	-
Fairfield Road at Falcon Boulevard	11,300	11,900	-	1,000
Fairfield Road at Tyler Avenue	11,600	11,500	100	-
Fairfield Road at Town Center Road	11,400	11,600	-	2,300
IL Route 134 at Commercial Boulevard	-	500	9,200	9,300
IL Route 134 at North Fox Trail	-	1,300	9,600	9,100
Fairfield Road at IL Route 134	14,900	11,500	10,000	9,700
Fairfield Rd at Long Lake Drive	14,600	14,600	2,700	2,200

7 2050 NO BUILD TRAFFIC VOLUMES

Design year (2050) ADT No Build volumes for Fairfield Road were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for all vehicles. The projected 2050 ADTs provided by CMAP for No Build Conditions at each intersection are summarized in **Table 7-1**.

Table 7-1: No Build (2050) Average Daily Traffic (ADT)

Intersections	North Leg	South Leg	East Leg	West Leg
Fairfield Road at Gilmer Road Connector	14,400	13,300	-	3,900
Fairfield Road at Chardon Road	12,500	14,400	2,700	600
Fairfield Road at IL Route 60	14,100	12,500	28,000	26,400
Fairfield Road at Townline Road	13,000	14,100	1,300	100
IL Route 120 at North Center Lane	100	-	18,500	18,700
Fairfield Road at IL Route 120	14,500	13,000	18,500	18,700
Fairfield Road at Chain O Lakes Mobile Home Entrance	14,500	14,500	200	-
Fairfield Road at Nippersink Road	14,200	14,500	5,700	7,200
Fairfield Road at Old Farm Road	14,700	14,600	600	-
Fairfield Road at Hart Road	12,400	14,400	3,000	-
Fairfield Road at Falcon Boulevard	12,400	12,400	-	1,100
Fairfield Road at Tyler Avenue	12,400	12,400	100	-
Fairfield Road at Town Center Road	12,400	12,400	-	2,500
IL Route 134 at Commercial Boulevard	-	500	9,900	9,900
IL Route 134 at North Fox Trail	-	1,400	9,900	9,900
Fairfield Road at IL Route 134	15,400	12,400	10,000	9,900
Fairfield Rd at Long Lake Drive	15,400	15,400	2,800	2,300

8 2050 BUILD TRAFFIC VOLUMES

8.1 3-LANE BUILD ALTERNATIVE

Design year (2050) ADT 3-Lane Build volumes for Fairfield Road were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for all vehicles. The projected 2050 ADTs provided by CMAP for 3-Lane Build Conditions at each intersection are summarized in **Table 8-1**.

Table 8-1: 3-Lane Build (2050) Average Daily Traffic (ADT)

Intersections	North Leg	South Leg	East Leg	West Leg
Fairfield Road at Gilmer Road Connector	15,000	13,800	-	4,000
Fairfield Road at Chardon Road	13,100	15,000	2,700	600
Fairfield Road at IL Route 60	14,600	13,100	28,000	26,600
Fairfield Road at Townline Road	13,500	14,500	1,300	100
IL Route 120 at North Center Lane	100	-	18,400	18,600
Fairfield Road at IL Route 120	15,200	13,500	18,400	18,600
Fairfield Road at Chain O Lakes Mobile Home Entrance	15,200	15,200	200	-
Fairfield Road at Nippersink Road	14,700	15,200	5,900	7,600
Fairfield Road at Old Farm Road	15,200	15,100	600	-
Fairfield Road at Hart Road	12,900	14,900	3,000	-
Fairfield Road at Falcon Boulevard	12,800	12,800	-	1,100
Fairfield Road at Tyler Avenue	12,800	12,800	100	-
Fairfield Road at Town Center Road	12,800	12,800	-	2,500
IL Route 134 at Commercial Boulevard	-	500	9,900	9,900
IL Route 134 at North Fox Trail	-	1,400	9,900	9,900
Fairfield Road at IL Route 134	15,600	12,800	9,800	9,900
Fairfield Rd at Long Lake Drive	15,600	15,600	2,800	2,300

8.2 5-LANE BUILD ALTERNATIVE

Design year (2050) ADT 5-Lane Build volumes for Fairfield Road were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for all vehicles. The projected 2050 ADTs provided by CMAP for 5-Lane Build Conditions at each intersection are summarized in **Table 8-2**.

Table 8-2: 5-Lane Build (2050) Average Daily Traffic (ADT)

Intersections	North Leg	South Leg	East Leg	West Leg
Fairfield Road at Gilmer Road Connector	19,800	16,200	-	6,400
Fairfield Road at Chardon Road	18,000	19,800	2,600	550
Fairfield Road at IL Route 60	19,200	18,000	28,600	27,400
Fairfield Road at Townline Road	18,500	19,200	900	100
IL Route 120 at North Center Lane	100	-	17,700	17,300
Fairfield Road at IL Route 120	22,200	18,500	17,700	17,300
Fairfield Road at Chain O Lakes Mobile Home Entrance	22,200	22,200	200	-
Fairfield Road at Nippersink Road	21,800	22,200	3,200	9,000
Fairfield Road at Old Farm Road	22,300	22,200	600	-
Fairfield Road at Hart Road	19,900	22,000	3,300	-
Fairfield Road at Falcon Boulevard	19,900	19,900	-	1,100
Fairfield Road at Tyler Avenue	19,900	19,900	100	-
Fairfield Road at Town Center Road	19,900	19,900	-	2,500
IL Route 134 at Commercial Boulevard	-	500	8,700	8,700
IL Route 134 at North Fox Trail	-	1,400	8,700	8,700
Fairfield Road at IL Route 134	20,300	19,900	8,500	8,700
Fairfield Rd at Long Lake Drive	20,300	20,300	2,800	2,300

8.3 TRAVEL DEMAND MODEL LATENT DEMAND ANALYSIS

An analysis was performed using the CMAP Travel Demand Model (TDM) to obtain an understanding of the change in travel patterns for routes parallel to Fairfield Road depending on which 2050 Build alternative is selected for Fairfield Road. Cedar Lake Road, approximately 0.75 miles east of Fairfield Road, and Wilson Road, approximately 1.5 miles west of Fairfield Road, provide the nearest north-south route options to Fairfield Road for this area of Lake County and were tested for latent demand.

As roadway changes are made, or not made, to Fairfield Road in terms of number of travel lanes in each direction, the latent demand analysis would identify the subsequent changes in travel patterns along Wilson Road and Cedar Lake Road. Should Fairfield Road be widened to the 3-Lane or 5-Lane 2050 Build scenario, the latent demand analysis would identify whether there is a potential shift in traffic away from these parallel routes to Fairfield Road. The latent demand analysis baseline (or constant) is the 2050 No Build. Under this scenario, no changes are made to Fairfield Road. This No Build scenario was then compared to the two 2050 Build scenarios to identify the amount of latent demand of vehicles that would desire to use Fairfield Road and the resulting change in travel demand on the parallel routes.

In the 2050 3-Lane Build Condition, the ADT on both Cedar Lake Road and Wilson Road remained similar to their 2050 No Build Conditions. This demonstrates that the 3-Lane Build scenario for Fairfield Road has little effect on the travel patterns on the parallel routes.

In the 2050 5-Lane Build Condition, Wilson Road remains similar to the 2050 No Build Condition, yet Cedar Lake Road is predicted to have a decrease in traffic with an average decrease of 9%. This demonstrates that there is a latent demand for travelers along Cedar Lake Road to use Fairfield Road should Fairfield Road be widened to provide two (2) travel lanes in each direction. The amount of traffic that shifts away from Cedar Lake Road does not affect the overall travel lane needs for Cedar Lake Road. The Average Daily Traffic (ADT) that correlates to a 2-lane roadway is generally less than 15,000 to 17,000 vehicles per day which ultimately depends on several factors. Whether Fairfield Road is widened or not, in the year 2050 the travel demand on Cedar Lake Road suggests that one (1) travel lane in each direction is generally appropriate.

By providing 5-Lanes on Fairfield Road, it can be concluded that doing so allows travel patterns to shift to where they would prefer to be traveling. This also results in increasing the resilience for Cedar Lake Road. The results of the latent travel demand analysis are shown in Table 8-3. Averages were made along all three corridors to provide a general understanding of the relative traffic volumes along each roadway.

Table 8-3: Average Corridor Average Daily Traffic (ADT)

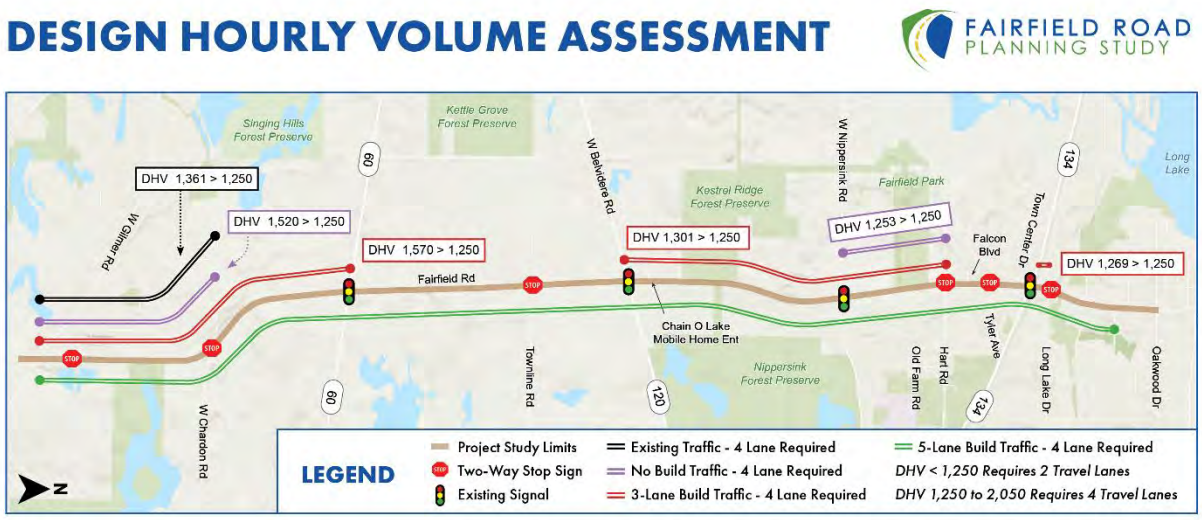
Scenario	Fairfield Road Average Corridor ADT	Wilson Road Average Corridor ADT	Cedar Lake Road Average Corridor ADT
2050 No Build (Baseline)	13,700	7,200	11,900
2050 3-Lane Build	14,100	7,200	11,900
2050 5-Lane Build	20,200	7,300	10,900

9 DESIGN HOURLY VOLUMES

Design Hourly Volumes (DHV) are determined by referencing the A.M. and P.M. peak hour volumes from the existing traffic counts. The greater DHV between the A.M. and P.M. peak hour was used. The projected 2050 DHVs were determined based on the anticipated growth as provided by CMAP. When the DHV exceeds 1,250 vehicles per lane per IDOT BLRS Manual Figure 32-2D for Suburban Arterials, an additional lane is considered to improve its capacity. See below for the sections along Fairfield Road that meet the IDOT Bureau of Local Roads criteria for a 4-lane roadway (2 travel lanes in each direction).

Refer to **Appendix C** for the DHVs for the entire corridor for all scenarios.

Figure 9-1:



10 SIGNAL WARRANT ANALYSIS

Signal Warrant Analysis is based on the standards outlined in the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) published by the U.S. Department of Transportation Federal Highway Administration (FHWA). The 2009 MUTCD is the current edition approved by the Illinois Department of Transportation. Six stop-controlled intersections and four signalized intersections were analyzed to determine if intersections met warrants for installation of a traffic signal in the existing condition:

- Fairfield Road at Gilmer Road Connector
- Fairfield Road at Chardon Road
- Fairfield Road at IL Route 60
- Fairfield Road at Townline Road
- Fairfield Road at IL Route 120
- Fairfield Road at Nippersink Road
- Fairfield Road at Hart Road
- IL Route 134 at Fox Trail Road
- Fairfield Road at IL Route 134
- Fairfield Road at Long Lake Drive

The IDOT District 1 Signal Warrant Worksheet was used in the analyses and the methodologies listed in Chapter 4C of MUTCD. The MUTCD has outlined nine warrants; at minimum, one warrant needs to be met for a location to be considered for a traffic signal. Warrants 1- Eight-Hour Vehicular Volume, 2- Four-Hour Vehicular Volume, 3- Peak Hour, and 7- Crash Experience were analyzed as a part of the Project. The MUTCD description of each warrant analyzed is summarized in **Table 10-1**. The following warrants were not analyzed as they were not applicable at the intersections studied: Warrant 4- Pedestrian Volume, 5-School Crossing, 6-Coordinated Signal System, 8- Roadway Network and 9- Intersection Near a Grade Crossing.

Traffic signal warrant analyses were conducted using 12-hour counts between the hours of 6:00 A.M. to 9:00 P.M. The crash data for the five-year analysis period from 2017 to 2021 was obtained from IDOT Open Data Portal (*Illinois Department of Transportation (arcgis.com)*). Crash reports were obtained from the IDOT Safety Portal (*https://webapps.dot.illinois.gov/SafetyPortal*). The Crash Diagram for the intersection analyzed is attached in **Appendix D**.

Table 10-1: Traffic Signal Warrants Analyzed

Warrant	Description
1	Eight-Hour Vehicular Volume
2	Four-Hour Vehicular Volume
3	Peak Hour
7	Crash Experience

Source: Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration (FHWA), 2009.

The MUTCD specifies the minimum criteria that must be met in order for a traffic signal to be warranted. However, MUTCD 4C.01-03 also states, **"**The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal". Warrants 1, 2, and 3 have minimum volume requirements on both the major and minor streets that must be met for the specified hours of the day.

Warrant 1 is met when traffic volumes for Condition A or Condition B or Combination A/B is met for any 8 hours of an average day.

- Condition A is applicable when a large volume of intersecting traffic is the principal reason for installing a traffic signal.
- Condition B is applicable when a large major street volume obstructs the flow of minor street traffic causing undue delay to the minor street.
- Combination Condition A/B is applicable when Condition A and B are not individually satisfied but the traffic volume meets 80% of both the Condition A and B.

Warrant 2 is applicable when the traffic volume of intersection is greater than the threshold volume given in Section 4C.03 of MUTCD for any 4 hours of an average day.

Warrant 3 is applicable when minor street traffic has undue delay of a minimum of 1 hour on an average day and the traffic volume of the intersection is greater than the threshold volume given in Section 4C.04 of MUTCD for any 1 hour of an average day. MUTCD states that Warrant 3 is for limited application in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Warrant 7 is applicable when the frequency and severity of the crash susceptible to correction by a traffic control signal is the principal reason for considering a traffic signal. Warrant 7 has three conditions that must be satisfied: five or more reported angle or turning crashes susceptible to correction by a traffic control signal in 12-month period, minimum volumes criteria, and adequate trials of alternatives. When the posted or statutory speed limit or the 85th-percentile speed on the major street exceeded 40 mph, 70% criteria is used in analysis for Warrants 1,2, 3 and 7. **Table 10-2** presents the summary and the result of the warrant analyses

for the studied intersections. Refer **Appendix E** for the graphical representation of the signal warrant analyses.

Table 10-2: Existing (2023) Condition Signal Warrant Analysis Results

Intersection Locations	Existing Traffic Control	Warrant 1			Warrant			
		Condition A	Condition B	Condition A/B	1	2	3	7
Fairfield Road at Gilmer Road	Stop Controlled (Gilmer Road)	No	Yes	Yes	Yes	Yes	Yes	No
Fairfield Road at Chardon Road	Stop Controlled (Chardon Road)	No	Yes	No	Yes	Yes	Yes	No
Fairfield Road at IL Route 60	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	No
Fairfield Road at Townline Road	Stop Controlled (Townline Road)	No	No	No	No	No	No	No
Fairfield Road at IL Route 120	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	No
Fairfield Road at Nippersink Road	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	No
Fairfield Road at Hart Road	Stop Controlled (Hart Road)	No	Yes	No	Yes	Yes	Yes	No
IL Route 134 at Fox Trail Road	Stop Controlled (Fox Trail Road)	No	No	No	No	No	No	No
Fairfield Road at IL Route 134	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	No
Fairfield Road at Long Lake Drive	Stop Controlled (Long Lake Drive)	No	Yes	No	Yes	Yes	Yes	No

The signal warrant analyses for the intersections are explained in the detail in the following paragraphs.

10.1 FAIRFIELD ROAD AT GILMER ROAD

The intersection of Fairfield Road and Gilmer Road is a three-leg minor street stop-controlled intersection controlled with a stop sign on the Gilmer Road Connector. The posted speed limit on the major road is 45 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 7 hours for Warrant 1- Condition A, 10 hours for Warrant 1- Condition B and 9 hours for Condition A/B. It satisfied volume requirements for Warrant 2 and Warrant 3. In terms of crash criteria, it did not meet the crash requirement but met the 56% volume criteria for 15 hours for Warrant 7 condition 4C.08.02.C. However, a detailed analysis of potential alternatives has not yet been studied. The intersections met Warrants 1, 2 and 3. The detailed warrant analysis sheet is presented in **Appendix F**.

10.2 FAIRFIELD ROAD AT CHARDON ROAD

The intersection of Fairfield Road and Chardon Road is two-way stop-controlled intersection with stop signs on the Chardon Road approaches. The posted speed limit on the major road is 45 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 3 hours for Warrant 1- Condition A, 8 hours for Warrant 1- Condition B and 5 hours for Condition A/B. It met Warrant 2 and Warrant 3. In terms of crash criteria, it did not meet the crash requirement but met the 56% volume criteria for 13 hours for Warrant 7 condition 4C.08.02.C. However, a detailed analysis of potential alternatives has not yet been studied. The intersections met Warrants 1, 2 and 3. The detailed warrant analysis sheet is presented in **Appendix F**.

10.3 FAIRFIELD ROAD AT IL ROUTE 60

The intersection of Fairfield Road at IL Route 60 is a 76-degree skewed signalized intersection. The posted speed limit on the major road is 45 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 16 hours for Warrant 1- Condition A, 14 hours for Warrant 1- Condition B and 15 hours for Warrant 1- Combination of A/B. The intersection satisfied volume requirements for Warrant 2 and Warrant 3. It did not meet minimum crash criteria in the study period. It met the volume requirement for crash experience for 16 hours for Warrant 7 condition 4C.08.02.C. The intersection did not meet Warrant 7. The intersection met Warrants 1, Warrant 2, and Warrant 3. The detailed warrant analysis sheet for the intersection is presented in **Appendix F**.

10.4 FAIRFIELD ROAD AT TOWNLINE ROAD

The intersection of Fairfield Road and Townline Road is a two-way, stop-controlled intersection on the minor approaches for Townline Road. The posted speed limit on the Fairfield Road is 55 mph, so the reduced 70% criteria was used for the analysis. The intersection did not satisfy any hours for Warrant 1- Condition A, satisfied 4 hours for Warrant 1- Condition B and did not satisfy any hours for Warrant 1- Condition A/B. The intersection did not satisfy minimum volume requirements for Warrants 2 and 3. The reported crashes were less than 5 per year in the study period so the intersection did not meet Warrant 7, resulting in no warrants being met. The detailed warrant analysis sheet is presented in **Appendix F**.

10.5 FAIRFIELD ROAD AT IL ROUTE 120

The intersection of Fairfield Road and IL Route 120 is a 70-degree skewed signalized intersection. The posted speed limit on the major road is 50 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 16 hours for Warrant 1- Condition A, 15 hours for Warrant 1- Condition B and 16 hours for Warrant 1- Combination of A/B. The intersection satisfied volume requirements for Warrant 2 and Warrant 3. It did not meet minimum crash criteria in the study period. It met the volume requirement for crash experience

for 16 hours for Warrant 7 condition 4C.08.02.C. The intersection met Warrant 1, Warrant 2, and Warrant 3. The detailed warrant analysis sheet for the intersection is presented in **Appendix F**.

10.6 FAIRFIELD ROAD AT NIPPERSINK ROAD

The intersection of Fairfield Road at Nippersink Road is a signalized intersection. The posted speed limit on the major road is 45 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 15 hours for Warrant 1- Condition A, 14 hours for Warrant 1- Condition B and 15 hours for Warrant 1- Combination of A/B. The intersection satisfied volume requirements for Warrant 2 and Warrant 3. It did not meet minimum crash criteria in the study period. It met the volume requirement for crash experience for 15 hours for Warrant 7 condition 4C.08.02.C. The intersection met Warrants 1, 2, and 3. The detailed warrant analysis sheet for the intersection is presented in **Appendix F**.

10.7 FAIRFIELD ROAD AT HART ROAD

The intersection of Fairfield Road and Hart Road is a stop-controlled intersection on the minor approaches for Hart Road. The posted speed limit on the Fairfield Road is 45 mph so the reduced 70% criteria was used for the analysis. The intersection met 4 hours for Warrant 1- Condition A, 13 hours for Warrant 1- Condition B and 6 hours for Condition A/B. It met Warrant 2 and Warrant 3. In terms of crash criteria, there were less than 5 crashes per year in the analysis period, but it met the volume requirements in 56 percent columns for crash experience for 15 hours for Warrant 7 condition 4C.08.02.C. The intersections met Warrants 1, 2 and 3. The detailed warrant analysis sheet is presented in **Appendix F**.

10.8 IL ROUTE 134 AT FOX TRAIL ROAD

The intersection of IL Route 134 at Fox Tail Road is a minor street stop-controlled three-leg intersection with a stop sign on Fox Trail Road. The posted speed limit on the major road is 45 mph, the reduced 70% criteria was used for the analysis. The intersection did not satisfy any hours for Warrants 1, 2, or 3 resulting in no warrants being met. The detailed warrant analysis sheet for the intersection is presented in **Appendix F**.

10.9 FAIRFIELD ROAD AT IL ROUTE 134

The intersection of Fairfield Road at IL Route 134 is a signalized intersection. The posted speed limit on the major road is 45 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 16 hours for Warrant 1- Condition A, 15 hours for Warrant 1- Condition B and 15 hours for Warrant 1- Combination of A/B. The intersection satisfied volume requirements for Warrant 2 and Warrant 3. It did not meet the crash criteria in year 2019 and 2020 but in 2018, the intersection had 3 angle and 5 turning crashes, which met the crash requirement of five or more reported crashes susceptible to correction by a traffic control signal in a 12-month

period. It met the volume requirement for crash experience for 15 hours for Warrant 7condition 4C.08.02.C. However, a detailed analysis of potential alternatives has not yet been studied. The intersection met Warrants 1, 2 and 3. The detailed warrant analysis sheet for the intersection is presented in **Appendix F**.

10.10 FAIRFIELD ROAD AT LONG LAKE DRIVE

The intersection of Fairfield Road at Long Lake Drive is a two-way stop-controlled intersection on the minor approaches for Long Lake Drive and free flow on Fairfield. The posted speed limit on the major street is 40 mph so the reduced 70% criteria was used for the analysis. The intersection satisfied 1 hour for Warrant 1- Condition A, 15 hours for Warrant 1- Condition B and 4 hours for Condition A/B. It met Warrant 2 and Warrant 3. In terms of crash criteria, there were 5 angle and 2 left turn crashes in 2021 which met the crash requirement of five or more reported crashes crash susceptible to correction by a traffic control signal in a 12-month period. It also met the volume requirements in 56 percent columns for crash experience for 15 hours for Warrant 7 condition 4C.08.02.C. However, a detailed analysis of potential alternatives has not yet been studied. The intersection met Warrants 1, 2, and 3. The detailed warrant analysis sheet for the intersections is presented in **Appendix F**.

10.11 SIGNAL WARRANT SUMMARY

Based on the analysis, eight out of ten studied intersections met the signal warrants in the existing condition. Of the ten intersections, four intersections along Fairfield Road are currently signalized: IL Route 134, Nippersink Road, IL Route 120, and IL Route 60.

Two of the intersections, IL Route 134 at Fox Trail Road, and Fairfield Road at Townline Road did not meet signal warrant requirements. It is therefore concluded that installing a traffic signal at these locations should not be evaluated further at this time in the Build scenarios for the alternatives analyses.

The following four stop-controlled intersections met Warrants 1, 2, and 3 in the existing condition:

- Fairfield Road at Gilmer Road
- Fairfield Road at Chardon Road
- Fairfield Road at Hart Road
- Fairfield Road at Long Lake Drive

Of the Warrants met for these four intersections, Warrant 3 is stated to have limited application and shall only be used in unusual cases. It was determined that the intersections don’t meet any unusual criteria discussed in the MUTCD for Warrant 3. If Warrant 3 is discounted from the Warrants met, the intersections still meet Warrant 1 and Warrant 2. It is therefore recommended

that installation of traffic signals be considered in the future Build scenarios for the alternatives analyses for these intersections. It is further recommended that study regarding the overall traffic operation, progressive traffic flow and safety impact due to signal installations be carried out before the installation of traffic signal.

11 PROPOSED IMPROVEMENT ALTERNATIVES

There were four 2050 Build alternatives considered for the initial Fairfield Road improvements:

- 2-lane Build with intersection improvements consisting of one through lane in each direction along Fairfield Road.
- 3-lane Build consisting of one through lane in each direction along Fairfield Road with a median or continuous two-way-left-turn lane in the middle.
- 4-lane Build consisting of two through lanes in each direction along Fairfield Road.
- 5-lane Build consisting of two through lanes in each direction along Fairfield Road with a median or continuous two-way-left-turn lane in the middle.

The 2-lane Build with intersection improvements and 4-lane Build will likely not be carried forward because they do not meet the safety needs of the project. Without a median or continuous two-way-left turn lane separating the directions of traffic along Fairfield Road, the safety need regarding head-on and rear-end crashes associated with vehicles turning left from a through travel lane is not addressed. Therefore, only the 3-lane build and 5-lane build alternatives were analyzed further for consideration.

For the 3-lane build and 5-lane build alternatives, modifications to the intersections such as improvements to existing traffic signals, new traffic signal installations, and new roundabout installations are also considered. Signal improvements include but are not limited to the following:

- Upgrading traffic signal equipment
- Adding or removing phases in the cycle to optimize operations
- Signal retiming such as adjusting cycle lengths, phasing sequences, and control strategies.

Refer to **Table 11-1** to see the potential improvement alternatives at each intersection.

Table 11-1: 2050 Build Intersection Alternatives

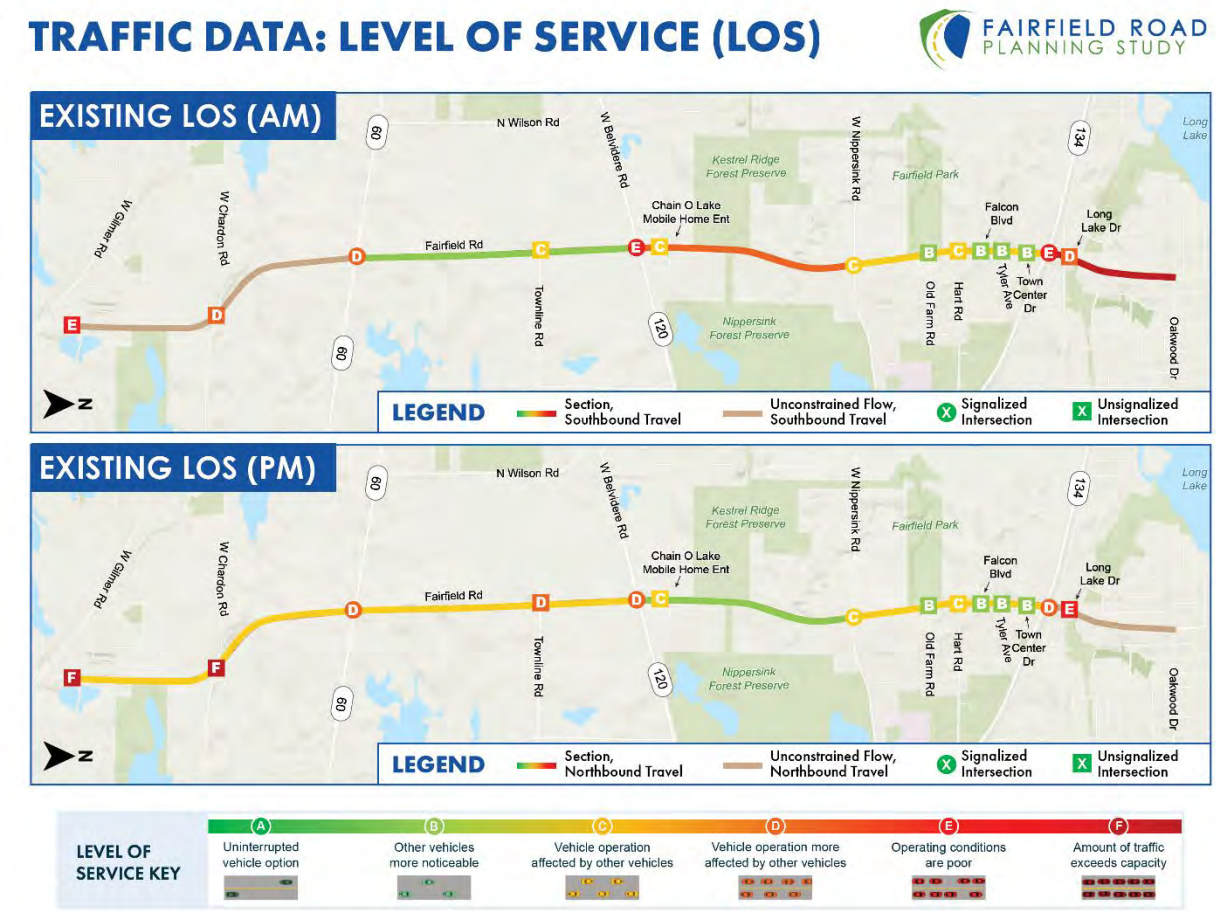
Intersections	Additional Turn Lanes on Fairfield Road Considered	Additional Through and/or Turn Lanes on Minor Street Considered	Improvements to Existing Traffic Signals Considered	New Traffic Signal Installation Considered	New Roundabout Installation Considered
Fairfield Road at Gilmer Road				X	X
Fairfield Road a Chardon Road	X	X		X	X
Fairfield Road at IL Route 60			X		
Fairfield Road at Townline Road	X				X
IL Route 120 at North Center Lane					
Fairfield Road at IL Route 120	X	X	X		
Fairfield Road at Chain O Lake Mobile Home Entrance					
Fairfield Road at Nippersink Road			X		X
Fairfield Road at Old Farm Road					
Fairfield Road at Hart Road		X		X	X
Fairfield Road at Falcon Boulevard					
Fairfield Road at Tyler Avenue					
Fairfield Road at Town Center Road					
IL Route 134 at Commercial Boulevard					
IL Route 134 at North Fox Trail					
Fairfield Road at IL Route 134	X		X		
Fairfield Rd at Long Lake Drive				X	X

12 TRAFFIC ANALYSIS RESULTS

12.1 EXISTING RESULTS

The existing (2023) traffic operations analysis utilized existing peak hour turning movement volumes, existing signal timings where applicable, and existing roadway geometry. Refer to **Appendix G** for Existing Level of Service tables that summarize the corresponding overall intersection, approach, and lane group LOS and delay at each studied intersection. The overall LOS for an intersection is only defined for signalized intersections. Refer to Figure 12-1 for the overall intersection LOS results.

Figure 12-1:

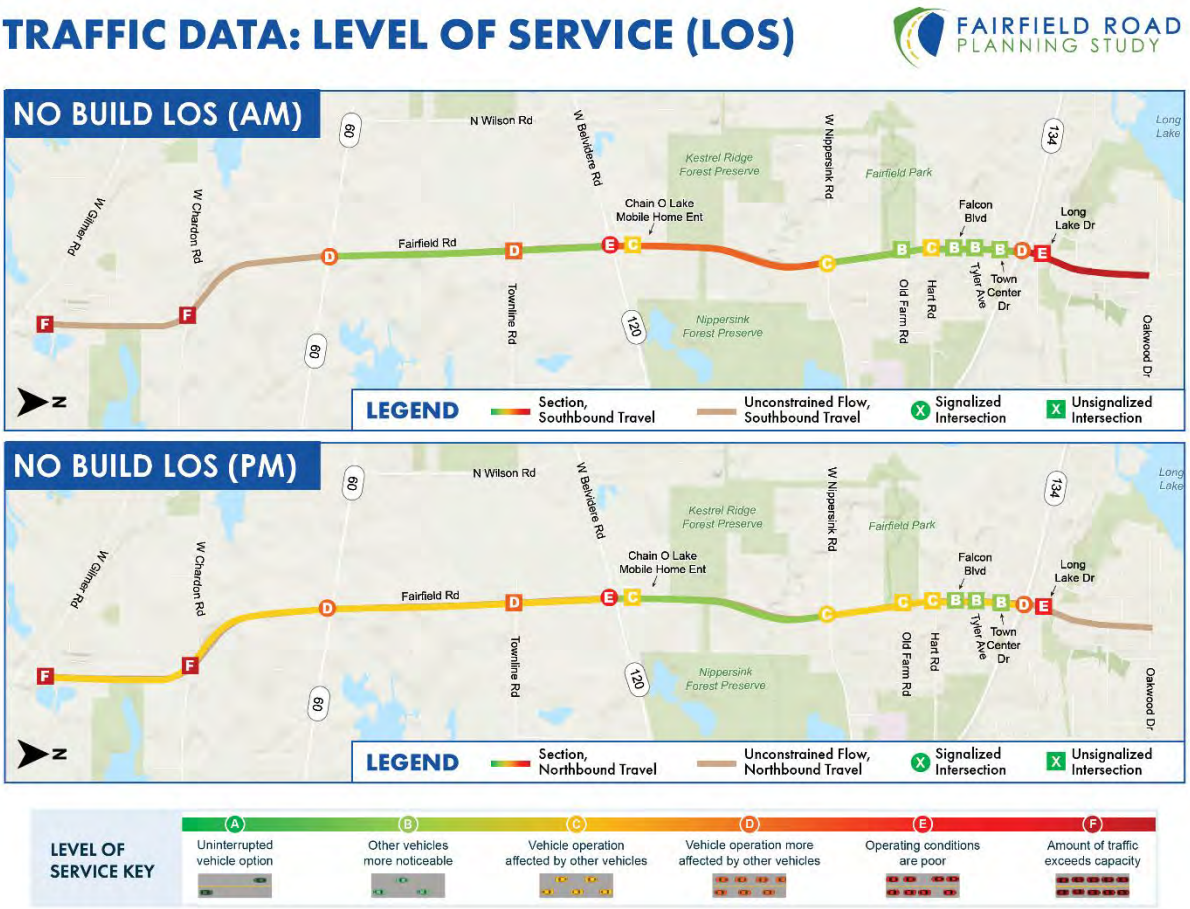


The existing Fairfield Road corridor ranges from LOS B to LOS F in the AM peak hour and ranges from LOS B to LOS D in the PM peak hour. Using SimTraffic v11 within Synchro at posted speeds, the total travel time for northbound and southbound through the corridor in the AM peak hour is approximately 600 seconds and 1,065 seconds, respectively. The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 950 seconds and 620 seconds, respectively.

12.2 2050 NO BUILD RESULTS

2050 No Build traffic operations analysis utilized projected 2050 peak hour turning movement volumes, existing signal timings where applicable, and existing roadway geometry. Refer to **Appendix G** for No Build Level of Service tables that summarize the corresponding overall intersection, approach, and lane group LOS and delay at each studied intersection. The overall LOS for an intersection is only defined for signalized intersections. Refer to Figure 12-2 for the overall intersection LOS results.

Figure 12-2:



The 2050 no build Fairfield Road corridor ranges from LOS B to LOS F in the AM peak hour and ranges from LOS B to LOS E in the PM peak hour. Using SimTraffic v11 within Synchro at posted speeds, the total travel time for northbound and southbound through the corridor in the AM peak hour is approximately 625 seconds and 1,125 seconds, respectively. The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 965 seconds and 645 seconds, respectively.

12.3 2050 3-LANE BUILD RESULTS

12.3.1 STOP CONTROLLED/SIGNALIZED

2050 3-Lane Build traffic operations analysis utilized projected 2050 peak hour turning movement volumes, optimized signal timings, and proposed roadway geometry. Refer to **Appendix H** for 3-Lane Build Level of Service tables that summarize the corresponding overall intersection, approach, and lane group LOS and delay at each studied intersection. The overall LOS for an intersection is only defined for signalized intersections.

The 2050 3-Lane Build (Traffic Signal) Fairfield Road corridor ranges from LOS B to LOS D in the AM peak hour and ranges from LOS B to LOS E in the PM peak hour. Using SimTraffic v11 within Synchro at posted speeds, the total travel time for northbound and southbound through the corridor in the AM peak hour is approximately 565 seconds and 665 seconds, respectively. The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 705 seconds and 540 seconds, respectively. Refer to Figure 12-3 for the overall intersection LOS results.

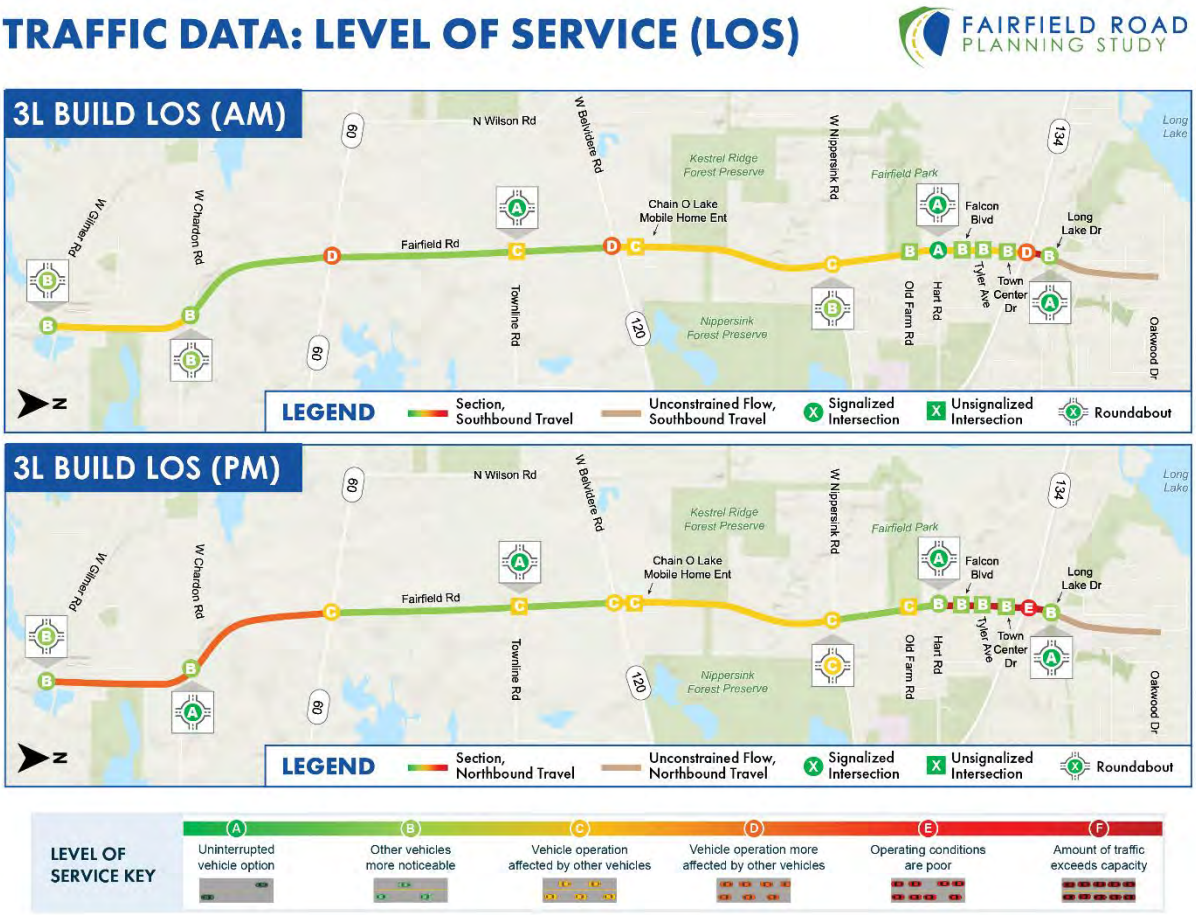
12.3.2 ROUNDABOUT

A roundabout is an intersection alternative that can potentially provide improved operations and improved safety. As vehicles are slowed to enter and travel through a roundabout, speeds at intersections are lowered which can reduce crash severity. For the 3-Lane Build alternative, one entry lane was analyzed along Fairfield Road for the roundabouts. A roundabout alternative was evaluated at all warranted intersections including state route intersections. Through these analyses, the roundabout alternatives for the 3-Lane Build did not achieve acceptable LOS at the IL 60 and IL 120 intersections. A roundabout alternative at the IL 134 intersection did achieve an acceptable LOS, however due to the proximity of the Metra Railroad tracks presenting design and operations challenges it was removed from further study during for the PEL analysis. Revisiting the roundabout option with the Illinois Department of Transportation could occur in the future should IDOT be approving of this concept alternative. A roundabout alternative was considered for six intersections under LCDOT jurisdiction along Fairfield Road for the 3-Lane Build alternative:

1. Gilmer Road Connector
2. Chardon Road
3. Townline Road
4. Nippersink Road
5. Hart Road, and
6. Long Lake Drive

The LOS for the roundabout alternative for the 3-Lane Build ranges from LOS A to LOS C for these six intersections. Using SimTraffic v11 within Synchro with posted speeds, the northbound and southbound travel time through the corridor in the AM peak hour considering roundabouts at these six intersections is approximately 605 seconds and 720 seconds, respectively. The northbound and southbound travel time through the corridor in the PM peak hour again considering roundabouts at these six intersections is approximately 755 seconds and 570 seconds, respectively. Refer to Appendix I for the Level of Service Tables that summarize the corresponding overall intersection, approach, and lane group LOS and delay at each of the six intersections. Refer to Figure 12-3 for the overall intersection LOS results.

Figure 12-3:



12.4 2050 5-LANE BUILD RESULTS

12.4.1 STOP CONTROLLED/SIGNALIZED

2050 5-Lane Build traffic operations analysis utilized existing peak hour turning movement volumes, optimized signal timings, and proposed roadway geometry. Refer to **Appendix H** for 5-Lane Build Level of Service tables that summarize the corresponding overall intersection, approach, and lane group LOS and delay at each studied intersection. The overall LOS for an intersection is only defined for signalized intersections.

The 2050 5-Lane Build (Traffic Signal) Fairfield Road corridor ranges from LOS A to LOS D in the AM peak hour and ranges from LOS B to LOS D in the PM peak hour. Using SimTraffic v11 within Synchro, the total travel time for northbound and southbound through the corridor in the AM peak hour is approximately 520 seconds and 530 seconds, respectively. The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 655 seconds and 500 seconds, respectively. Refer to Figure 12-4 for the overall intersection LOS results.

12.4.2 ROUNDABOUT

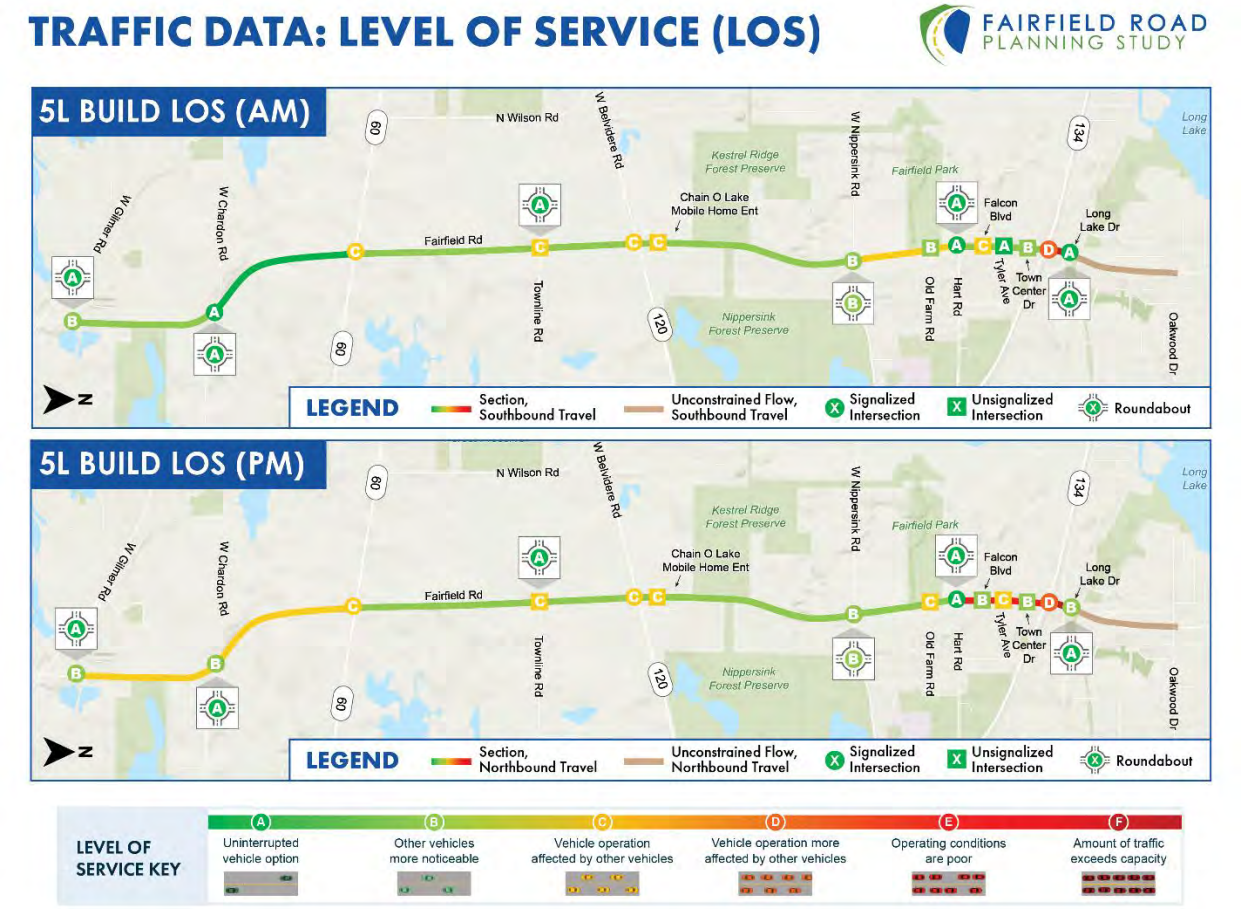
For the 5-Lane Build alternative, two entry lanes were analyzed along Fairfield Road for the roundabouts. Roundabouts were evaluated at all warranted intersections including state route intersections. Through these analyses, the roundabout alternatives for the 5-Lane Build did not achieve acceptable LOS at the IL 60 and IL 120 intersections. A roundabout alternative at the IL 134 intersection did achieve an acceptable LOS, however due to the proximity of the Metra Railroad tracks presenting design and operations challenges it was removed from further study during the PEL analysis. Revisiting the roundabout option with the Illinois Department of Transportation could occur in the future should IDOT be approving of this concept alternative. A roundabout alternative was considered for six intersections under LCDOT jurisdiction along Fairfield Road for the 5-Lane Build alternative:

1. Gilmer Road Connector
2. Chardon Road
3. Townline Road
4. Nippersink Road
5. Hart Road, and
6. Long Lake Drive.

The LOS for the roundabout alternative for the 5-Lane Build ranges from LOS A to LOS C for these six intersections. Using SimTraffic v11 within Synchro with posted speeds, the total travel time for northbound and southbound through the corridor in the AM peak hour is approximately

545 seconds and 590 seconds, respectively. The total travel time for northbound and southbound through the corridor in the PM peak hour is approximately 740 seconds and 525 seconds, respectively. Refer to **Appendix I** for the Level of Service Tables that summarize the corresponding overall intersection, approach, and lane group LOS and delay at each of the six intersections. Refer to Figure 12-4 for the overall intersection LOS results.

Figure 12-4:



12.5 TRAVEL TIME SUMMARY

Using SimTraffic v11 within Synchro with posted speeds, the total travel times to travel through the Fairfield Road corridor for each direction were listed in previous sections for each scenario. Please refer to **Table 12-1** below for the Travel Time Summary Table.

Table 12-1: Travel Time Summary

	Total Travel Time (Seconds)			
	A.M. Peak Hour		P.M. Peak Hour	
Scenarios	**Northbound**	**Southbound**	**Northbound**	**Southbound**
Existing	600	1,065	950	620
2050 No Build	625	1,125	965	645
2050 3-Lane Build Traffic Signals	565	665	705	540
2050 3-Lane Build Roundabouts	605	720	755	570
2050 5-Lane Build Traffic Signals	520	530	655	500
2050 5-Lane Build Roundabouts	545	590	740	525

Both the traffic signals and roundabout alternatives of the 3-Lane Build and 5-Lane Build provide improved travel times along the corridor when compared to the No Build alternative. During the AM peak hour, the predominant southbound direction travel time is reduced by 41% for the 3-Lane Build traffic signals alternative and 27% for the PM peak hour northbound direction for the same Build condition. The 5-Lane Build traffic signals alternative reduces the travel time for peak direction of travel by 53% for the southbound AM peak hour and 32% for the PM peak hour northbound direction for the same Build condition when compared to the No Build alternative.

Similarly, the 3-Lane and 5-Lane Build roundabout alternatives improve the overall travel time along the corridor compared to the No Build by 36% for the 3-Lane and 48% for the 5-Lane Build alternatives during the AM peak hours. During the PM peak hour, the 3-Lane and 5-Lane Build roundabout alternatives improve the overall travel time along the corridor compared to the No Build by 22% for the 3-Lane and 23% for the 5-Lane Build alternatives.

The variance between the traffic signal and roundabout alternatives within each Build alternative category (3-Lane and 5-Lane) ranges from 25 seconds to 85 seconds depending on the alternative and the direction of travel. Roundabout alternatives travel times are slightly longer due to the restriction of one entry lane for the 3-Lane Build roundabouts and two entry lanes for the 5-Lane Build roundabouts. Conversely, the signalized alternatives provided dedicated left turn lanes to improve the intersection operations. Further refinement of the roundabout designs should be performed during Phase I to optimize operational performance. This comparison between the traffic signal and roundabout alternatives identifies that both have operational benefits when compared to the No Build alternative.

13 FUTURE TRANSPORTATION PLANS

The following transportation plans were reviewed to determine other projects that would be occurring near the Fairfield Road Study Area that may influence this study:

- LCDOT 2040 Plan
- LCDOT 2023-2028 TIP
- IDOT Muti-year Program
- CMAP ONTO 2050 Plan
- CMAP TIP 2024-2028

Table 13-1: Other Transportation Projects

Location	Projects	Limits	Status	Construction
Multiple	IL Route 120 PEL	Almond Road (Grayslake) – IL Route 60 (Volo)	Planning	Future
Ivanhoe-Volo	IL Route 60 Widening	IL Route 176 (Ivanhoe) to IL Route 120 (Volo)	Planning	Future
Unincorporated	IL 60 @ Wilson Road Intersection Improvement	IL 60 @ Wilson Road	Complete	2023
Hawthorn Woods	Fairfield Road Resurface & Bike-friendly shoulder	Old McHenry Road - IL Route 176	Construction	2025
Round Lake Beach	Fairfield Road Culvert Replacement	Round Lake Drain @ Fairfield Road	Design	2027
Round Lake	Cedar Lake Road Realignment	Hart Road to Nippersink Road	Planning	2026
Unincorporated	Fairfield Road 3R	Monaville Road to Rollins Road	Design	2025
Unincorporated	Fairfield Road Resurfacing	Nippersink Road to IL 60	Complete	2024
Round Lake Beach	Hainesville Road Bi-Directional Turn Lanes	Washington Avenue to Rollins Road	Design	2025
Volo, Wauconda	Gilmer Road Resurfacing & Bike-friendly shoulder	IL Route 120 to Fairfield Bridge; Includes Gilmer Connector @ Fairfield Road	Construction	2024
Fox Lake	Rollins Road Bi-Directional Turn Lanes	Grand Avenue to Washington Avenue	Design	2026
Fremont Center	Fremont Center Road Realignment	Fremont Center Road at IL Route 60	Complete	2022
Mundelein	IL Route 60 Add Lanes	IL Route 176 to Midlothian Road	Future MYP	Future
Third Lake	US 45 Add Lanes	IL Route 132 to Washington Avenue	Design	Future

13.1 IL ROUTE 120 PEL STUDY

In 2022, IDOT initiated a Phase I Engineering Study for IL Route 120 between Almond and Atkinson Roads in Grayslake, Illinois. During the stakeholder engagement process early in the project, local officials indicated that a study of the nine miles of IL Route 120 between IL Route 60 and Almond Road was needed to collectively address congestion, mobility, and safety issues in the corridor. As a result, IDOT determined that a PEL Study would be undertaken starting in 2023.

The PEL Study is examining various alternatives. The IL Route 120 PEL Study is being conducted at the same time as the Fairfield Road PEL Study and will be monitored as both studies continue.

13.2 IL ROUTE 60

The approved CMAP Transportation Improvement Program (TIP) 2024-2028 contains a Future Project by IDOT to widen IL Route 60 from two to four lanes between IL Route 176 in Ivanhoe to IL Route 120 in Volo. This project crosses Fairfield Road. See Figure 2M, where the Fairfield Road corridor is shown in green. According to the information in the TIP, the IL Route 60 project would be “open to traffic” in 2041 (TIP ID 10-22-0010). Currently, IDOT has not initiated a study. However, this project was included in the travel demand model provided by CMAP to the Project Team. The widening of IL Route 60 is therefore included in the future No Build and Build conditions for the Fairfield Road Corridor Study.

14 CONCLUSION

From a traffic operations perspective, the Existing and No Build conditions both experienced failure (LOS E and F) at 4 intersections along the Fairfield Road corridor (Gilmer Road Connector, Chardon Road, IL Route 120, and Long Lake Drive). For the 2050 No Build scenarios, the intersection Level of Service range from LOS B to F during the AM and PM peak hours. The 2050 3-Lane Build alternative improves the corridor to LOS C or better for 15 intersections and LOS E or better for all 18 intersections. The 2050 5-Lane Build alternative improves the corridor to LOS C or better for 17 intersections and LOS D or better for all 18 intersections. The roundabout alternatives for the six intersections are all LOS C or better.

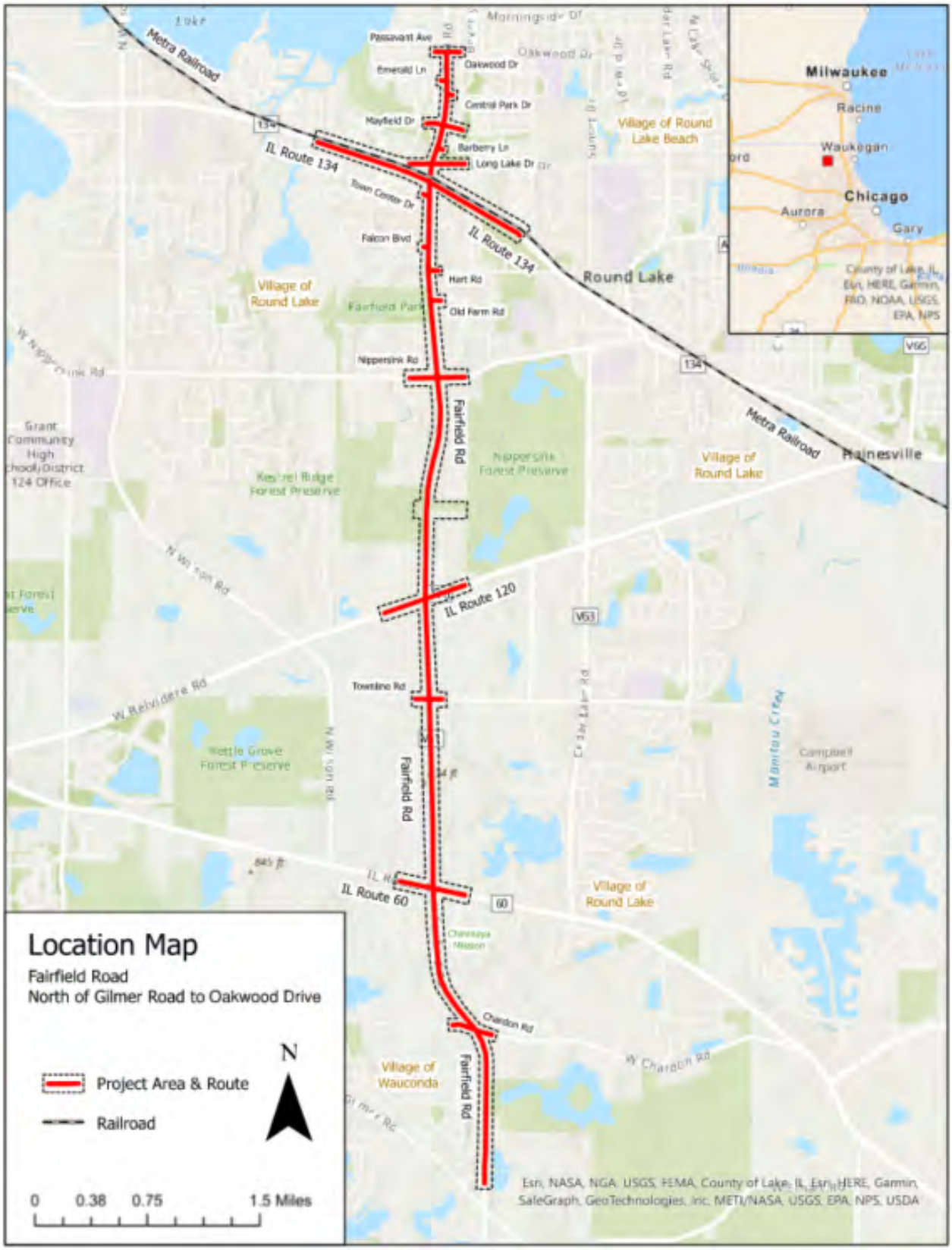
The 3-Lane and 5-Lane Build traffic signal alternatives improve the overall travel time along the corridor compared to the No Build by 41% for the 3-Lane and 27% for the 5-Lane Build alternatives during the AM peak hours. During the PM peak hour, the 3-Lane and 5-Lane Build traffic signal alternatives improve the overall travel time along the corridor compared to the No Build by 53% for the 3-Lane and 32% for the 5-Lane Build alternatives.

The 3-Lane and 5-Lane Build roundabout alternatives improve the overall travel time along the corridor compared to the No Build by 36% for the 3-Lane and 48% for the 5-Lane Build alternatives during the AM peak hours. During the PM peak hour, the 3-Lane and 5-Lane Build roundabout alternatives improve the overall travel time along the corridor compared to the No Build by 22% for the 3-Lane and 23% for the 5-Lane Build alternatives.

The variance between the traffic signal and roundabout alternatives within each Build alternative category (3-Lane and 5-Lane) ranges from 25 seconds to 85 seconds depending on the alternative and the direction of travel. Roundabout alternative travel times are slightly longer due to the restriction of one entry lane for the 3-Lane Build roundabouts and two entry lanes for the 5-Lane Build roundabouts. Conversely, the signalized alternatives provide dedicated left turn lanes to improve intersection operations. Further refinement of the roundabout designs should be performed during Phase I to optimize operational performance. This comparison between the traffic signal and roundabout alternatives identifies that both have operational benefits when compared to the No Build alternative.

Appendix A

Project Location Map

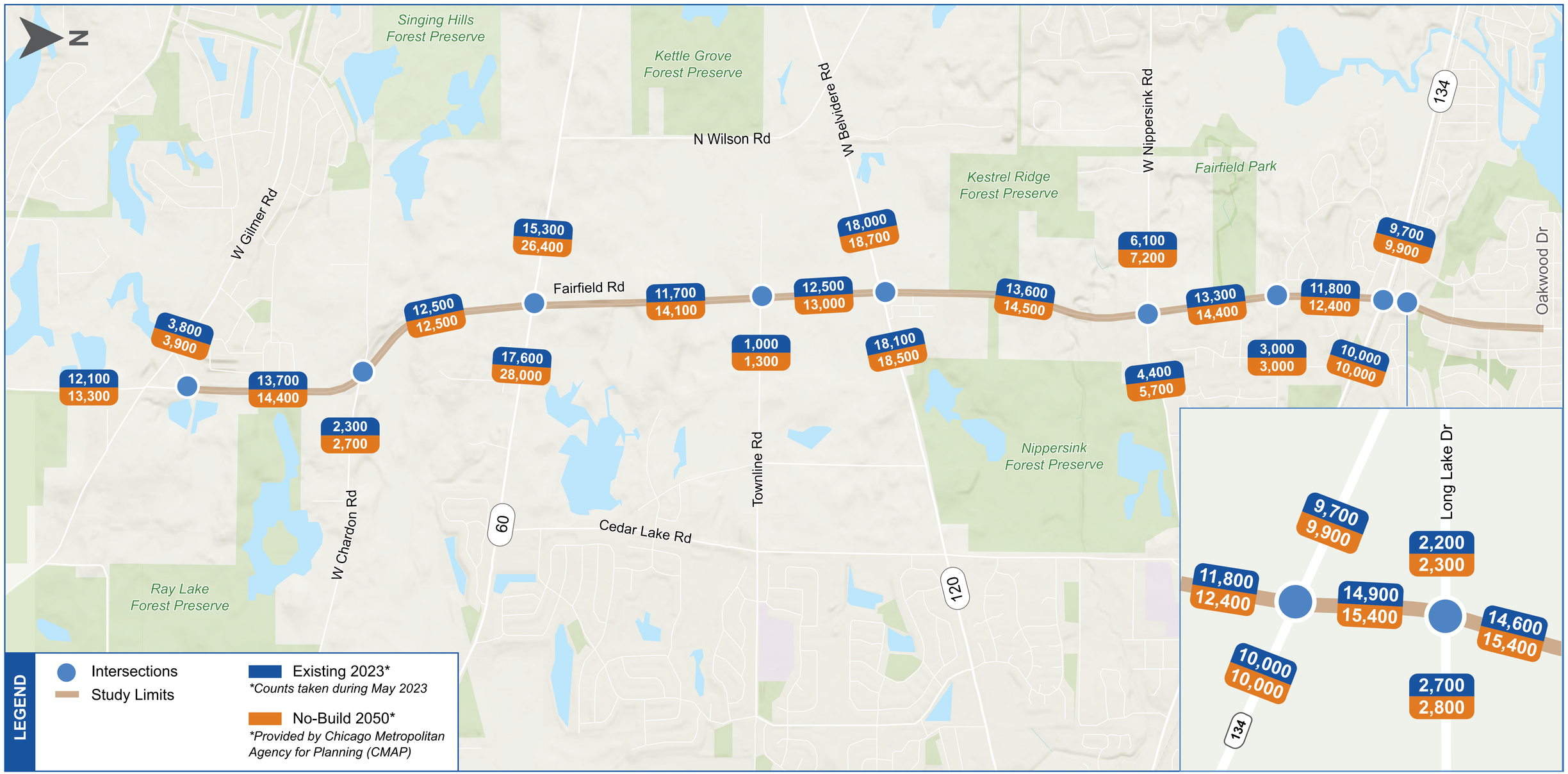

Location Map
Fairfield Road
North of Gilmer Road to Oakwood Drive
Project Area & Route
Railroad
N
0 0.38 0.75 1.5 Miles
Milwaukee
Racine
Waukegan
Chicago
Aurora
Gary
Round Lake
Round Lake Beach
Village of Round Lake
Village of Wauconda
Metra Railroad
IL Route 134
IL Route 120
IL Route 60
Fairfield Rd
Oakwood Dr
Hart Rd
Old Farm Rd
Nippersink Rd
Townline Rd
Grant Community High School District 124 Office
Nippersink Forest Preserve
Kestrel Ridge Forest Preserve
Kettle Grove Forest Preserve
Fairfield Park
Campbell Airport
Manitou Creek
Esri, NASA, NGA, USGS, FEMA, County of Lake IL, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Appendix B

Average Daily Traffic Volumes

TRAFFIC DATA
AVERAGE DAILY TRAFFIC (ADT)

FAIRFIELD ROAD
PLANNING STUDY



Appendix C

Design Hourly Volumes

Design Hourly Volumes (Vehicles)								
	Existing		2050 No Build		2050 3-Lane Build		2050 5-Lane Build	
Road Segments	**A.M.**	**P.M.**	**A.M.**	**P.M.**	**A.M.**	**P.M.**	**A.M.**	**P.M.**
Fairfield Rd at Glimer Rd - South Leg	1,075	1,207	1,189	1,344	1,238	1,388	1,574	1,631
Fairfield Rd at Glimer Rd - West Leg	327	384	357	422	368	436	518	641
Fairfield Rd at Glimer Rd - North Leg	1,232	1,361	1,368	1,520	1,423	1,570	1,819	1,936
Fairfield Rd at Chardon Rd - East Leg	201	285	226	329	232	333	277	355
Fairfield Rd at Chardon Rd - South Leg	1,232	1,361	1,369	1,520	1,423	1,570	1,819	1,936
Fairfield Rd at Chardon Rd - West Leg	12	23	21	34	21	35	21	33
Fairfield Rd at Chardon Rd - North Leg	1,041	1,113	1,154	1,243	1,202	1,290	1,553	1,630
Fairfiled Rd at IL Rt 60 - East Leg	1,313	1,457	2,055	2,245	2,062	2,263	2,144	2,371
Fairfiled Rd at IL Rt 60 - South Leg	1,041	1,113	1,154	1,243	1,202	1,290	1,553	1,630
Fairfield Rd at IL Rt 60 - West Leg	1,053	1,344	1,726	2,106	1,738	2,120	1,821	2,227
Fairfield Rd at IL Rt 60 - North Leg	1,025	1,020	1,130	1,156	1,171	1,199	1,442	1,476
Fairfield Rd at Townline Rd - East Leg	89	117	113	143	114	145	112	123
Fairfield Rd at Townline Rd - South Leg	1,025	1,020	1,131	1,156	1,170	1,199	1,442	1,476
Fairfield Rd at Townline Rd - West Leg	11	10	11	11	11	11	11	15
Fairfield Rd at Townline Rd - North Leg	1,063	1,065	1,167	1,196	1,208	1,239	1,503	1,498
IL Rt 120 at North Center Lane - East Leg	1,291	1,430	1,346	1,490	1,339	1,500	1,306	1,531
IL Rt 120 at North Center Lane - West Leg	1,294	1,429	1,349	1,489	1,342	1,499	1,309	1,530
IL Rt 120 at North Center Lane - North Leg	5	3	5	3	5	3	5	3
Fairfield Rd at IL Rt 120 - East Leg	1,294	1,429	1,348	1,489	1,342	1,499	1,319	1,530

Design Hourly Volumes (Vehicles)								
	Existing		2050 No Build		2050 3-Lane Build		2050 5-Lane Build	
Road Segments	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Fairfield Rd at IL Rt 120 - South Leg	1,063	1,065	1,168	1,196	1,209	1,239	1,503	1,498
Fairfield Rd at IL Rt 120 - West Leg	1,456	1,510	1,522	1,581	1,520	1,601	1,573	1,690
Fairfield Rd at IL Rt 120 - North Leg	1,063	1,100	1,158	1,222	1,207	1,283	1,642	1,688
Fairfield Rd at Chain O'Lakes Mobile Home Entrance - East Leg	6	18	6	21	6	22	7	28
Fairfield Rd at Chain O'Lakes Mobile Home Entrance - South Leg	1,063	1,100	1,158	1,222	1,206	1,283	1,642	1,688
Fairfield Rd at Chain O'Lakes Mobile Home Entrance - North Leg	1,059	1,098	1,154	1,223	1,202	1,283	1,637	1,690
Fairfield Rd at Nippersink Rd - East Leg	402	423	478	531	499	548	530	474
Fairfield Rd at Nippersink Rd- South Leg	1,059	1,098	1,154	1,223	1,203	1,283	1,637	1,690
Fairfield Rd at Nippersink Rd - West Leg	529	566	624	682	648	705	796	718
Fairfield Rd at Nippersink Rd - North Leg	1,034	1,129	1,125	1,250	1,162	1,298	1,584	1,790
Fairfield Rd at Old Farm Rd - East Leg	49	37	52	51	53	51	61	62
Fairfield Rd at Old Farm Rd - South Leg	1,034	1,129	1,125	1,250	1,162	1,298	1,583	1,790
Fairfield Rd at Old Farm Rd - North Leg	1,043	1,144	1,132	1,253	1,170	1,301	1,596	1,792
Fairfield Rd at Hart Rd - East Leg	303	294	329	319	338	325	426	430
Fairfield Rd at Hart Rd - South Leg	1,043	1,144	1,132	1,253	1,169	1,301	1,597	1,792
Fairfield Rd at Hart Rd - North Leg	834	970	900	1,056	932	1,100	1,317	1,524
Fairfield Rd at Falcon Blvd - South Leg	834	970	900	1,056	932	1,100	1,318	1,524
Fairfield Rd at Falcon Blvd - West Leg	80	91	83	103	84	105	100	141
Fairfield Rd at Falcon Blvd - North Leg	790	905	856	981	888	1,023	1,260	1,425

Design Hourly Volumes (Vehicles)								
	Existing		2050 No Build		2050 3-Lane Build		2050 5-Lane Build	
Road Segments	**A.M.**	**P.M.**	**A.M.**	**P.M.**	**A.M.**	**P.M.**	**A.M.**	**P.M.**
Fairfield Rd at West Tyler Ave - East Leg	6	20	6	21	6	22	8	31
Fairfield Rd at West Tyler Ave - South Leg	790	905	856	981	887	1,023	1,260	1,425
Fairfield Rd at West Tyler Ave - North Leg	794	903	860	978	891	1,021	1,265	1,422
Fairfield Rd at Town Center Dr - South Leg	794	903	860	978	891	1,021	1,265	1,422
Fairfield Rd at Town Center Dr - West Leg	84	166	91	181	97	184	120	252
Fairfield Rd at Town Center Dr - North Leg	754	907	816	981	843	1,025	1,211	1,444
IL 134 at Commercial Boulevard - East Leg	714	796	757	834	757	834	694	779
IL 134 at Commercial Boulevard - South Leg	18	66	23	69	23	69	17	65
IL 134 at Commercial Boulevard - West Leg	716	794	763	833	763	833	696	776
IL 134 at North Fox Trail - East Leg	720	794	764	833	764	833	695	776
IL 134 at North Fox Trail - South Leg	81	102	87	107	87	107	85	100
IL 134 at North Fox Trail- West Leg	685	754	726	792	726	792	659	738
Fairfield Rd at IL Rt 134 - East Leg	685	872	705	901	703	897	668	858
Fairfield Rd at IL Rt 134 - South Leg	754	907	817	981	843	1,025	1,211	1,444
Fairfield Rd at IL Rt 134 - West Leg	724	834	756	871	757	871	710	817
Fairfield Rd at IL Rt 134 - North Leg	987	1,163	1,047	1,227	1,075	1,269	1,404	1,635
Fairfield Rd at Long Lake Drive - East Leg	248	211	260	221	262	223	291	241
Fairfield Rd at Long Lake Drive - South Leg	987	1,163	1,047	1,227	1,075	1,269	1,404	1,635
Fairfield Rd at Long Lake Drive - West Leg	140	156	147	164	147	166	167	183

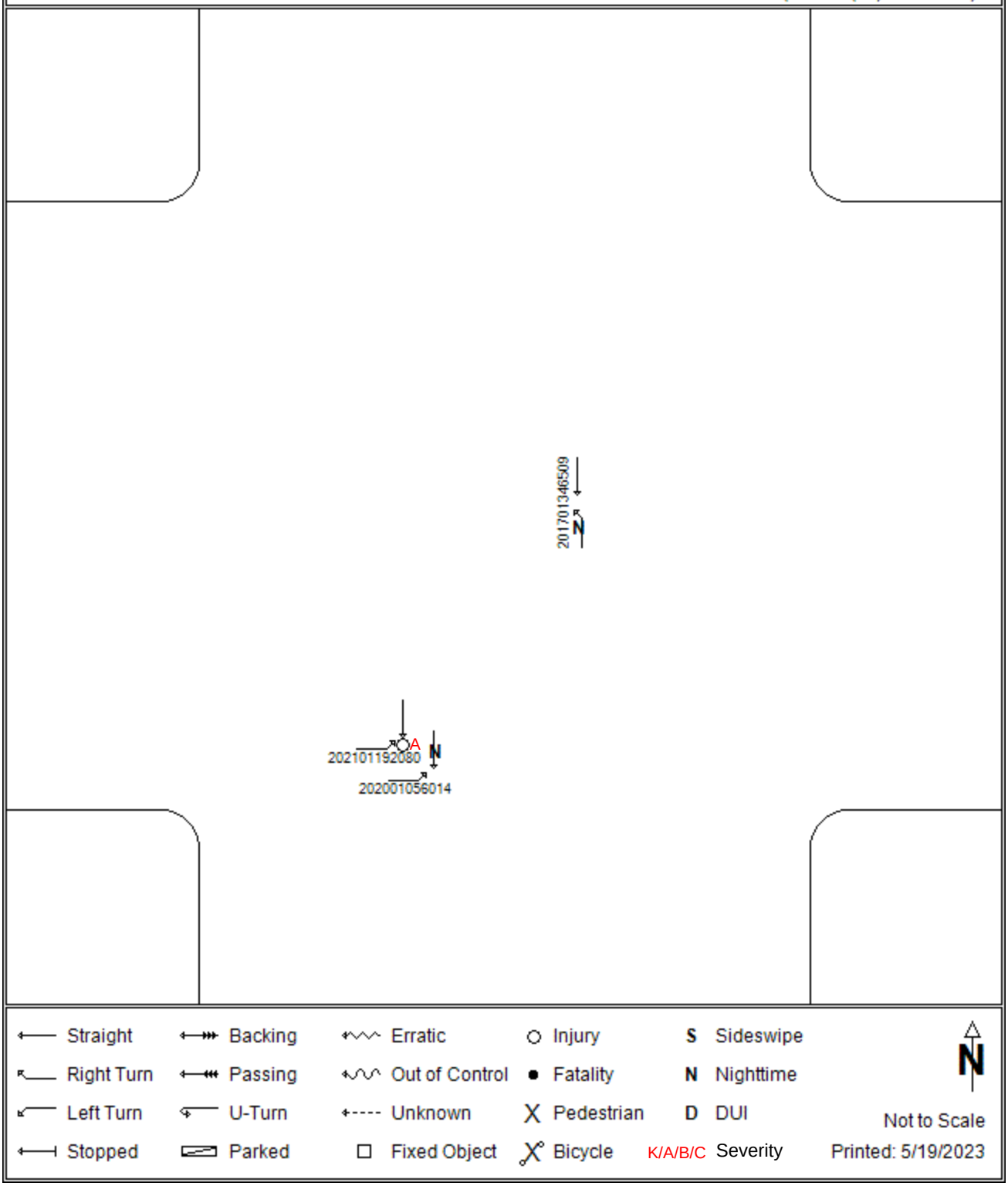
Design Hourly Volumes (Vehicles)								
	Existing		2050 No Build		2050 3-Lane Build		2050 5-Lane Build	
Road Segments	**A.M.**	**P.M.**	**A.M.**	**P.M.**	**A.M.**	**P.M.**	**A.M.**	**P.M.**
Fairfield Rd at Long Lake Drive - North Leg	965	1,154	1,024	1,216	1,052	1,258	1,389	1,637

Appendix D

Crash Diagrams

Fairfield Rd & Gilmer Connector
1/1/2017 - 12/31/2021

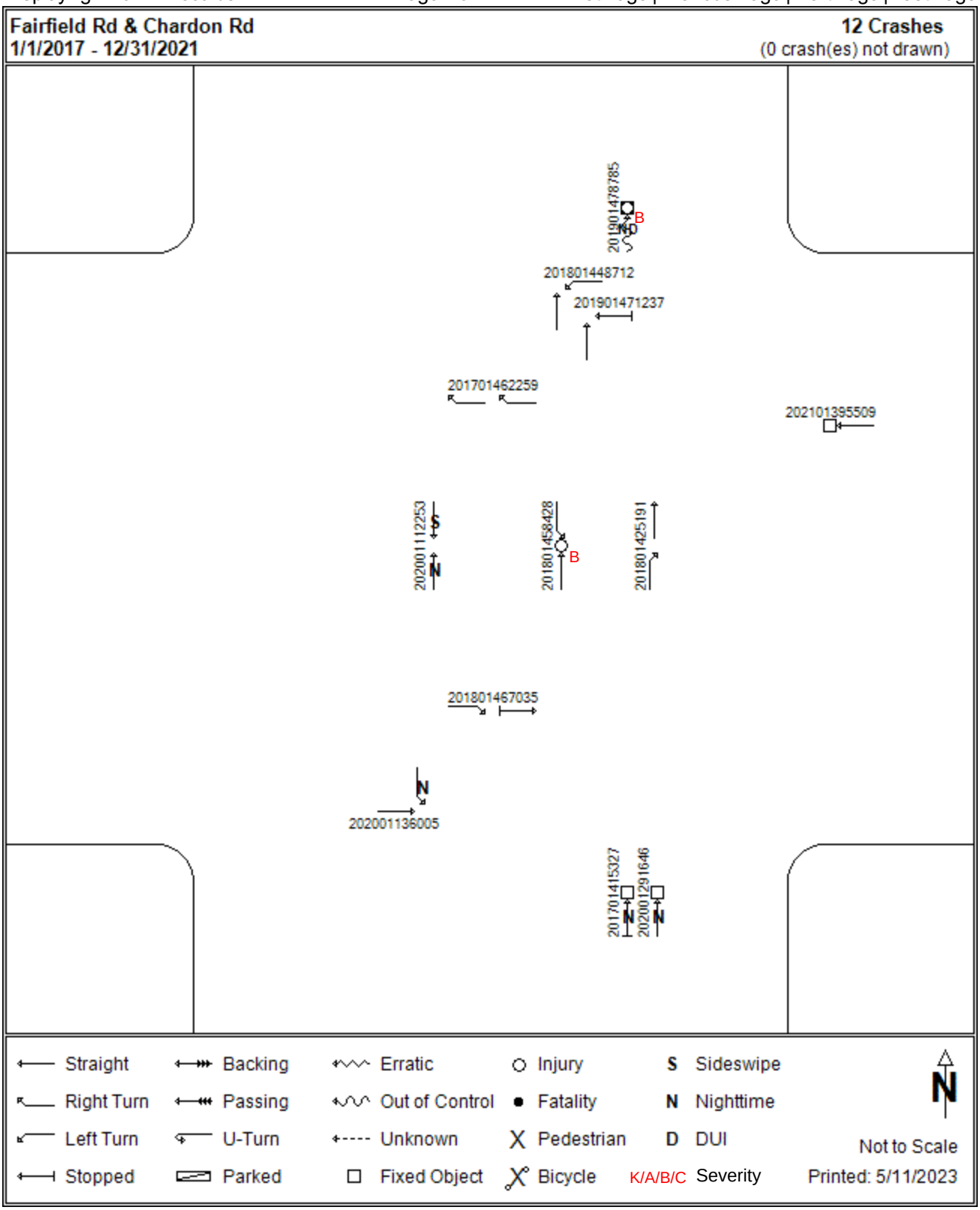
3 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N	Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 5/19/2023

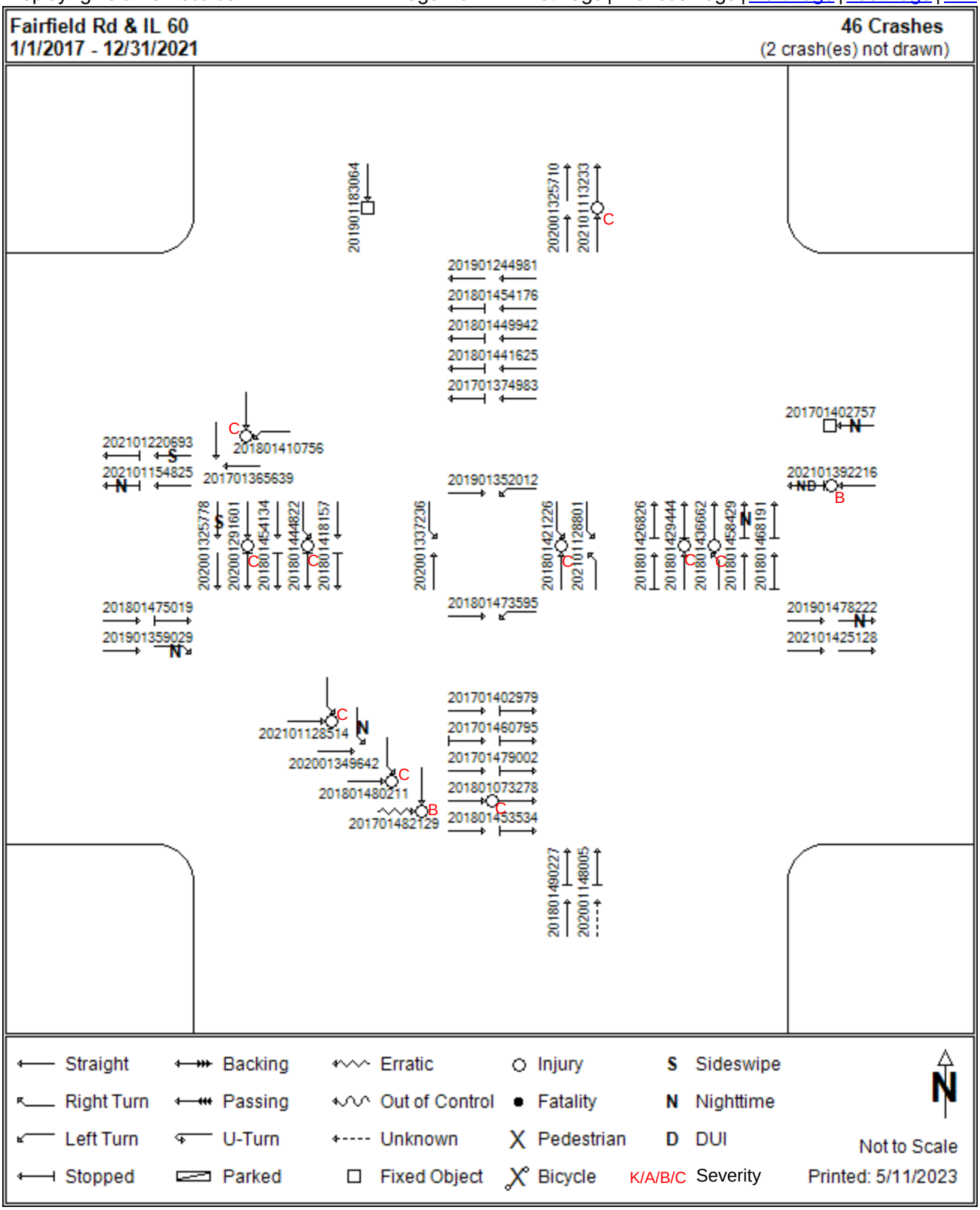
Fairfield Rd & Chardon Rd
1/1/2017 - 12/31/2021

12 Crashes
(0 crash(es) not drawn)



Fairfield Rd & IL 60
1/1/2017 - 12/31/2021

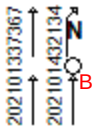
46 Crashes
(2 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/11/2023

Fairfield Rd & IL 60
1/1/2017 - 12/31/2021

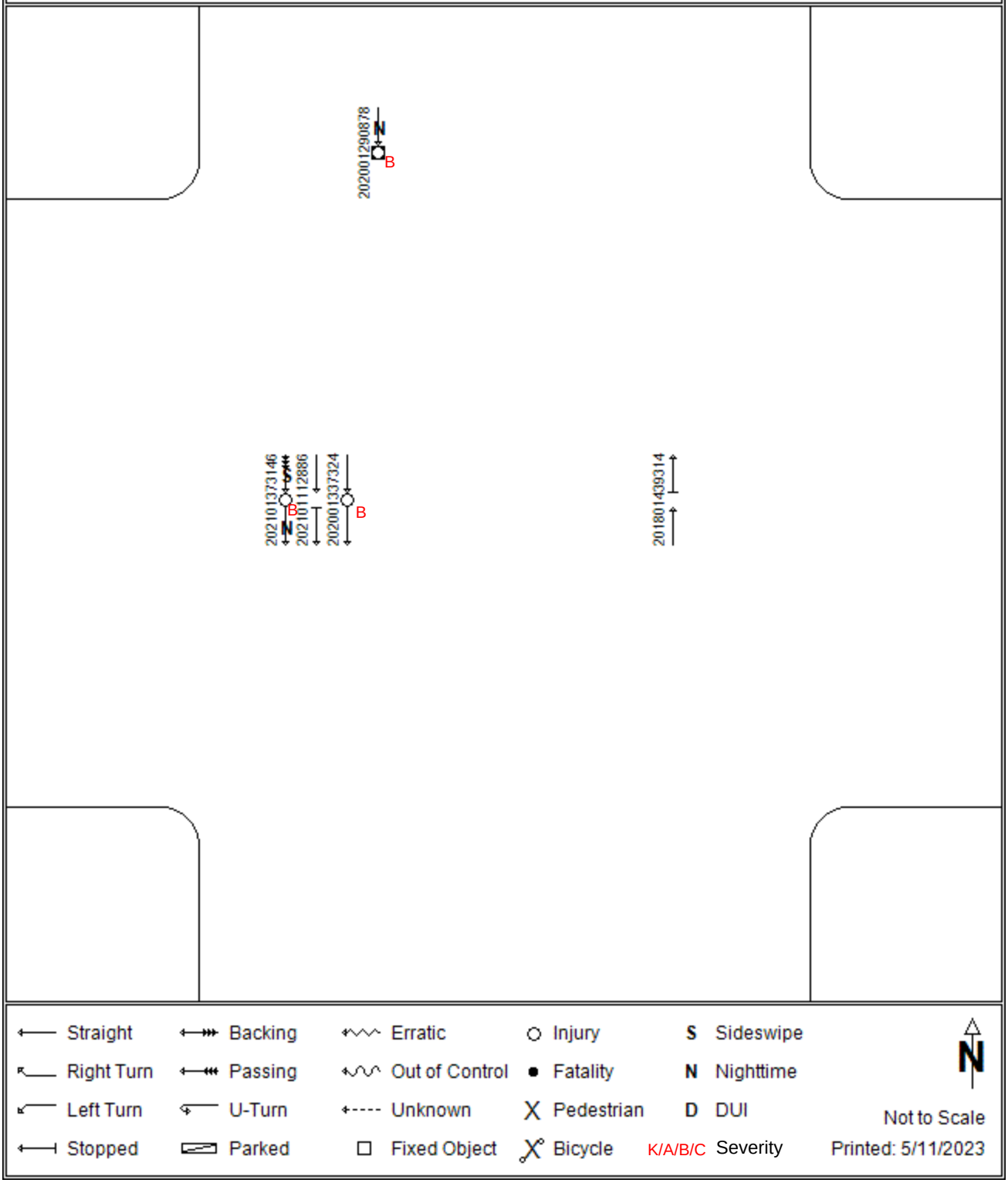
2 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N	
Right Turn	Passing	Out of Control	Fatality	N	Nighttime		
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale	
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 6/13/2023	

Fairfield Rd & Town Line Rd
1/1/2017 - 12/31/2021

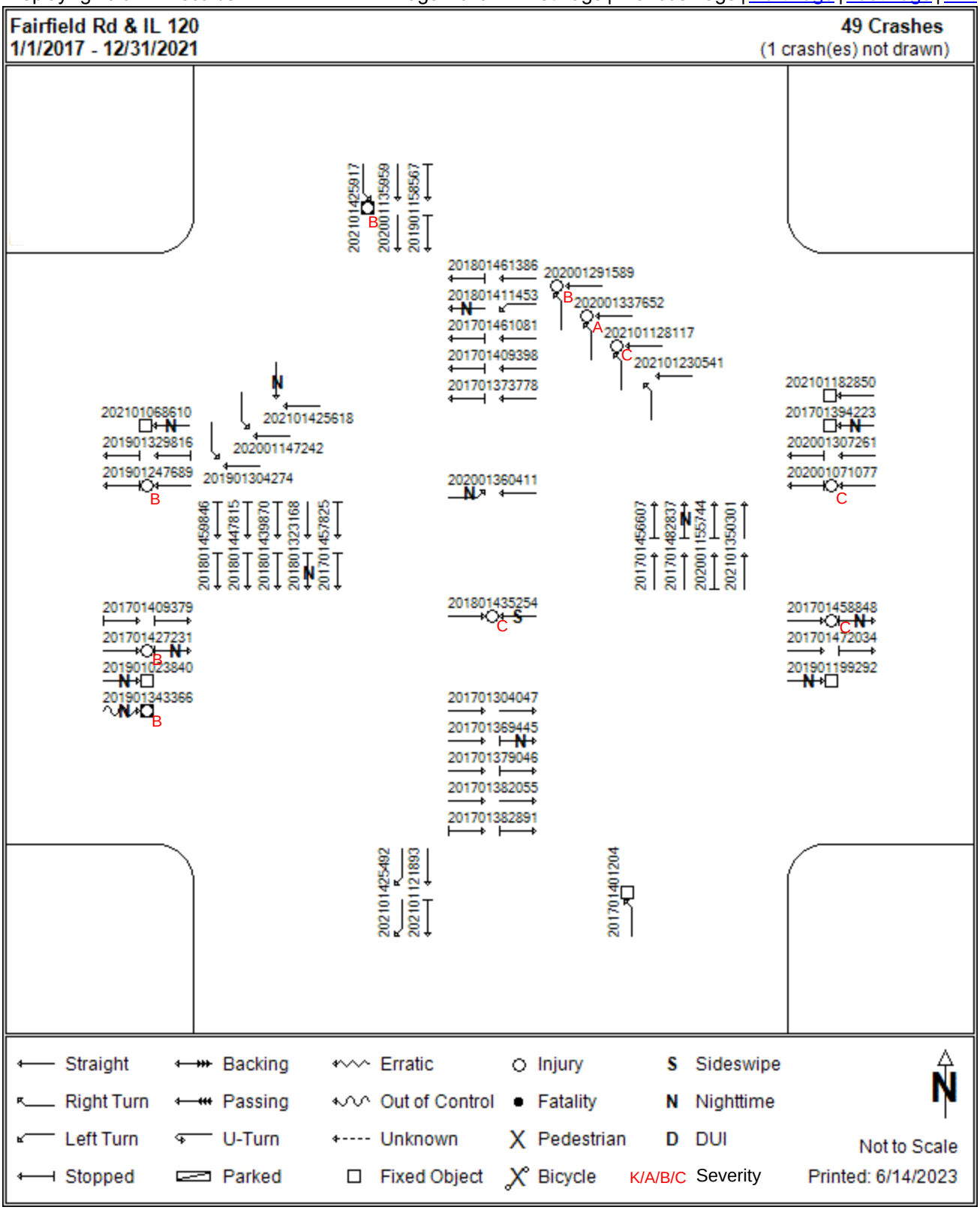
5 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/11/2023

Fairfield Rd & IL 120
1/1/2017 - 12/31/2021

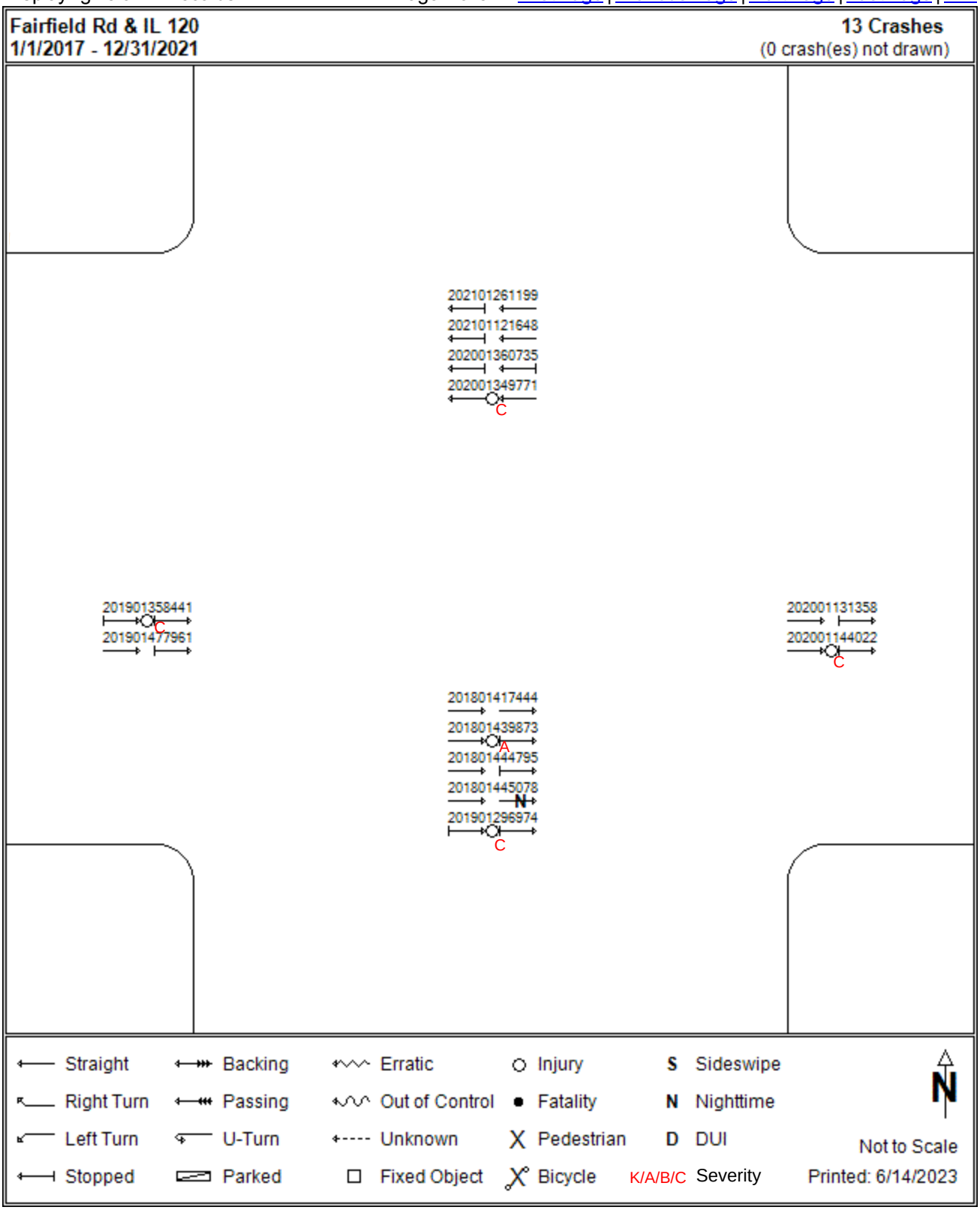
49 Crashes
(1 crash(es) not drawn)

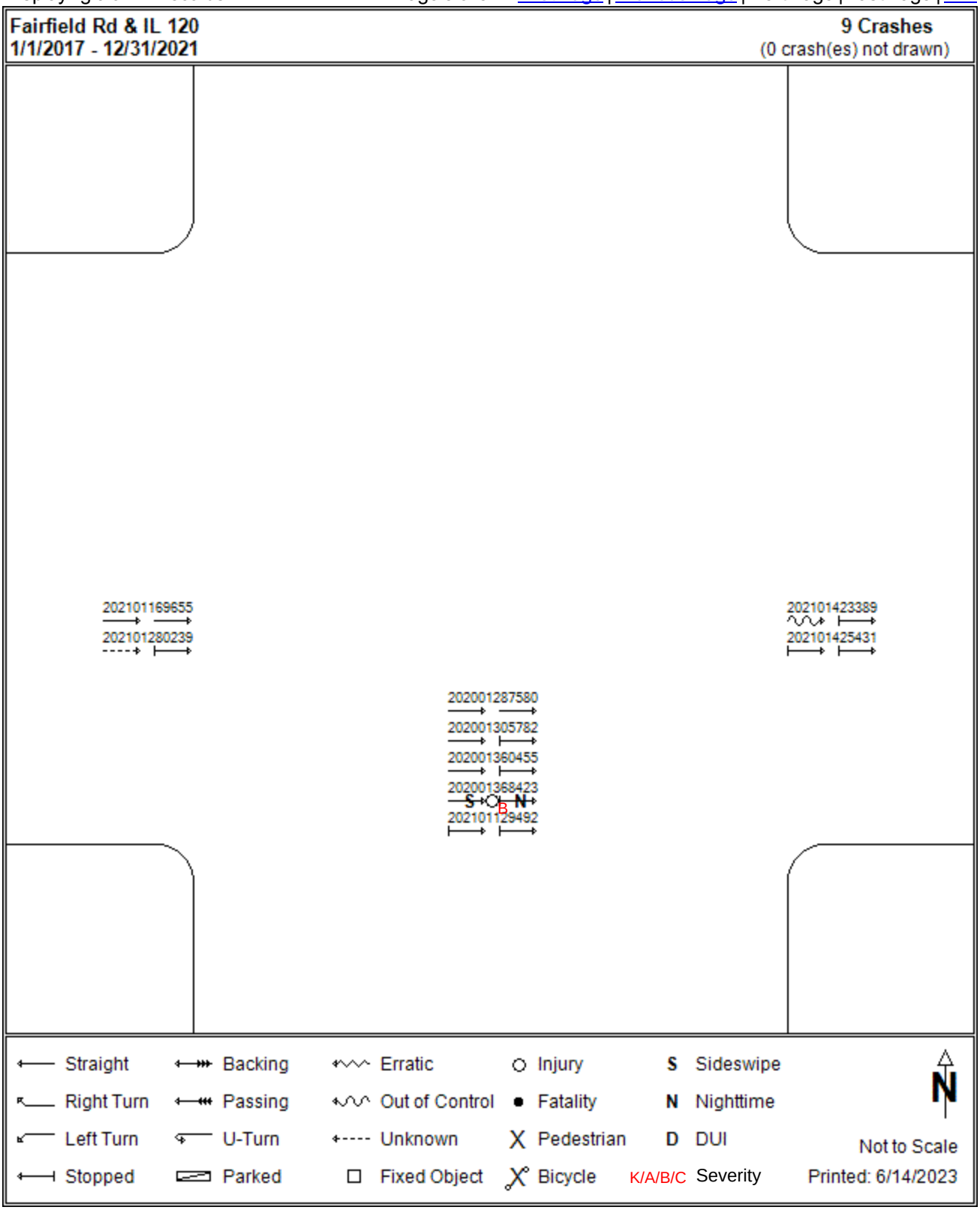


Straight | Backing | Erratic | Injury | S Sideswipe
Right Turn | Passing | Out of Control | Fatality | N Nighttime
Left Turn | U-Turn | Unknown | X Pedestrian | D DUI
Stopped | Parked | Fixed Object | Bicycle | K/A/B/C Severity

N

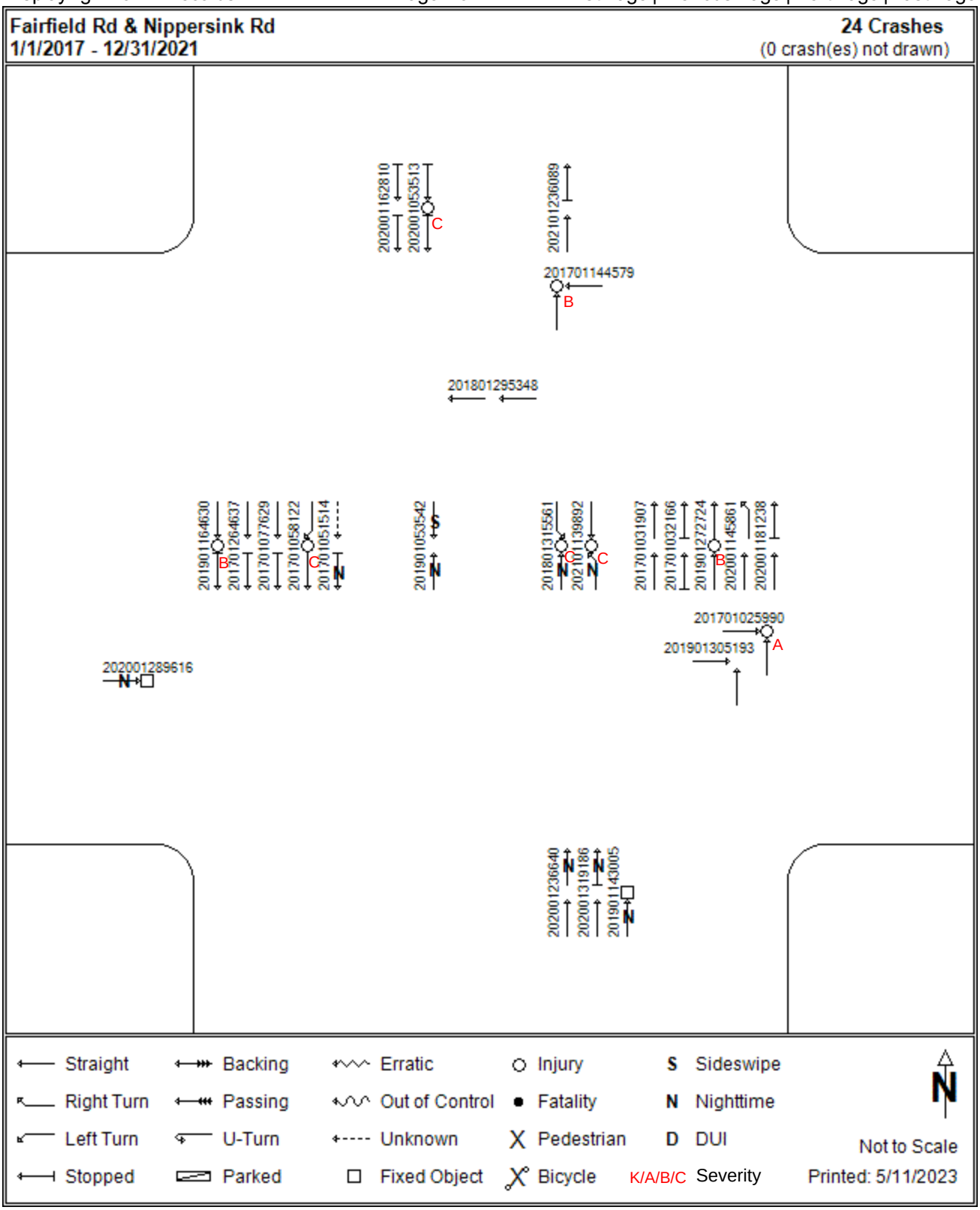
Not to Scale
Printed: 6/14/2023


Fairfield Rd & IL 120
1/1/2017 - 12/31/2021
13 Crashes
(0 crash(es) not drawn)
202101261199
202101121648
202001360735
202001349771
C
201901358441
C
201901477961
202001131358
202001144022
C
201801417444
201801439873
A
201801444795
201801445078
N
201901296974
C
Straight
Right Turn
Left Turn
Stopped
Backing
Passing
U-Turn
Parked
Erratic
Out of Control
Unknown
Fixed Object
Injury
Fatality
Pedestrian
Bicycle
S Sideswipe
N Nighttime
D DUI
K/A/B/C Severity
N
Not to Scale
Printed: 6/14/2023


Fairfield Rd & IL 120
1/1/2017 - 12/31/2021
9 Crashes
(0 crash(es) not drawn)
202101169655
202101280239
202101423389
202101425431
202001287580
202001305782
202001360455
202001368423
S
N
B
202101129492
Straight
Right Turn
Left Turn
Stopped
Backing
Passing
U-Turn
Parked
Erratic
Out of Control
Unknown
Fixed Object
Injury
Fatality
Pedestrian
Bicycle
S Sideswipe
N Nighttime
D DUI
K/A/B/C Severity
N
Not to Scale
Printed: 6/14/2023

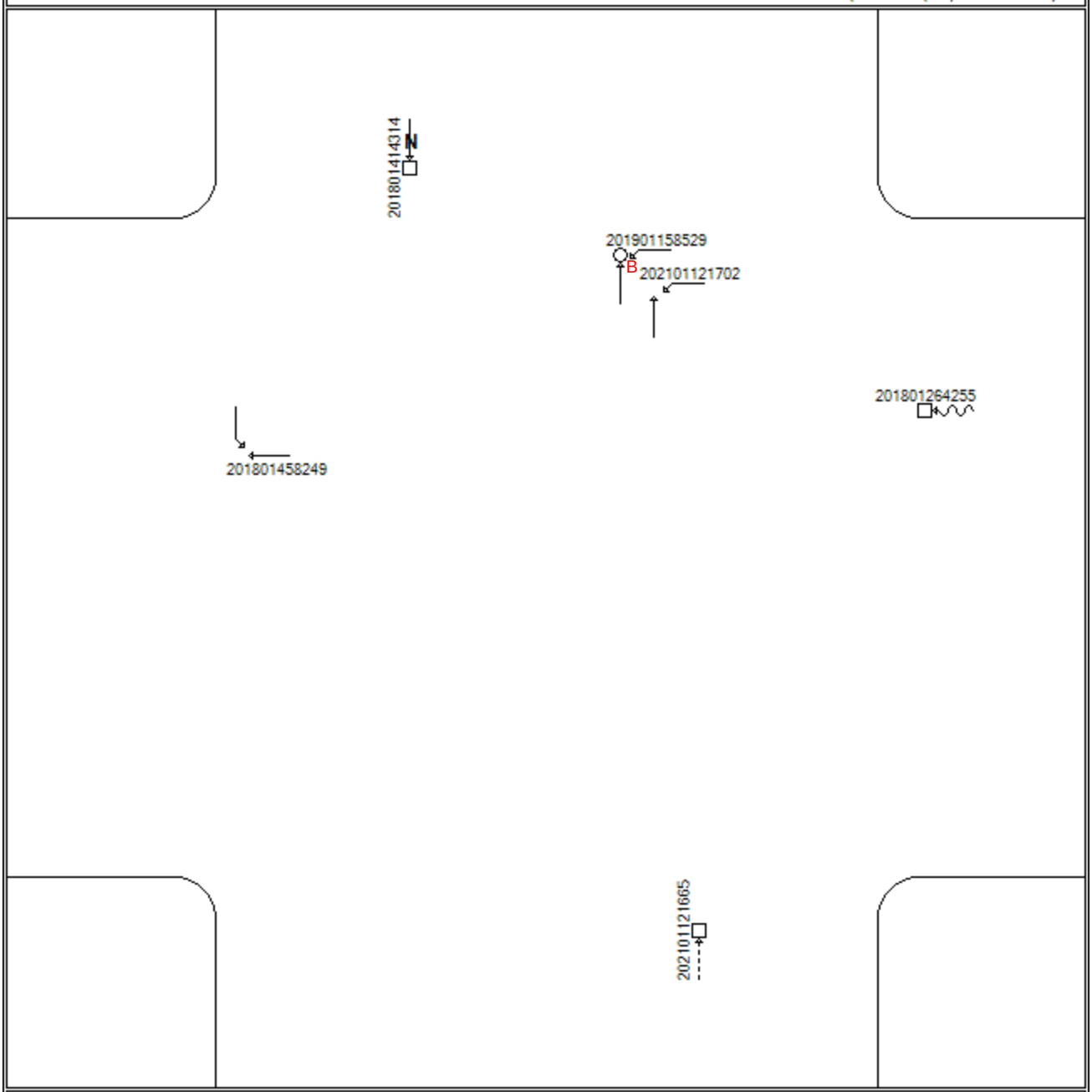
Fairfield Rd & Nippersink Rd
1/1/2017 - 12/31/2021

24 Crashes
(0 crash(es) not drawn)



Fairfield Rd & Hart Rd
1/1/2017 - 12/31/2021

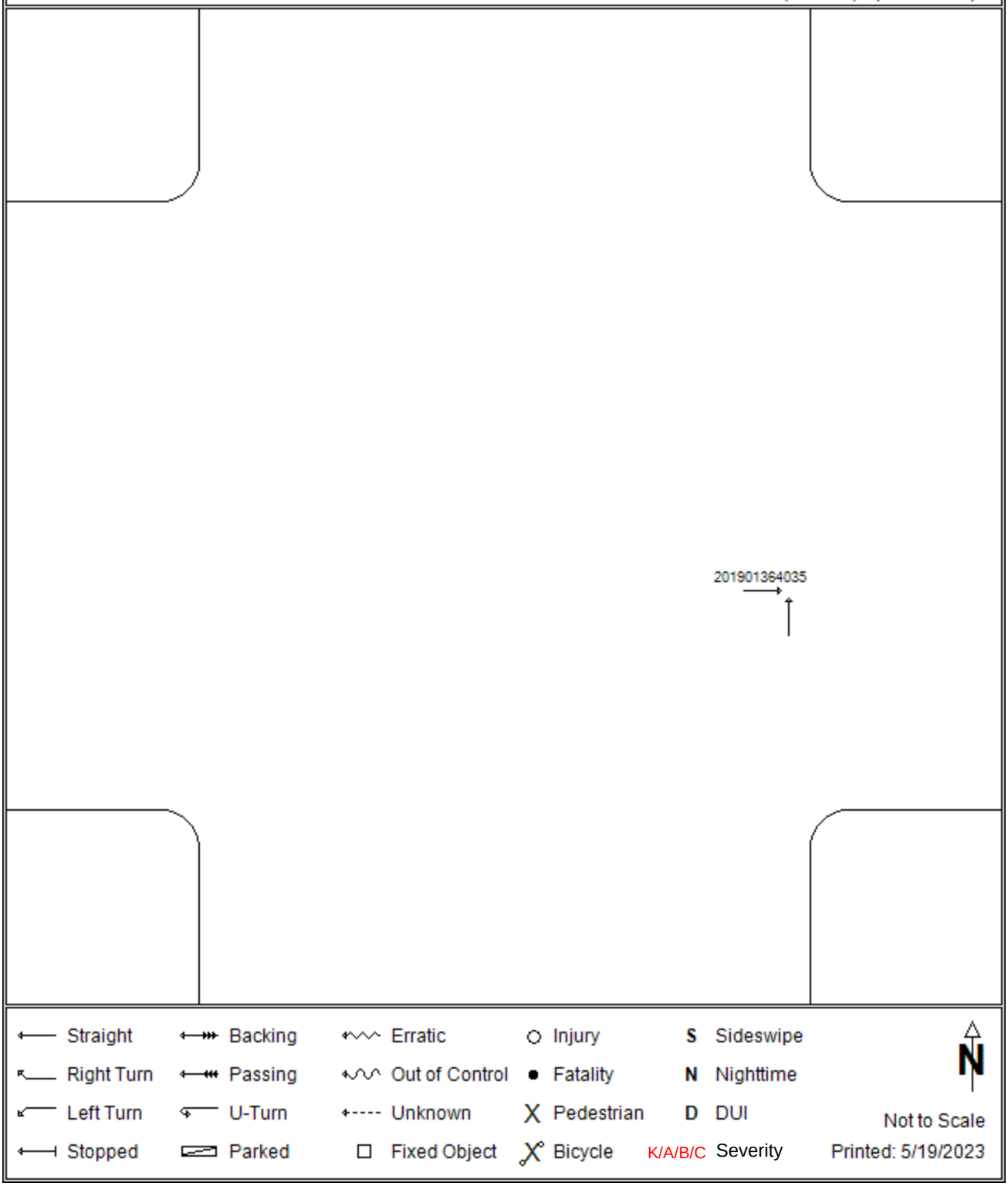
6 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S	Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N	Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D	DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C	Severity	Printed: 5/11/2023

IL Route 134 at N Fox Trail

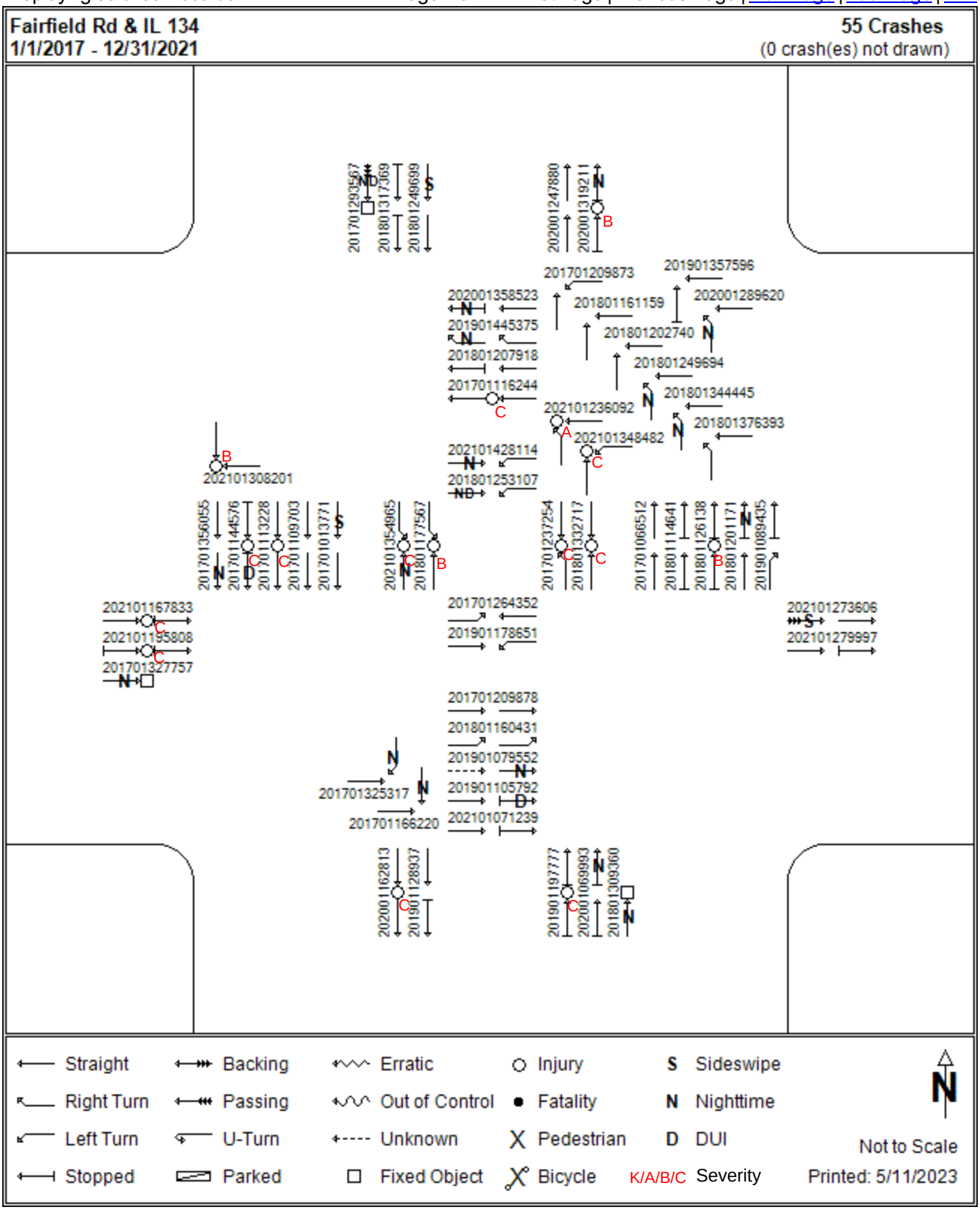
1 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 5/19/2023

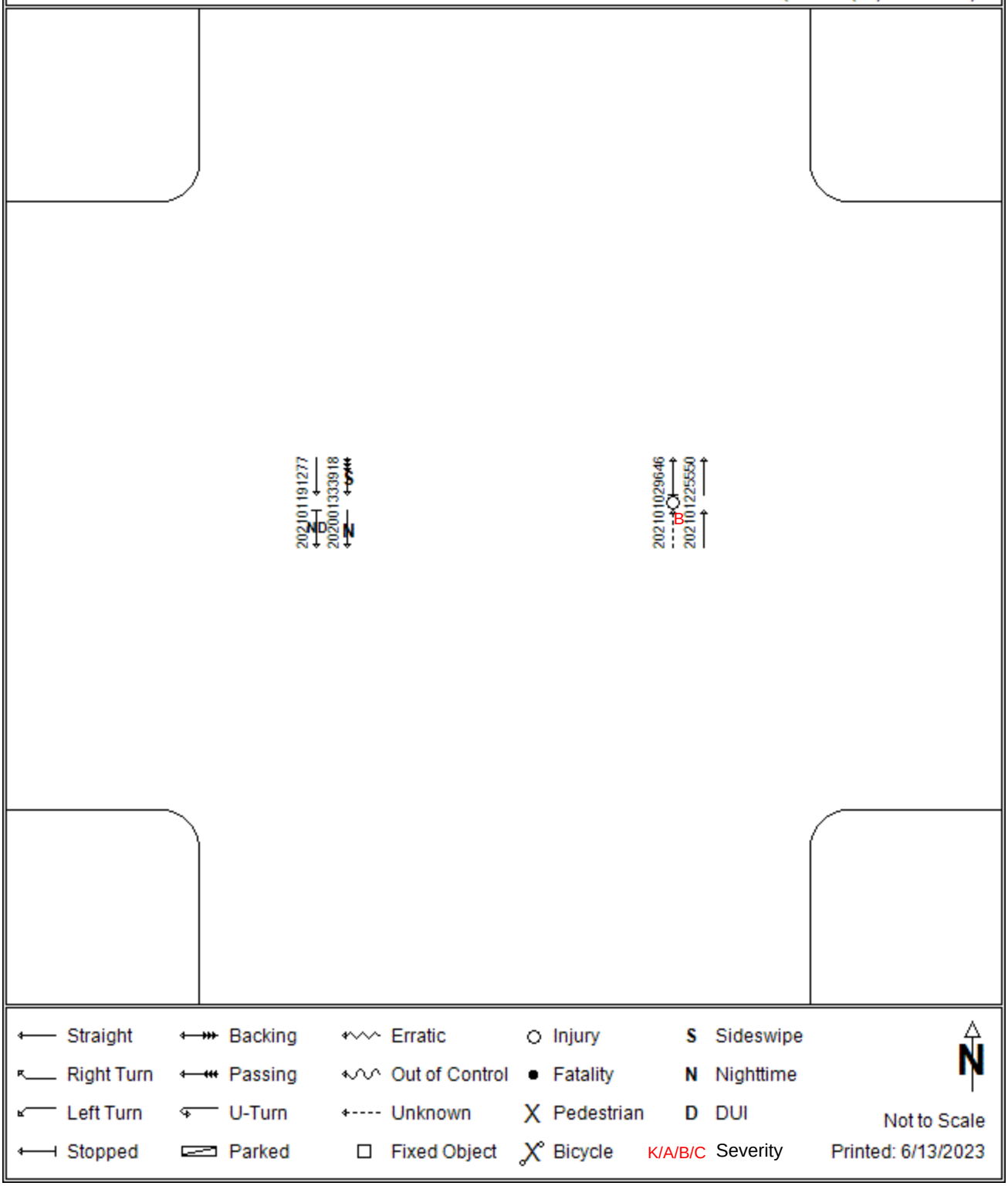
Fairfield Rd & IL 134
1/1/2017 - 12/31/2021

55 Crashes
(0 crash(es) not drawn)



Fairfield Rd & IL 134
1/1/2017 - 12/31/2021

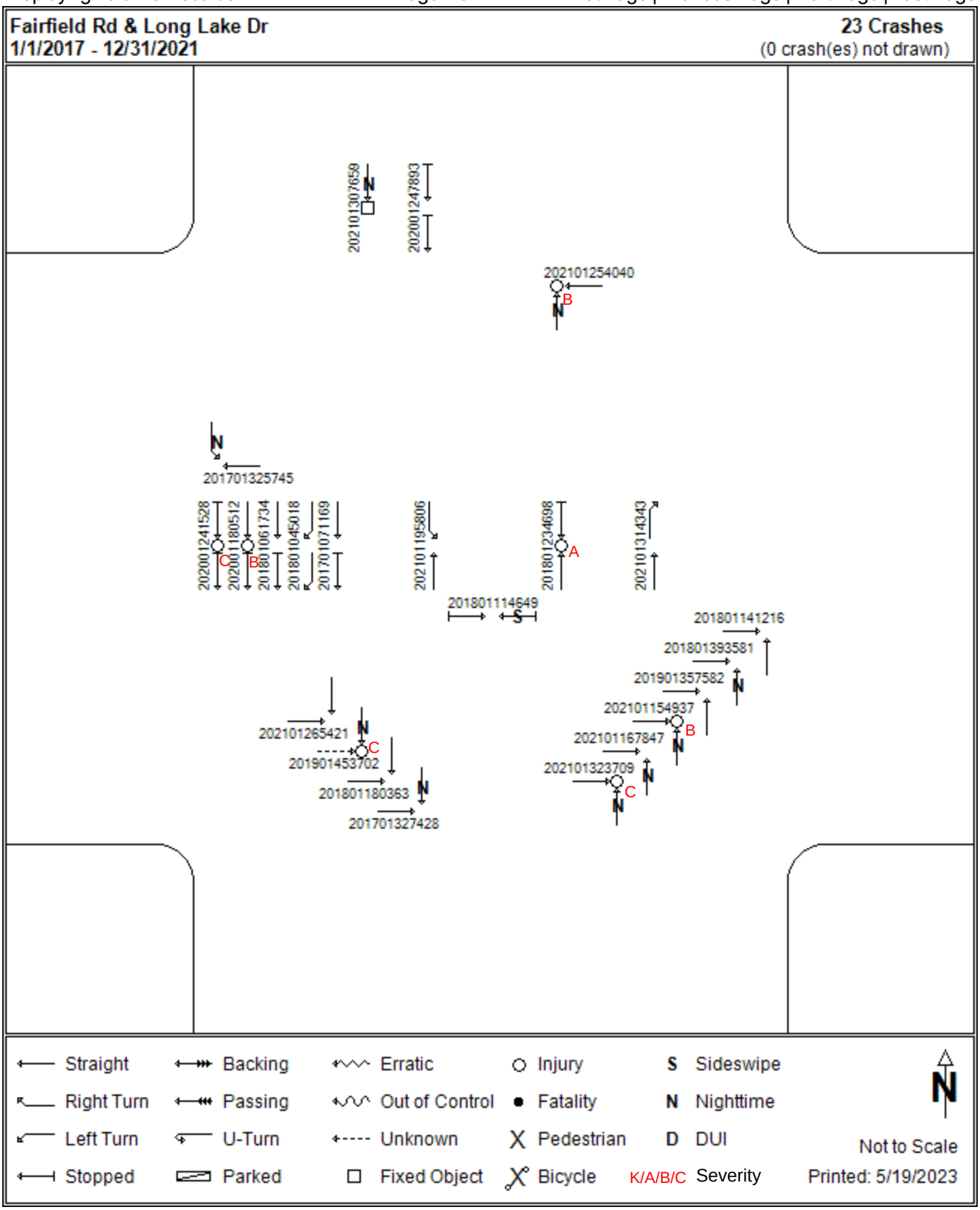
4 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	N
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle	K/A/B/C Severity	Printed: 6/13/2023

Fairfield Rd & Long Lake Dr
1/1/2017 - 12/31/2021

23 Crashes
(0 crash(es) not drawn)



Appendix E

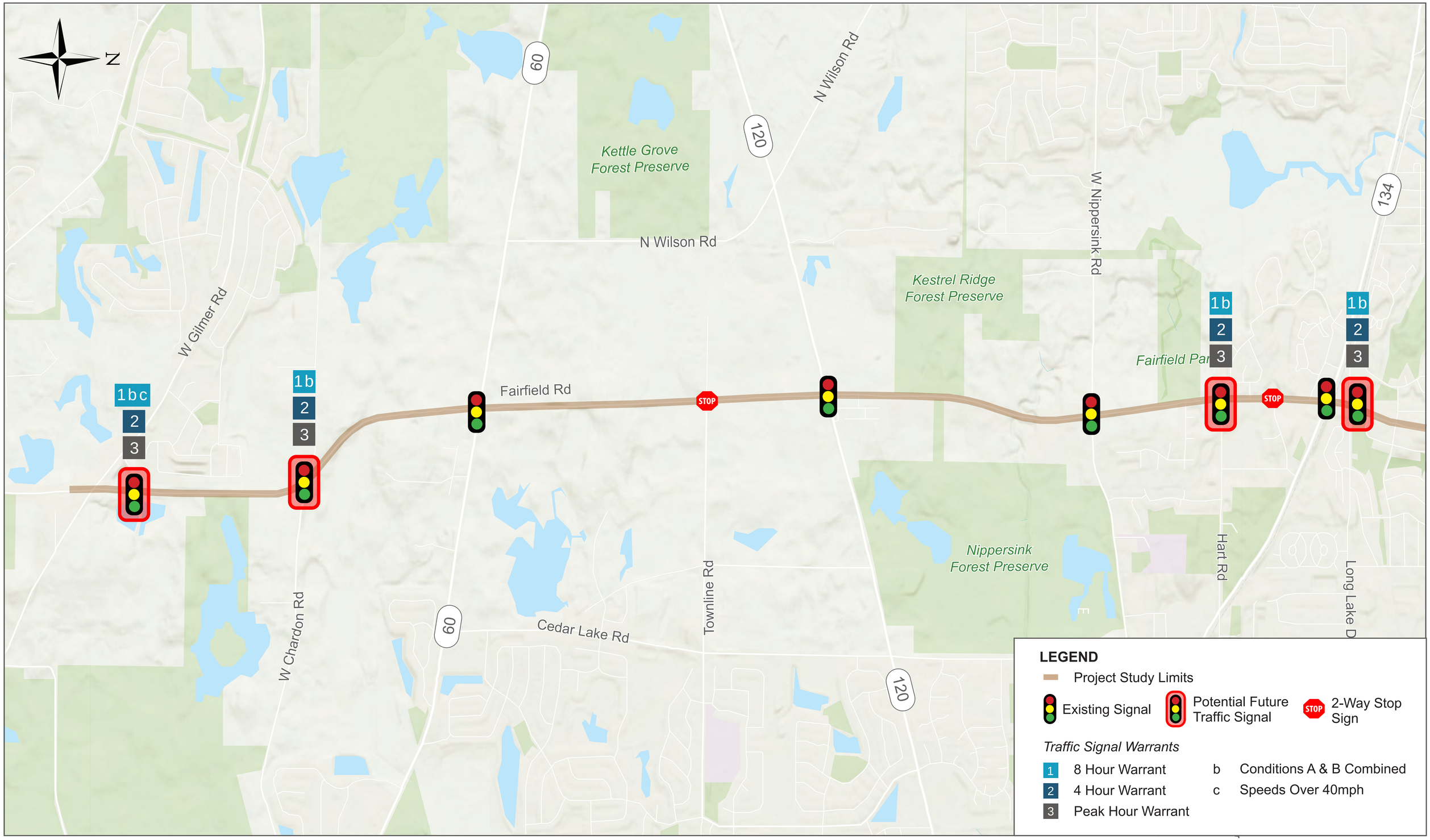
Signal Warrant Map

Fairfield Road Corridor

PEL Study

Gilmer Rd to IL134, Lake County, Illinois

SIGNAL WARRANT ANALYSIS



Appendix F

Signal Warrant Analysis

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions- 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield & Gilmer Road**
MUNICIPALITY:
COUNTY: **Lake**

the

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					Gilmer Road ☐ SRA				Gilmer Road ☐ SRA					
	N. OF : Gilmer Road GOING				S. OF : Gilmer Road GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL	TOTAL NORTH AND SOUTH	SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	0	612	120	**732**	14	159	0	**173**	905	0	0	0	**0**	74	0	44	**118**	118	**1023**
7:00	0	629	100	**729**	20	287	0	**307**	1036	0	0	0	**0**	112	0	65	**177**	177	**1213**
8:00	0	509	102	**611**	13	232	0	**245**	856	0	0	0	**0**	85	0	55	**140**	140	**996**
9:00	0	285	70	**355**	18	200	0	**218**	573	0	0	0	**0**	57	0	19	**76**	76	**649**
10:00	0	226	61	**287**	22	173	0	**195**	482	0	0	0	**0**	38	0	22	**60**	60	**542**
11:00	0	185	62	**247**	15	184	0	**199**	446	0	0	0	**0**	52	0	23	**75**	75	**521**
12:00	0	224	52	**276**	21	211	0	**232**	508	0	0	0	**0**	41	0	29	**70**	70	**578**
13:00	0	259	64	**323**	29	260	0	**289**	612	0	0	0	**0**	61	0	26	**87**	87	**699**
14:00	0	270	66	**336**	36	396	0	**432**	768	0	0	0	**0**	73	0	29	**102**	102	**870**
15:00	0	317	128	**445**	64	628	0	**692**	1137	0	0	0	**0**	114	0	36	**150**	150	**1287**
16:00	0	378	128	**506**	61	664	0	**725**	1231	0	0	0	**0**	147	0	35	**182**	182	**1413**
17:00	0	355	132	**487**	78	585	0	**663**	1150	0	0	0	**0**	115	0	54	**169**	169	**1319**
18:00	0	235	83	**318**	56	416	0	**472**	790	0	0	0	**0**	102	0	33	**135**	135	**925**
19:00	0	149	40	**189**	48	240	0	**288**	477	0	0	0	**0**	46	0	22	**68**	68	**545**
20:00	0	111	50	**161**	26	234	0	**260**	421	0	0	0	**0**	38	0	13	**51**	51	**472**
21:00	0	82	29	**111**	21	154	0	**175**	286	0	0	0	**0**	24	0	6	**30**	30	**316**

REVIEW INFORMATION

COUNTS USED:
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC
Existing Conditions 2023

DISTRICT #1

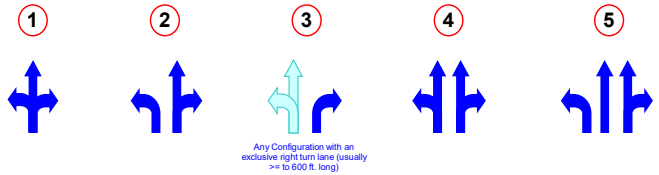
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **Fairfield Road & Gilmer Road**

MUNICIPALITY: _____ COUNTY: **Lake County**

DIR	HOUR BEGIN	MINOR STREET STREET NAME: CONFIG. #: 1 VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	74	0	44	**118**	612		0%	0%	44	**118**
	7:00	112	0	65	**177**	629		0%	0%	65	**177**
	8:00	85	0	55	**140**	509		0%	0%	55	**140**
	9:00	57	0	19	**76**	285		0%	0%	19	**76**
	10:00	38	0	22	**60**	226		0%	0%	22	**60**
	11:00	52	0	23	**75**	185		0%	0%	23	**75**
	12:00	41	0	29	**70**	224		0%	0%	29	**70**
	13:00	61	0	26	**87**	259		0%	0%	26	**87**
	14:00	73	0	29	**102**	270		0%	0%	29	**102**
	15:00	114	0	36	**150**	317		0%	0%	36	**150**
	16:00	147	0	35	**182**	378		0%	0%	35	**182**
	17:00	115	0	54	**169**	355		0%	0%	54	**169**
	18:00	102	0	33	**135**	235		0%	0%	33	**135**
	19:00	46	0	22	**68**	149		0%	0%	22	**68**
	20:00	38	0	13	**51**	111		0%	0%	13	**51**
	21:00	24	0	6	**30**	82		0%	0%	6	**30**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
74	0	44	118	82.6	41.3									
112	0	65	177	124	62									
85	0	55	140	98	49									
57	0	19	76	53.2	26.6									
38	0	22	60	42	21									
52	0	23	75	52.5	26.3									
41	0	29	70	49	24.5									
61	0	26	87	60.9	30.5									
73	0	29	102	71.4	35.7									
114	0	36	150	105	52.5									
147	0	35	182	127	63.7									
115	0	54	169	118	59.2									
102	0	33	135	94.5	47.3									
46	0	22	68	47.6	23.8									
38	0	13	51	35.7	17.9									
24	0	6	30	21	10.5									

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

Existing Conditions- 2023

SRA : _____ **Yes** (No)

Intersection: **Fairfield Road & Gilmer Road** County: **Lake**

Municipality: _____

Speed Limit of Major Route **45 mph** Isolated Community with Population < 10,000 **N**

Number of Lanes on Major approach **1** Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	905	118	Yes	Yes	Yes	Yes	Yes
7:00	1036	177	Yes	Yes	Yes	Yes	Yes
8:00	856	140	Yes	Yes	Yes	Yes	Yes
9:00	573	76	No	Yes	No	Yes	No
10:00	482	60	No	No	No	Yes	No
11:00	446	75	No	No	No	Yes	No
12:00	508	70	No	No	No	Yes	No
13:00	612	87	No	Yes	Yes	Yes	Yes
14:00	768	102	No	Yes	Yes	Yes	Yes
15:00	1137	150	Yes	Yes	Yes	Yes	Yes
16:00	1231	182	Yes	Yes	Yes	Yes	Yes
17:00	1150	169	Yes	Yes	Yes	Yes	Yes
18:00	790	135	Yes	Yes	Yes	Yes	Yes
19:00	477	68	No	No	No	Yes	No
20:00	421	51	No	No	No	Yes	No
21:00	286	30	No	No	No	No	No

Hours Met :		7 hours	10 hours	9 hours	15 hours	9 hours
Volume Requirements:	MAJOR:	350	525	280	420	
	MINOR:	105	53	84	42	

WARRANT 1 **Yes** **No**

Warrant 1 is met if any of the following Conditions are met:

- Condition A (MINIMUM VEHICULAR VOLUME) — No
- Condition B — Yes
- Condition A/B — Yes

WARRANT 2 — Yes

WARRANT 3 (PEAK-HOUR VOLUME) — Yes

WARRANT 4 (PEDESTRIAN VOLUME) — No

WARRANT 5 (SCHOOL CROSSING) — No

WARRANT 6 (COORDINATED SIGNAL SYSTEM) — No

WARRANT 7 (ACCIDENT EXPERIENCE) — No

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	1			1	1
NUMBER CORRECTABLE ACCIDENTS:					
TRIED LESS RESTRICTIVE METHODS?					
ARE VOLUME REQUIREMENTS MET?					

WARRANT 8 (ROADWAY NETWORK) — Yes / No

WARRANT 9 (Intersection Near a Grade Crossing) — Yes / No

STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

OVERALL ADJUSTMENT FACTOR =

Review Information

Counts Used :

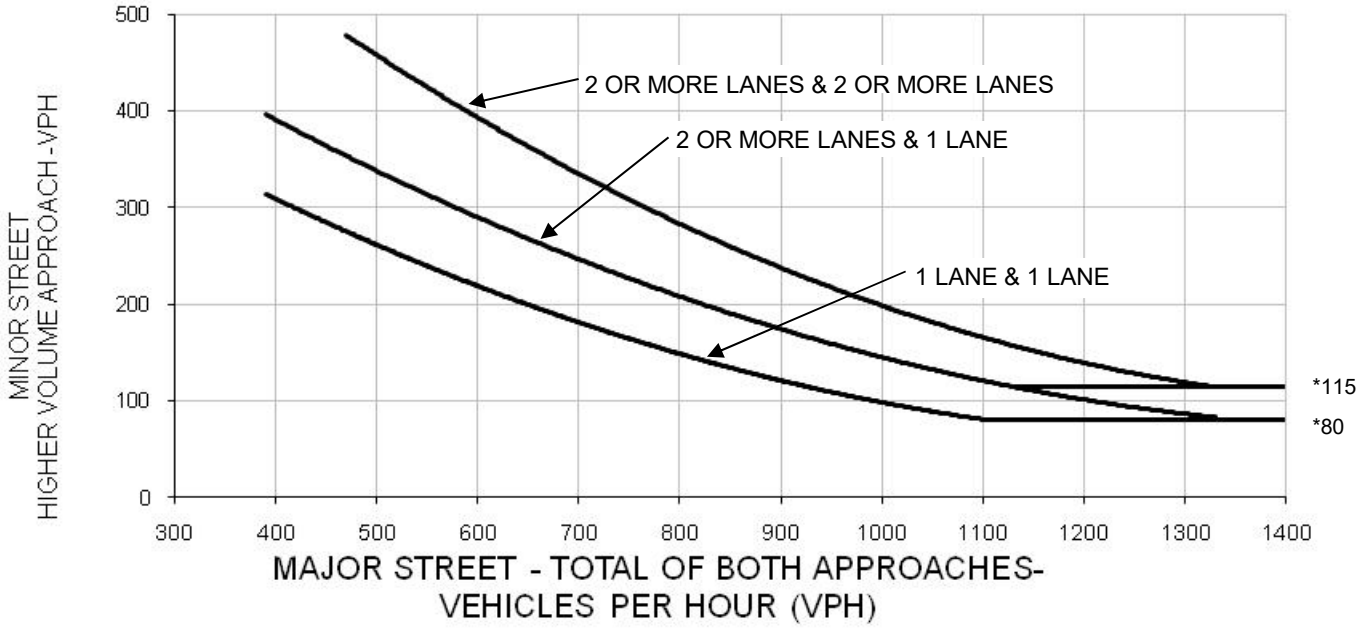
Count Date(s) :

Date Reviewed :

Reviewed By :

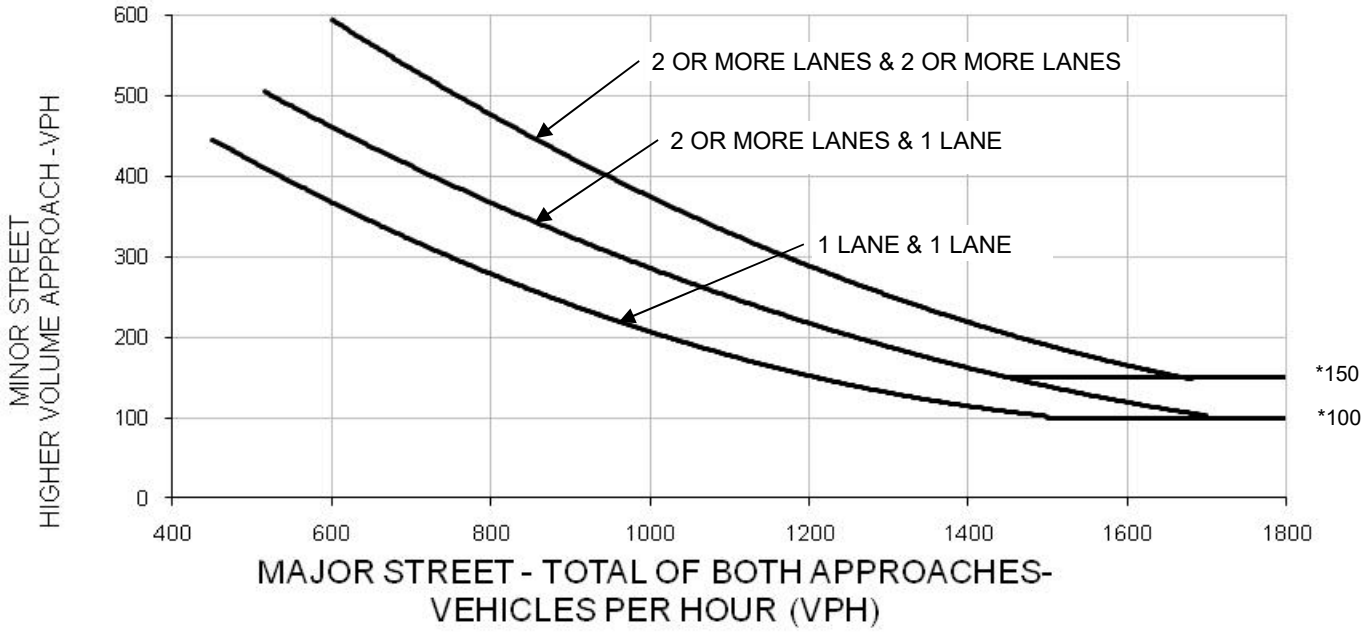
Comments

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

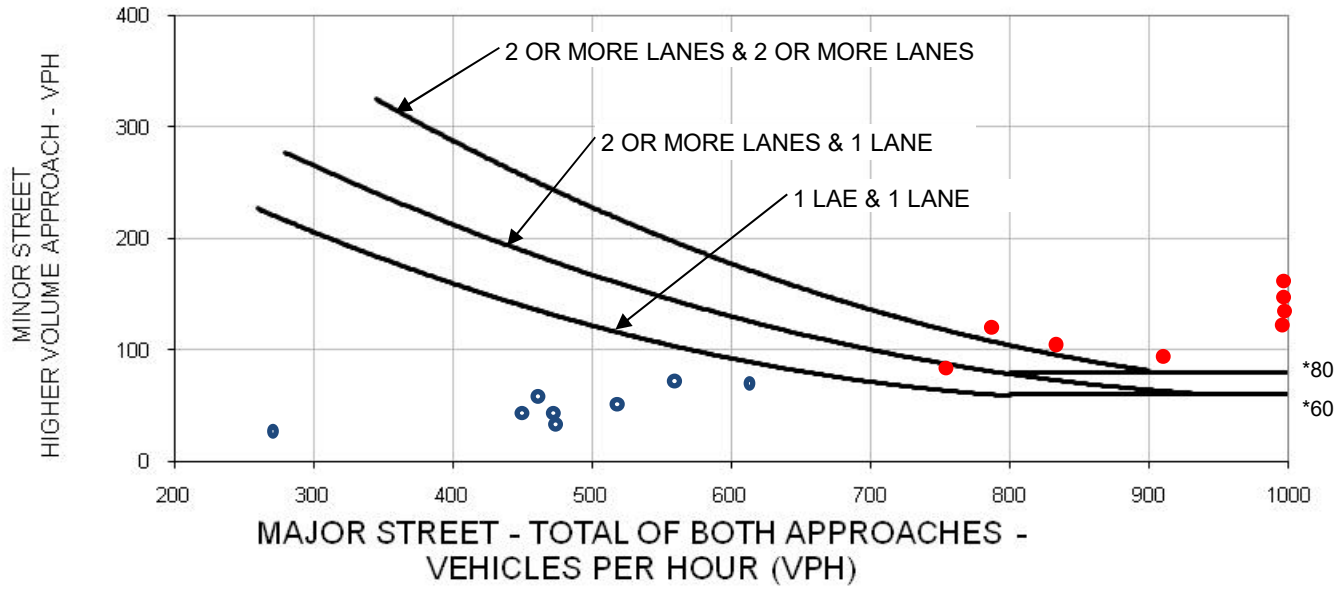
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

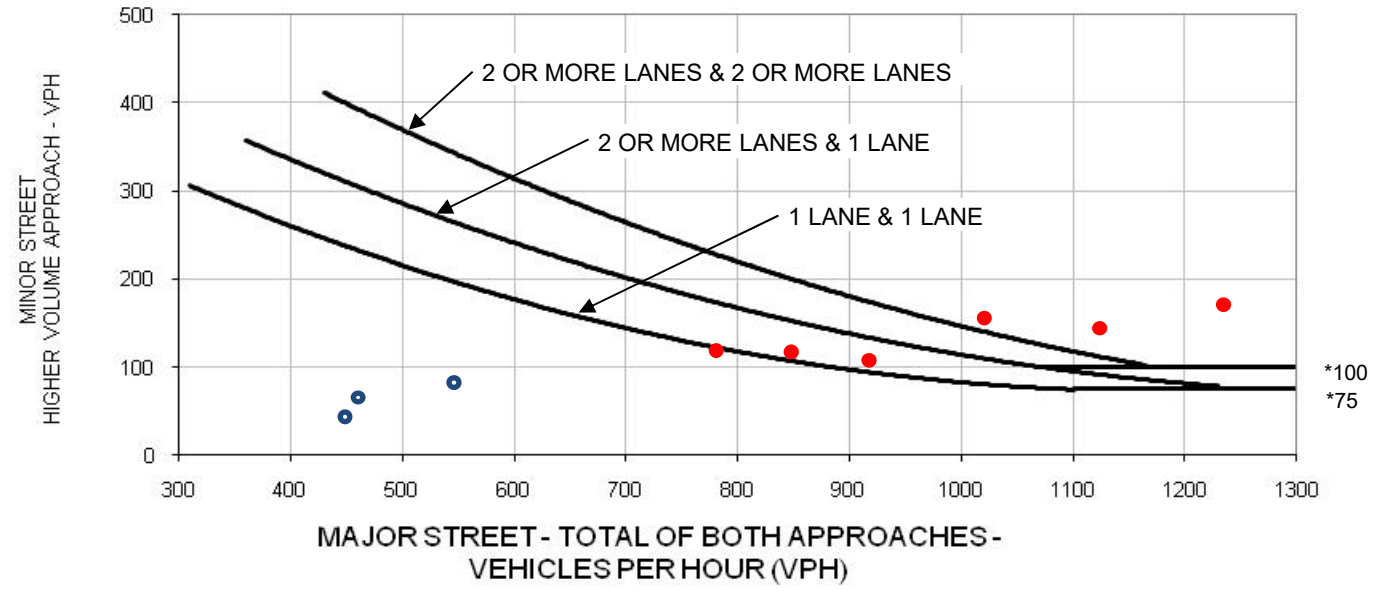
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	905	118				
7:00	1036	177				
8:00	856	140				
9:00	573	76				
10:00	482	60				
11:00	446	75				
12:00	508	70				
13:00	612	87				
14:00	768	102				
15:00	1137	150				
16:00	1231	182				
17:00	1150	169				
18:00	790	135				
19:00	477	68				
20:00	421	51				
21:00	286	30				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project:
Intersection Fairfield Road & Gilmer Road
Town:

County: Lake County

5% Intersection		
N	N	N
Y / N	Y / N	Y / N

5% Segment		
N	N	N
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2018													1																													1	
2019																																											
2020																																											
2021													1																													1	
2022				1	1 - A	1 - AI																																			1	1 - AI
TOTAL				**1**									**2**																												**3**	
%	**0.0%**			**33.3%**			**0.0%**			**0.0%**			**66.7%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2018					1				0%	1	100%	1
2019											-	
2020							-		-			
2021					1				0%	1	100%	1
2022		1									0%	1
TOTAL		**1**			**2**		**0%**		**0%**	**2**	**67%**	**3**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions- 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield & Chardon Road**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					Chardon Road ☐ SRA				Chardon Road ☐ SRA					
	N. OF : Chardon Road GOING				S. OF : Chardon Road GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST ↳	SOUTH ↓	WEST ↲	TOTAL	WEST ←	NORTH ↑	EAST ↱	TOTAL	TOTAL NORTH AND SOUTH	SOUTH ↓	WEST ←	NORTH ↖	TOTAL	NORTH ↑	EAST →	SOUTH ↘	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	2	703	3	**708**	0	139	65	**204**	912	39	3	0	**42**	1	3	2	**6**	48	**960**
7:00	0	679	1	**680**	1	239	143	**383**	1063	48	1	5	**54**	0	4	5	**9**	63	**1126**
8:00	5	501	1	**507**	0	197	79	**276**	783	54	2	3	**59**	1	1	2	**4**	63	**846**
9:00	3	297	4	**304**	1	176	59	**236**	540	49	0	3	**52**	2	5	2	**9**	61	**601**
10:00	1	251	4	**256**	1	163	45	**209**	465	29	3	2	**34**	1	3	2	**6**	40	**505**
11:00	6	231	3	**240**	3	196	31	**230**	470	45	3	7	**55**	3	4	4	**11**	66	**536**
12:00	0	232	3	**235**	0	241	45	**286**	521	48	3	3	**54**	3	6	1	**10**	64	**585**
13:00	3	264	2	**269**	2	313	40	**355**	624	42	6	6	**54**	2	2	6	**10**	64	**688**
14:00	0	321	0	**321**	2	388	46	**436**	757	72	5	11	**88**	2	3	1	**6**	94	**851**
15:00	2	302	1	**305**	5	649	78	**732**	1037	150	2	9	**161**	4	6	4	**14**	175	**1212**
16:00	3	319	3	**325**	1	653	78	**732**	1057	171	8	7	**186**	1	2	1	**4**	190	**1247**
17:00	4	309	6	**319**	2	594	78	**674**	993	148	7	8	**163**	2	6	3	**11**	174	**1167**
18:00	1	228	0	**229**	1	467	47	**515**	744	83	2	6	**91**	2	2	1	**5**	96	**840**
19:00	0	166	1	**167**	0	283	21	**304**	471	49	5	1	**55**	2	4	1	**7**	62	**533**
20:00	0	143	1	**144**	0	249	18	**267**	411	37	4	3	**44**	1	4	1	**6**	50	**461**
21:00	1	100	1	**102**	0	156	13	**169**	271	27	2	2	**31**	0	0	1	**1**	32	**303**

REVIEW INFORMATION

COUNTS USED:
COUNT DATE(S): 05/25/23 - AM 05/25/23 - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC
Existing Conditions 2023

DISTRICT #1

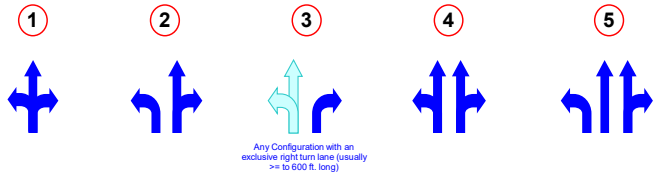
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **Fairfield Road & Chardon Road**

MUNICIPALITY: _____ COUNTY: **Lake County**

DIR	HOUR BEGIN	MINOR STREET VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	39	3	0	**42**	204		0%	0%	0	**42**
	7:00	48	1	5	**54**	382		0%	0%	5	**54**
	8:00	54	2	3	**59**	276		0%	0%	3	**59**
	9:00	49	0	3	**52**	235		0%	0%	3	**52**
	10:00	29	3	2	**34**	208		0%	0%	2	**34**
	11:00	45	3	7	**55**	227		0%	0%	7	**55**
	12:00	48	3	3	**54**	286		0%	0%	3	**54**
	13:00	42	6	6	**54**	353		0%	0%	6	**54**
	14:00	72	5	11	**88**	434		5%	-5%	12	**89**
	15:00	150	2	9	**161**	727		0%	0%	9	**161**
	16:00	171	8	7	**186**	731		0%	0%	7	**186**
	17:00	148	7	8	**163**	672		0%	0%	8	**163**
	18:00	83	2	6	**91**	514		0%	0%	6	**91**
	19:00	49	5	1	**55**	304		0%	0%	1	**55**
	20:00	37	4	3	**44**	267		0%	0%	3	**44**
	21:00	27	2	2	**31**	169		0%	0%	2	**31**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
39	3	0	42	29.4	14.7									
48	1	5	54	37.8	18.9									
54	2	3	59	41.3	20.7									
49	0	3	52	36.4	18.2									
29	3	2	34	23.8	11.9									
45	3	7	55	38.5	19.3									
48	3	3	54	37.8	18.9									
42	6	6	54	37.8	18.9									
72	5	11	88	61.6	30.8									
150	2	9	161	113	56.4									
171	8	7	186	130	65.1									
148	7	8	163	114	57.1									
83	2	6	91	63.7	31.9									
49	5	1	55	38.5	19.3									
37	4	3	44	30.8	15.4									
27	2	2	31	21.7	10.9									

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S): 05/25/23

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

Existing Conditions- 2023

SRA : _____ Yes (No)

Intersection: **Fairfield Road & Chardon Road** County: **Lake**

Municipality: _____

Speed Limit of Major Route **45 mph** Isolated Community with Population < 10,000 **N**

Number of Lanes on Major approach **1** Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	912	42	No	No	No	Yes	No
7:00	1063	54	No	Yes	No	Yes	No
8:00	783	59	No	Yes	No	Yes	No
9:00	540	52	No	No	No	Yes	No
10:00	465	34	No	No	No	No	No
11:00	470	55	No	No	No	Yes	No
12:00	521	54	No	No	No	Yes	No
13:00	624	54	No	Yes	No	Yes	No
14:00	757	89	No	Yes	Yes	Yes	Yes
15:00	1037	161	Yes	Yes	Yes	Yes	Yes
16:00	1057	186	Yes	Yes	Yes	Yes	Yes
17:00	993	163	Yes	Yes	Yes	Yes	Yes
18:00	744	91	No	Yes	Yes	Yes	Yes
19:00	471	55	No	No	No	Yes	No
20:00	411	44	No	No	No	No	No
21:00	271	31	No	No	No	No	No

Hours Met :		3 hours	8 hours	5 hours	13 hours	5 hours
Volume Requirements:	MAJOR:	350	525	280	420	
	MINOR:	105	53	84	42	

WARRANT 1 Yes (No)

Warrant 1 is met if any of the following Conditions are met:

- Condition A (MINIMUM VEHICULAR VOLUME) — No
- Condition B — Yes
- Condition A/B — No

WARRANT 2 — Yes

WARRANT 3 (PEAK-HOUR VOLUME) — Yes

WARRANT 4 (PEDESTRIAN VOLUME) — No

WARRANT 5 (SCHOOL CROSSING) — No

WARRANT 6 (COORDINATED SIGNAL SYSTEM) — No

WARRANT 7 (ACCIDENT EXPERIENCE) — No

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	2	4	2	3	1
NUMBER CORRECTABLE ACCIDENTS:					
TRIED LESS RESTRICTIVE METHODS?					
ARE VOLUME REQUIREMENTS MET?					

WARRANT 8 (ROADWAY NETWORK) Yes (No)

WARRANT 9 (Intersection Near a Grade Crossing) Yes (No)

STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

OVERALL ADJUSTMENT FACTOR =

Review Information

Counts Used :

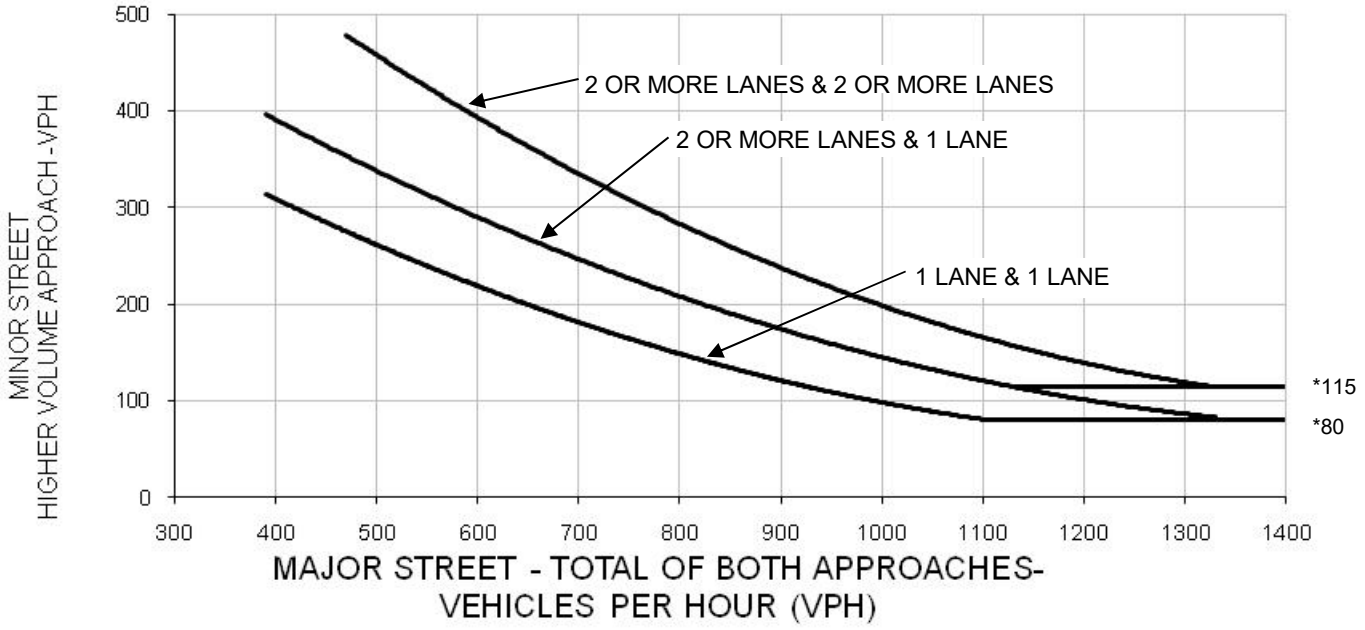
Count Date(s) :

Date Reviewed :

Reviewed By :

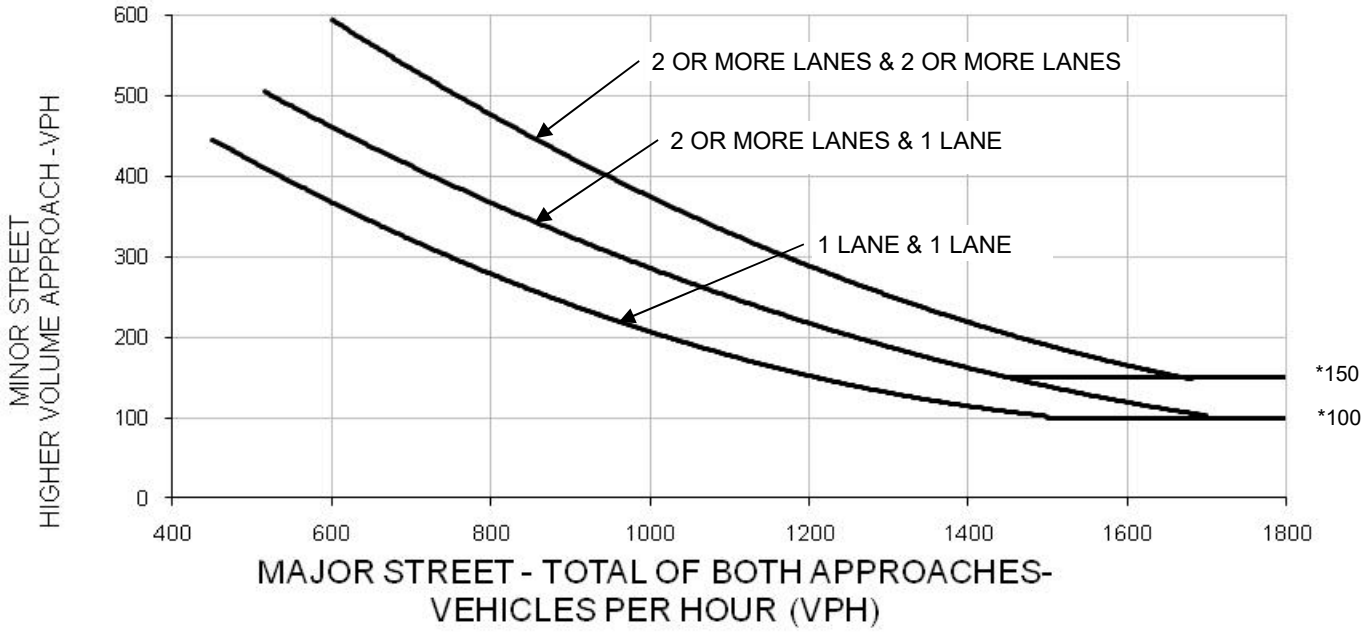
Comments

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

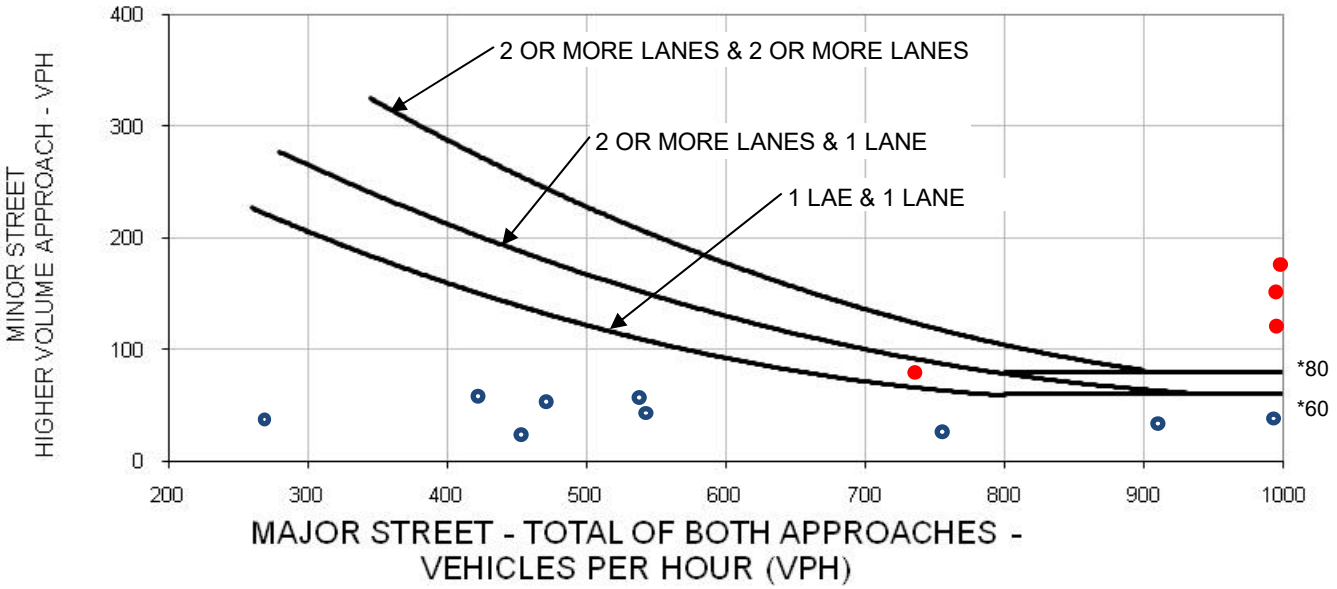
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

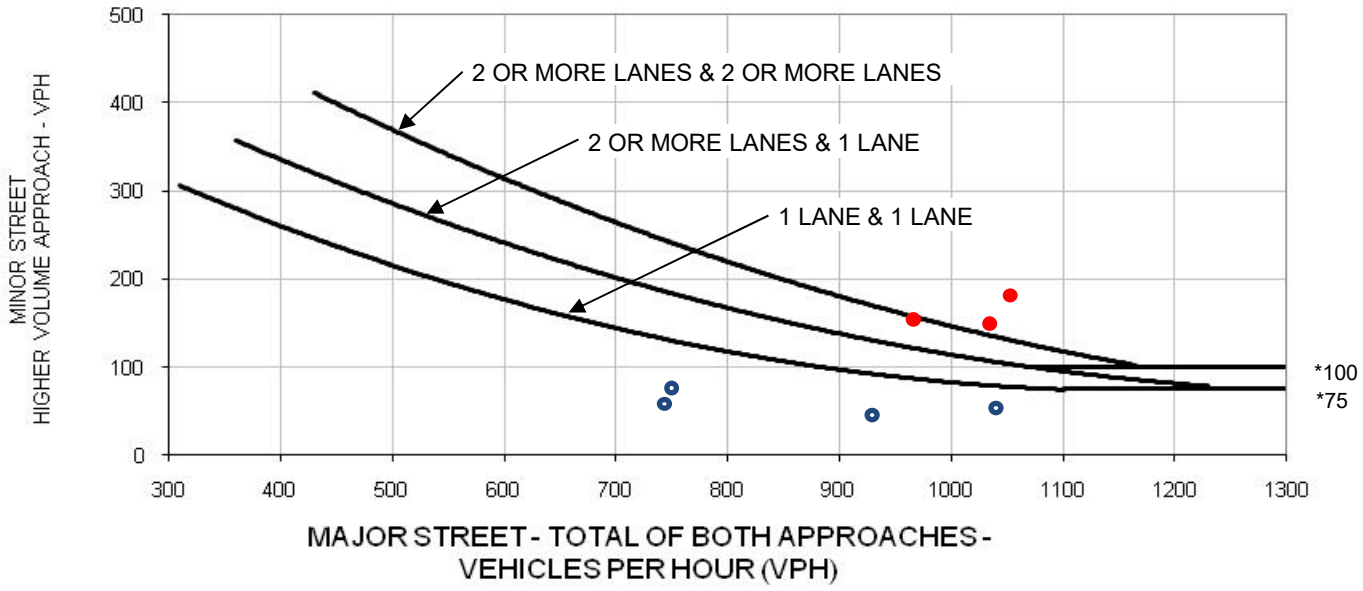
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	912	48				
7:00	1063	63				
8:00	783	63				
9:00	540	61				
10:00	465	40				
11:00	470	66				
12:00	521	64				
13:00	624	64				
14:00	757	94				
15:00	1037	175				
16:00	1057	190				
17:00	993	174				
18:00	744	96				
19:00	471	62				
20:00	411	50				
21:00	271	32				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS
(REDUCED TO 80%)

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project:
Intersection Fairfield Road &Chardon Road
Town:

County: Lake County

5% Intersection		
N	N	N
Y / N	Y / N	Y / N

5% Segment		
N	N	N
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2017	1																																	1									2	
2018	1												3	1 - B	1 - BI																													4	1 - BI
2019				1															1	1 - B	1 - BI																					2	1 - BI
2020										1			1																					1									3	
2021																			1																									1	
TOTAL	**2**			**1**						**1**				**1 - B**	**1 - BI**				**2**	**1 - B**	**1 - BI**													**2**									**12**	**2 - BI**
%	**16.7%**			**8.3%**			**0.0%**			**8.3%**			**0.0%**			**0.0%**			**16.7%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**16.7%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2017					2				0%	1	50%	2
2018			1		3						0%	4
2019			1		1		0%		0%	1	50%	2
2020					3	1	33%	1	33%	3	100%	3
2021					1						0%	1
TOTAL			**2**		**10**	**1**	**8%**	**1**	**8%**	**5**	**42%**	**12**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions- 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield & IL60**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					IL120 ☑ SRA				IL 120 ☑ SRA					
	N. OF : IL120				S. OF : IL120					E. OF : Fairfield Road				W. OF : Fairfield Road					
	GOING				GOING					GOING				GOING					
START HOUR	EAST →	SOUTH ↓	WEST ←	TOTAL	WEST ←	NORTH ↑	EAST →	TOTAL	TOTAL NORTH AND SOUTH	SOUTH ↓	WEST ←	NORTH ↑	TOTAL	NORTH ↑	EAST →	SOUTH ↓	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	165	508	6	**679**	23	112	22	**157**	836	143	199	14	**356**	4	625	59	**688**	1044	**1880**
7:00	178	485	6	**669**	48	145	29	**222**	891	126	267	32	**425**	8	646	75	**729**	1154	**2045**
8:00	122	333	7	**462**	47	140	30	**217**	679	101	324	36	**461**	3	562	45	**610**	1071	**1750**
9:00	99	237	7	**343**	54	132	25	**211**	554	52	327	32	**411**	6	403	36	**445**	856	**1410**
10:00	71	169	4	**244**	30	152	22	**204**	448	33	336	44	**413**	11	343	27	**381**	794	**1242**
11:00	57	176	8	**241**	52	143	30	**225**	466	41	329	57	**427**	16	327	42	**385**	812	**1278**
12:00	63	157	11	**231**	40	188	39	**267**	498	50	395	61	**506**	6	327	45	**378**	884	**1382**
13:00	71	180	10	**261**	51	211	35	**297**	558	45	392	77	**514**	7	352	64	**423**	937	**1495**
14:00	64	218	12	**294**	105	346	66	**517**	811	42	555	85	**682**	10	302	65	**377**	1059	**1870**
15:00	79	232	12	**323**	127	466	82	**675**	998	34	624	106	**764**	2	351	55	**408**	1172	**2170**
16:00	65	234	5	**304**	146	515	93	**754**	1058	39	690	121	**850**	9	415	84	**508**	1358	**2416**
17:00	68	216	13	**297**	109	511	102	**722**	1019	42	641	134	**817**	4	347	84	**435**	1252	**2271**
18:00	62	174	12	**248**	71	330	69	**470**	718	38	502	120	**660**	4	264	50	**318**	978	**1696**
19:00	33	152	8	**193**	56	283	51	**390**	583	25	257	72	**354**	4	165	15	**184**	538	**1121**
20:00	39	114	3	**156**	25	189	39	**253**	409	15	233	71	**319**	6	119	16	**141**	460	**869**
21:00	26	105	2	**133**	24	170	21	**215**	348	14	190	65	**269**	9	88	18	**115**	384	**732**

REVIEW INFORMATION

COUNTS USED:
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC
Existing Conditions 2023

DISTRICT #1

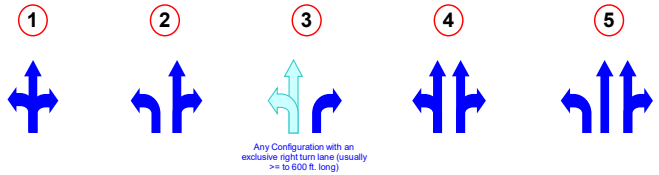
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **Fairfield Road & IL60**

MUNICIPALITY: _____ COUNTY: **Lake County**

DIR	HOUR BEGIN	MINOR STREET STREET NAME: CONFIG. #: 2 VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	165	508	6	**679**	199	20%	0%	20%	5	**678**
	7:00	178	485	6	**669**	267	20%	0%	20%	5	**668**
	8:00	122	333	7	**462**	324	20%	0%	20%	6	**461**
	9:00	99	237	7	**343**	327	20%	0%	20%	6	**342**
	10:00	71	169	4	**244**	336	20%	0%	20%	3	**243**
	11:00	57	176	8	**241**	329	20%	0%	20%	6	**239**
	12:00	40	188	39	**267**	327	20%	0%	20%	31	**259**
	13:00	51	211	35	**297**	352	20%	0%	20%	28	**290**
	14:00	105	346	66	**517**	302	20%	0%	20%	53	**504**
	15:00	127	466	82	**675**	351	20%	0%	20%	66	**659**
	16:00	146	515	93	**754**	415	20%	5%	15%	79	**740**
	17:00	109	511	102	**722**	347	20%	0%	20%	82	**702**
	18:00	71	330	69	**470**	264	20%	0%	20%	55	**456**
	19:00	56	283	51	**390**	165	20%	0%	20%	41	**380**
	20:00	25	189	39	**253**	119	20%	0%	20%	31	**245**
	21:00	24	170	21	**215**	88	20%	0%	20%	17	**211**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
165	508	6	679			1524	169							20%
178	485	6	669			1455	162							20%
122	333	7	462			999	111							20%
99	237	7	343			711	79							20%
71	169	4	244			507	56.3							20%
57	176	8	241			528	58.7							20%
40	188	39	267			564	62.7							20%
51	211	35	297			633	70.3							20%
105	346	66	517			1038	115							20%
127	466	82	675			1398	155							20%
146	515	93	754			1545	172							20%
109	511	102	722			1533	170							20%
71	330	69	470			990	110							20%
56	283	51	390			849	94.3							20%
25	189	39	253			567	63							20%
24	170	21	215			510	56.7							20%

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

Existing Conditions- 2023

SRA : _____ Yes (No)

Intersection: **Fairfield Road & IL 60** County: **Lake**

Municipality: _____

Speed Limit of Major Route **55 mph** Isolated Community with Population < 10,000 **N**

Number of Lanes on Major approach **1** Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	1044	678	Yes	Yes	Yes	Yes	Yes
7:00	1154	668	Yes	Yes	Yes	Yes	Yes
8:00	1071	461	Yes	Yes	Yes	Yes	Yes
9:00	856	342	Yes	Yes	Yes	Yes	Yes
10:00	794	243	Yes	Yes	Yes	Yes	Yes
11:00	812	239	Yes	Yes	Yes	Yes	Yes
12:00	884	259	Yes	Yes	Yes	Yes	Yes
13:00	937	290	Yes	Yes	Yes	Yes	Yes
14:00	1059	504	Yes	Yes	Yes	Yes	Yes
15:00	1172	659	Yes	Yes	Yes	Yes	Yes
16:00	1358	740	Yes	Yes	Yes	Yes	Yes
17:00	1252	702	Yes	Yes	Yes	Yes	Yes
18:00	978	456	Yes	Yes	Yes	Yes	Yes
19:00	538	380	Yes	Yes	Yes	Yes	Yes
20:00	460	245	Yes	No	Yes	Yes	Yes
21:00	384	211	Yes	No	Yes	No	No
Hours Met :			16 hours	14 hours	16 hours	15 hours	15 hours
Volume Requirements:	MAJOR:		350	525	280	420	
	MINOR:		105	53	84	42	

WARRANT 1 Yes (No)

Warrant 1 is met if any of the following Conditions are met:

- Condition A (MINIMUM VEHICULAR VOLUME) — Yes
- Condition B — Yes
- Condition A/B — Yes

WARRANT 2 — Yes

WARRANT 3 (PEAK-HOUR VOLUME) — Yes

WARRANT 4 (PEDESTRIAN VOLUME) — No

WARRANT 5 (SCHOOL CROSSING) — No

WARRANT 6 (COORDINATED SIGNAL SYSTEM) — No

WARRANT 7 (ACCIDENT EXPERIENCE) — No

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	7	21	6	7	10
NUMBER CORRECTABLE ACCIDENTS:					
TRIED LESS RESTRICTIVE METHODS?					
ARE VOLUME REQUIREMENTS MET?					

WARRANT 8 (ROADWAY NETWORK) — Yes (No)

WARRANT 9 (Intersection Near a Grade Crossing) — Yes (No)

STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

OVERALL ADJUSTMENT FACTOR =

Review Information

Counts Used :

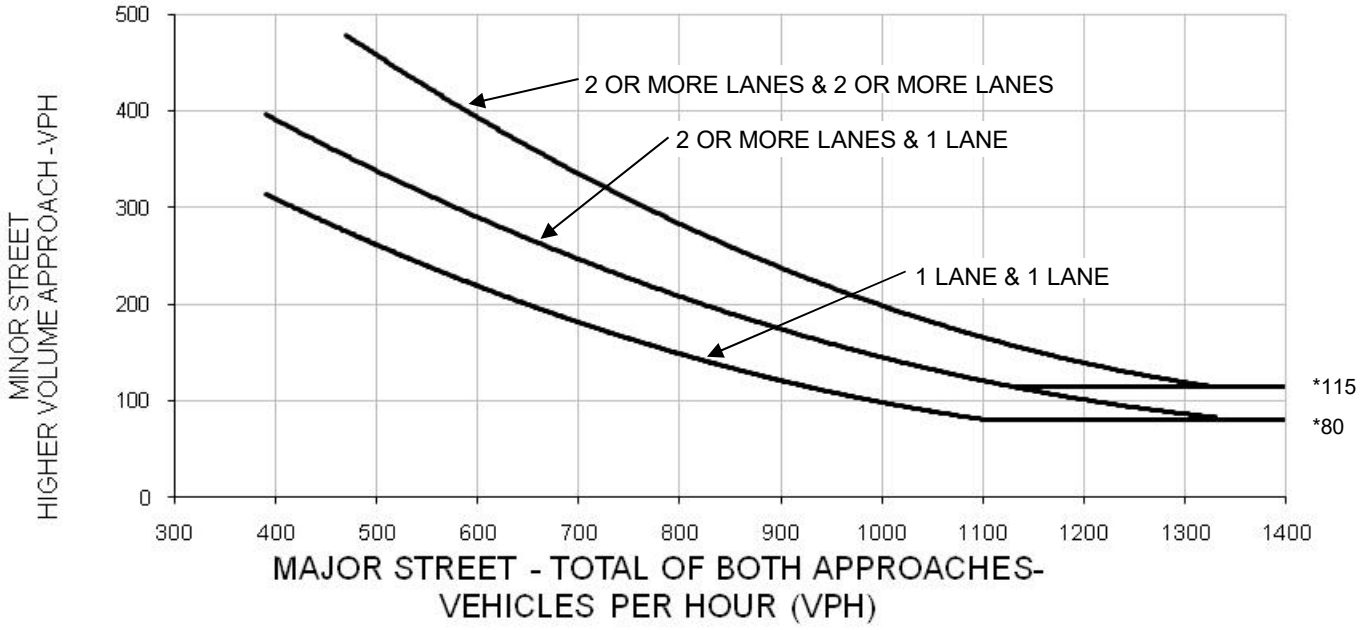
Count Date(s) :

Date Reviewed :

Reviewed By :

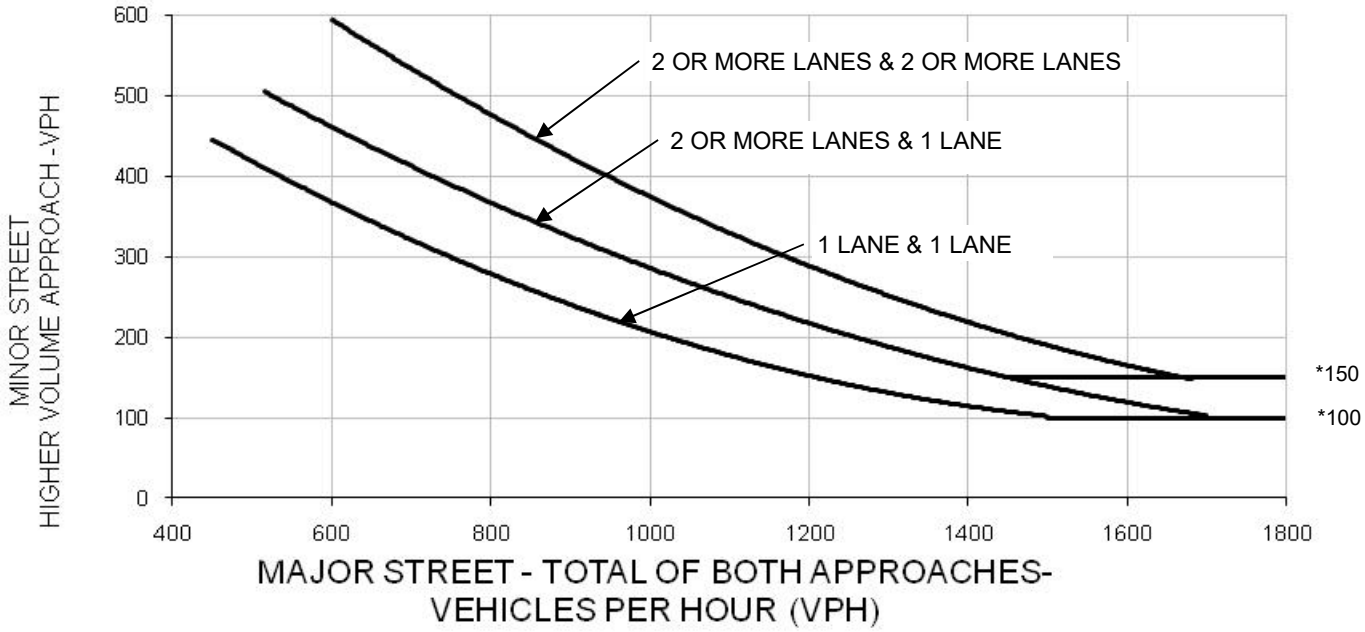
Comments

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

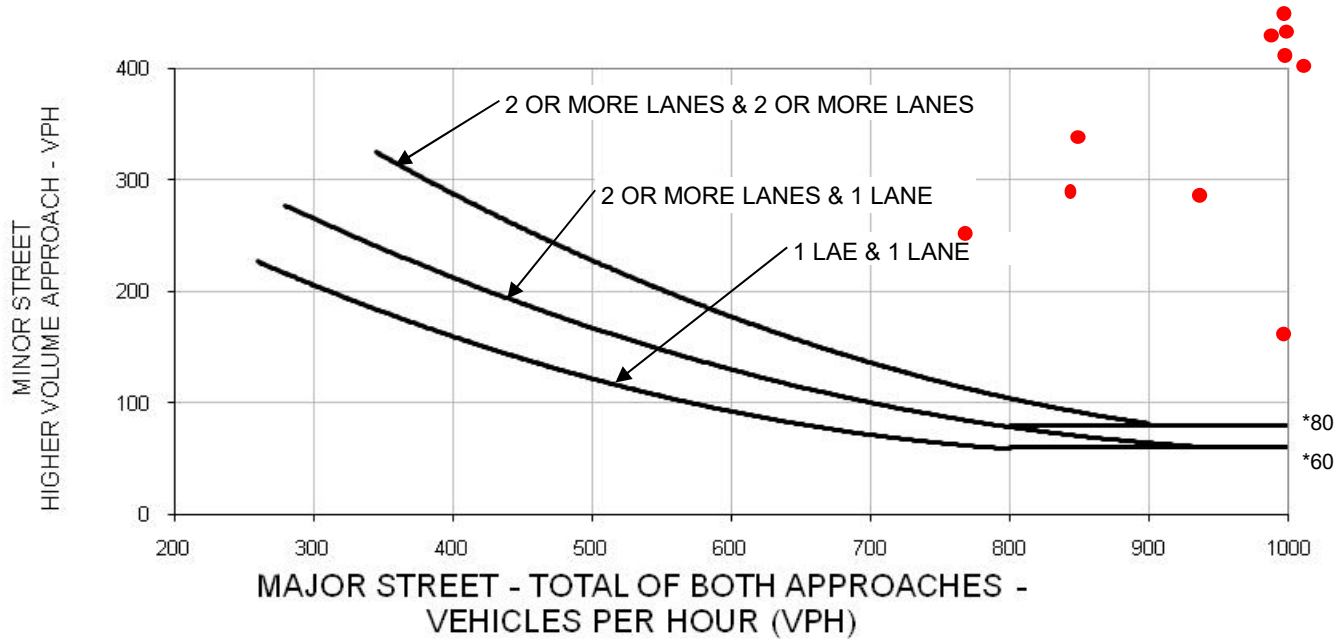
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

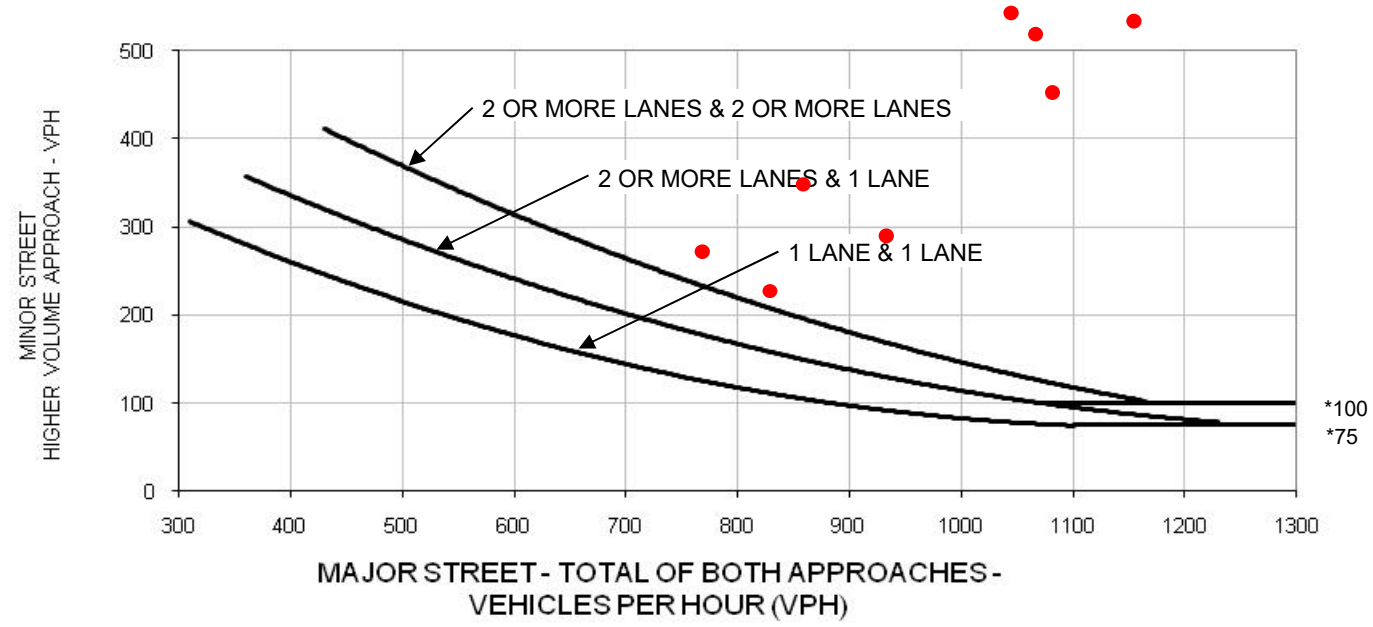
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	1044	836				
7:00	1154	891				
8:00	1071	679				
9:00	856	554				
10:00	794	448				
11:00	812	466				
12:00	884	498				
13:00	937	558				
14:00	1059	811				
15:00	1172	998				
16:00	1358	1058				
17:00	1252	1019				
18:00	978	718				
19:00	538	583				
20:00	460	409				
21:00	384	348				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project:
Intersection Fairfield Road & Gilmer Road
Town:

County: Lake County

5% Intersection		
N	N	N
Y / N	Y / N	Y / N

5% Segment		
N	N	N
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2017	4			2	1 - B	1 - BI																											1									7	1 - BI
2018	16	3 - C	3 - CI	1	1 - C	1 - CI				1	1 - B	1 - BI	3	3 - C	3 - CI																											21	1 - BI 7 - CI
2019	3												2						1																							6	
2020	3	1 - C	1 - CI	1						1			2																													7	1 - CI
2021	6	1 - B 1 - C	1 - BI 1 - CI							1			3	1 - B 1 - C	1 - BI 1 - CI																											10	2 - BI 2 - CI
TOTAL	**32**	**1 - B 5 - C**	**1 - BI 5 - CI**		**1 - B 1 - C**	**1 - BI 1 - CI**				**3**	**1 - B**	**1 - BI**	**10**	**1 - B 4 - C**	**1 - BI 4 - CI**				**1**															**1**								**51**	**4 - BI 10 - CI**
%	**62.7%**			**0.0%**			**0.0%**			**5.9%**			**19.6%**			**0.0%**			**2.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**2.0%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2017			1		6				0%	1	14%	7
2018			1	7	13						0%	21
2019					6		0%		0%			6
2020				1	6				0%	1	14%	7
2021			2	2	6						0%	10
TOTAL			**4**	**10**	**37**		**0%**		**0%**	**2**	**4%**	**51**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions- 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield & Townline Road**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					Townline Road ☐ SRA				Townline Road ☐ SRA					
	N. OF : Townline Road GOING				S. OF : Townline Road GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL	TOTAL NORTH AND SOUTH	SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	10	663	7	**680**	2	124	4	**130**	810	9	0	13	**22**	3	0	2	**5**	27	**837**
7:00	28	684	1	**713**	0	241	10	**251**	964	14	1	24	**39**	3	1	5	**9**	48	**1012**
8:00	37	504	2	**543**	0	174	7	**181**	724	22	0	38	**60**	1	0	1	**2**	62	**786**
9:00	17	318	1	**336**	1	162	4	**167**	503	9	0	13	**22**	1	0	0	**1**	23	**526**
10:00	17	239	2	**258**	2	141	7	**150**	408	10	0	19	**29**	0	0	2	**2**	31	**439**
11:00	19	226	0	**245**	1	193	3	**197**	442	5	0	15	**20**	3	0	2	**5**	25	**467**
12:00	25	211	0	**236**	0	230	4	**234**	470	13	0	37	**50**	0	1	0	**1**	51	**521**
13:00	15	242	1	**258**	0	272	5	**277**	535	8	0	17	**25**	2	1	0	**3**	28	**563**
14:00	16	283	2	**301**	2	394	5	**401**	702	6	0	44	**50**	0	0	2	**2**	52	**754**
15:00	16	349	0	**365**	3	581	16	**600**	965	20	1	59	**80**	0	1	3	**4**	84	**1049**
16:00	14	338	2	**354**	3	614	17	**634**	988	26	1	51	**78**	2	1	0	**3**	81	**1069**
17:00	23	275	1	**299**	3	602	22	**627**	926	7	0	52	**59**	2	1	0	**3**	62	**988**
18:00	12	221	1	**234**	0	451	10	**461**	695	6	1	15	**22**	6	1	3	**10**	32	**727**
19:00	13	175	1	**189**	2	329	5	**336**	525	4	0	14	**18**	0	0	0	**0**	18	**543**
20:00	3	121	12	**136**	4	246	4	**254**	390	1	0	6	**7**	4	0	2	**6**	13	**403**
21:00	4	110	3	**117**	0	215	2	**217**	334	2	2	7	**11**	2	0	1	**3**	14	**348**

REVIEW INFORMATION

COUNTS USED:
COUNT DATE(S): 05/18/23 - AM 05/18/23 - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC
Existing Conditions 2023

DISTRICT #1

RIGHT TURN FACTORIZATION SHEET

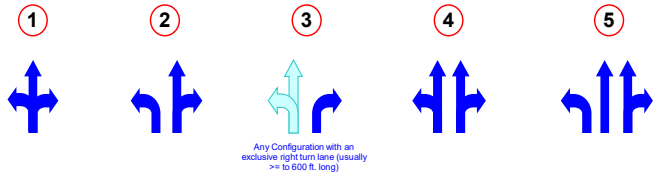
INTERSECTION: **Fairfield & Townline Road**

MUNICIPALITY: _____ COUNTY: **Lake County**

DIR	HOUR BEGIN	MINOR STREET VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	9	0	13	**22**	128		0%	0%	13	**22**
	7:00	14	1	24	**39**	251		0%	0%	24	**39**
	8:00	22	0	38	**60**	181		0%	0%	38	**60**
	9:00	9	0	13	**22**	166		0%	0%	13	**22**
	10:00	10	0	19	**29**	148		0%	0%	19	**29**
	11:00	5	0	15	**20**	196		0%	0%	15	**20**
	12:00	13	0	37	**50**	234		0%	0%	37	**50**
	13:00	8	0	17	**25**	277		0%	0%	17	**25**
	14:00	6	0	44	**50**	399		0%	0%	44	**50**
	15:00	20	1	59	**80**	597		0%	0%	59	**80**
	16:00	26	1	51	**78**	631		0%	0%	51	**78**
	17:00	7	0	52	**59**	624		0%	0%	52	**59**
	18:00	6	1	15	**22**	461		5%	-5%	16	**23**
	19:00	4	0	14	**18**	334		0%	0%	14	**18**
	20:00	1	0	6	**7**	250		0%	0%	6	**7**
	21:00	2	2	7	**11**	217		0%	0%	7	**11**

STREET NAME: _____
CONFIG. #: 1

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
9	0	13	22	15.4	7.7									
14	1	24	39	27.3	13.7									
22	0	38	60	42	21									
9	0	13	22	15.4	7.7									
10	0	19	29	20.3	10.2									
5	0	15	20	14	7									
13	0	37	50	35	17.5									
8	0	17	25	17.5	8.75									
6	0	44	50	35	17.5									
20	1	59	80	56	28									
26	1	51	78	54.6	27.3									
7	0	52	59	41.3	20.7									
6	1	15	22	15.4	7.7									
4	0	14	18	12.6	6.3									
1	0	6	7	4.9	2.45									
2	2	7	11	7.7	3.85									

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

Existing Conditions- 2023

SRA : _____ Yes (No)

Intersection: **Fairfield & Townline Road** County: **Lake**

Municipality: _____

Speed Limit of Major Route **45 mph** Isolated Community with Population < 10,000 **N**

Number of Lanes on Major approach **1** Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS: WARRANT 1 A	WARRANT 1 B	WARRANT 7: 8 hrs of one of the Following: WARRANT 1 A/B: 8hrs of BOTH: 56% of A	56% of B	80% of Warr #4
			70% of A	70% of B			
6:00	810	22	No	No	No	No	No
7:00	964	39	No	No	No	No	No
8:00	724	60	No	Yes	No	Yes	No
9:00	503	22	No	No	No	No	No
10:00	408	29	No	No	No	No	No
11:00	442	20	No	No	No	No	No
12:00	470	50	No	No	No	Yes	No
13:00	535	25	No	No	No	No	No
14:00	702	50	No	No	No	Yes	No
15:00	965	80	No	Yes	No	Yes	No
16:00	988	78	No	Yes	No	Yes	No
17:00	926	59	No	Yes	No	Yes	No
18:00	695	23	No	No	No	No	No
19:00	525	18	No	No	No	No	No
20:00	390	7	No	No	No	No	No
21:00	334	11	No	No	No	No	No

Hours Met :		0 hours	4 hours	0 hours	6 hours	0 hours
Volume Requirements:	MAJOR:	350	525	280	420	
	MINOR:	105	53	84	42	

WARRANT 1 Yes (No)

Warrant 1 is met if any of the following Conditions are met:

- Condition A (MINIMUM VEHICULAR VOLUME) — No
- Condition B — No
- Condition A/B — No

WARRANT 2 — No

WARRANT 3 (PEAK-HOUR VOLUME) — No

WARRANT 4 (PEDESTRIAN VOLUME) — No

WARRANT 5 (SCHOOL CROSSING) — No

WARRANT 6 (COORDINATED SIGNAL SYSTEM) — No

WARRANT 7 (ACCIDENT EXPERIENCE) — No

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:		1		2	1
NUMBER CORRECTABLE ACCIDENTS:					
TRIED LESS RESTRICTIVE METHODS?					
ARE VOLUME REQUIREMENTS MET?					

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

WARRANT 8 (ROADWAY NETWORK) — Yes / No

Comments

WARRANT 9 (Intersection Near a Grade Crossing) — Yes / No

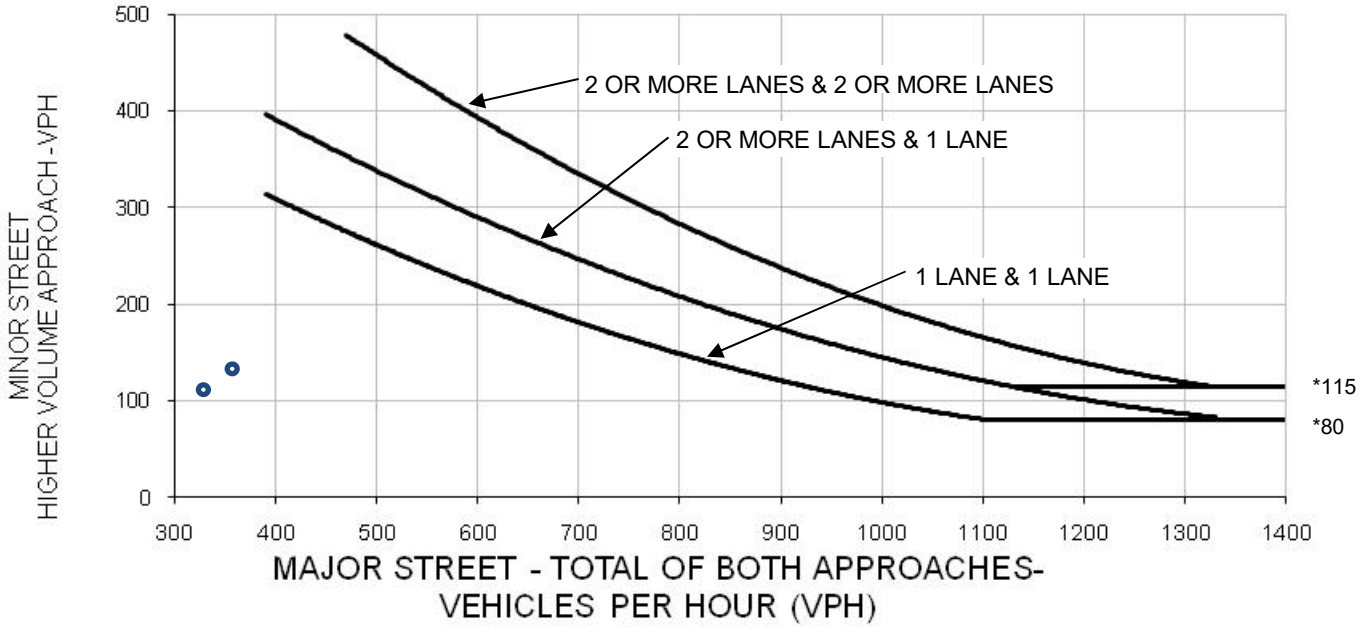
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

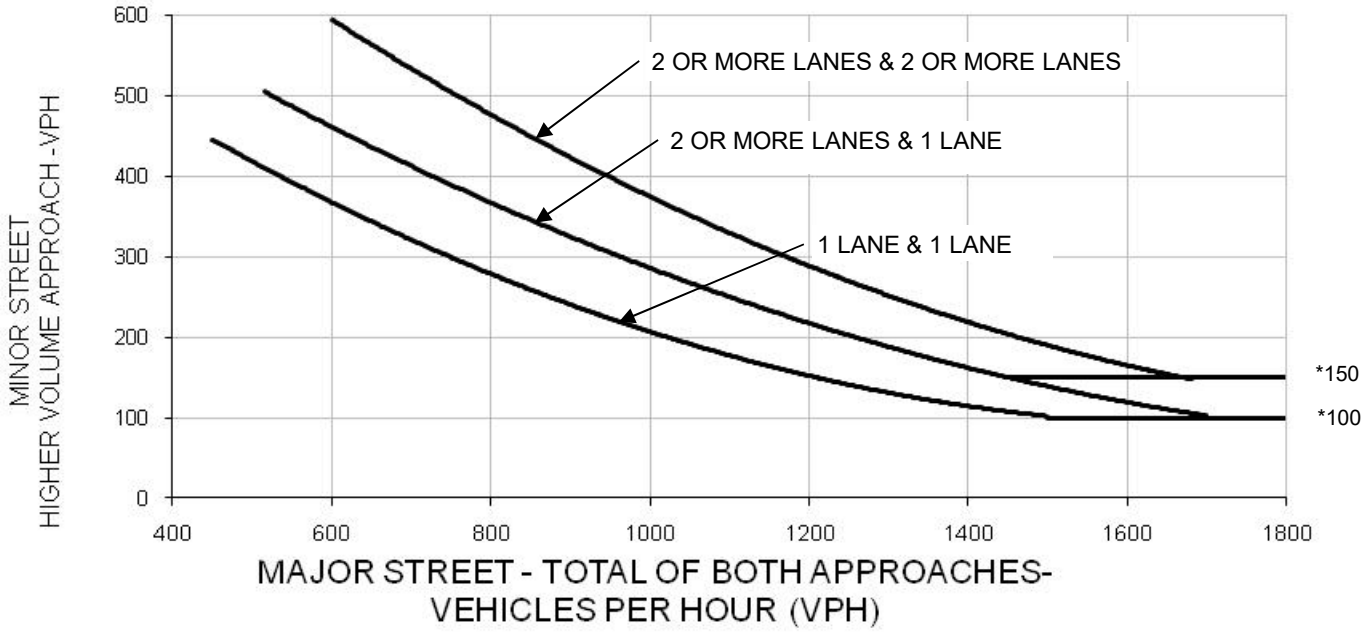
OVERALL ADJUSTMENT FACTOR =

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

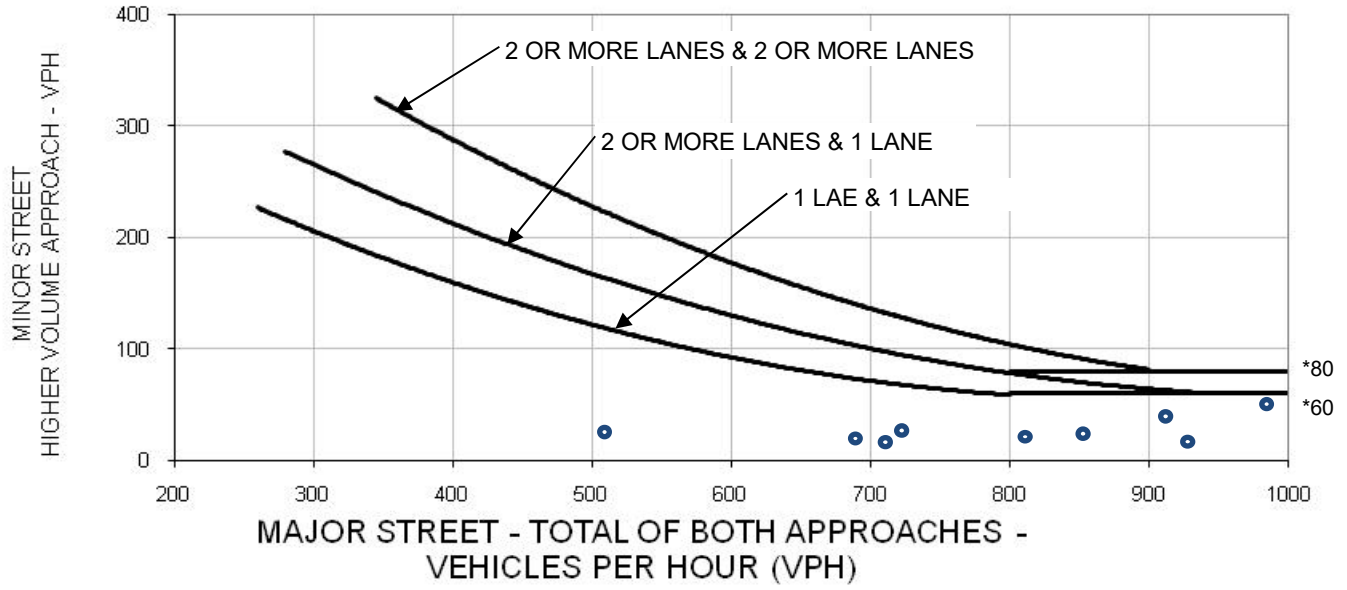
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

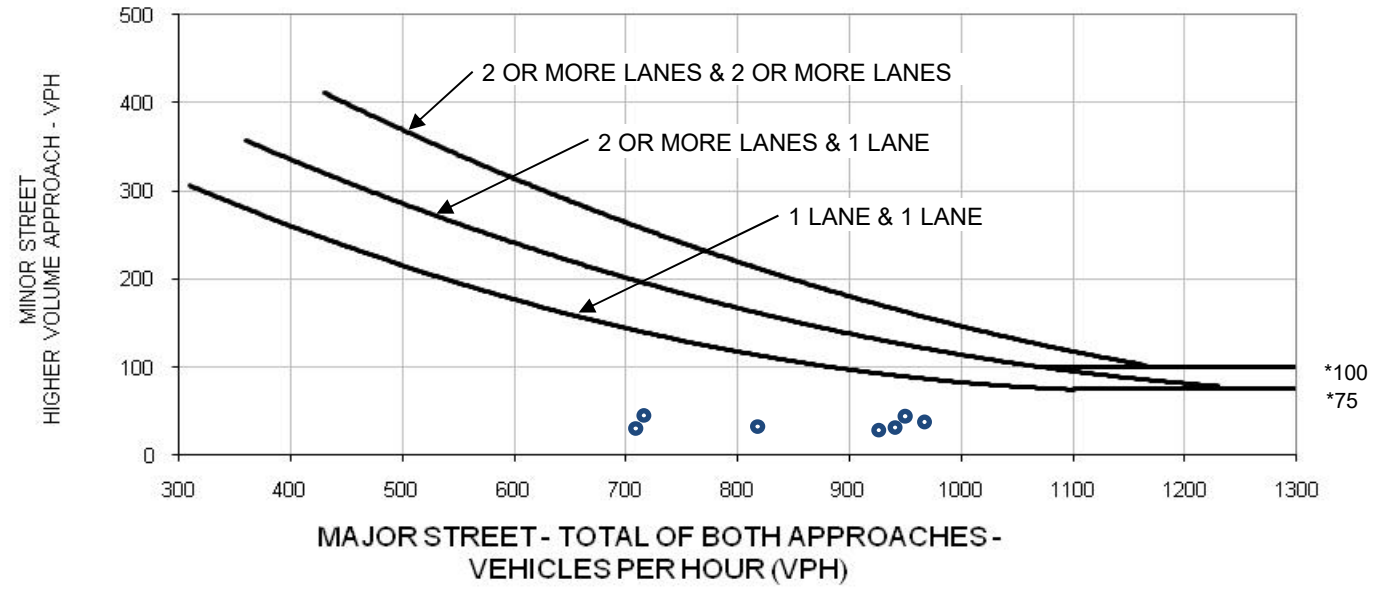
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	810	27				
7:00	964	48				
8:00	724	62				
9:00	503	23				
10:00	408	31				
11:00	442	25				
12:00	470	51				
13:00	535	28				
14:00	702	52				
15:00	965	84				
16:00	988	81				
17:00	926	62				
18:00	695	32				
19:00	525	18				
20:00	390	13				
21:00	334	14				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project:
Intersection Fairfield & Townline Road
Town:

County: Lake County

5% Intersection		
N	N	N
Y / N	Y / N	Y / N

5% Segment		
N	N	N
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2018																																											
2019	1																																									1	
2020																																											
2021	1	1 - B	1 - BI																															1	1 - B	1 - BI							2	2 - BI
2022							1	1 - B	1 - BI																																			1	1 - BI
TOTAL	**2**	**1 - B**	**1 - BI**				**1**	**1 - B**	**1 - BI**																									**1**	**1 - B**	**1 - BI**							**4**	**3 - BI**
%	**50.0%**			**0.0%**			**25.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**25.0%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2018									-		-	
2019					1						0%	1
2020							-		-			
2021			2						0%	1	50%	2
2022			1							1	100%	1
TOTAL			**3**		**1**		**0%**		**0%**	**2**	**50%**	**4**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions- 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield & IL 120**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					IL120 ☑ SRA				IL 120 ☑ SRA					
	N. OF : IL120				S. OF : IL120					E. OF : Fairfield Road				W. OF : Fairfield Road					
	GOING				GOING					GOING				GOING					
START HOUR	EAST ↳	SOUTH ↓	WEST ↲	TOTAL	WEST ↰	NORTH ↑	EAST ↱	TOTAL	TOTAL NORTH AND SOUTH	SOUTH ↓	WEST ←	NORTH ↖	TOTAL	NORTH ↑	EAST →	SOUTH ↘	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	25	467	125	**617**	7	79	27	**113**	730	170	506	18	**694**	51	442	53	**546**	1240	**1970**
7:00	33	497	119	**649**	25	153	53	**231**	880	146	496	15	**657**	115	541	114	**770**	1427	**2307**
8:00	46	348	94	**488**	18	136	44	**198**	686	153	492	14	**659**	55	500	45	**600**	1259	**1945**
9:00	23	190	64	**277**	12	103	66	**181**	458	75	339	14	**428**	45	383	27	**455**	883	**1341**
10:00	35	167	65	**267**	14	107	54	**175**	442	78	341	19	**438**	50	334	14	**398**	836	**1278**
11:00	18	131	77	**226**	17	116	64	**197**	423	64	322	24	**410**	51	327	23	**401**	811	**1234**
12:00	26	125	75	**226**	15	157	59	**231**	457	57	369	23	**449**	75	348	10	**433**	882	**1339**
13:00	22	171	61	**254**	15	162	69	**246**	500	69	382	30	**481**	86	363	23	**472**	953	**1453**
14:00	23	164	84	**271**	24	257	100	**381**	652	79	480	27	**586**	88	404	20	**512**	1098	**1750**
15:00	38	195	91	**324**	47	453	164	**664**	988	80	527	32	**639**	138	471	20	**629**	1268	**2256**
16:00	44	202	114	**360**	83	475	160	**718**	1078	100	531	48	**679**	171	562	18	**751**	1430	**2508**
17:00	31	161	95	**287**	55	474	174	**703**	990	71	503	40	**614**	161	536	18	**715**	1329	**2319**
18:00	32	144	81	**257**	31	302	105	**438**	695	51	402	28	**481**	125	439	12	**576**	1057	**1752**
19:00	23	124	57	**204**	24	225	79	**328**	532	66	330	37	**433**	93	322	10	**425**	858	**1390**
20:00	10	80	49	**139**	10	179	53	**242**	381	43	214	15	**272**	57	210	5	**272**	544	**925**
21:00	13	61	27	**101**	11	131	37	**179**	280	22	180	11	**213**	42	164	4	**210**	423	**703**

REVIEW INFORMATION

COUNTS USED:
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC
Existing Conditions 2023

DISTRICT #1

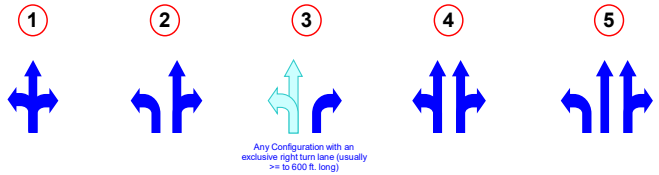
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **Fairfield Road & IL 120**

MUNICIPALITY: _____ COUNTY: **Lake County**

DIR	HOUR BEGIN	MINOR STREET VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	25	467	125	**617**	524	20%	10%	10%	113	**605**
	7:00	33	497	119	**649**	511	20%	10%	10%	107	**637**
	8:00	46	348	94	**488**	506	20%	10%	10%	85	**479**
	9:00	23	190	64	**277**	353	40%	0%	40%	38	**251**
	10:00	35	167	65	**267**	360	40%	0%	40%	39	**241**
	11:00	18	131	77	**226**	346	40%	0%	40%	46	**195**
	12:00	15	157	59	**231**	358	40%	0%	40%	35	**207**
	13:00	22	171	61	**254**	412	40%	5%	35%	40	**233**
	14:00	24	257	100	**381**	424	40%	5%	35%	65	**346**
	15:00	47	453	164	**664**	491	40%	5%	35%	107	**607**
	16:00	83	475	160	**718**	580	40%	10%	30%	112	**670**
	17:00	55	474	174	**703**	554	40%	10%	30%	122	**651**
	18:00	31	302	105	**438**	451	40%	5%	35%	68	**401**
	19:00	24	225	79	**328**	332	40%	0%	40%	47	**296**
	20:00	10	179	53	**242**	215	20%	0%	20%	42	**231**
	21:00	11	131	37	**179**	168	20%	0%	20%	30	**172**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
25	467	125	617			1401	156							20%
33	497	119	649			1491	166							20%
46	348	94	488			1044	116							20%
23	190	64	277			570	63.3							40%
35	167	65	267			501	55.7							40%
18	131	77	226			393	43.7							40%
15	157	59	231			471	52.3							40%
22	171	61	254			513	57							40%
24	257	100	381			771	85.7							40%
47	453	164	664			1359	151							40%
83	475	160	718			1425	158							40%
55	474	174	703			1422	158							40%
31	302	105	438			906	101							40%
24	225	79	328			675	75							40%
10	179	53	242			537	59.7							20%
11	131	37	179			393	43.7							20%

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

Existing Conditions- 2023

SRA : ____ Yes (No)

Intersection: **Fairfield Road & IL 120** County: **Lake**

Municipality: ____

Speed Limit of Major Route **50 mph** Isolated Community with Population < 10,000 **N**

Number of Lanes on Major approach **1** Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	1240	605	Yes	Yes	Yes	Yes	Yes
7:00	1427	637	Yes	Yes	Yes	Yes	Yes
8:00	1259	479	Yes	Yes	Yes	Yes	Yes
9:00	883	251	Yes	Yes	Yes	Yes	Yes
10:00	836	241	Yes	Yes	Yes	Yes	Yes
11:00	811	195	Yes	Yes	Yes	Yes	Yes
12:00	882	207	Yes	Yes	Yes	Yes	Yes
13:00	953	233	Yes	Yes	Yes	Yes	Yes
14:00	1098	346	Yes	Yes	Yes	Yes	Yes
15:00	1268	607	Yes	Yes	Yes	Yes	Yes
16:00	1430	670	Yes	Yes	Yes	Yes	Yes
17:00	1329	651	Yes	Yes	Yes	Yes	Yes
18:00	1057	401	Yes	Yes	Yes	Yes	Yes
19:00	858	296	Yes	Yes	Yes	Yes	Yes
20:00	544	231	Yes	Yes	Yes	Yes	Yes
21:00	423	172	Yes	No	Yes	Yes	Yes
Hours Met :			16 hours	15 hours	16 hours	16 hours	16 hours
Volume Requirements:	MAJOR:		350	525	280	420	
	MINOR:		105	53	84	42	

WARRANT 1 Yes (No)

Warrant 1 is met if any of the following Conditions are met:

- Condition A (MINIMUM VEHICULAR VOLUME) — Yes
- Condition B — Yes
- Condition A/B — Yes

WARRANT 2 — Yes

WARRANT 3 (PEAK-HOUR VOLUME) — Yes

WARRANT 4 (PEDESTRIAN VOLUME) — No

WARRANT 5 (SCHOOL CROSSING) — No

WARRANT 6 (COORDINATED SIGNAL SYSTEM) — No

WARRANT 7 (ACCIDENT EXPERIENCE) — No

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	17	11	11	16	16
NUMBER CORRECTABLE ACCIDENTS:					
TRIED LESS RESTRICTIVE METHODS?					
ARE VOLUME REQUIREMENTS MET?					

WARRANT 8 (ROADWAY NETWORK) Yes (No)

WARRANT 9 (Intersection Near a Grade Crossing) Yes (No)

STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

OVERALL ADJUSTMENT FACTOR =

Review Information

Counts Used :

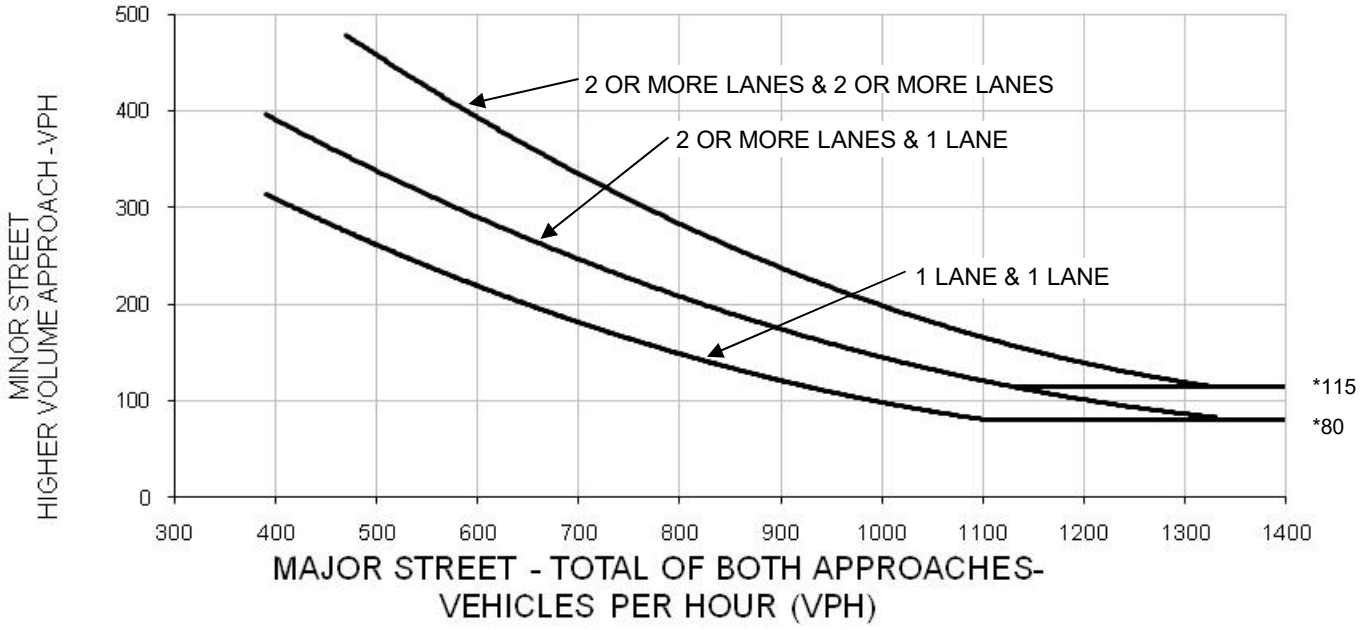
Count Date(s) :

Date Reviewed :

Reviewed By :

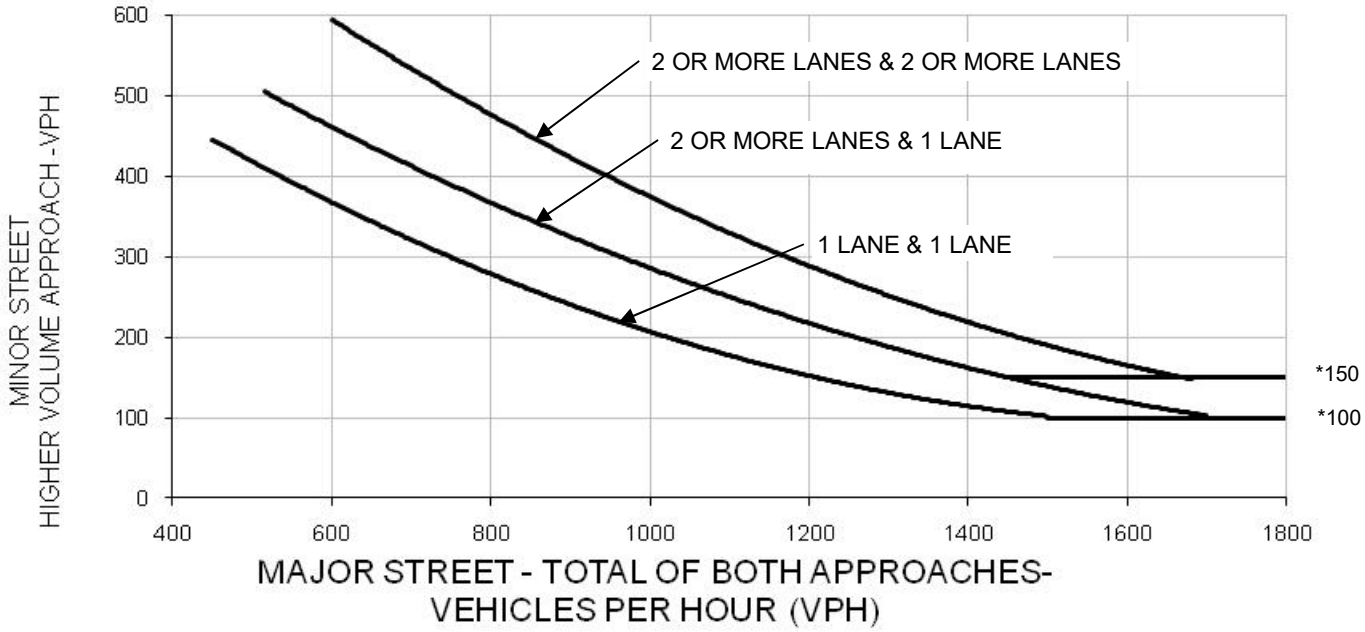
Comments

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

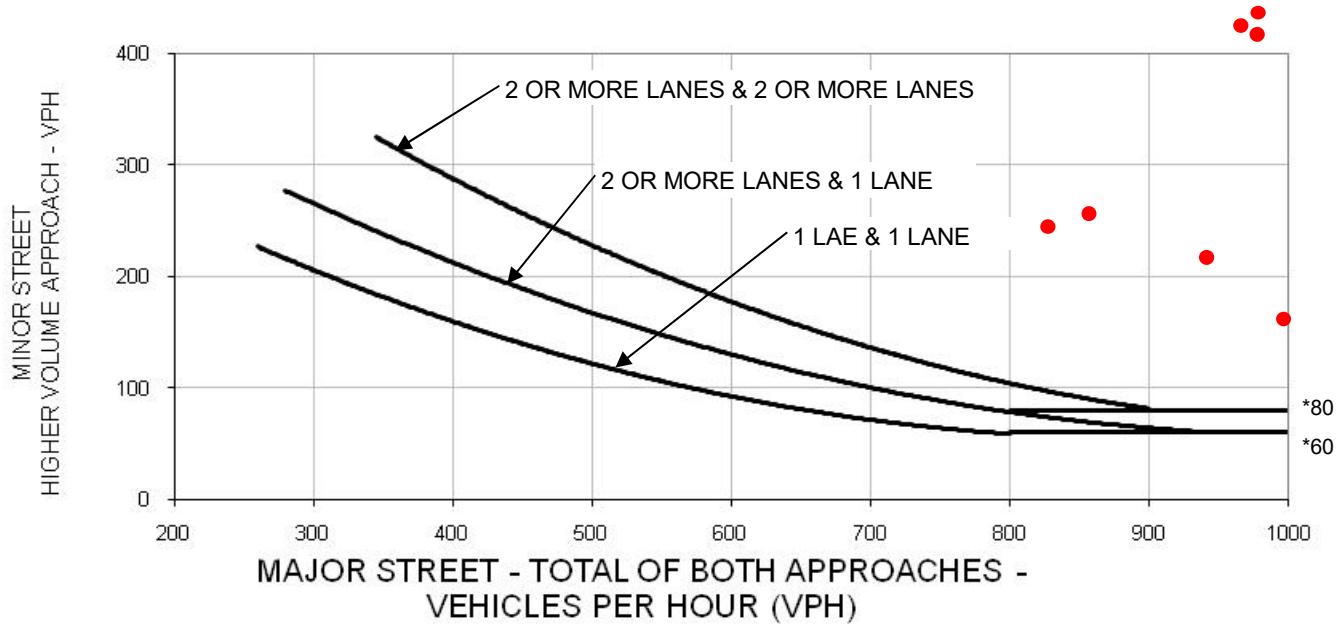
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

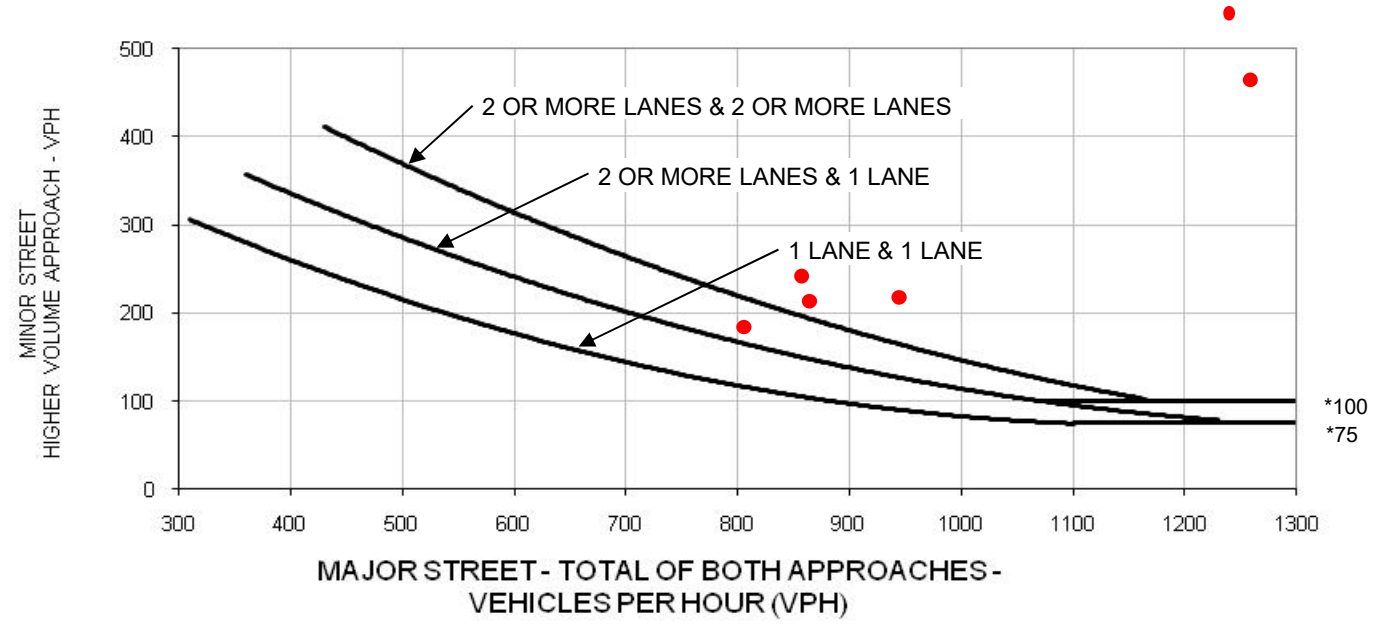
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	1240	730				
7:00	1427	880				
8:00	1259	686				
9:00	883	458				
10:00	836	442				
11:00	811	423				
12:00	882	457				
13:00	953	500				
14:00	1098	652				
15:00	1268	988				
16:00	1430	1078				
17:00	1329	990				
18:00	1057	695				
19:00	858	532				
20:00	544	381				
21:00	423	280				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project:

Intersection Fairfield Road & IL 120

Town:

County: Lake County

5% Intersection		
N	N	N
Y / N	Y / N	Y / N

5% Segment		
N	N	N
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2018	15	1 - B 1 - C	1 - BI 1 - CI	1									1																											17	1 - BI 1 - CI
2019	9	1 - A	1 - AI							1	1 - C	1 - CI	1																											11	1 - AI 1 - CI
2020	7	1 - B 2 - C	1 - BI 2 - CI										1																	1	1 - B	1 - BI	2						11	2 - BI 2 - CI
2021	12	1 - B 3 - C	1 - BI 3 - CI										4	1 - A 1 - B	1 - AI 1 - BI																									16	1 - AI 2 - BI 3 - CI
2022	9			1									4	1 - B	1 - BI				1	1 - B	1 - BI												1							16	2 - BI
TOTAL	**52**	**1 - A 3 - B 6 - C**	**1 - AI 3 - B 6 - C**	**2**						**1**	**1 - C**	**1 - CI**	**11**	**1 - A 2 - B**	**1 - AI 2 - BI**				**1**	**1 - B**	**1 - BI**									**1**	**1 - B**	**1 - BI**	**3**							**71**	**2 - AI 7 - BI 7 - CI**
%	**73.2%**			**2.8%**			**0.0%**			**1.4%**			**15.5%**			**0.0%**			**1.4%**			**0.0%**			**0.0%**			**0.0%**			**1.4%**			**4.2%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2018			1	1	15	2	12%		0%	5	29%	17
2019		1		1	9	5	45%			3	27%	11
2020			2	2	7		0%		0%	3	27%	11
2021		1	2	3	10				0%	2	13%	16
2022			2		14	2	13%			2	13%	16
TOTAL		**2**	**7**	**7**	**55**	**9**	**13%**		**0%**	**15**	**21%**	**71**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions - 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield Road & Nippersink Road**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					Nippersink Road ☐ SRA				Nippersink Road ☐ SRA					
	N. OF : Nippersink Road GOING				S. OF : Nippersink Road GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL	TOTAL NORTH AND SOUTH	SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	24	577	25	**626**	11	132	20	**163**	789	48	42	9	**99**	50	108	89	**247**	346	**1135**
7:00	35	543	47	**625**	15	327	58	**400**	1025	21	70	15	**106**	110	188	101	**399**	505	**1530**
8:00	49	384	53	**486**	14	212	34	**260**	746	25	67	37	**129**	65	108	59	**232**	361	**1107**
9:00	16	301	38	**355**	21	211	21	**253**	608	14	45	9	**68**	33	53	38	**124**	192	**800**
10:00	29	247	48	**324**	24	200	10	**234**	558	8	43	15	**66**	37	51	38	**126**	192	**750**
11:00	10	222	53	**285**	25	197	18	**240**	525	26	57	37	**120**	65	69	23	**157**	277	**802**
12:00	24	236	57	**317**	22	257	29	**308**	625	14	66	10	**90**	51	65	28	**144**	234	**859**
13:00	19	288	48	**355**	26	273	20	**319**	674	32	73	22	**127**	49	71	31	**151**	278	**952**
14:00	39	289	59	**387**	43	380	34	**457**	844	16	73	28	**117**	56	69	25	**150**	267	**1111**
15:00	13	310	95	**418**	59	546	36	**641**	1059	53	140	52	**245**	70	66	33	**169**	414	**1473**
16:00	9	280	76	**365**	64	586	43	**693**	1058	54	189	38	**281**	98	103	34	**235**	516	**1574**
17:00	12	269	93	**374**	66	572	45	**683**	1057	27	169	27	**223**	71	101	42	**214**	437	**1494**
18:00	21	208	84	**313**	69	485	20	**574**	887	12	110	21	**143**	74	75	35	**184**	327	**1214**
19:00	9	178	77	**264**	39	289	23	**351**	615	5	67	16	**88**	51	53	17	**121**	209	**824**
20:00	8	121	69	**198**	29	270	6	**305**	503	5	81	14	**100**	47	54	14	**115**	215	**718**
21:00	6	81	38	**125**	22	191	7	**220**	345	7	50	10	**67**	32	28	5	**65**	132	**477**

REVIEW INFORMATION

COUNTS USED: LCDOT - 221255 - W Nippersink Rd & N Fairfield Rd_1 hr.xlsx
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

DISTRICT #1

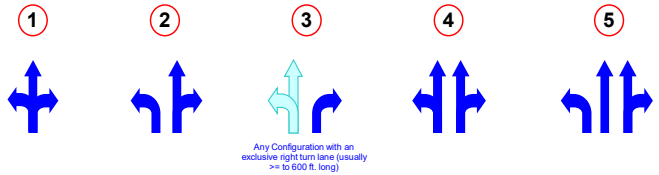
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **Fairfield Road & Nippersink Road**

MUNICIPALITY: _____ COUNTY: **Lake**

DIR	HOUR BEGIN	MINOR STREET STREET NAME: Nippersink Road CONFIG. #: _____ VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00				**0**		0%	0%	0%	0	**0**
	7:00				**0**		0%	0%	0%	0	**0**
	8:00				**0**		0%	0%	0%	0	**0**
	9:00				**0**		0%	0%	0%	0	**0**
	10:00				**0**		0%	0%	0%	0	**0**
	11:00				**0**		0%	0%	0%	0	**0**
	12:00				**0**		0%	0%	0%	0	**0**
	13:00				**0**		0%	0%	0%	0	**0**
	14:00				**0**		0%	0%	0%	0	**0**
	15:00				**0**		0%	0%	0%	0	**0**
	16:00				**0**		0%	0%	0%	0	**0**
	17:00				**0**		0%	0%	0%	0	**0**
	18:00				**0**		0%	0%	0%	0	**0**
	19:00				**0**		0%	0%	0%	0	**0**
	20:00				**0**		0%	0%	0%	0	**0**
	21:00				**0**		0%	0%	0%	0	**0**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____ Yes (No)

Intersection: **Fairfield Road & Nippersink Road** County: **Lake**

Municipality: _____

Speed Limit of Major Route **45 mph**

Number of Lanes on Major approach **1**

Isolated Community with Population < 10,000 **N**

Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	789	247	Yes	Yes	Yes	Yes	Yes
7:00	1025	399	Yes	Yes	Yes	Yes	Yes
8:00	746	232	Yes	Yes	Yes	Yes	Yes
9:00	608	124	Yes	Yes	Yes	Yes	Yes
10:00	558	126	Yes	Yes	Yes	Yes	Yes
11:00	525	157	Yes	Yes	Yes	Yes	Yes
12:00	625	144	Yes	Yes	Yes	Yes	Yes
13:00	674	151	Yes	Yes	Yes	Yes	Yes
14:00	844	150	Yes	Yes	Yes	Yes	Yes
15:00	1059	245	Yes	Yes	Yes	Yes	Yes
16:00	1058	281	Yes	Yes	Yes	Yes	Yes
17:00	1057	223	Yes	Yes	Yes	Yes	Yes
18:00	887	184	Yes	Yes	Yes	Yes	Yes
19:00	615	121	Yes	Yes	Yes	Yes	Yes
20:00	503	115	Yes	No	Yes	Yes	Yes
21:00	345	67	No	No	No	No	No
Hours Met :			15 hours	14 hours	15 hours	15 hours	15 hours
Volume Requirements:	MAJOR:		350	525	280	420	
	MINOR:		105	53	84	42	

WARRANT 1 (Yes) No

Warrant 1 is met if any of the following Conditions are met:

- Condition A (Yes) No
  MINIMUM VEHICULAR VOLUME
- Condition B (Yes) No
- Condition A/B (Yes) No

WARRANT 2 (Yes) No

WARRANT 3 (Yes) No
PEAK-HOUR VOLUME

WARRANT 4 Yes No
PEDESTRIAN VOLUME

WARRANT 5 Yes No
SCHOOL CROSSING

WARRANT 6 Yes No
COORDINATED SIGNAL SYSTEM

WARRANT 7 Yes No
ACCIDENT EXPERIENCE

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	8	2	5	7	2
NUMBER CORRECTABLE ACCIDENTS:					

TRIED LESS RESTRICTIVE METHODS? _____

ARE VOLUME REQUIREMENTS MET? _____

WARRANT 8 Yes No
ROADWAY NETWORK

Comments

WARRANT 9 Yes No
Intersection Near a Grade Crossing

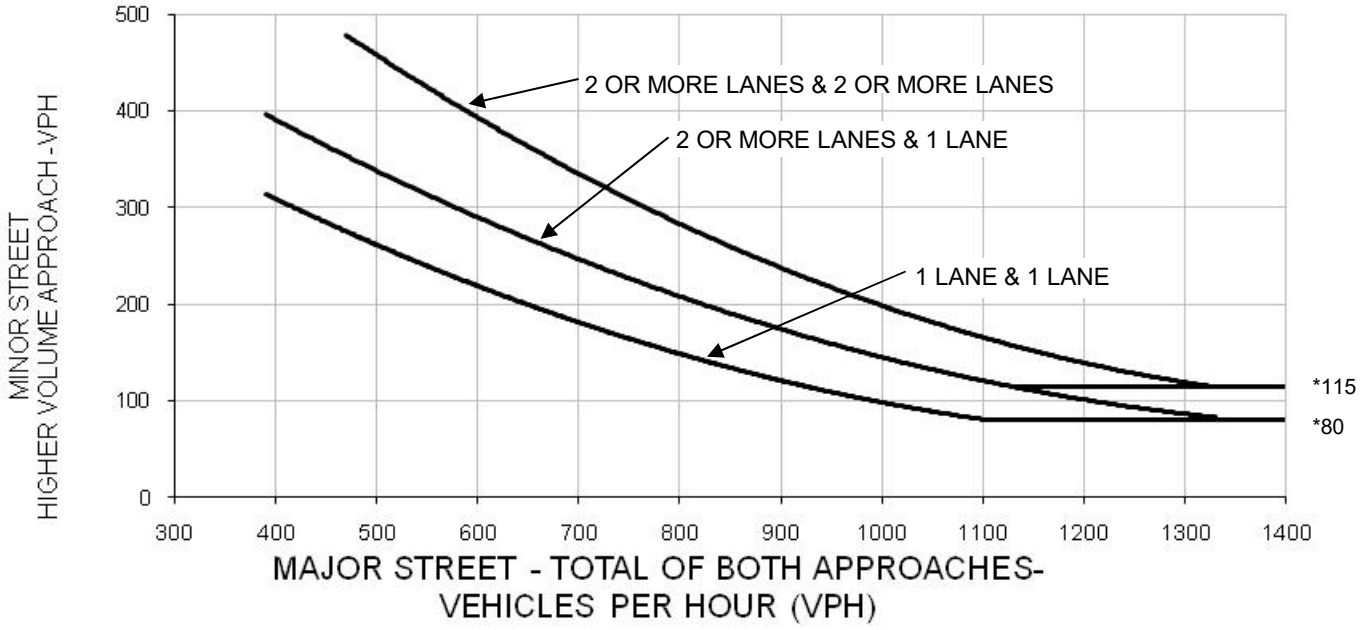
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) = _____

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

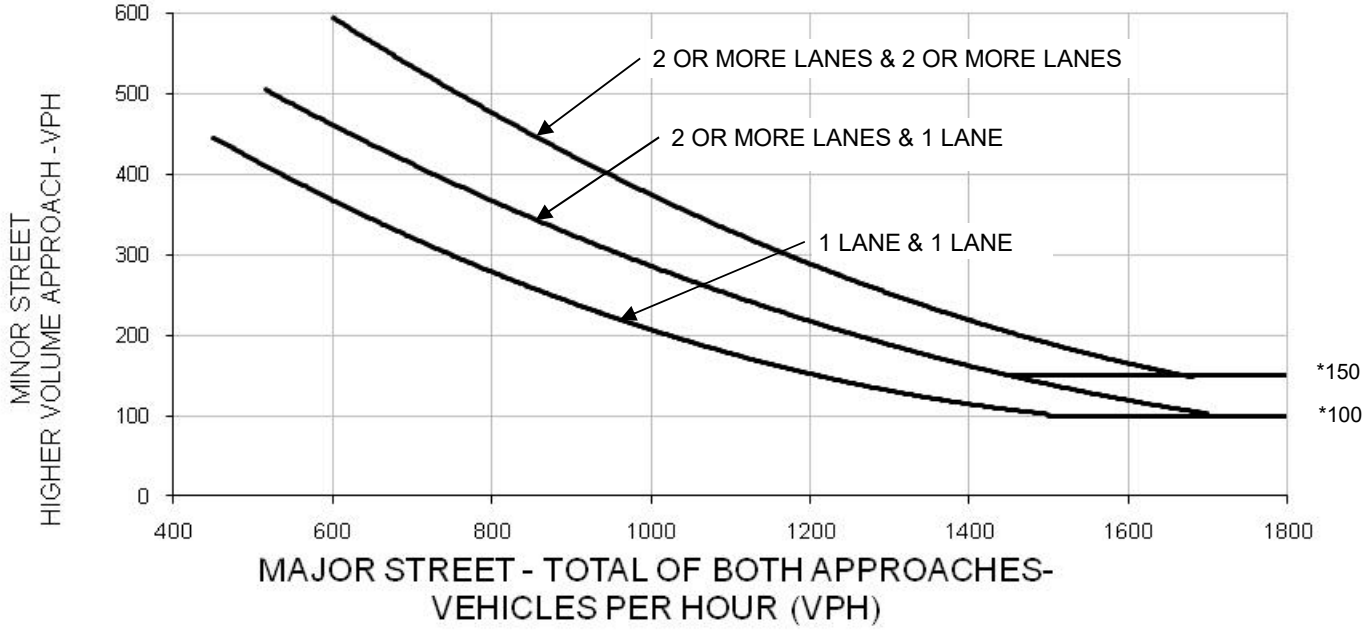
OVERALL ADJUSTMENT FACTOR = _____

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

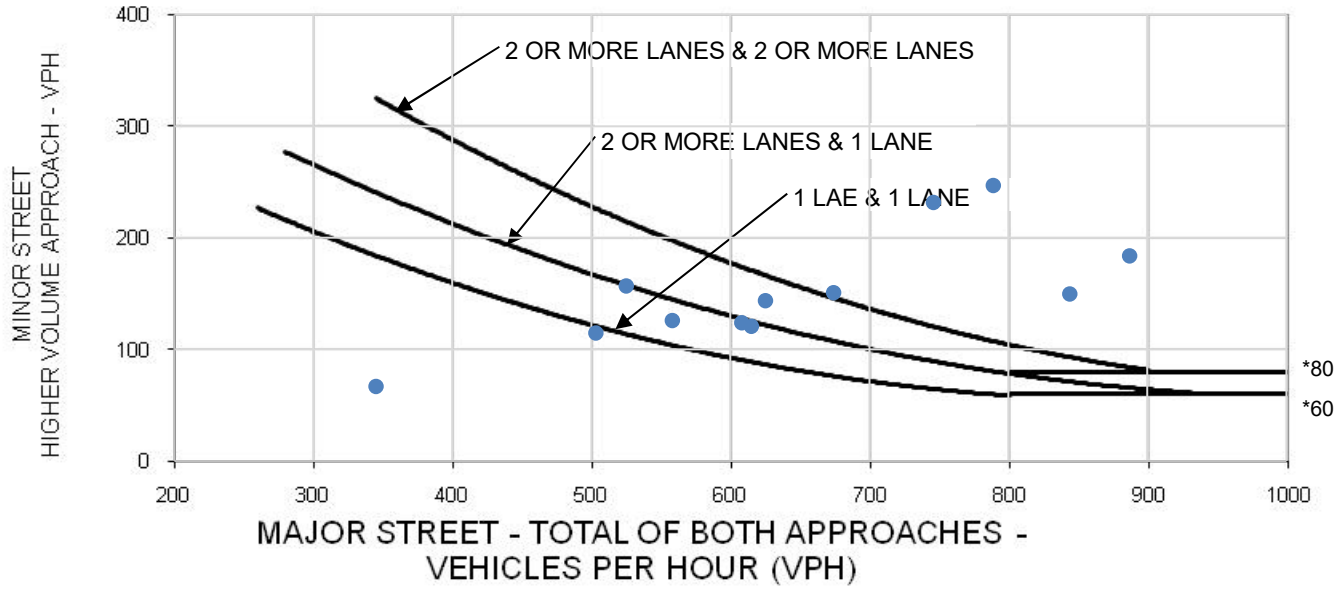
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

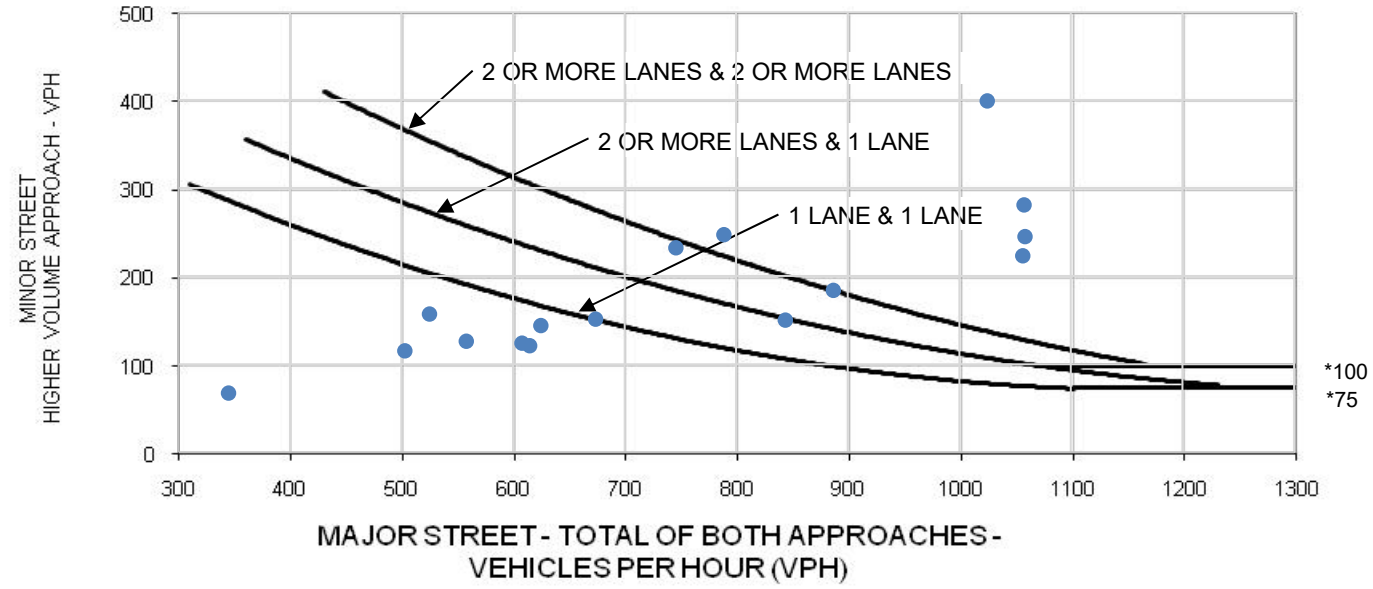
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	789	346				
7:00	1025	505				
8:00	746	361				
9:00	608	192				
10:00	558	192				
11:00	525	277				
12:00	625	234				
13:00	674	278				
14:00	844	267				
15:00	1059	414				
16:00	1058	516				
17:00	1057	437				
18:00	887	327				
19:00	615	209				
20:00	503	215				
21:00	345	132				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project: Fairfield Road PEL

Town:

County: Lake

5% Intersection		
Y / N	Y / N	Y / N

5% Segment		
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2017	6	1 - C	1 - CI	2	1 - A 1 - B	1 - AI 1 - BI																																			8	1 - AI 1 - BI 1 - CI
2018	1												1	1 - C	1 - CI																										2	1 - CI
2019	2	2 - B	2 - BI	1						1																							1								5	2 - BI
2020	5	1 - C	1 - CI										1																				1								7	1 - CI
2021	1												1	1 - C	1 - CI																										2	1 - CI
TOTAL	**15**	2 - B 2 - C	2 - BI 2 - CI	**3**	1 - A 1 - B	1 - AI 1 - BI				**1**			**3**	2 - C	2 - CI																			**2**								**24**	1 - AI 3 - BI 4 - CI
%	**62.5%**			**12.5%**			**0.0%**			**4.2%**			**12.5%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**8.3%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2017		1	1	1	5	1	0			1	0	8
2018				1	1							2
2019			2		3	1	0			2	0	5
2020				1	6					3	0	7
2021				1	1							2
TOTAL		**1**	**3**	**4**	**16**	**2**	**0**			**6**	**0**	**24**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions - 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield Road & Hart Road**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					Hart Road ☐ SRA				Hart Road ☐ SRA					
	N. OF : Hart Road GOING				S. OF : Hart Road GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL	TOTAL NORTH AND SOUTH	SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	21	540		**561**		137	68	**205**	766	71		6	**77**					77	**843**
7:00	35	527		**562**		237	168	**405**	967	79		12	**91**					91	**1058**
8:00	21	448		**469**		206	55	**261**	730	54		19	**73**					73	**803**
9:00	18	252		**270**		208	52	**260**	530	43		17	**60**					60	**590**
10:00	13	235		**248**		188	34	**222**	470	23		19	**42**					42	**512**
11:00	20	248		**268**		222	45	**267**	535	38		28	**66**					66	**601**
12:00	25	231		**256**		252	40	**292**	548	46		22	**68**					68	**616**
13:00	18	266		**284**		285	37	**322**	606	50		19	**69**					69	**675**
14:00	24	315		**339**		375	69	**444**	783	55		21	**76**					76	**859**
15:00	30	316		**346**		526	89	**615**	961	103		31	**134**					134	**1095**
16:00	26	302		**328**		610	137	**747**	1075	91		31	**122**					122	**1197**
17:00	44	284		**328**		612	119	**731**	1059	105		50	**155**					155	**1214**
18:00	25	282		**307**		438	72	**510**	817	83		39	**122**					122	**939**
19:00	27	209		**236**		379	44	**423**	659	52		33	**85**					85	**744**
20:00	11	175		**186**		281	34	**315**	501	49		31	**80**					80	**581**
21:00	2	99		**101**		176	13	**189**	290	35		11	**46**					46	**336**

REVIEW INFORMATION

COUNTS USED: LCDOT - 2212340 - Hart Road and Fairfield Road_20230622043354.xlsx
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____ Yes (No)

Intersection: **Fairfield Road & Hart Road** County: _____

Municipality: _____

Speed Limit of Major Route **45 mph** Isolated Community with Population < 10,000 **N**

Number of Lanes on Major approach **1** Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	766	77	No	Yes	No	Yes	No
7:00	967	91	No	Yes	Yes	Yes	Yes
8:00	730	73	No	Yes	No	Yes	No
9:00	530	60	No	Yes	No	Yes	No
10:00	470	42	No	No	No	Yes	No
11:00	535	66	No	Yes	No	Yes	No
12:00	548	68	No	Yes	No	Yes	No
13:00	606	69	No	Yes	No	Yes	No
14:00	783	76	No	Yes	No	Yes	No
15:00	961	134	Yes	Yes	Yes	Yes	Yes
16:00	1075	122	Yes	Yes	Yes	Yes	Yes
17:00	1059	155	Yes	Yes	Yes	Yes	Yes
18:00	817	122	Yes	Yes	Yes	Yes	Yes
19:00	659	85	No	Yes	Yes	Yes	Yes
20:00	501	80	No	No	No	Yes	No
21:00	290	46	No	No	No	No	No

Hours Met :		4 hours	13 hours	6 hours	15 hours	6 hours
Volume Requirements:	MAJOR:	350	525	280	420	
	MINOR:	105	53	84	42	

WARRANT 1 (Yes) No

Warrant 1 is met if any of the following Conditions are met:

- Condition A (No) — MINIMUM VEHICULAR VOLUME
- Condition B (Yes)
- Condition A/B (No)

WARRANT 2 (Yes) No

WARRANT 3 (Yes) No — PEAK-HOUR VOLUME

WARRANT 4 Yes No — PEDESTRIAN VOLUME

WARRANT 5 Yes No — SCHOOL CROSSING

WARRANT 6 Yes No — COORDINATED SIGNAL SYSTEM

WARRANT 7 Yes No — ACCIDENT EXPERIENCE

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	0	3	1	0	2
NUMBER CORRECTABLE ACCIDENTS:					

TRIED LESS RESTRICTIVE METHODS? _____

ARE VOLUME REQUIREMENTS MET? _____

WARRANT 8 Yes No — ROADWAY NETWORK

Comments

WARRANT 9 Yes No — Intersection Near a Grade Crossing

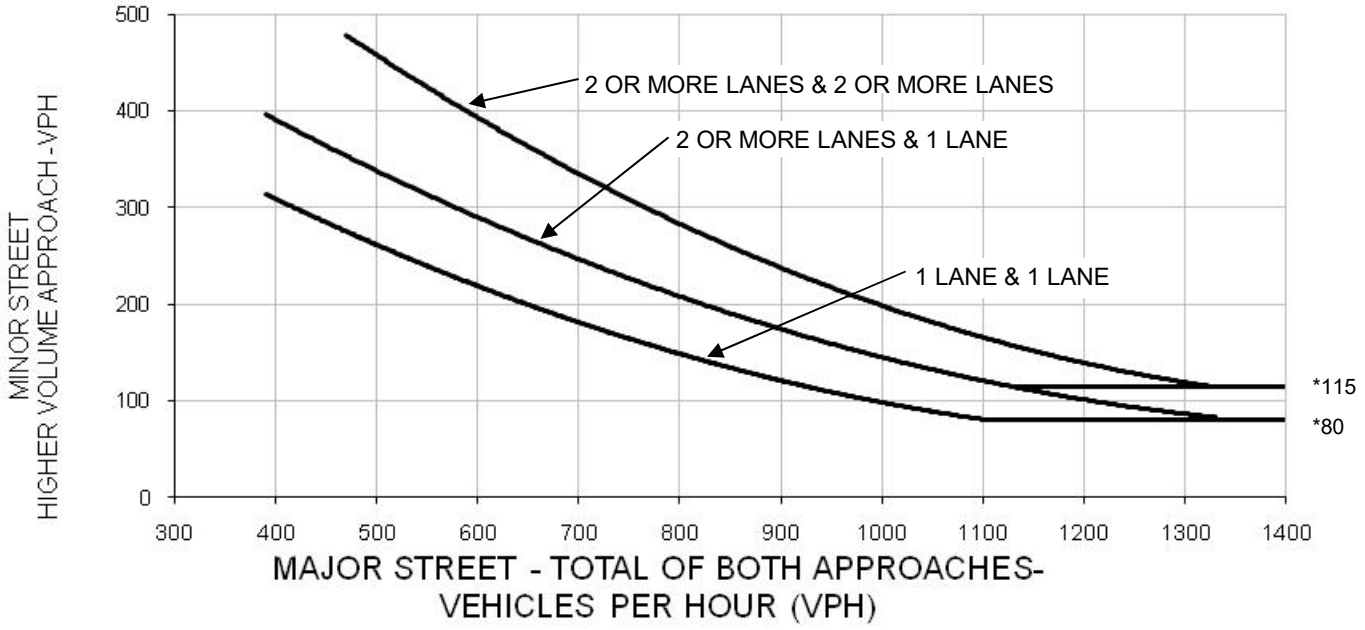
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) = _____

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

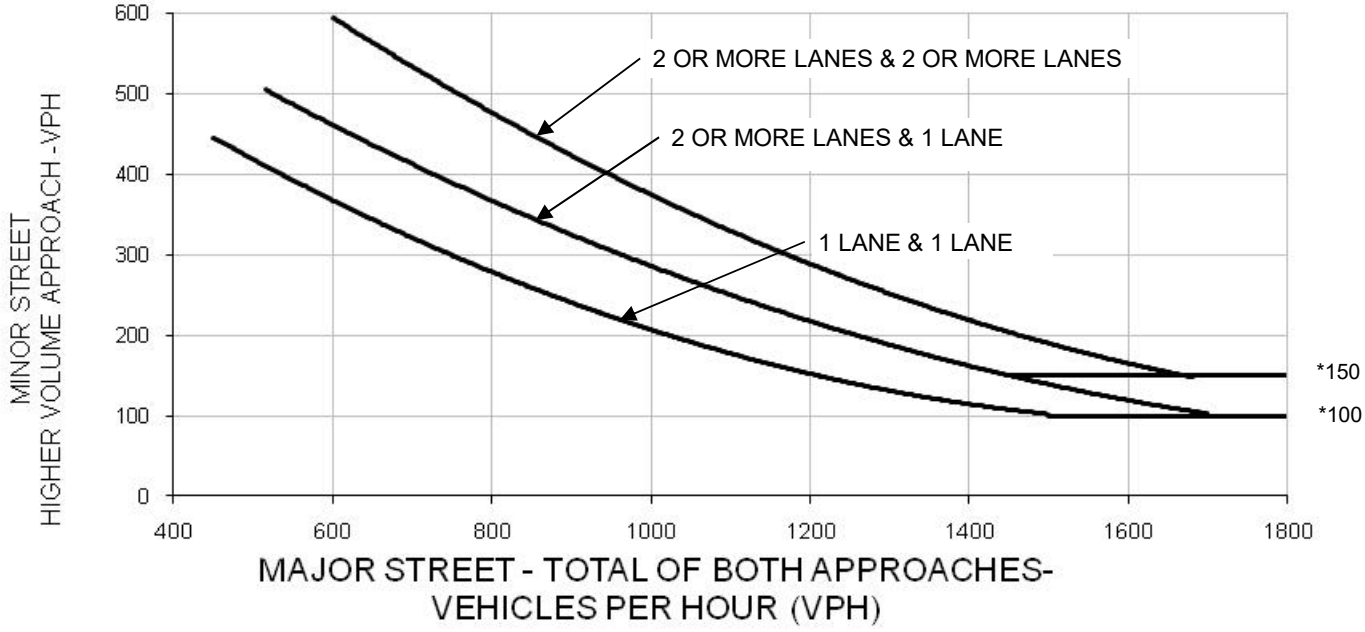
OVERALL ADJUSTMENT FACTOR = _____

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

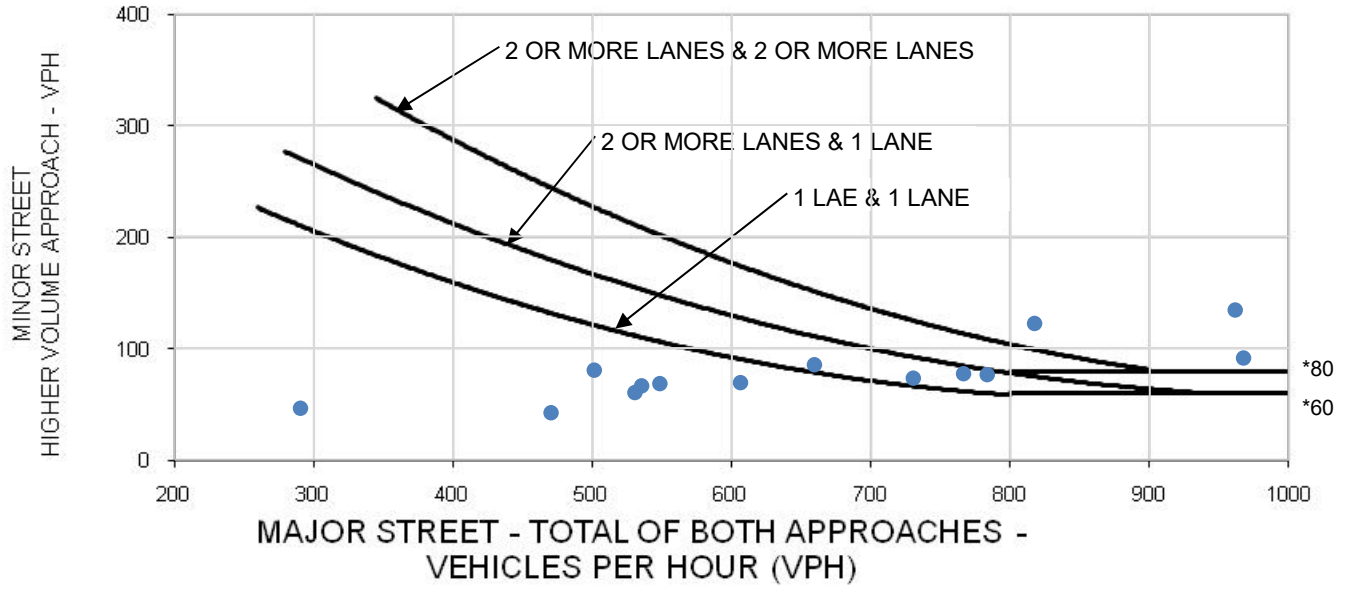
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

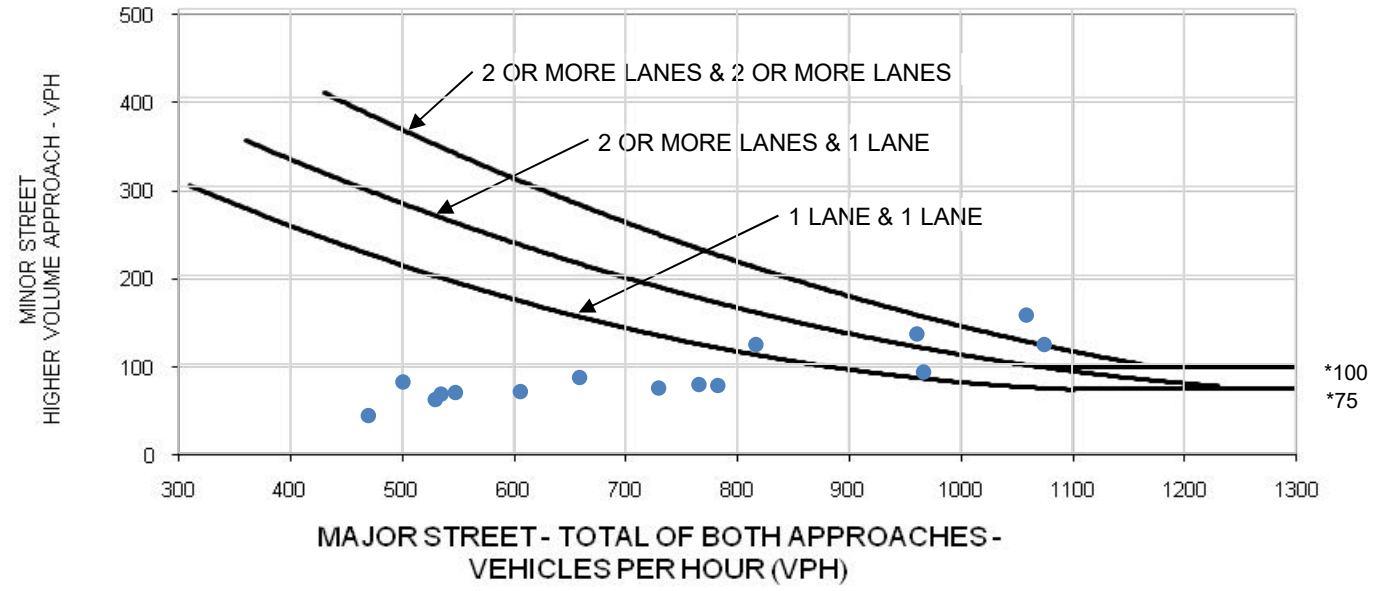
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	766	77				
7:00	967	91				
8:00	730	73				
9:00	530	60				
10:00	470	42				
11:00	535	66				
12:00	548	68				
13:00	606	69				
14:00	783	76				
15:00	961	134				
16:00	1075	122				
17:00	1059	155				
18:00	817	122				
19:00	659	85				
20:00	501	80				
21:00	290	46				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS
(REDUCED TO 80%)

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project: Fairfield Road PEL

Town:

County: Lake

5% Intersection		
Y / N	Y / N	Y / N

5% Segment		
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count
2017																																											
2018													1						2																							3	
2019													1	1 - B	1 - BI																											1	1 - BI
2020																																											
2021													1						1																							2	
TOTAL													**3**	**1 - B**	**1 - BI**				**3**																							**6**	**1 - BI**
%	**0.0%**			**0.0%**			**0.0%**			**0.0%**			**50.0%**			**0.0%**			**50.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2017							-		-		-	
2018					3	2	1			1	0	3
2019			1									1
2020							-		-		-	
2021					2	1	1	1	1			2
TOTAL			**1**		**5**	**3**	**1**	**1**	**0**	**1**	**0**	**6**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions - 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **IL-134 & N Fox Trail**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	N Fox Trail ☐ SRA				N Fox Trail ☐ SRA					IL-134 ☐ SRA				IL-134 ☐ SRA					
	N. OF : IL-134 GOING				S. OF : IL-134 GOING					E. OF : N Fox Trail GOING				W. OF : N Fox Trail GOING					
START HOUR	EAST ↳	SOUTH ↓	WEST ↲	TOTAL	WEST ↰	NORTH ↑	EAST ↱	TOTAL	TOTAL NORTH AND SOUTH	SOUTH ↓	WEST ←	NORTH ↖	TOTAL	NORTH ↑	EAST →	SOUTH ↘	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00					20		48	**68**	68	5	182		**187**		314	8	**322**	509	**577**
7:00					17		48	**65**	65	10	187		**197**		475	6	**481**	678	**743**
8:00					9		29	**38**	38	10	186		**196**		294	7	**301**	497	**535**
9:00					12		24	**36**	36	17	199		**216**		214	8	**222**	438	**474**
10:00					11		19	**30**	30	14	195		**209**		234	8	**242**	451	**481**
11:00					8		26	**34**	34	23	229		**252**		210	4	**214**	466	**500**
12:00					12		24	**36**	36	15	221		**236**		219	7	**226**	462	**498**
13:00					9		25	**34**	34	10	241		**251**		242	11	**253**	504	**538**
14:00					11		21	**32**	32	29	314		**343**		270	12	**282**	625	**657**
15:00					16		19	**35**	35	29	405		**434**		298	21	**319**	753	**788**
16:00					11		39	**50**	50	43	436		**479**		337	16	**353**	832	**882**
17:00					15		32	**47**	47	29	382		**411**		323	19	**342**	753	**800**
18:00					12		35	**47**	47	37	241		**278**		279	16	**295**	573	**620**
19:00					5		23	**28**	28	44	213		**257**		193	21	**214**	471	**499**
20:00					9		11	**20**	20	31	194		**225**		151	16	**167**	392	**412**
21:00					5		11	**16**	16	14	112		**126**		96	15	**111**	237	**253**

REVIEW INFORMATION

COUNTS USED: LCDOT - 221255 - IL-134 & N Fox Trail (weekday)_1 hr.xlsx
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

DISTRICT #1

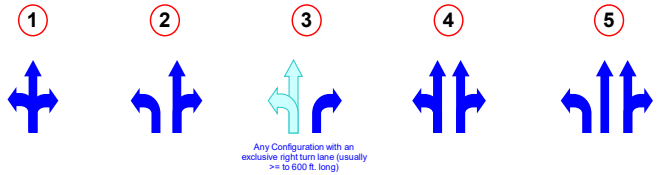
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **IL-134 & N Fox Trail**

MUNICIPALITY: _____ COUNTY: **Lake**

DIR	HOUR BEGIN	MINOR STREET STREET NAME: N Fox Trail CONFIG. #: 3 VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	20	0	48	**68**	322	75%	0%	75%	12	**32**
	7:00	17	0	48	**65**	481	75%	5%	70%	14	**31**
	8:00	9	0	29	**38**	301	75%	0%	75%	7	**16**
	9:00	12	0	24	**36**	222	75%	0%	75%	6	**18**
	10:00	11	0	19	**30**	242	75%	0%	75%	5	**16**
	11:00	8	0	26	**34**	214	75%	0%	75%	7	**15**
	12:00	12	0	24	**36**	226	75%	0%	75%	6	**18**
	13:00	9	0	25	**34**	253	75%	0%	75%	6	**15**
	14:00	11	0	21	**32**	282	75%	0%	75%	5	**16**
	15:00	16	0	19	**35**	319	75%	0%	75%	5	**21**
	16:00	11	0	39	**50**	353	75%	0%	75%	10	**21**
	17:00	15	0	32	**47**	342	75%	0%	75%	8	**23**
	18:00	12	0	35	**47**	295	75%	0%	75%	9	**21**
	19:00	5		23	**28**	214	75%	0%	75%	6	**11**
	20:00	9		11	**20**	167	75%	0%	75%	3	**12**
	21:00	5		11	**16**	111	75%	0%	75%	3	**8**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
20	0	48	68	47.6	23.8	0	0	20	48	144	60	0	0	75%
17	0	48	65	45.5	22.8	0	0	17	48	144	51	0	0	75%
9	0	29	38	26.6	13.3	0	0	9	29	87	27	0	0	75%
12	0	24	36	25.2	12.6	0	0	12	24	72	36	0	0	75%
11	0	19	30	21	10.5	0	0	11	19	57	33	0	0	75%
8	0	26	34	23.8	11.9	0	0	8	26	78	24	0	0	75%
12	0	24	36	25.2	12.6	0	0	12	24	72	36	0	0	75%
9	0	25	34	23.8	11.9	0	0	9	25	75	27	0	0	75%
11	0	21	32	22.4	11.2	0	0	11	21	63	33	0	0	75%
16	0	19	35	24.5	12.3	0	0	16	19	57	48	0	0	75%
11	0	39	50	35	17.5	0	0	11	39	117	33	0	0	75%
15	0	32	47	32.9	16.5	0	0	15	32	96	45	0	0	75%
12	0	35	47	32.9	16.5	0	0	12	35	105	36	0	0	75%
5		23	28	19.6	9.8	0	0	5	23	69	15	0	0	75%
9		11	20	14	7	0	0	9	11	33	27	0	0	75%
5		11	16	11.2	5.6	0	0	5	11	33	15	0	0	75%

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____

Intersection: **IL-134 & N Fox Trail** County: **Lake**

Municipality: _____

Speed Limit of Major Route **50 mph**

Number of Lanes on Major approach **1**

Isolated Community with Population < 10,000 **N**

Number of Lanes on Minor approach **2**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	509	32	No	No	No	No	No
7:00	678	31	No	No	No	No	No
8:00	497	16	No	No	No	No	No
9:00	438	18	No	No	No	No	No
10:00	451	16	No	No	No	No	No
11:00	466	15	No	No	No	No	No
12:00	462	18	No	No	No	No	No
13:00	504	15	No	No	No	No	No
14:00	625	16	No	No	No	No	No
15:00	753	21	No	No	No	No	No
16:00	832	21	No	No	No	No	No
17:00	753	23	No	No	No	No	No
18:00	573	21	No	No	No	No	No
19:00	471	11	No	No	No	No	No
20:00	392	12	No	No	No	No	No
21:00	237	8	No	No	No	No	No
Hours Met :			0 hours	0 hours	0 hours	0 hours	0 hours
Volume Requirements:	MAJOR:		350	525	280	420	
	MINOR:		140	70	112	56	

WARRANT 1 Yes **No**

Warrant 1 is met if any of the following Conditions are met:

- Condition A (MINIMUM VEHICULAR VOLUME) Yes **No**
- Condition B Yes **No**
- Condition A/B Yes **No**

WARRANT 2 Yes **No**

WARRANT 3 (PEAK-HOUR VOLUME) Yes **No**

WARRANT 4 (PEDESTRIAN VOLUME) Yes No

WARRANT 5 (SCHOOL CROSSING) Yes No

WARRANT 6 (COORDINATED SIGNAL SYSTEM) Yes No

WARRANT 7 (ACCIDENT EXPERIENCE) Yes No

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:					
NUMBER CORRECTABLE ACCIDENTS:					

TRIED LESS RESTRICTIVE METHODS? _____

ARE VOLUME REQUIREMENTS MET? _____

WARRANT 8 (ROADWAY NETWORK) Yes No

Comments

7.75

WARRANT 9 (Intersection Near a Grade Crossing) Yes No

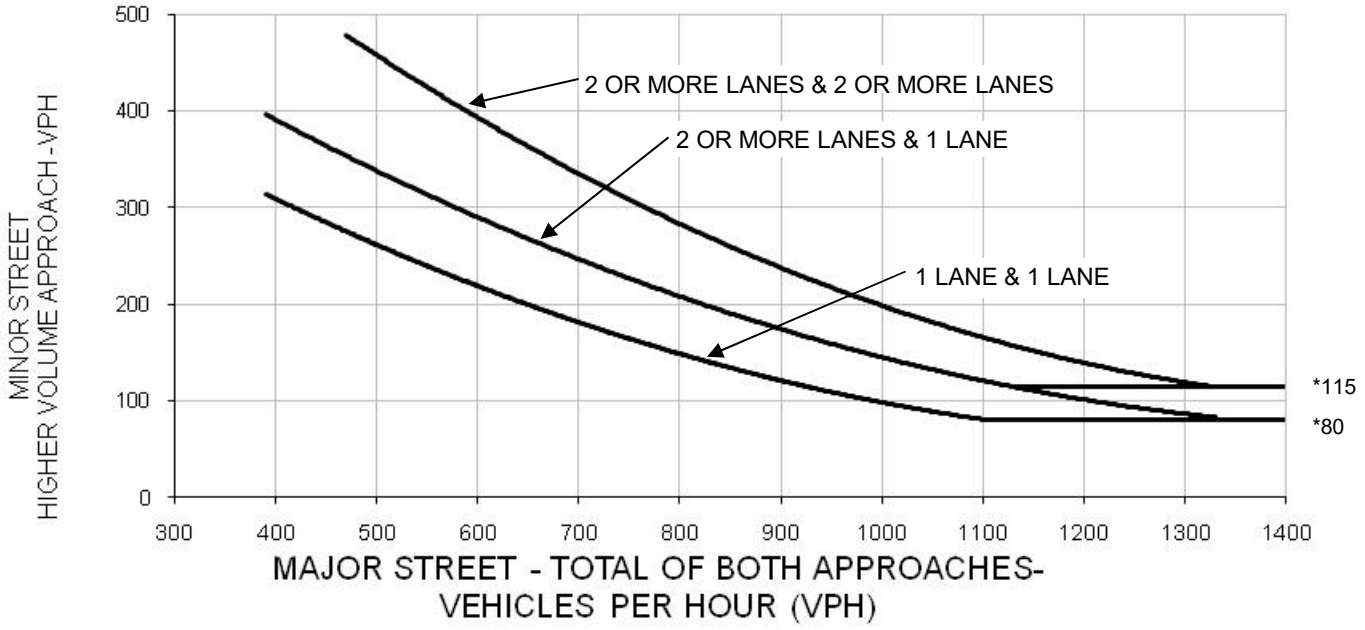
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) = _____

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

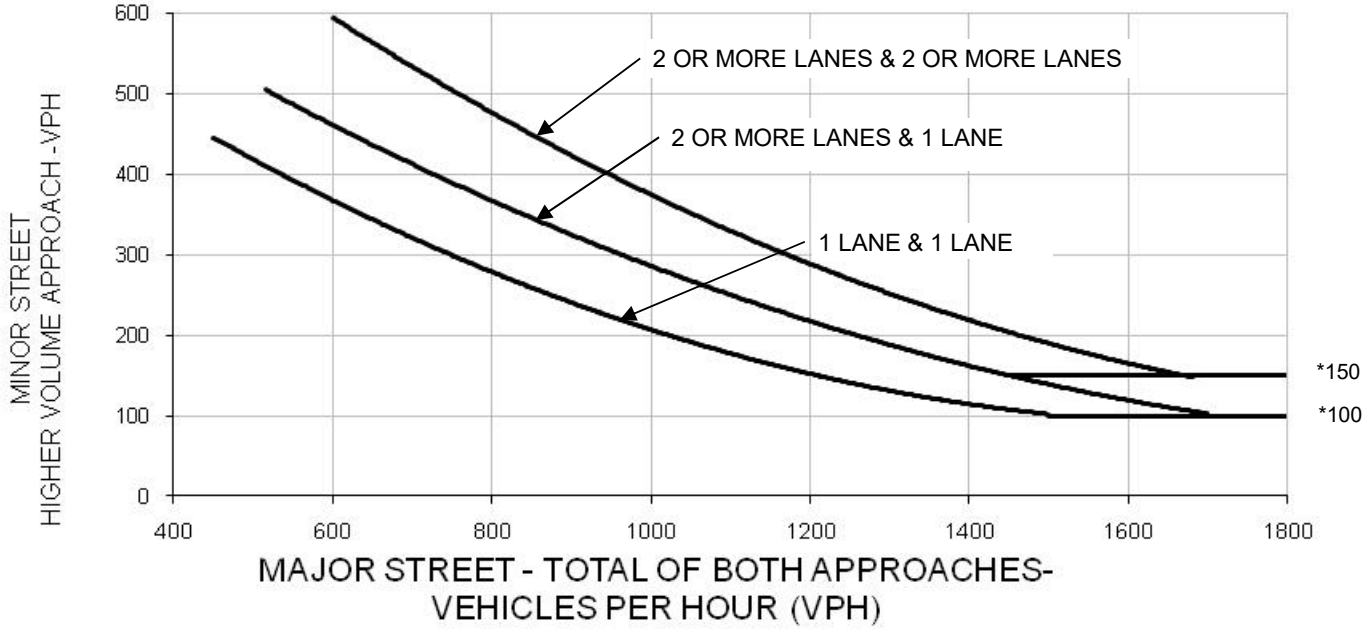
OVERALL ADJUSTMENT FACTOR = _____

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

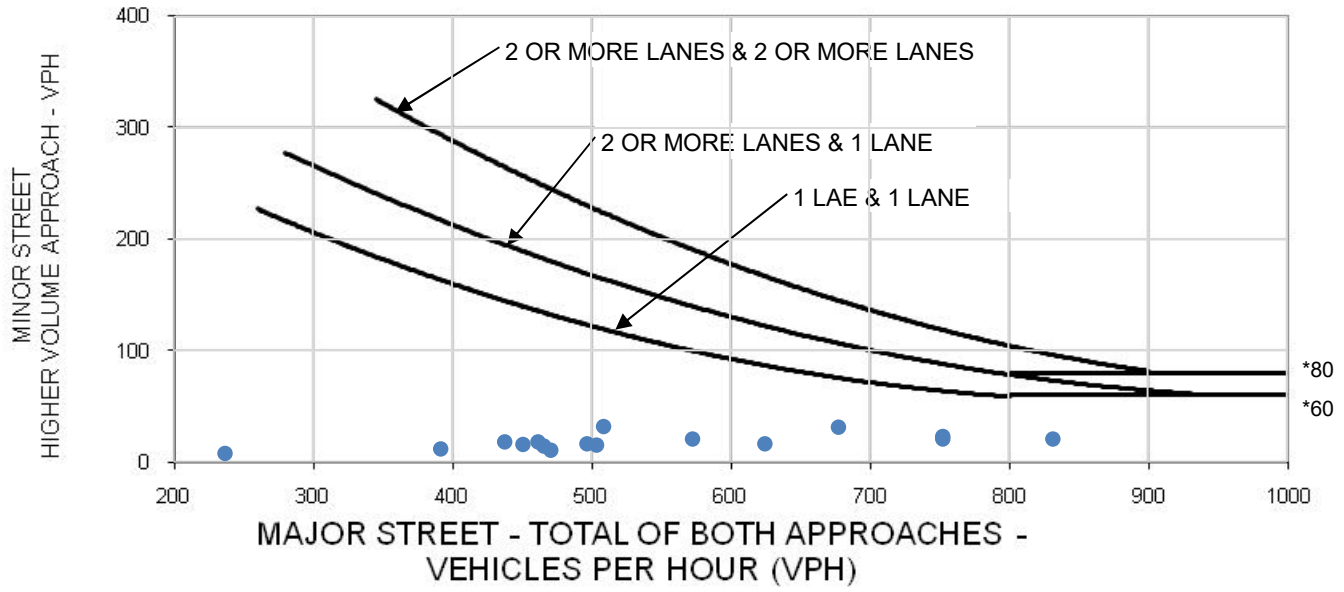
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

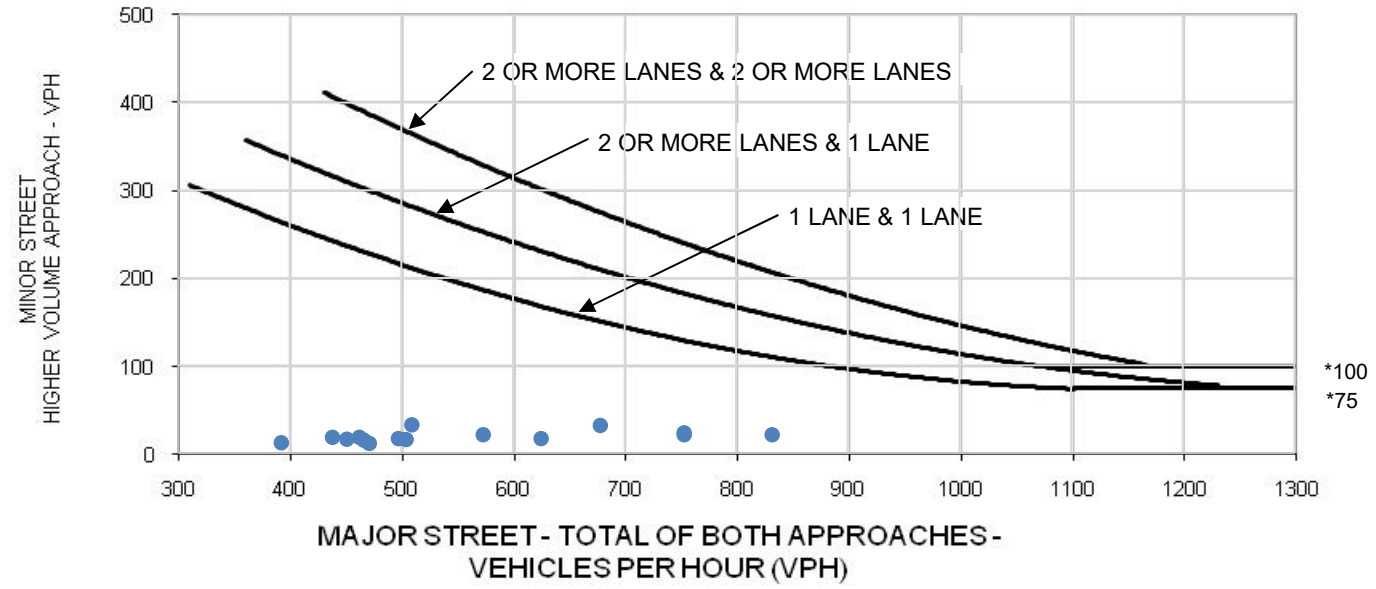
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	509	68				
7:00	678	65				
8:00	497	38				
9:00	438	36				
10:00	451	30				
11:00	466	34				
12:00	462	36				
13:00	504	34				
14:00	625	32				
15:00	753	35				
16:00	832	50				
17:00	753	47				
18:00	573	47				
19:00	471	28				
20:00	392	20				
21:00	237	16				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS
(REDUCED TO 80%)

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions - 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield Road & IL-134**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					IL-134 ☐ SRA				IL-134 ☐ SRA					
	N. OF : IL-134 GOING				S. OF : IL-134 GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL	TOTAL NORTH AND SOUTH	SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	95	443	38	**576**	12	138	13	**163**	739	3	137	44	**184**	46	299	17	**362**	546	**1285**
7:00	111	429	38	**578**	25	226	15	**266**	844	6	131	56	**193**	119	361	45	**525**	718	**1562**
8:00	99	359	52	**510**	47	211	20	**278**	788	13	135	41	**189**	66	242	35	**343**	532	**1320**
9:00	69	249	47	**365**	42	160	12	**214**	579	15	163	54	**232**	62	171	21	**254**	486	**1065**
10:00	60	229	46	**335**	60	181	11	**252**	587	15	152	69	**236**	79	177	26	**282**	518	**1105**
11:00	53	204	53	**310**	65	203	11	**279**	589	16	161	71	**248**	78	149	23	**250**	498	**1087**
12:00	58	217	52	**327**	16	211	24	**251**	578	22	164	58	**244**	63	160	17	**240**	484	**1062**
13:00	64	236	45	**345**	22	265	19	**306**	651	15	164	58	**237**	75	163	20	**258**	495	**1146**
14:00	79	296	63	**438**	30	300	20	**350**	788	28	232	95	**355**	77	185	28	**290**	645	**1433**
15:00	51	279	47	**377**	45	455	11	**511**	888	23	338	145	**506**	91	219	31	**341**	847	**1735**
16:00	77	282	43	**402**	29	501	18	**548**	950	32	367	141	**540**	108	247	31	**386**	926	**1876**
17:00	65	293	37	**395**	24	520	16	**560**	955	27	307	156	**490**	91	234	44	**369**	859	**1814**
18:00	77	239	45	**361**	26	411	13	**450**	811	31	196	143	**370**	92	220	20	**332**	702	**1513**
19:00	93	247	58	**398**	24	338	14	**376**	774	30	160	114	**304**	89	110	18	**217**	521	**1295**
20:00	47	186	39	**272**	21	279	11	**311**	583	18	148	82	**248**	52	103	9	**164**	412	**995**
21:00	36	117	25	**178**	14	194	9	**217**	395	7	88	72	**167**	38	64	10	**112**	279	**674**

REVIEW INFORMATION

COUNTS USED: LCDOT - 221255 - IL-134 & N Fairfield Rd (weekday)_1 hr.xlsx
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

DISTRICT #1

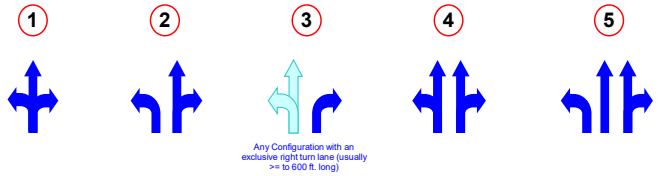
RIGHT TURN FACTORIZATION SHEET

INTERSECTION: **Fairfield Road & IL-134**

MUNICIPALITY: _____ COUNTY: **Lake**

DIR	HOUR BEGIN	MINOR STREET VOLUMES L LEFT	T THROUGH	R RIGHT	A TOTAL	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
	6:00	46	299	17	**362**	481	20%	5%	15%	14	**359**
	7:00	119	361	45	**525**	467	20%	5%	15%	38	**518**
	8:00	66	242	35	**343**	411	20%	5%	15%	30	**338**
	9:00	62	171	21	**254**	296	20%	0%	20%	17	**250**
	10:00	79	177	26	**282**	275	20%	0%	20%	21	**277**
	11:00	78	149	23	**250**	257	20%	0%	20%	18	**245**
	12:00	22	164	58	**244**	235	40%	0%	40%	35	**221**
	13:00	75	163	20	**258**	281	20%	0%	20%	16	**254**
	14:00	28	232	95	**355**	320	40%	0%	40%	57	**317**
	15:00	23	338	145	**506**	466	40%	5%	35%	94	**455**
	16:00	32	367	141	**540**	519	40%	10%	30%	99	**498**
	17:00	27	307	156	**490**	536	40%	10%	30%	109	**443**
	18:00	31	196	143	**370**	424	40%	5%	35%	93	**320**
	19:00	30	160	114	**304**	352	40%	0%	40%	68	**258**
	20:00	18	148	82	**248**	290	40%	0%	40%	49	**215**
	21:00	7	88	72	**167**	203	40%	0%	40%	43	**138**

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
46	299	17	362	253	127	897	99.7	345	316	51	138	150	74.8	20%
119	361	45	525	368	184	1083	120	480	406	135	357	181	90.3	20%
66	242	35	343	240	120	726	80.7	308	277	105	198	121	60.5	20%
62	171	21	254	178	88.9	513	57	233	192	63	186	85.5	42.8	20%
79	177	26	282	197	98.7	531	59	256	203	78	237	88.5	44.3	20%
78	149	23	250	175	87.5	447	49.7	227	172	69	234	74.5	37.3	20%
22	164	58	244	171	85.4	492	54.7	186	222	174	66	82	41	40%
75	163	20	258	181	90.3	489	54.3	238	183	60	225	81.5	40.8	20%
28	232	95	355	249	124	696	77.3	260	327	285	84	116	58	40%
23	338	145	506	354	177	1014	113	361	483	435	69	169	84.5	40%
32	367	141	540	378	189	1101	122	399	508	423	96	184	91.8	40%
27	307	156	490	343	172	921	102	334	463	468	81	154	76.8	40%
31	196	143	370	259	130	588	65.3	227	339	429	93	98	49	40%
30	160	114	304	213	106	480	53.3	190	274	342	90	80	40	40%
18	148	82	248	174	86.8	444	49.3	166	230	246	54	74	37	40%
7	88	72	167	117	58.5	264	29.3	95	160	216	21	44	22	40%

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

REVIEW INFORMATION

COUNTS USED:

COUNT DATE(S):

DATE REVIEWED:

REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____

Yes (No)

Intersection: **Fairfield Road & IL-134** County: **Lake**

Municipality: _____

Speed Limit of Major Route **40 mph**

Number of Lanes on Major approach **1**

Isolated Community with Population < 10,000 **N**

Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	739	359	Yes	Yes	Yes	Yes	Yes
7:00	844	518	Yes	Yes	Yes	Yes	Yes
8:00	788	338	Yes	Yes	Yes	Yes	Yes
9:00	579	250	Yes	Yes	Yes	Yes	Yes
10:00	587	277	Yes	Yes	Yes	Yes	Yes
11:00	589	245	Yes	Yes	Yes	Yes	Yes
12:00	578	221	Yes	Yes	Yes	Yes	Yes
13:00	651	254	Yes	Yes	Yes	Yes	Yes
14:00	788	317	Yes	Yes	Yes	Yes	Yes
15:00	888	455	Yes	Yes	Yes	Yes	Yes
16:00	950	498	Yes	Yes	Yes	Yes	Yes
17:00	955	443	Yes	Yes	Yes	Yes	Yes
18:00	811	320	Yes	Yes	Yes	Yes	Yes
19:00	774	258	Yes	Yes	Yes	Yes	Yes
20:00	583	215	Yes	Yes	Yes	Yes	Yes
21:00	395	138	Yes	No	Yes	No	No
Hours Met :			16 hours	15 hours	16 hours	15 hours	15 hours
Volume Requirements:	MAJOR:		350	525	280	420	
	MINOR:		105	53	84	42	

WARRANT 1 (Yes) No

Warrant 1 is met if any of the following Conditions are met:

- Condition A (Yes) No
  MINIMUM VEHICULAR VOLUME
- Condition B (Yes) No
- Condition A/B (Yes) No

WARRANT 2 (Yes) No

WARRANT 3 (Yes) No
PEAK-HOUR VOLUME

WARRANT 4 Yes No
PEDESTRIAN VOLUME

WARRANT 5 Yes No
SCHOOL CROSSING

WARRANT 6 Yes No
COORDINATED SIGNAL SYSTEM

WARRANT 7 Yes No
ACCIDENT EXPERIENCE

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	15	16	8	7	13
NUMBER CORRECTABLE ACCIDENTS:					

TRIED LESS RESTRICTIVE METHODS? _____

ARE VOLUME REQUIREMENTS MET? _____

WARRANT 8 Yes No
ROADWAY NETWORK

Comments

WARRANT 9 Yes No
Intersection Near a Grade Crossing

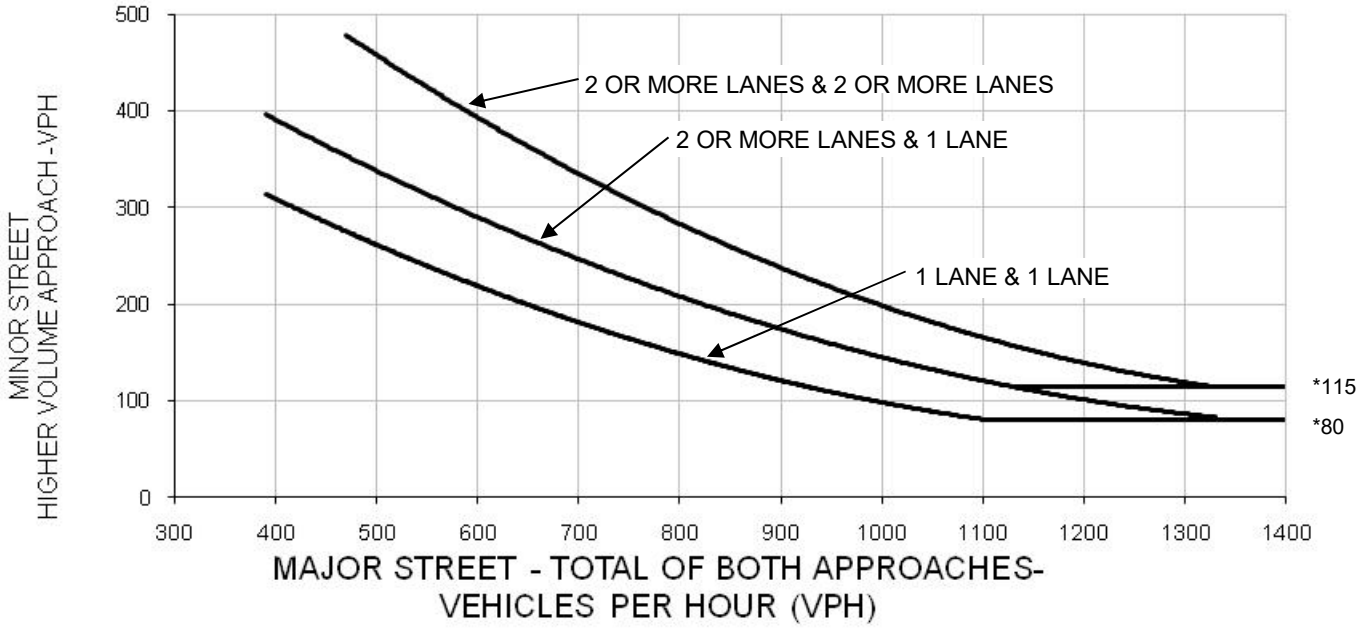
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) = _____

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

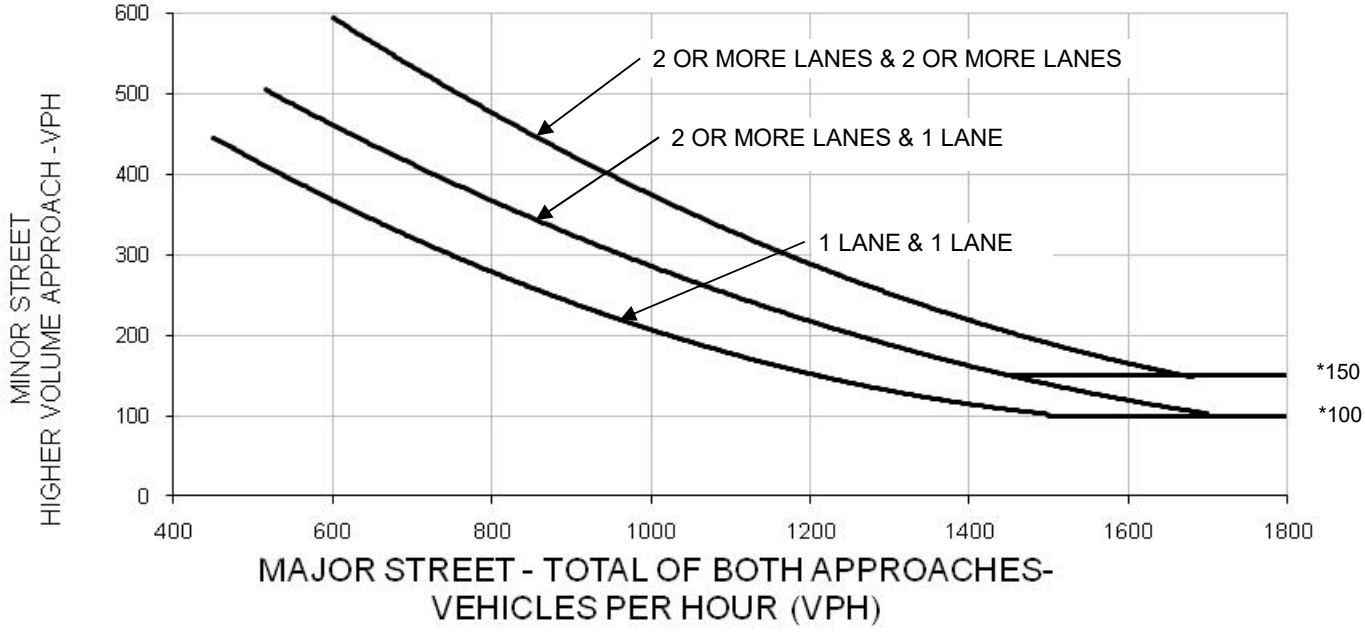
OVERALL ADJUSTMENT FACTOR = _____

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

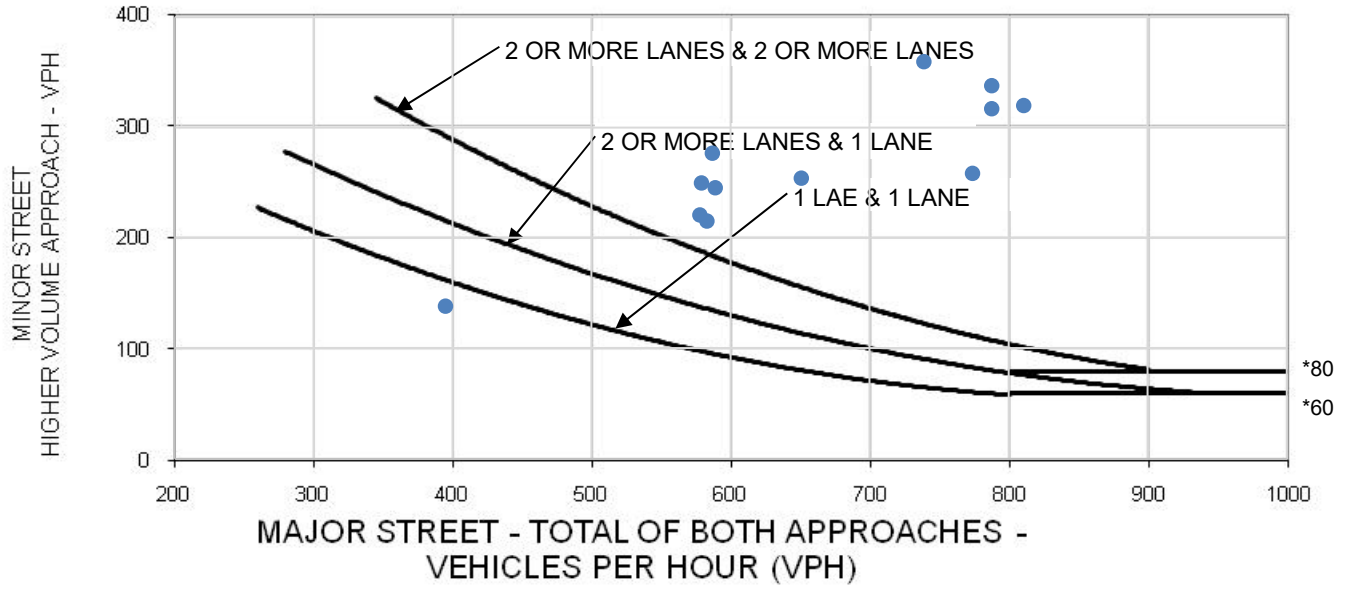
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

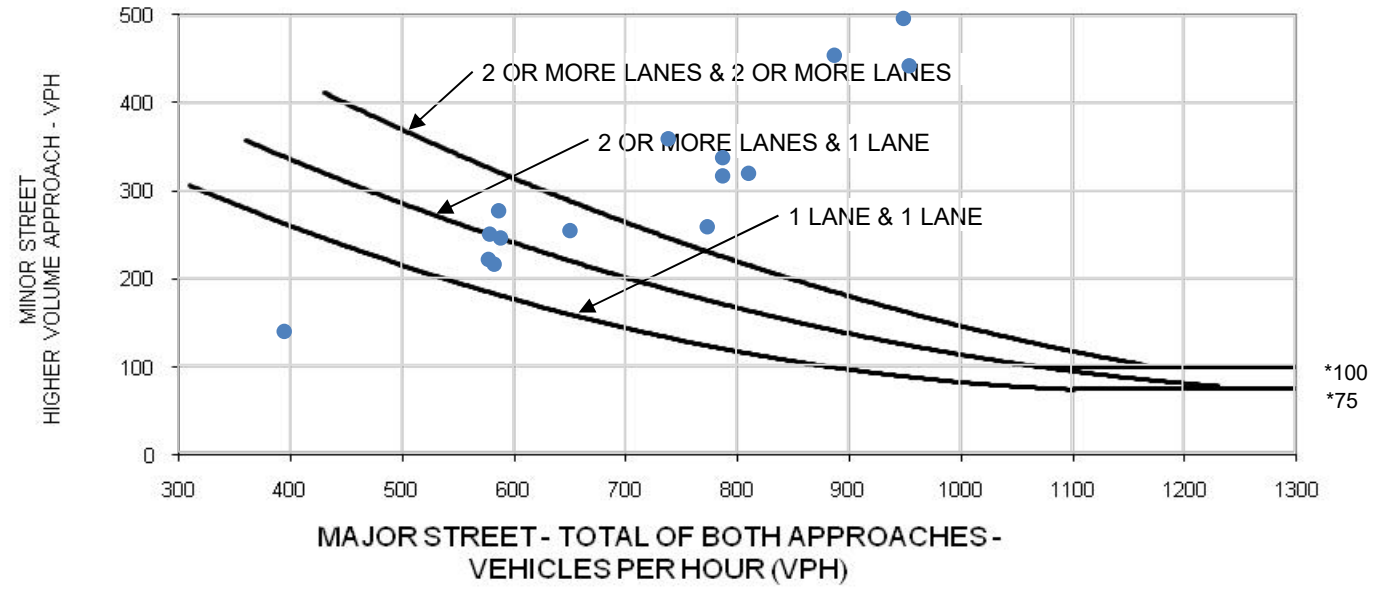
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	739	546				
7:00	844	718				
8:00	788	532				
9:00	579	486				
10:00	587	518				
11:00	589	498				
12:00	578	484				
13:00	651	495				
14:00	788	645				
15:00	888	847				
16:00	950	926				
17:00	955	859				
18:00	811	702				
19:00	774	521				
20:00	583	412				
21:00	395	279				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project: Fairfield Road PEL

Town:

County: Lake

5% Intersection		
Y / N	Y / N	Y / N

5% Segment		
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2017	7	3 - C	3 - CI	1						1			4	1 - C	1 - CI				1												1											15	4 - CI
2018	6	1 - B 1 - C	1 - BI 1 - CI	3	1 - C	1 - CI				1			5	1 - B 1 - C	1 - BI 1 - CI																							1			16	2 - BI 3 - CI
2019	5	1 - C	1 - CI	1									2																													8	1 - CI
2020	5	1 - B 1 - C	1 - BI 1 - CI							1			1																													7	1 - BI 1 - CI
2021	7	1 - B 3 - C	1 - BI 3 - CI	1	1 - B	1 - BI				1			4	1 - A 3 - C	1 - AI 3 - CI																											13	1 - AI 2 - BI 6 - CI
TOTAL	**30**	**3 - B 9 - C**	**3 - BI 9 - CI**	**6**	**1 - B 1 - C**	**1 - BI 1 - CI**				**4**			**16**	**1 - A 1 - B 5 - C**	**1 - AI 1 - BI 5 - CI**				**1**													**1**						**1**			**59**	**1 - AI 5 - BI 15 - CI**
%	**50.8%**			**10.2%**			**0.0%**			**6.8%**			**27.1%**			**0.0%**			**1.7%**			**0.0%**			**0.0%**			**0.0%**			**0.0%**			**1.7%**			**0.0%**			**1.7%**				

	INJURY TYPE					CRASH CONDITIONS						TOTAL
YEAR	**K**	**A**	**B**	**C**	**PDO**	**Wet**	**Wet %**	**Snow/Ice**	**Snow/Ice %**	**Night**	**Night %**	
2017				4	11	1	0			5	0	15
2018			2	3	11	3	0			5	0	16
2019				1	7	1	0			2	0	8
2020			1	1	5	1	0	1	0	5	1	7
2021		1	2	6	4	1	0			3	0	13
TOTAL		**1**	**5**	**15**	**38**	**7**	**0**	**1**	**0**	**20**	**0**	**59**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC
Existing Conditions - 2023

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Fairfield Road & Long Lake Drive**
MUNICIPALITY:
COUNTY: **Lake**

	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH					TRAFFIC FROM EAST				TRAFFIC FROM WEST					
ROUTE :	Fairfield Road ☐ SRA				Fairfield Road ☐ SRA					Long Lake Drive ☐ SRA				Long Lake Drive ☐ SRA					
	N. OF : Long Lake Drive GOING				S. OF : Long Lake Drive GOING					E. OF : Fairfield Road GOING				W. OF : Fairfield Road GOING					
START HOUR	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL	TOTAL NORTH AND SOUTH	SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	TOTAL EAST AND WEST	GRAND TOTAL
6:00	45	506	8	**559**	4	166	29	**199**	758	42	11	15	**68**	13	10	39	**62**	130	**888**
7:00	57	487	32	**576**	9	311	80	**400**	976	37	20	44	**101**	20	10	49	**79**	180	**1156**
8:00	34	452	27	**513**	17	264	38	**319**	832	24	14	37	**75**	24	5	36	**65**	140	**972**
9:00	18	278	21	**317**	15	261	20	**296**	613	27	12	18	**57**	25	6	24	**55**	112	**725**
10:00	20	281	30	**331**	15	256	25	**296**	627	25	11	29	**65**	18	1	31	**50**	115	**742**
11:00	18	305	36	**359**	17	277	33	**327**	686	16	8	23	**47**	16	11	26	**53**	100	**786**
12:00	20	286	42	**348**	17	324	28	**369**	717	24	11	27	**62**	16	1	22	**39**	101	**818**
13:00	23	312	30	**365**	19	332	30	**381**	746	28	6	23	**57**	17	5	16	**38**	95	**841**
14:00	31	355	44	**430**	26	404	52	**482**	912	34	9	38	**81**	19	6	16	**41**	122	**1034**
15:00	32	332	53	**417**	34	522	68	**624**	1041	28	36	63	**127**	12	9	28	**49**	176	**1217**
16:00	35	352	30	**417**	40	646	73	**759**	1176	19	19	58	**96**	19	4	22	**45**	141	**1317**
17:00	54	362	57	**473**	56	664	64	**784**	1257	20	22	51	**93**	17	4	24	**45**	138	**1395**
18:00	31	346	59	**436**	38	503	51	**592**	1028	20	13	39	**72**	12	10	21	**43**	115	**1143**
19:00	29	279	38	**346**	38	442	53	**533**	879	18	10	27	**55**	16	13	21	**50**	105	**984**
20:00	32	247	38	**317**	16	333	40	**389**	706	21	11	34	**66**	22	8	9	**39**	105	**811**
21:00	13	142	33	**188**	21	215	21	**257**	445	12	8	16	**36**	13	3	8	**24**	60	**505**

REVIEW INFORMATION

COUNTS USED: LCDOT - 2212340 - Long Lake Drive and Fairfield Road_1 hr.xlsx
COUNT DATE(S): - AM - PM
DATE REVIEWED:
REVIEWED BY:

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____

Yes (No)

Intersection: **Fairfield Road & Long Lake Drive** County: **Lake**

Municipality: _____

Speed Limit of Major Route **40 mph**

Number of Lanes on Major approach **1**

Isolated Community with Population < 10,000 **N**

Number of Lanes on Minor approach **1**

HOUR BEGIN	Major Street Volume *(both approaches)*	Adj. Minor Street Volume *(higher volume approach)*	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A	B	WARRANT 1 A/B: 8hrs of BOTH:		
			70% of A	70% of B	56% of A	56% of B	80% of Warr #4
6:00	758	68	No	Yes	No	Yes	No
7:00	976	101	No	Yes	Yes	Yes	Yes
8:00	832	75	No	Yes	No	Yes	No
9:00	613	57	No	Yes	No	Yes	No
10:00	627	65	No	Yes	No	Yes	No
11:00	686	53	No	Yes	No	Yes	No
12:00	717	62	No	Yes	No	Yes	No
13:00	746	57	No	Yes	No	Yes	No
14:00	912	81	No	Yes	No	Yes	No
15:00	1041	127	Yes	Yes	Yes	Yes	Yes
16:00	1176	96	No	Yes	Yes	Yes	Yes
17:00	1257	93	No	Yes	Yes	Yes	Yes
18:00	1028	72	No	Yes	No	Yes	No
19:00	879	55	No	Yes	No	Yes	No
20:00	706	66	No	Yes	No	Yes	No
21:00	445	36	No	No	No	No	No
Hours Met :			1 hours	15 hours	4 hours	15 hours	4 hours
Volume Requirements:	MAJOR:		350	525	280	420	
	MINOR:		105	53	84	42	

WARRANT 1 (Yes) No

Warrant 1 is met if any of the following Conditions are met:

- Condition A (No) — MINIMUM VEHICULAR VOLUME
- Condition B (Yes) No
- Condition A/B Yes (No)

WARRANT 2 (Yes) No

WARRANT 3 (Yes) No
PEAK-HOUR VOLUME

WARRANT 4 Yes No
PEDESTRIAN VOLUME

WARRANT 5 Yes No
SCHOOL CROSSING

WARRANT 6 Yes No
COORDINATED SIGNAL SYSTEM

WARRANT 7 Yes No
ACCIDENT EXPERIENCE

YEAR:	2017	2018	2019	2020	2021
TOTAL NUMBER OF ACCIDENTS:	3	7	2	3	8
NUMBER CORRECTABLE ACCIDENTS:					

TRIED LESS RESTRICTIVE METHODS? _____

ARE VOLUME REQUIREMENTS MET? _____

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

WARRANT 8 Yes No
ROADWAY NETWORK

Comments

WARRANT 9 Yes No
Intersection Near a Grade Crossing

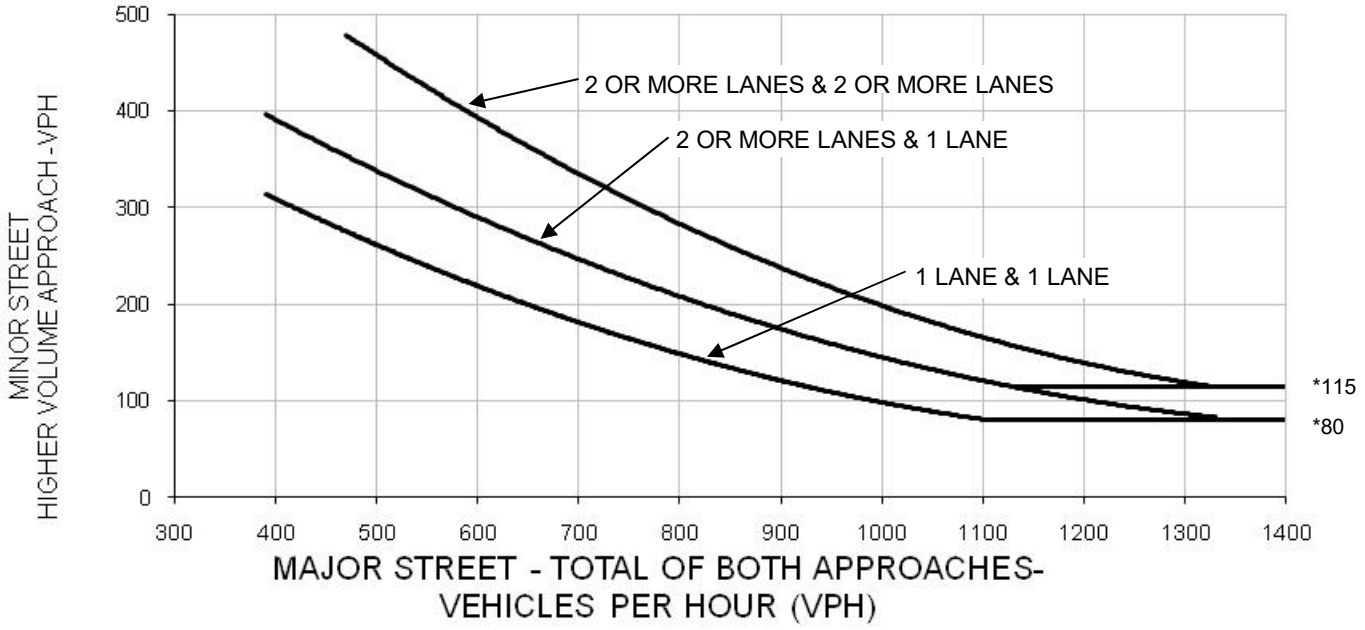
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			

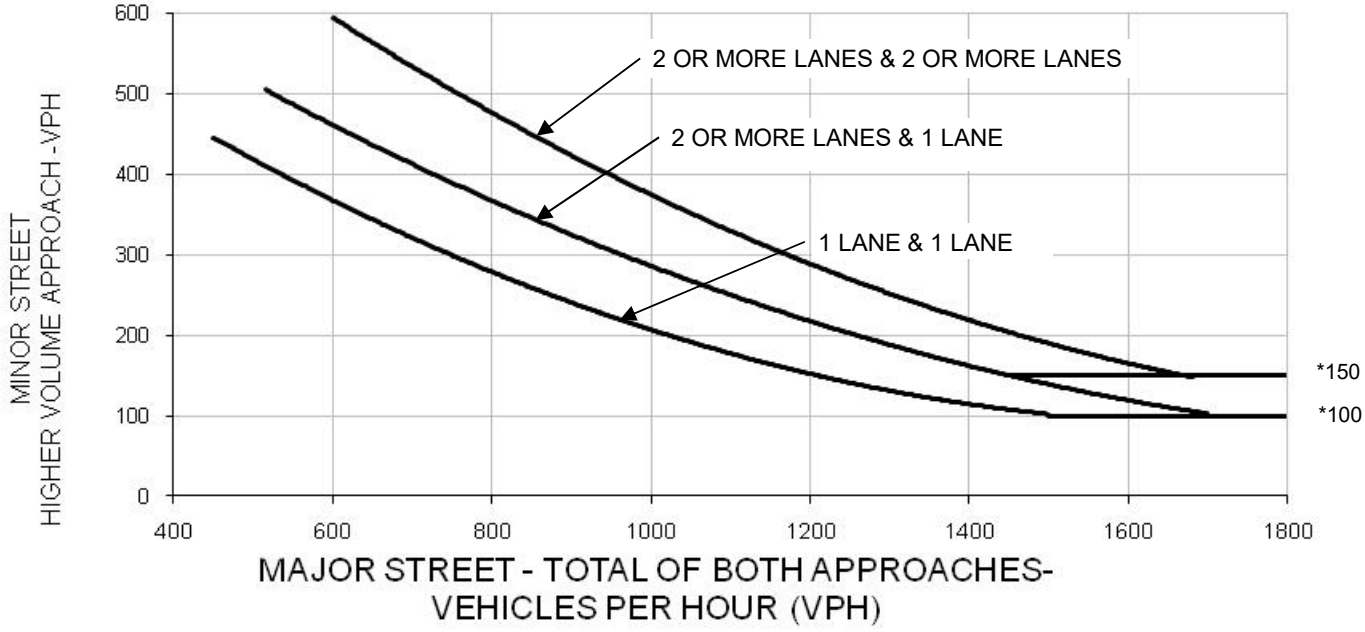
OVERALL ADJUSTMENT FACTOR =

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

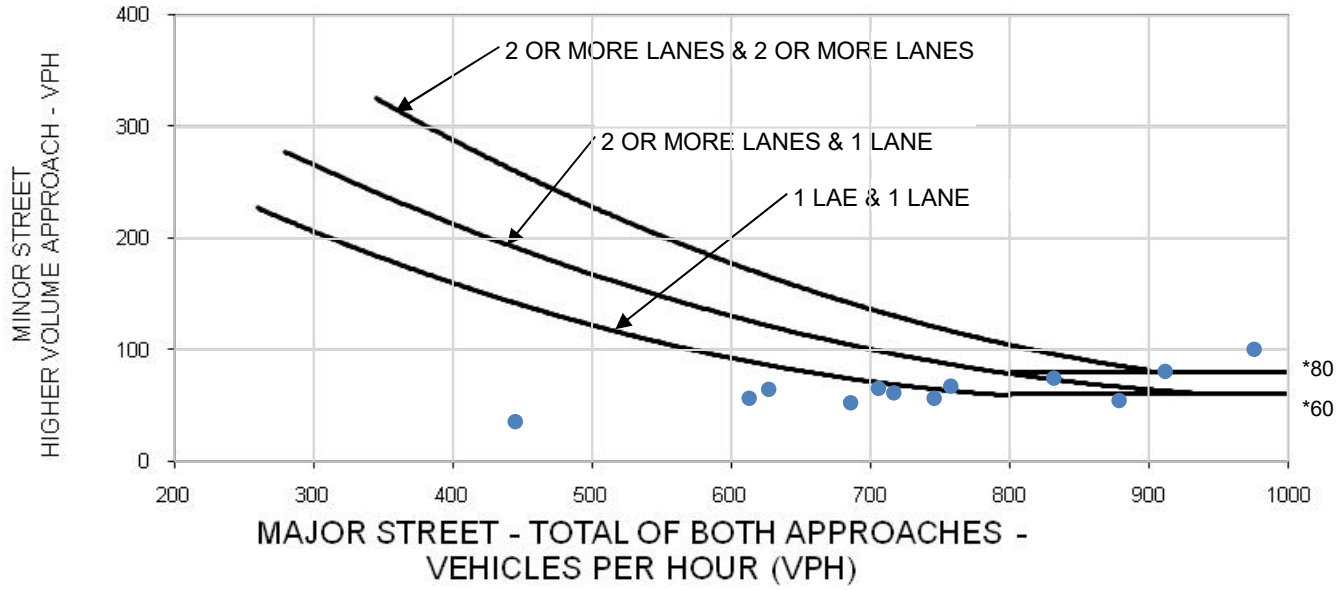
Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

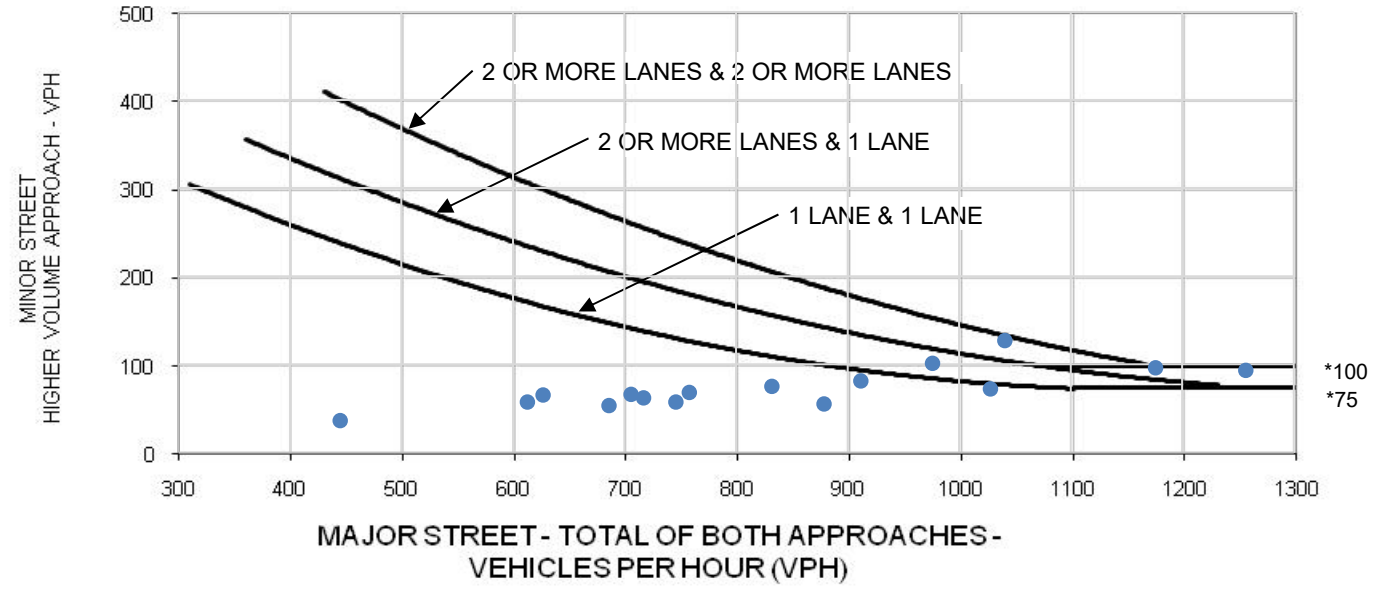
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #1

SRA : _____

YES / NO

INTERSECTION : _____

MUNICPALITY / TOWNSHIP: _____ COUNTY : _____

SPEED LIMIT OF MAJOR ROUTE : _____ PROPOSED 3-WAY OR 4-WAY: _____

NUMBER OF LANES ON MAJOR APPROACH : _____ NUMBER OF LANES ON MINOR APPROACH : _____

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:		
	MAJOR STREET	MINOR STREET				COMBINATION
HOUR BEGIN	VEHICLES ENTERING (BOTH APPROACHES)	VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET		OF WARRANTS
			N/C = NOT COUNTED	100%		80%
6:00	758	130				
7:00	976	180				
8:00	832	140				
9:00	613	112				
10:00	627	115				
11:00	686	100				
12:00	717	101				
13:00	746	95				
14:00	912	122				
15:00	1041	176				
16:00	1176	141				
17:00	1257	138				
18:00	1028	115				
19:00	879	105				
20:00	706	105				
21:00	445	60				

Hours Met:

VOLUME REQUIREMENTS:

MAJOR ENTERING: _____ _____

MINOR ENTERING: _____ _____
INCLUDING ANY PEDS

Review Information

Counts Used :

Count Date(s) :

Date Reviewed :

Reviewed By :

Comments

ACCIDENT DATA

YEAR:					
TOTAL NUMBER OF ACCIDENTS					
NUMBER CORRECTABLE ACCIDENTS					

NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

COMBINATION OF WARRANTS *(REDUCED TO 80%)*

4 Correctable Accidents Within A 12-month Period?

YES NO

Are Volume Requirements Met For 8 Hours?

YES 0 hours NO

ARE BOTH CRITERIA MET?

YES NO

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Project: Fairfield Road PEL

Town:

County: Lake

5% Intersection		
Y / N	Y / N	Y / N

5% Segment		
Y / N	Y / N	Y / N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2018	1			1									1																													3	
2019	2			3						1															1	1 - A	1 - AI															7	1 - AI
2020				2	1 - C	1 - CI																																			2	1 - CI
2021	3	1 - B 1 - C	1 - BI 1 - CI																																						3	1 - BI 1 - CI
2022				5	2 - B 1 - C	2 - BI 1 - CI							2																					1								8	2 - BI 1 - CI
TOTAL	**6**	**1 - B 1 - C**	**1 - BI 1 - CI**	**11**	**2 - B 2 - C**	**2 - BI 2 - CI**				**1**			**3**												**1**	**1 - A**	**1 - AI**							**1**						**23**	**1 - AI 3 - BI 3 - CI**
%	**26.1%**			**47.8%**			**0.0%**			**4.3%**			**13.0%**			**0.0%**			**0.0%**			**0.0%**			**4.3%**			**0.0%**			**0.0%**			**4.3%**			**0.0%**			**0.0%**		

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2018					3					2	1	3
2019		1			6	2	0	1	0	1	0	7
2020				1	1					1	1	2
2021			1	1	1							3
2022			2	1	5	4	1			5	1	8
TOTAL		**1**	**3**	**3**	**16**	**6**	**0**	**1**	**0**	**9**	**0**	**23**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

Appendix G

Existing and No Build Level of Service Tables (LOS)

Table 1: Fairfield Road at Gilmer Road
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**5.6**	**-**	**9.9**	**-**	**7.7**	**-**	**16.8**
Northbound	**-**	**0.6**	**-**	**0.8**	**-**	**0.6**	**-**	**0.9**
Left	A	9.8	A	8.8	B	10.4	A	9.2
Through	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through	-	-	-	-	-	-	-	-
Right	-	-	-	-	-	-	-	-
Eastbound	**E**	**36.7**	**F**	**74.3**	**F**	**54.8**	**F**	**139.3**
Left	E	47.2	F	93.0	F	73.4	F	176.9
Right	C	15.5	B	11.2	C	17.3	B	11.8

Table 2: Fairfield Road at Chardon Road
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**1.9**	**-**	**32.4**	**-**	**3.1**	**-**	**70.0**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Left/Through/Right	B	10.7	A	8.1	B	11.2	A	8.3
Southbound	**-**	**-**	**-**	**0.1**	**-**	**-**	**-**	**0.1**
Left/Through/Right	-	-	A	9.3	-	-	A	9.6
Eastbound	**C**	**21.7**	**C**	**24.6**	**D**	**25.9**	**D**	**30.9**
Left/Through/Right	C	21.7	C	24.6	D	25.9	D	30.9
Westbound	**D**	**34.5**	**F**	**220.3**	**F**	**52.4**	**F**	**475.8**
Left/Through/Right	D	34.5	F	220.3	F	52.4	F	475.8

Table 3: Fairfield Road at IL Route 60
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**D**	**45.9**	**D**	**43.0**	**D**	**38.9**	**D**	**38.8**
Northbound	**D**	**51.0**	**E**	**58.4**	**E**	**55.0**	**D**	**52.0**
Left	C	33.5	C	24.4	D	54.8	C	22.1
Through/Right	D	54.3	E	66.2	E	55.1	E	59.1
Southbound	**D**	**49.6**	**D**	**36.2**	**D**	**36.5**	**D**	**39.6**
Left	C	21.7	C	34	C	20.6	D	40.7
Through/Right	E	59.8	D	36.9	D	43.2	D	39.3
Eastbound	**D**	**52**	**C**	**30.5**	**D**	**40.1**	**C**	**30.4**
Left	B	14.7	B	19.6	B	16.2	C	23.9
Through	E	58.1	D	35.0	D	43.9	C	33.9
Right	A	3.8	A	8.8	A	5.1	A	9.4
Westbound	**C**	**26**	**D**	**39.8**	**C**	**31.9**	**D**	**35.8**
Left	D	39.7	B	19.7	E	69.5	C	23.9
Through	C	24	D	46.1	C	21.9	D	39.7
Right	A	0.5	B	13.5	A	3.1	B	16.1

Table 4: Fairfield Road at Townline Road
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**1.2**	**-**	**1.7**	**-**	**1.6**	**-**	**2.7**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Left/Through/ Right	-	-	A	8.0	-	-	A	8.1
Southbound	**-**	**0.4**	**-**	**0.4**	**-**	**0.4**	**-**	**0.4**
Left/Through/ Right	A	8.0	A	9.1	A	8.2	A	9.4
Eastbound	**C**	**22.8**	**D**	**25.8**	**D**	**26.4**	**D**	**31.9**
Left/Through/ Right	C	22.8	D	25.8	D	26.4	D	31.9
Westbound	**C**	**19.4**	**C**	**19.9**	**C**	**23.9**	**D**	**28.7**
Left/Through/ Right	C	19.4	C	19.9	C	23.9	D	28.7

Table 5: Fairfield Road at IL Route 120
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**E**	**68.2**	**D**	**51.7**	**E**	**71.5**	**E**	**61.3**
Northbound	**C**	**21.6**	**D**	**54.3**	**C**	**27.5**	**E**	**68.8**
Left	B	13.9	B	12.4	C	23.5	B	17.6
Through/Right	C	22.3	E	60.1	C	27.9	E	75.9
Southbound	**E**	**66.8**	**D**	**41.1**	**F**	**102.8**	**D**	**42.4**
Left	C	22.2	C	26.1	C	24.6	D	38.3
Through/Right	E	69.2	D	42.7	F	106.9	D	42.8
Eastbound	**F**	**98.2**	**D**	**52.7**	**E**	**75.3**	**E**	**57.7**
Left	D	37.5	D	52.8	C	33.2	E	79.1
Through/Right	F	112.4	D	52.7	F	85.1	D	51
Westbound	**D**	**54.2**	**D**	**54**	**E**	**56**	**E**	**68.5**
Left	D	52.1	C	27.1	F	82.3	D	36.3
Through/Right	D	54.8	E	58.7	D	48.7	E	74.1

Table 6: Fairfield Road at Chain O Lake Mobile Home Entrance
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**0.1**	**-**	**0.2**	**-**	**0.1**	**-**	**0.2**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**0.2**	**-**	**-**	**-**	**0.2**
Left/Through	-	-	A	9.1	-	-	A	9.4
Westbound	**C**	**18.5**	**C**	**21.2**	**C**	**20.4**	**C**	**24.6**
Left/Right	C	18.5	C	21.2	C	20.4	C	24.6

Table 7: Fairfield Road at Nippersink Road
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**C**	**21.0**	**C**	**24.3**	**C**	**21.3**	**C**	**26.4**
Northbound	**B**	**15.6**	**C**	**25.8**	**B**	**16.3**	**C**	**26.9**
Left	A	8.2	B	10.1	A	8.5	B	10.3
Through/Right	B	16.1	C	27.3	B	16.8	C	28.6
Southbound	**C**	**25**	**C**	**20.5**	**C**	**23.6**	**C**	**20.5**
Left	A	7.9	A	9.3	A	7.9	A	9.4
Through/Right	C	26.1	C	20.7	C	24.5	C	20.8
Eastbound	**B**	**18.6**	**B**	**17.2**	**C**	**20.8**	**C**	**21**
Left	B	18.0	B	17.6	C	20.9	C	24.1
Through	C	25.3	C	24.4	C	27.8	C	26.6
Right	A	6.5	A	0.3	A	7.7	A	0.5
Westbound	**C**	**26.4**	**C**	**32.1**	**C**	**28.2**	**D**	**36.5**
Left	B	18.3	B	16.9	B	20	C	20.5
Through/Right	C	28.4	D	35.4	C	30.1	D	40.0

Table 8: Fairfield Road at Old Farm Road
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**0.5**	**-**	**0.3**	**-**	**0.4**	**-**	**0.3**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**0.1**	**-**	**0.2**	**-**	**0.1**	**-**	**0.2**
Left	A	8.2	A	9.4	A	8.3	A	9.7
Through	-	-	-	-	-	-	-	-
Westbound	**B**	**12.7**	**B**	**14.9**	**B**	**13.3**	**C**	**16.0**
Left	C	15.2	C	16.2	C	16.1	C	17.3
Right	B	11.0	B	14.6	B	11.3	C	15.7

Table 9: Fairfield Road at Hart Road
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**1.7**	**-**	**2.2**	**-**	**1.8**	**-**	**2.3**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**0.5**	**-**	**0.7**	**-**	**0.5**	**-**	**0.7**
Left	A	8.5	A	9.3	A	8.7	A	9.6
Through	-	-	-	-	-	-	-	-
Westbound	**C**	**17.0**	**C**	**17.9**	**C**	**18.6**	**C**	**20.0**
Left	C	17.0	C	17.9	C	18.6	C	20.0
Right	-	-	-	-	-	-	-	-

Table 10: Fairfield Road at Falcon Boulevard
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**1.1**	**-**	**0.7**	**-**	**1.2**	**-**	**0.8**
Northbound	**-**	**0.3**	**-**	**0.7**	**-**	**0.4**	**-**	**0.8**
Left	A	8.9	A	8.1	A	9.1	A	8.2
Through	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through	-	-	-	-	-	-	-	-
Right	-	-	-	-	-	-	-	-
Eastbound	**B**	**13.5**	**B**	**10.8**	**B**	**14.3**	**B**	**11.1**
Left	B	14.1	C	15.1	B	14.8	C	16.0
Right	B	13.4	B	10.1	B	14.1	B	10.4

Table 11: Fairfield Road at Tyler Avenue
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**-**	**-**	**0.1**	**-**	**-**	**-**	**0.1**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**0.2**	**-**	**-**	**-**	**0.2**
Left	A	8.4	A	8.7	A	8.5	A	8.9
Through	-	-	-	-	-	-	-	-
Westbound	**B**	**10.2**	**B**	**13.2**	**B**	**10.4**	**B**	**13.8**
Left	B	10.2	B	13.2	B	10.4	B	13.8
Right	-	-	-	-	-	-	-	-

Table 12: Fairfield Road at Town Center Drive
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**-**	**1.0**	**-**	**1.0**	**-**	**1.1**	**-**	**1.0**
Northbound	**-**	**0.3**	**-**	**0.6**	**-**	**0.4**	**-**	**0.6**
Left	A	8.6	A	8.1	A	8.7	A	8.2
Through	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through	-	-	-	-	-	-	-	-
Right	-	-	-	-	-	-	-	-
Eastbound	**B**	**12.5**	**B**	**11.7**	**B**	**13.1**	**B**	**12.1**
Left	B	12.5	B	11.7	B	13.1	B	12.1
Right	-	-	-	-	-	-	-	-

Table 13: Fairfield Road at IL Route 134
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**E**	**55.7**	**D**	**40.6**	**D**	**46.3**	**D**	**44.3**
Northbound	**D**	**44.5**	**D**	**47.4**	**E**	**56.0**	**D**	**48.4**
Left	C	33.4	D	41.3	D	36.8	D	41.4
Through/Right	D	45.7	D	47.6	E	58.0	D	48.7
Southbound	**F**	**95.6**	**D**	**38.8**	**D**	**48.3**	**D**	**46.2**
Left	C	34.5	C	28.8	C	27.1	C	32.4
Through/Right	F	109.9	D	41.0	D	53.1	D	49.3
Eastbound	**C**	**31.4**	**D**	**46**	**D**	**47.4**	**D**	**51.3**
Left	C	25.2	E	76.4	C	33.7	F	90.5
Through/Right	C	33.3	C	34.7	D	51.3	D	37.7
Westbound	**B**	**17.5**	**C**	**30.8**	**C**	**23.0**	**C**	**32.4**
Left	C	21.3	C	29.7	C	30.2	C	32.5
Through	C	23.6	D	40.7	C	30.9	D	42.7
Right	A	2.2	A	6.1	A	3.0	A	6.1

Table 14: Fairfield Road at Long Lake Drive
Existing (2023) and No Build (2050) LOS and Delay

	Existing 2023				No Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**4.6**	**-**	**4.4**	**-**	**5.2**	**-**	**5.1**
Northbound	**-**	**0.2**	**-**	**0.6**	**-**	**0.2**	**-**	**0.6**
Left	A	8.6	A	8.3	A	8.7	A	8.3
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**0.8**	**-**	**0.8**	**-**	**0.8**	**-**	**0.8**
Left	A	8.5	A	9.4	A	8.5	A	9.6
Through/Right	-	-	-	-	-	-	-	-
Eastbound	**C**	**22.2**	**D**	**33.1**	**C**	**24.9**	**E**	**39.2**
Left/Through/ Right	C	22.2	D	33.1	C	24.9	E	39.2
Westbound	**D**	**30.9**	**E**	**36.8**	**D**	**36.9**	**E**	**44.7**
Left/Through/ Right	D	30.9	E	36.8	D	36.9	E	44.7

Appendix H

2050 3-Lane and 5-Lane Build Level of Service Tables (LOS)

Table 1: Fairfield Road at Gilmer Road
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**B**	**15.5**	**B**	**11.8**	**B**	**12.9**	**B**	**14.1**
Northbound	**A**	**6.4**	**B**	**10.3**	**A**	**7.3**	**B**	**11.5**
Left	A	5.7	A	6.1	A	7.4	A	9.2
Through	A	6.4	A	10.8	A	7.2	B	11.7
Southbound	**B**	**17.2**	**B**	**10.6**	**B**	**12.8**	**B**	**15.0**
Through	B	19.8	B	13.2	B	14.3	B	18.9
Right	A	2.3	A	2.6	A	2.9	A	5.0
Eastbound	**C**	**24.5**	**C**	**22.4**	**C**	**21.1**	**C**	**20.6**
Left	C	31.9	C	26.3	C	28	C	24.3
Right	A	9.3	A	9.0	A	7.0	A	5.6

Table 2: Fairfield Road at Chardon Road
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**B**	**11.4**	**B**	**19.7**	**A**	**7.0**	**B**	**16.1**
Northbound	**A**	**4.0**	**C**	**21.4**	**A**	**3.6**	**B**	**10.9**
Left	A	6.0	A	8.0	A	5.0	A	5.0
Through	A	5.2	C	24.1	A	3.6	B	10.9
Right	A	1.4	A	0.9	-	-	-	-
Southbound	**B**	**14.2**	**B**	**12.3**	**A**	**7.8**	**A**	**6.5**
Left	-	-	A	8.0	-	-	A	5.0
Through/Right	B	14.2	B	12.3	A	7.8	A	6.5
Eastbound	**C**	**24.8**	**C**	**28.0**	**B**	**20.0**	**C**	**24.0**
Left	-	-	C	29.5	-	-	C	25.2
Through/Right	C	24.8	C	27.4	B	20.0	C	23.6
Westbound	**C**	**26.8**	**C**	**27.4**	**C**	**23.3**	**E**	**70.2**
Left	C	28.4	C	28.8	C	24.5	E	75.7
Through/Right	B	15.1	B	14.1	B	13.9	B	16.6

Table 3: Fairfield Road at IL Route 60
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**D**	**41.5**	**C**	**31.3**	**C**	**32.1**	**C**	**24.6**
Northbound	**C**	**33.3**	**D**	**44.9**	**D**	**36.0**	**C**	**31.6**
Left	C	24.0	B	15.4	C	27.3	B	17.0
Through/Right	D	35.0	D	51.9	D	37.6	C	34.8
Southbound	**D**	**48.5**	**C**	**27.0**	**D**	**41.2**	**C**	**23.6**
Left	B	17.7	C	34.3	C	24.7	C	34.4
Through/Right	E	60.0	C	24.8	D	45.9	B	19.6
Eastbound	**D**	**47.5**	**C**	**22.5**	**C**	**29.4**	**B**	**18.8**
Left	B	12.0	B	16.1	A	7.9	B	12.5
Through	D	52.5	C	25.8	C	33.0	C	21.6
Right	A	3.0	A	2.9	A	1.4	A	1.9
Westbound	**C**	**25.9**	**C**	**29.6**	**C**	**21.4**	**C**	**22.5**
Left	E	58.0	B	16.8	D	48.0	B	13.0
Through	B	18.1	C	34.7	B	12.6	C	26.3
Right	A	1.3	A	4.3	A	0.2	A	3.5

Table 4: Fairfield Road at Townline Road
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**1.1**	**-**	**2.0**	**-**	**0.8**	**-**	**1.2**
Northbound	**-**	**-**	**-**	**0.1**	**-**	**-**	**-**	**0.1**
Left	-	-	A	8.1	-	-	A	8.2
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**0.4**	**-**	**0.4**	**-**	**0.4**	**-**	**0.6**
Left	A	8.3	A	9.6	A	8.6	B	10.8
Through/Right	-	-	-	-	-	-	-	-
Eastbound	**C**	**19.1**	**C**	**20.9**	**C**	**20.8**	**C**	**20.6**
Left/Through/ Right	C	19.1	C	20.9	C	20.8	C	20.6
Westbound	**C**	**16.3**	**C**	**21.5**	**C**	**13.7**	**C**	**20.1**
Left/Through/ Right	C	16.3	C	21.5	C	13.7	C	20.1

Table 5: Fairfield Road at IL Route 120
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**D**	**36.1**	**C**	**34.0**	**C**	**28.8**	**C**	**29.6**
Northbound	**A**	**8.3**	**C**	**28.3**	**C**	**29.0**	**D**	**36.2**
Left	A	9.5	A	5.8	C	24.9	C	22.5
Through/Right	A	8.2	C	31.5	C	29.4	D	38.1
Southbound	**D**	**41**	**C**	**23.4**	**C**	**28.2**	**C**	**22.1**
Left	B	10.7	B	13.5	B	13.1	C	20.5
Through/Right	D	42.6	C	24.5	C	29.0	C	22.3
Eastbound	**D**	**42.2**	**D**	**37.4**	**C**	**28.2**	**C**	**25.4**
Left	C	34.9	D	47.5	C	23.5	C	29.1
Through/Right	D	44.0	C	34.0	C	29.8	C	23.4
Westbound	**D**	**38.2**	**D**	**43.7**	**C**	**30.4**	**C**	**31.1**
Left	C	42.6	C	27.4	C	21.3	B	15.0
Through/Right	D	36.9	D	46.5	C	32.9	C	33.7

Table 6: Fairfield Road at Chain O Lake Mobile Home Entrance
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**-**	**0.1**	**-**	**0.2**	**-**	**-**	**-**	**0.2**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**0.2**	**-**	**-**	**-**	**0.3**
Left/Through	-	-	A	9.6	-	-	B	10.9
Westbound	**C**	**15.5**	**C**	**17.7**	**C**	**15.1**	**C**	**21.3**
Left/Right	C	15.5	C	17.7	C	15.1	C	21.3

Table 7: Fairfield Road at Nippersink Road
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**C**	**21.3**	**C**	**26.5**	**B**	**16.6**	**B**	**18.1**
Northbound	**B**	**14.8**	**C**	**30.5**	**B**	**12.5**	**B**	**18.9**
Left	A	7.9	A	9.8	A	9.6	B	13.7
Through/Right	B	15.3	C	32.6	B	12.8	B	19.4
Southbound	**C**	**26.0**	**B**	**19.3**	**B**	**18.5**	**B**	**18.0**
Left	A	7.3	A	8.4	A	8.9	B	10.1
Through/Right	C	27.1	B	19.6	B	19.0	B	18.2
Eastbound	**C**	**20.1**	**C**	**20.7**	**B**	**16.7**	**B**	**13.9**
Left	C	20.6	C	24.8	B	17.5	B	15.2
Through	C	28.0	C	25.5	C	23.6	B	18.3
Right	A	4.9	A	0.5	A	5.6	A	0.4
Westbound	**C**	**23.8**	**C**	**31.1**	**C**	**20.2**	**C**	**20.8**
Left	B	17.6	B	18.4	B	14.8	B	12.9
Through/Right	C	25.3	C	33.9	C	21.5	C	22.1

Table 8: Fairfield Road at Old Farm Road
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**-**	**0.4**	**-**	**0.3**	**-**	**0.3**	**-**	**0.3**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**0.1**	**-**	**0.2**	**-**	**0.1**	**-**	**0.3**
Left	A	8.4	A	9.9	A	8.8	B	11.5
Through	-	-	-	-	-	-	-	-
Westbound	**B**	**13.5**	**C**	**16.5**	**B**	**12.9**	**C**	**16.2**
Left	C	16.4	C	17.9	C	16.7	C	23.8
Right	B	11.5	C	16.2	B	10.3	B	13.4

Table 9: Fairfield Road at Hart Road
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**A**	**9.0**	**B**	**11.2**	**A**	**8.1**	**A**	**10.0**
Northbound	**A**	**7.1**	**B**	**11.0**	**A**	**8.3**	**A**	**9.9**
Through	B	10.3	B	13.0	B	12.2	B	11.6
Right	A	2.7	A	2.2	A	3.5	A	2.7
Southbound	**A**	**8.6**	**A**	**5.9**	**A**	**6.8**	**A**	**6.4**
Left	A	5.2	A	5.0	A	5.6	A	6.1
Through	A	8.8	A	6.0	A	6.9	A	6.4
Westbound	**C**	**20.8**	**C**	**26.1**	**B**	**19.1**	**C**	**23.7**
Left	C	20.8	C	26.1	B	19.1	C	23.7
Right	-	-	-	-	-	-	-	-

Table 10: Fairfield Road at Falcon Boulevard
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**-**	**1.2**	**-**	**0.8**	**-**	**1.0**	**-**	**0.8**
Northbound	**-**	**0.4**	**-**	**0.8**	**-**	**0.6**	**-**	**1.0**
Left	A	9.2	A	8.3	B	11.3	A	9.2
Through	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through	-	-	-	-	-	-	-	-
Right	-	-	-	-	-	-	-	-
Eastbound	**B**	**14.6**	**B**	**11.2**	**C**	**15.3**	**B**	**11.2**
Left	C	15.1	C	16.4	C	21.6	C	17.7
Right	B	14.4	B	10.5	B	13.8	B	10.3

Table 11: Fairfield Road at Tyler Avenue
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**-**	**-**	**-**	**0.1**	**-**	**-**	**-**	**0.1**
Northbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through/Right	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**0.2**	**-**	**-**	**-**	**0.2**
Left	A	8.5	A	8.9	A	8.9	A	9.7
Through	-	-	-	-	-	-	-	-
Westbound	**B**	**10.5**	**B**	**14.1**	**A**	**9.8**	**C**	**15.1**
Left	B	10.5	B	14.1	A	9.8	C	15.1
Right	-	-	-	-	-	-	-	-

Table 12: Fairfield Road at Town Center Drive
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**-**	**1.2**	**-**	**1.0**	**-**	**1.0**	**-**	**0.9**
Northbound	**-**	**0.4**	**-**	**0.6**	**-**	**0.6**	**-**	**0.8**
Left	A	8.8	A	8.3	B	10.4	A	9.3
Through	-	-	-	-	-	-	-	-
Southbound	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Through	-	-	-	-	-	-	-	-
Right	-	-	-	-	-	-	-	-
Eastbound	**B**	**13.4**	**B**	**12.4**	**B**	**14.1**	**B**	**12.8**
Left	B	13.4	B	12.4	B	14.1	B	12.8
Right	-	-	-	-	-	-	-	-

Table 13: Fairfield Road at IL Route 134
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**E**	**54.0**	**E**	**58.1**	**D**	**37.4**	**D**	**35.6**
Northbound	**E**	**70.0**	**D**	**50.6**	**C**	**34.1**	**D**	**51.7**
Left	C	31.8	D	40.0	C	30.8	D	40.0
Through/Right	E	73.9	D	51.1	C	34.4	D	52.1
Southbound	**E**	**66.7**	**D**	**49.6**	**D**	**40.9**	**C**	**28.1**
Left	C	24.4	C	30.9	C	25.0	C	25.0
Through/Right	E	76.1	D	53.5	D	43.0	C	28.6
Eastbound	**D**	**41.0**	**E**	**57.2**	**D**	**38.5**	**C**	**29.3**
Left	C	23.2	E	70.0	C	21.6	C	26.7
Through/Right	D	46.2	D	52.8	D	42.8	C	30.1
Westbound	**C**	**24.2**	**E**	**74.7**	**C**	**21.1**	**C**	**26.0**
Left	B	19.3	C	31.0	B	19.2	C	21.9
Through	C	34.0	F	103.7	C	29.9	C	34.3
Right	A	0.6	A	8.5	A	0.5	A	6.1

Table 14: Fairfield Road at Long Lake Drive
3-Lane Build (2050) and 5-Lane Build (2050) LOS and Delay

	3-Lane Build 2050				5-Lane Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**B**	**11.4**	**B**	**12.8**	**A**	**9.7**	**B**	**10.8**
Northbound	**B**	**11.7**	**B**	**13.8**	**B**	**10.5**	**B**	**11.1**
Left	A	4.9	A	4.2	A	5.9	A	5.2
Through/Right	B	11.8	B	14.5	B	10.6	B	11.5
Southbound	**A**	**9.7**	**A**	**8.9**	**A**	**8.3**	**A**	**9.4**
Left	A	5.3	A	4.6	A	5.8	A	4.9
Through/Right	B	10.2	A	9.3	A	8.6	A	9.8
Eastbound	**B**	**13.8**	**B**	**19.9**	**B**	**11.8**	**B**	**16.4**
Left/Through/ Right	B	13.8	B	19.9	B	11.8	B	16.4
Westbound	**B**	**18.9**	**B**	**19.5**	**B**	**17.7**	**B**	**15.7**
Left/Through/ Right	B	18.9	B	19.5	B	17.7	B	15.7

Appendix I

2050 3-Lane Roundabout Build and 2050 5-Lane Roundabout Build Level of Service Tables (LOS)

Table 1: Fairfield Road at Gilmer Road
3-Lane Roundabout Build (2050) and 5-Lane Roundabout Build (2050) Level of Service and Delay

	3-Lane Roundabout Build 2050				5-Lane Roundabout Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**B**	**10.3**	**B**	**13.4**	**A**	**6.9**	**A**	**7.9**
Northbound	**A**	**6.6**	**C**	**18.0**	**A**	**5.4**	**B**	**11.0**
Lane 1	A	6.6	C	18.0	A	5.5	B	11.3
Lane 2	-	-	-	-	A	5.2	B	10.8
Southbound	**B**	**11.1**	**A**	**9.0**	**A**	**5.4**	**A**	**3.3**
Lane 1	B	11.1	A	9.0	A	6.3	A	4.7
Lane 2	-	-	-	-	A	6.1	A	4.5
Lane 3	-	-	-	-	A	0.0	A	0.0
Westbound	**B**	**13.5**	**A**	**7.8**	**B**	**14.0**	**A**	**6.6**
Lane 1	B	13.5	A	7.8	B	14.7	A	6.9
Lane 2	-	-	-	-	B	13.4	A	6.4

Table 2: Fairfield Road at Chardon Road
3-Lane Roundabout Build (2050) and 5-Lane Roundabout Build (2050) Level of Service and Delay

	3-Lane Roundabout Build 2050				5-Lane Roundabout Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Overall	**B**	**10.5**	**A**	**9.7**	**A**	**5.3**	**A**	**5.7**
Northbound	**A**	**6.1**	**B**	**11.3**	**A**	**4.1**	**A**	**6.0**
Lane 1	A	6.1	B	11.3	A	4.3	A	6.3
Lane 2	-	-	-	-	A	3.8	A	5.8
Southbound	**B**	**13.3**	**A**	**7.6**	**A**	**6.0**	**A**	**4.1**
Lane 1	B	13.3	A	7.6	A	6.3	A	4.4
Lane 2	-	-	-	-	A	5.7	A	3.8
Eastbound	**B**	**11.6**	**A**	**4.5**	**A**	**8.2**	**A**	**3.9**
Lane 1	B	11.6	A	4.5	A	8.2	A	3.9
Westbound	**A**	**4.0**	**A**	**8.3**	**A**	**4.4**	**A**	**7.3**
Lane 1	A	4.0	A	8.3	A	4.4	A	7.3

Table 3: Fairfield Road at Townline Road
3-Lane Roundabout Build (2050) and 5-Lane Roundabout Build (2050) Level of Service and Delay

	3-Lane Roundabout Build 2050				5-Lane Roundabout Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**A**	**9.1**	**A**	**8.3**	**A**	**5.0**	**A**	**4.9**
Northbound	**A**	**5.3**	**A**	**10.0**	**A**	**3.7**	**A**	**5.5**
Lane 1	A	5.3	A	10.0	A	3.9	A	5.7
Lane 2	-	-	-	-	A	3.5	A	5.2
Southbound	**B**	**11.0**	**A**	**5.6**	**A**	**5.5**	**A**	**3.6**
Lane 1	B	11.0	A	5.6	A	5.8	A	3.8
Lane 2	-	-	-	-	A	5.3	A	3.4
Eastbound	**A**	**5.3**	**A**	**3.5**	**A**	**4.2**	**A**	**3.5**
Lane 1	A	5.3	A	3.5	A	4.2	A	3.5
Westbound	**A**	**3.7**	**A**	**6.4**	**A**	**3.8**	**A**	**5.1**
Lane 1	A	3.7	A	6.4	A	3.8	A	5.1

Table 4: Fairfield Road at Nippersink Road
3-Lane Roundabout Build (2050) and 5-Lane Roundabout Build (2050) Level of Service and Delay

	3-Lane Roundabout Build 2050				5-Lane Roundabout Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**B**	**11.9**	**C**	**16.6**	**B**	**11.7**	**B**	**10.4**
Northbound	**B**	**12.9**	**C**	**23.8**	**A**	**9.2**	**B**	**11.2**
Lane 1	B	12.9	C	23.8	A	9.5	B	11.5
Lane 2	-	-	-	-	A	8.9	A	10.9
Southbound	**B**	**12.2**	**B**	**11.8**	**A**	**7.5**	**A**	**7.2**
Lane 1	B	12.2	B	11.8	A	7.6	A	7.4
Lane 2	-	-	-	-	A	7.4	A	7.0
Eastbound	**B**	**12.2**	**A**	**5.6**	**C**	**21.3**	**A**	**7.1**
Lane 1	A	7.0	A	5.2	C	22.2	A	7.3
Lane 2	B	13.8	A	5.9	C	20.5	A	6.9
Westbound	**A**	**6.0**	**C**	**15.2**	**A**	**6.1**	**C**	**19.1**
Lane 1	A	4.9	A	8.0	A	5.7	B	10.7
Lane 2	A	6.3	C	16.7	A	6.1	C	20.4

Table 5: Fairfield Road at Hart Road
3-Lane Roundabout Build (2050) and 5-Lane Roundabout Build (2050) Level of Service and Delay

	3-Lane Roundabout Build 2050				5-Lane Roundabout Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**A**	**7.3**	**A**	**8.4**	**A**	**5.0**	**A**	**5.3**
Northbound	**A**	**6.0**	**A**	**9.9**	**A**	**4.0**	**A**	**5.6**
Lane 1	A	6.0	A	9.9	A	4.2	A	5.8
Lane 2	-	-	-	-	A	3.7	A	5.3
Southbound	**A**	**8.6**	**A**	**6.2**	**A**	**5.6**	**A**	**4.6**
Lane 1	A	8.6	A	6.2	A	5.9	A	4.8
Lane 2	-	-	-	-	A	5.4	A	4.4
Westbound	**A**	**4.1**	**A**	**5.9**	**A**	**4.4**	**A**	**5.9**
Lane 1	A	4.1	A	5.9	A	4.4	A	5.9

Table 6: Fairfield Road at Long Lake Drive
3-Lane Roundabout Build (2050) and 5-Lane Roundabout Build (2050) Level of Service and Delay

	3-Lane Roundabout Build 2050				5-Lane Roundabout Build 2050			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
Overall/ Approach/ Lane Group	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**
Overall	**A**	**7.7**	**A**	**9.2**	**A**	**6.1**	**A**	**6.0**
Northbound	**A**	**6.6**	**B**	**10.7**	**A**	**4.5**	**A**	**6.1**
Lane 1	A	6.6	B	10.7	A	4.6	A	6.1
Lane 2	-	-	-	-	A	4.5	A	6.1
Southbound	**A**	**8.8**	**A**	**7.0**	**A**	**6.7**	**A**	**5.6**
Lane 1	A	8.8	A	7.0	A	6.7	A	5.7
Lane 2	-	-	-	-	A	6.6	A	5.6
Eastbound	**A**	**6.9**	**A**	**4.8**	**A**	**8.4**	**A**	**5.5**
Lane 1	A	6.9	A	4.8	A	8.4	A	5.5
Westbound	**A**	**5.7**	**A**	**9.1**	**A**	**5.3**	**A**	**8.7**
Lane 1	A	5.7	A	9.1	A	5.3	A	8.7

Appendix J

Sidra Analysis

LANE SUMMARY

Site: 101 [3-Lane_Build_AM_Gilmer (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	404	3.1	404	3.1	1141	0.354	100	6.6	LOS A	2.0	51.7	Full	1600	0.0	0.0
Approach	404	3.1	404	3.1		0.354		6.6	LOS A	2.0	51.7				
North: Fairfield Road															
Lane 1[d]	1015	2.1	1015	2.1	1317	0.771	100	11.1	LOS B	12.7	322.1	Full	1600	0.0	0.0
Approach	1015	2.1	1015	2.1		0.771		11.1	LOS B	12.7	322.1				
West: Gilmer Road															
Lane 1[d]	225	2.3	225	2.3	535	0.420	100	13.5	LOS B	2.0	52.2	Full	1600	0.0	0.0
Approach	225	2.3	225	2.3		0.420		13.5	LOS B	2.0	52.2				
All Vehicles	1645	2.4	1645	2.4		0.771		10.3	LOS B	12.7	322.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	25	379	404	3.1	1141	0.354	100	NA	NA
Approach	25	379	404	3.1		0.354			

North: Fairfield Road

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	866	149	1015	2.1	1317	0.771	100	NA	NA
Approach	866	149	1015	2.1		0.771			

West: Gilmer Road

LANE SUMMARY

Site: 101 [3-Lane_Build_PM_Gilmer (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	935	1.0	935	1.0	1148	0.814	100	18.0	LOS C	20.8	524.5	Full	1600	0.0	0.0
Approach	935	1.0	935	1.0		0.814		18.0	LOS C	20.8	524.5				
North: Fairfield Road															
Lane 1[d]	695	1.8	695	1.8	1237	0.561	100	9.0	LOS A	4.7	118.8	Full	1600	0.0	0.0
Approach	695	1.8	695	1.8		0.561		9.0	LOS A	4.7	118.8				
West: Gilmer Road															
Lane 1[d]	215	2.0	215	2.0	776	0.277	100	7.8	LOS A	1.2	31.5	Full	1600	0.0	0.0
Approach	215	2.0	215	2.0		0.277		7.8	LOS A	1.2	31.5				
All Vehicles	1845	1.4	1845	1.4		0.814		13.4	LOS B	20.8	524.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	89	846	935	1.0	1148	0.814	100	NA	NA
Approach	89	846	935	1.0		0.814			

North: Fairfield Road

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	525	170	695	1.8	1237	0.561	100	NA	NA
Approach	525	170	695	1.8		0.561			

West: Gilmer Road

LANE SUMMARY

Site: 101 [5-Lane_Build_AM_Gilmer (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	230	3.3	230	3.3	1037	0.222	100	5.5	LOS A	0.9	24.0	Full	1600	0.0	0.0
Lane 2[d]	245	3.0	245	3.0	1108	0.222	100	5.2	LOS A	0.9	23.5	Full	1600	0.0	0.0
Approach	475	3.1	475	3.1		0.222		5.4	LOS A	0.9	24.0				
North: Fairfield Road															
Lane 1	544	2.0	544	2.0	1289	0.422	100	6.3	LOS A	2.6	66.0	Full	1600	0.0	0.0
Lane 2[d]	572	2.0	572	2.0	1356	0.422	100	6.1	LOS A	2.5	64.1	Full	1600	0.0	0.0
Lane 3	173	3.0	173	3.0	1626	0.106	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1289	2.1	1289	2.1		0.422		5.4	LOS A	2.6	66.0				
West: Gilmer Road															
Lane 1	171	2.0	171	2.0	449	0.380	100	14.7	LOS B	1.5	39.2	Full	1600	0.0	0.0
Lane 2[d]	189	2.6	189	2.6	497	0.380	100	13.4	LOS B	1.5	38.6	Full	1600	0.0	0.0
Approach	360	2.3	360	2.3		0.380		14.0	LOS B	1.5	39.2				
All Vehicles	2124	2.4	2124	2.4		0.422		6.9	LOS A	2.6	66.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	29	200	230	3.3	1037	0.222	100	NA	NA
Lane 2	-	245	245	3.0	1108	0.222	100	NA	NA
Approach	29	446	475	3.1		0.222			

North: Fairfield Road

Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.

LANE SUMMARY

Site: 101 [5-Lane_Build_PM_Gilmer (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	575	1.0	575	1.0	988	0.582	100	11.3	LOS B	5.4	135.0	Full	1600	0.0	0.0
Lane 2[d]	618	1.0	618	1.0	1061	0.582	100	10.8	LOS B	5.3	133.4	Full	1600	0.0	0.0
Approach	1192	1.0	1192	1.0		0.582		11.0	LOS B	5.4	135.0				
North: Fairfield Road															
Lane 1	244	2.0	244	2.0	1201	0.203	100	4.7	LOS A	0.9	22.8	Full	1600	0.0	0.0
Lane 2[d]	258	2.0	258	2.0	1270	0.203	100	4.5	LOS A	0.9	22.1	Full	1600	0.0	0.0
Lane 3	195	1.0	195	1.0	1658	0.117	100	0.0	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	697	1.7	697	1.7		0.203		3.3	LOS A	0.9	22.8				
West: Gilmer Road															
Lane 1	191	2.0	191	2.0	817	0.233	100	6.9	LOS A	0.9	23.7	Full	1600	0.0	0.0
Lane 2[d]	207	2.0	207	2.0	887	0.233	100	6.4	LOS A	0.9	23.2	Full	1600	0.0	0.0
Approach	398	2.0	398	2.0		0.233		6.6	LOS A	0.9	23.7				
All Vehicles	2287	1.4	2287	1.4		0.582		7.9	LOS A	5.4	135.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	104	470	575	1.0	988	0.582	100	NA	NA
Lane 2	-	618	618	1.0	1061	0.582	100	NA	NA
Approach	104	1088	1192	1.0		0.582			

North: Fairfield Road

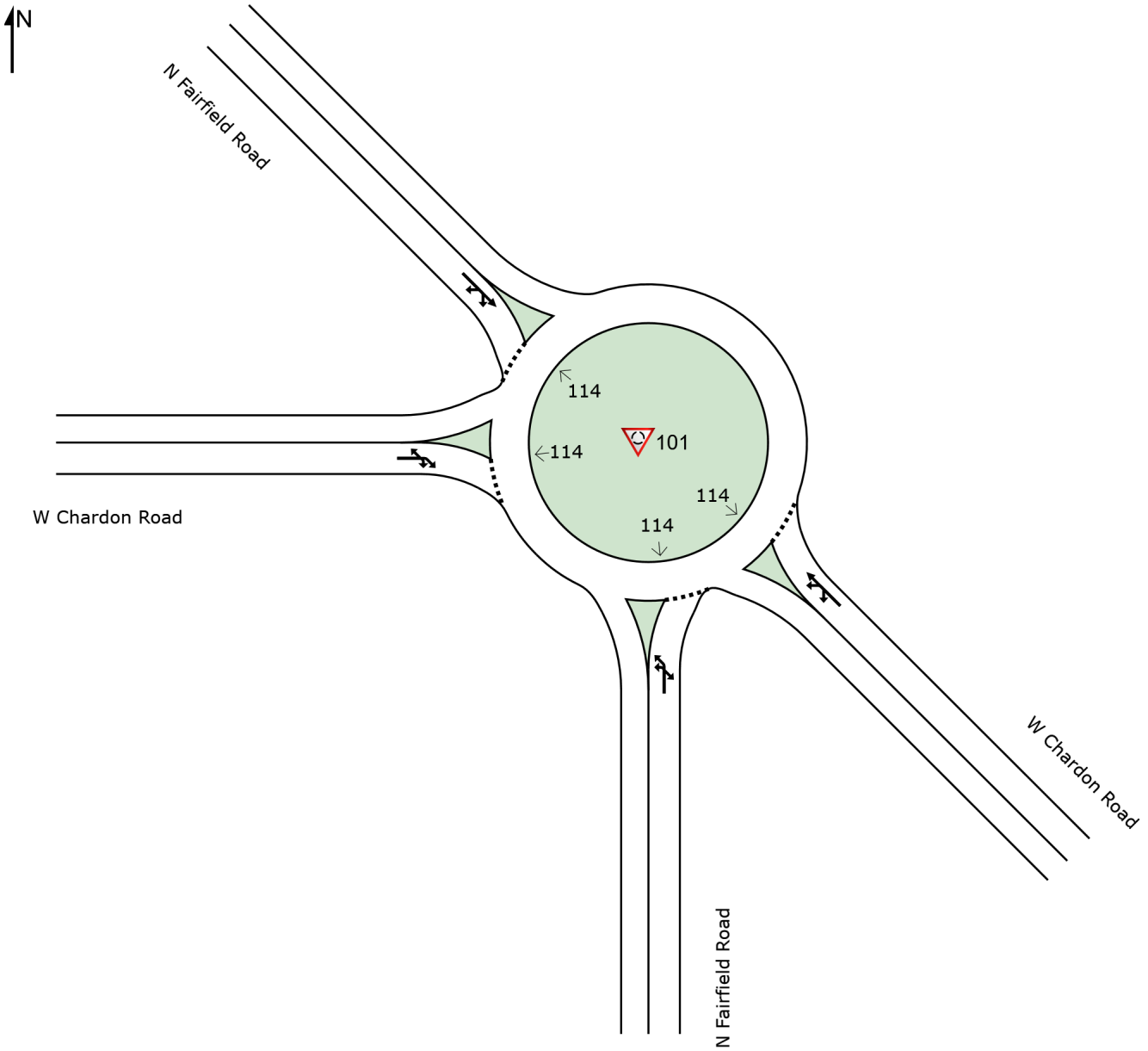
Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.

Site: 101 [3 Lane Build AM (Site Folder: 3-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
SouthEast	W Chardon Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
NorthWest	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
West	W Chardon Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1[d]	488	5.1	1333	0.366	100	6.1	LOS A	2.7	69.2	Full	1600	0.0	0.0
Approach	488	5.1		0.366		6.1	LOS A	2.7	69.2				
SouthEast: W Chardon Road													
Lane 1[d]	68	6.3	1043	0.066	100	4.0	LOS A	0.3	7.7	Full	1600	0.0	0.0
Approach	68	6.3		0.066		4.0	LOS A	0.3	7.7				
NorthWest: N Fairfield Road													
Lane 1[d]	947	3.0	1305	0.726	100	13.3	LOS B	8.7	222.2	Full	1600	0.0	0.0
Approach	947	3.0		0.726		13.3	LOS B	8.7	222.2				
West: W Chardon Road													
Lane 1[d]	21	42.1	342	0.060	100	11.6	LOS B	0.3	10.7	Full	1600	0.0	0.0
Approach	21	42.1		0.060		11.6	LOS B	0.3	10.7				
Intersection	1524	4.3		0.726		10.5	LOS B	8.7	222.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

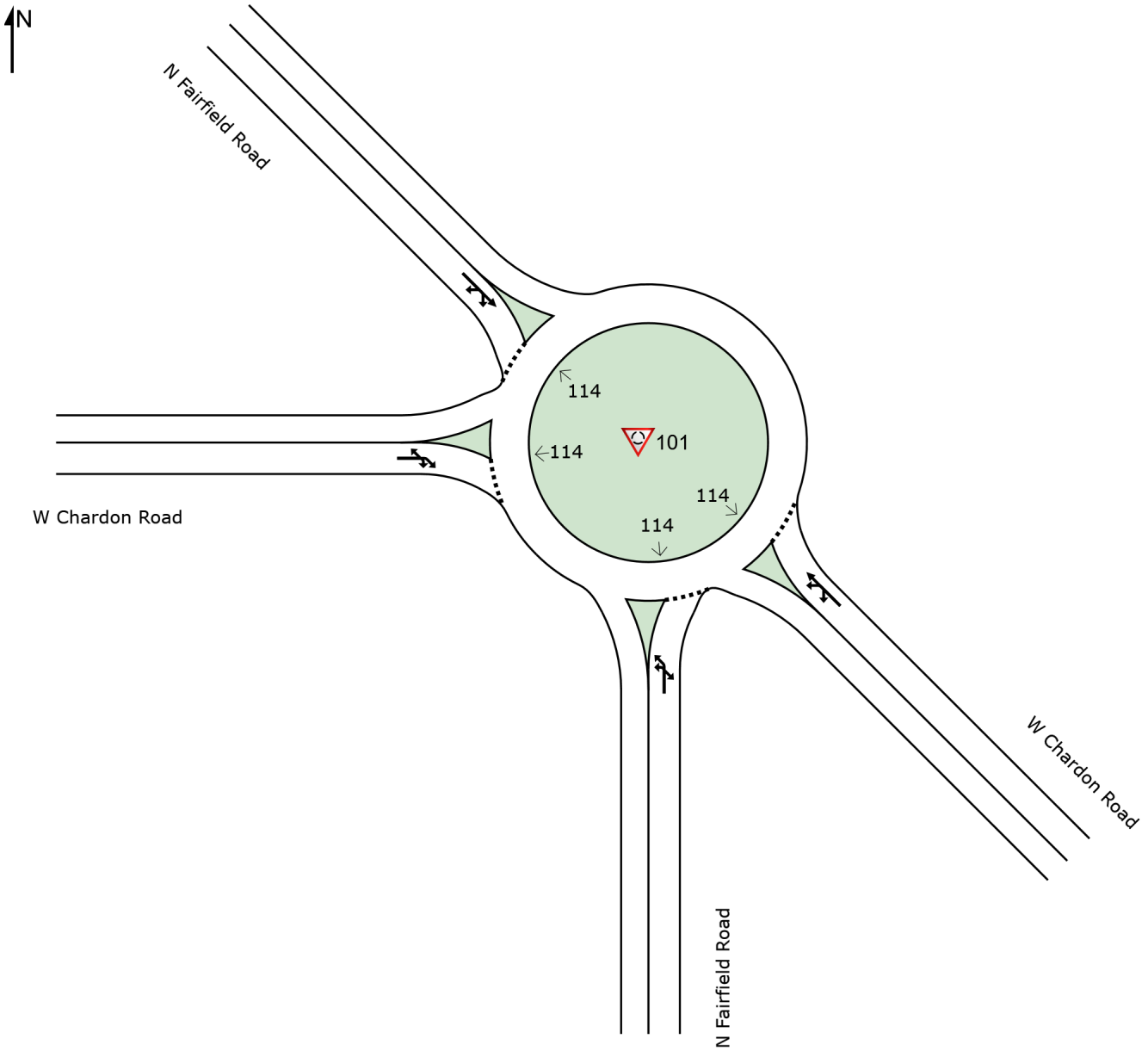
d Dominant lane on roundabout approach

Site: 101 [3 Lane Build PM (Site Folder: 3-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
SouthEast	W Chardon Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
NorthWest	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
West	W Chardon Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1[d]	931	1.9	1374	0.677	100	11.3	LOS B	7.9	201.6	Full	1600	0.0	0.0
Approach	931	1.9		0.677		11.3	LOS B	7.9	201.6				
SouthEast: W Chardon Road													
Lane 1[d]	233	0.9	762	0.305	100	8.3	LOS A	1.9	48.7	Full	1600	0.0	0.0
Approach	233	0.9		0.305		8.3	LOS A	1.9	48.7				
NorthWest: N Fairfield Road													
Lane 1[d]	495	1.0	1158	0.427	100	7.6	LOS A	3.0	76.1	Full	1600	0.0	0.0
Approach	495	1.0		0.427		7.6	LOS A	3.0	76.1				
West: W Chardon Road													
Lane 1[d]	15	0.0	840	0.018	100	4.5	LOS A	0.1	2.5	Full	1600	0.0	0.0
Approach	15	0.0		0.018		4.5	LOS A	0.1	2.5				
Intersection	1673	1.5		0.677		9.7	LOS A	7.9	201.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

USER REPORT FOR SITE

All Movement Classes

Project: Fairfield_Chardon Intersections

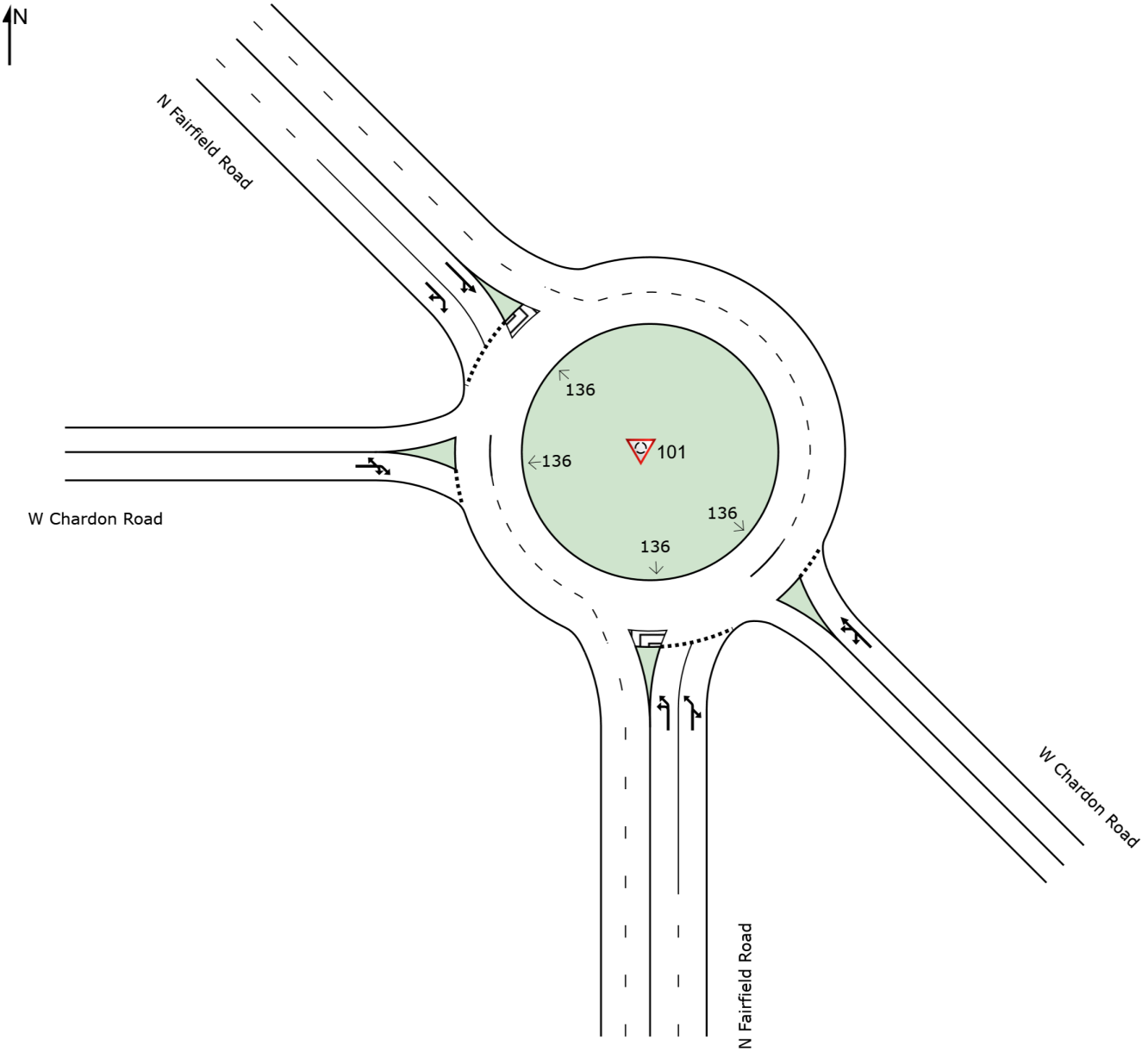
Template: Default Site User Report

Site: 101 [5 Lane Build AM (Site Folder: 5-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
SouthEast	W Chardon Road	136.00	32.00	184.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0
NorthWest	N Fairfield Road	136.00	16.00	184.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
West	W Chardon Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1	292	6.2	1401	0.209	100	4.3	LOS A	1.2	31.2	Full	1600	0.0	0.0
Lane 2[d]	339	4.2	1623	0.209	100	3.8	LOS A	1.2	31.5	Full	1600	0.0	0.0
Approach	631	5.1		0.209		4.1	LOS A	1.2	31.5				
SouthEast: W Chardon Road													
Lane 1[d]	66	6.3	963	0.069	100	4.4	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	66	6.3		0.069		4.4	LOS A	0.2	5.8				
NorthWest: N Fairfield Road													
Lane 1	566	3.0	1405	0.403	100	6.3	LOS A	2.7	68.3	Full	1600	0.0	0.0
Lane 2[d]	658	3.0	1634	0.403	100	5.7	LOS A	2.7	69.2	Full	1600	0.0	0.0
Approach	1224	3.0		0.403		6.0	LOS A	2.7	69.2				
West: W Chardon Road													
Lane 1[d]	18	41.8	471	0.039	100	8.2	LOS A	0.1	4.1	Full	1600	0.0	0.0
Approach	18	41.8		0.039		8.2	LOS A	0.1	4.1				
Intersection	1940	4.2		0.403		5.3	LOS A	2.7	69.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

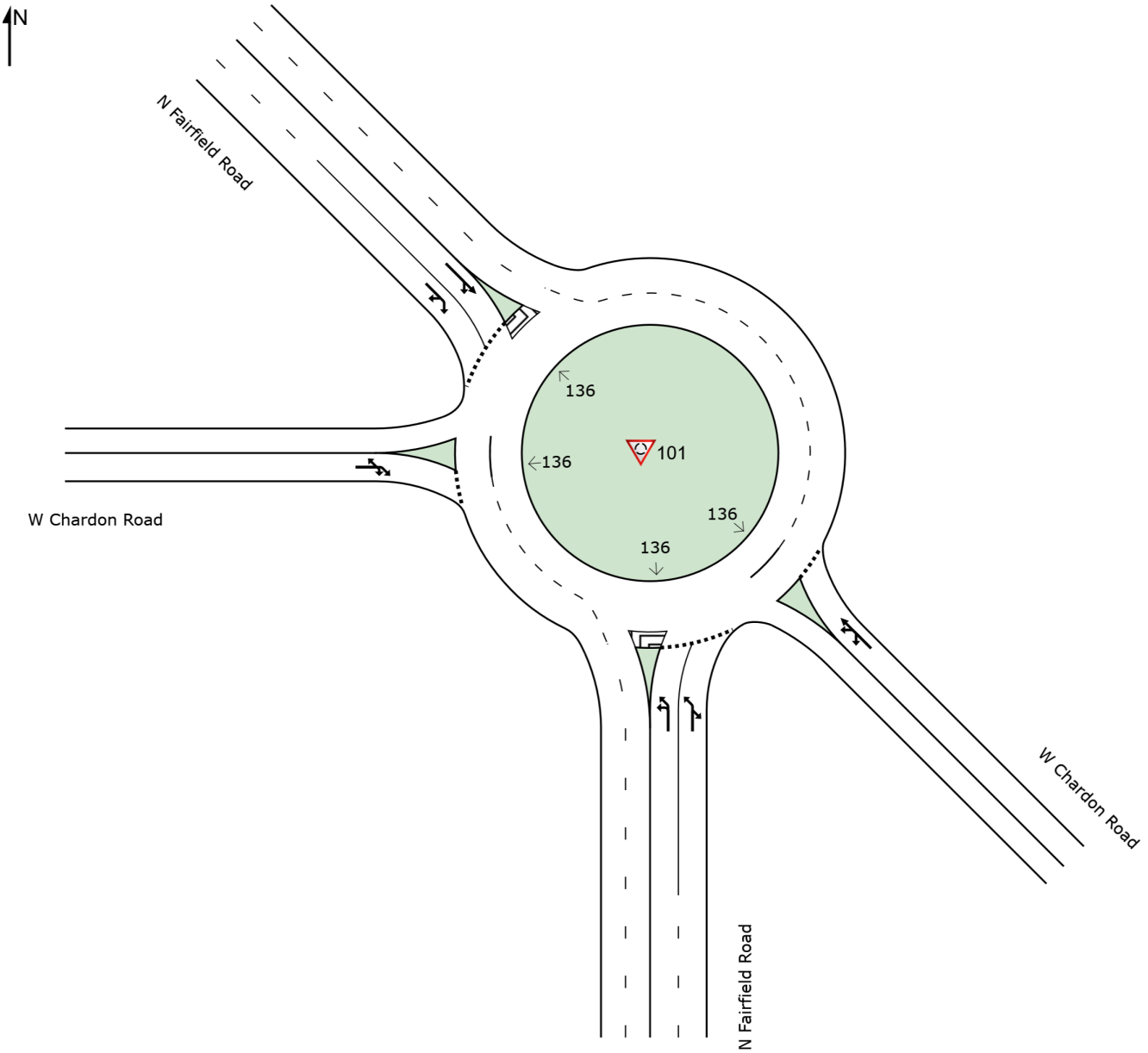
d Dominant lane on roundabout approach

Site: 101 [5 Lane Build PM (Site Folder: 5-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
SouthEast	W Chardon Road	136.00	32.00	184.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0
NorthWest	N Fairfield Road	136.00	16.00	184.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
West	W Chardon Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1	606	2.0	1460	0.415	100	6.3	LOS A	2.8	71.6	Full	1600	0.0	0.0
Lane 2[d]	689	1.8	1659	0.415	100	5.8	LOS A	2.8	71.6	Full	1600	0.0	0.0
Approach	1295	1.9		0.415		6.0	LOS A	2.8	71.6				
SouthEast: W Chardon Road													
Lane 1[d]	224	0.9	832	0.269	100	7.3	LOS A	1.0	24.9	Full	1600	0.0	0.0
Approach	224	0.9		0.269		7.3	LOS A	1.0	24.9				
NorthWest: N Fairfield Road													
Lane 1	229	1.0	1261	0.181	100	4.4	LOS A	1.0	25.1	Full	1600	0.0	0.0
Lane 2[d]	274	1.0	1513	0.181	100	3.8	LOS A	1.0	26.2	Full	1600	0.0	0.0
Approach	503	1.0		0.181		4.1	LOS A	1.0	26.2				
West: W Chardon Road													
Lane 1[d]	14	0.0	954	0.015	100	3.9	LOS A	0.1	1.3	Full	1600	0.0	0.0
Approach	14	0.0		0.015		3.9	LOS A	0.1	1.3				
Intersection	2036	1.5		0.415		5.7	LOS A	2.8	71.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [3-Lane_Build_AM_IL_60 - four lane (Site Folder: General - IL_ 60)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	58	2.0	58	2.0	292	0.199	100	16.3	LOS C	0.6	15.2	Full	1600	0.0	0.0
Lane 2	125	2.0	125	2.0	293	0.425	100	23.0	LOS C	1.5	38.0	Full	1600	0.0	0.0
Lane 3[d]	146	2.0	146	2.0	343	0.425	100	20.1	LOS C	1.5	38.4	Full	1600	0.0	0.0
Lane 4	36	10.0	36	10.0	257	0.141	100	17.0	LOS C	0.3	8.3	Short	200	0.0	NA
Approach	365	2.8	365	2.8		0.425		20.2	LOS C	1.5	38.4				
East: IL 60															
Lane 1	187	2.0	187	2.0	948	0.197	100	5.7	LOS A	0.8	20.3	Full	1600	0.0	0.0
Lane 2	227	16.0	227	16.0	802	0.284	100	7.6	LOS A	1.1	29.6	Full	1600	0.0	0.0
Lane 3[d]	240	16.0	240	16.0	845	0.284	100	7.3	LOS A	1.0	28.5	Full	1600	0.0	0.0
Lane 4	96	0.0	96	0.0	1103	0.087	100	4.0	LOS A	0.3	8.2	Short	200	0.0	NA
Approach	749	10.5	749	10.5		0.284		6.6	LOS A	1.1	29.6				
North: Fairfield Road															
Lane 1	245	3.0	245	3.0	614	0.399	100	11.6	LOS B	1.8	47.2	Full	1600	0.0	0.0
Lane 2	308	2.0	308	2.0	626	0.491	100	13.5	LOS B	2.7	68.4	Full	1600	0.0	0.0
Lane 3[d]	340	2.0	340	2.0	692	0.491	100	12.5	LOS B	2.7	68.8	Full	1600	0.0	0.0
Lane 4	10	0.0	10	0.0	852	0.012	100	4.3	LOS A	0.0	1.0	Short	200	0.0	NA
Approach	902	2.2	902	2.2		0.491		12.5	LOS B	2.7	68.8				
West: IL 60															
Lane 1	303	6.4	303	6.4	418	0.725	100	31.4	LOS D	4.1	108.7	Full	1600	0.0	0.0
Lane 2	306	6.0	306	6.0	422	0.725	100	31.1	LOS D	4.2	109.5	Full	1600	0.0	0.0
Lane 3	306	6.0	306	6.0	422	0.725	100	31.1	LOS D	4.2	109.5	Full	1600	0.0	0.0
Lane 4[d]	339	6.0	339	6.0	467	0.725	100	28.7	LOS D	4.2	110.7	Full	1600	0.0	0.0
Lane 5	121	3.0	121	3.0	641	0.189	100	7.8	LOS A	0.6	16.5	Short	200	0.0	NA
Approach	1374	5.8	1374	5.8		0.725		28.5	LOS D	4.2	110.7				
All Vehicles	3390	5.6	3390	5.6		0.725		18.5	LOS C	4.2	110.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [3-Lane_Build_PM_IL_60 - four lane (Site Folder: General - IL_ 60)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	168	3.0	168	3.0	552	0.305	100	10.8	LOS B	1.2	29.8	Full	1600	0.0	0.0
Lane 2	285	1.0	285	1.0	576	0.494	100	14.5	LOS B	2.6	65.5	Full	1600	0.0	0.0
Lane 3[d]	318	1.0	318	1.0	643	0.494	100	13.3	LOS B	2.6	66.2	Full	1600	0.0	0.0
Lane 4	108	2.0	108	2.0	636	0.170	100	7.6	LOS A	0.6	14.8	Short	200	0.0	NA
Approach	879	1.5	879	1.5		0.494		12.5	LOS B	2.6	66.2				
East: IL 60															
Lane 1	43	7.0	43	7.0	566	0.076	100	7.2	LOS A	0.2	6.2	Full	1600	0.0	0.0
Lane 2	557	2.0	557	2.0	622	0.895	100	39.4	LOS E	12.2	310.2	Full	1600	0.0	0.0
Lane 3[d]	616	2.0	616	2.0	688	0.895	100	36.9	LOS E	12.8	325.9	Full	1600	0.0	0.0
Lane 4	211	0.0	211	0.0	835	0.252	100	7.0	LOS A	1.0	25.2	Short	200	0.0	NA
Approach	1426	1.9	1426	1.9		0.895		32.6	LOS D	12.8	325.9				
North: Fairfield Road															
Lane 1	102	0.0	102	0.0	367	0.278	100	14.9	LOS B	1.0	24.5	Full	1600	0.0	0.0
Lane 2	149	2.0	149	2.0	343	0.433	100	20.3	LOS C	1.6	40.9	Full	1600	0.0	0.0
Lane 3[d]	170	2.0	170	2.0	394	0.433	100	18.0	LOS C	1.6	40.9	Full	1600	0.0	0.0
Lane 4	12	0.0	12	0.0	443	0.026	100	8.5	LOS A	0.1	2.1	Short	200	0.0	NA
Approach	433	1.5	433	1.5		0.433		17.8	LOS C	1.6	40.9				
West: IL 60															
Lane 1	188	4.6	188	4.6	817	0.230	100	6.8	LOS A	0.9	23.1	Full	1600	0.0	0.0
Lane 2	187	5.0	187	5.0	812	0.230	100	6.9	LOS A	0.9	23.0	Full	1600	0.0	0.0
Lane 3	187	5.0	187	5.0	812	0.230	100	6.9	LOS A	0.9	23.0	Full	1600	0.0	0.0
Lane 4[d]	201	5.0	201	5.0	874	0.230	100	6.5	LOS A	0.9	22.5	Full	1600	0.0	0.0
Lane 5	117	1.0	117	1.0	1020	0.115	100	4.5	LOS A	0.4	10.8	Short	200	0.0	NA
Approach	879	4.4	879	4.4		0.230		6.5	LOS A	0.9	23.1				
All Vehicles	3617	2.3	3617	2.3		0.895		19.6	LOS C	12.8	325.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [5-Lane_Build_AM_IL_60_2 - five lane (Site Folder: General - IL_ 60)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	132	2.0	132	2.0	279	0.475	100	26.2	LOS D	1.7	42.9	Full	1600	0.0	0.0
Lane 2	135	2.0	135	2.0	283	0.475	100	25.9	LOS D	1.7	43.6	Full	1600	0.0	0.0
Lane 3[d]	157	2.0	157	2.0	331	0.475	100	22.6	LOS C	1.7	44.0	Full	1600	0.0	0.0
Lane 4	46	10.0	46	10.0	244	0.190	100	19.1	LOS C	0.4	11.2	Short	200	0.0	NA
Approach	470	2.8	470	2.8		0.475		24.2	LOS C	1.7	44.0				
East: IL 60															
Lane 1[d]	225	2.0	225	2.0	933	0.241	100	6.3	LOS A	1.0	24.6	Full	1600	0.0	0.0
Lane 2	159	16.0	159	16.0	719	0.221	92[5]	7.5	LOS A	0.7	20.9	Full	1600	0.0	0.0
Lane 3	159	16.0	159	16.0	719	0.221	92[5]	7.5	LOS A	0.7	20.9	Full	1600	0.0	0.0
Lane 4	159	16.0	159	16.0	719	0.221	92[5]	7.5	LOS A	0.7	20.9	Full	1600	0.0	0.0
Lane 5	84	0.0	84	0.0	1027	0.081	100	4.2	LOS A	0.3	7.5	Short	200	0.0	NA
Approach	786	10.3	786	10.3		0.241		6.8	LOS A	1.0	24.6				
North: Fairfield Road															
Lane 1	356	2.7	356	2.7	580	0.613	100	18.4	LOS C	3.9	99.4	Full	1600	0.0	0.0
Lane 2	361	2.0	361	2.0	588	0.613	100	18.2	LOS C	3.9	100.2	Full	1600	0.0	0.0
Lane 3[d]	400	2.0	400	2.0	652	0.613	100	16.8	LOS C	4.0	102.1	Full	1600	0.0	0.0
Lane 4	12	0.0	12	0.0	833	0.015	100	4.5	LOS A	0.0	1.2	Short	200	0.0	NA
Approach	1129	2.2	1129	2.2		0.613		17.6	LOS C	4.0	102.1				
West: IL 60															
Lane 1	249	6.6	249	6.6	314	0.793	100	47.2	LOS E	4.1	106.7	Full	1600	0.0	0.0
Lane 2	253	6.0	253	6.0	319	0.793	100	46.6	LOS E	4.1	107.9	Full	1600	0.0	0.0
Lane 3	253	6.0	253	6.0	319	0.793	100	46.6	LOS E	4.1	107.9	Full	1600	0.0	0.0
Lane 4	253	6.0	253	6.0	319	0.793	100	46.6	LOS E	4.1	107.9	Full	1600	0.0	0.0
Lane 5[d]	283	6.0	283	6.0	357	0.793	100	42.8	LOS E	4.2	108.9	Full	1600	0.0	0.0
Lane 6	147	3.0	147	3.0	504	0.292	100	11.5	LOS B	1.0	26.2	Short	200	0.0	NA
Approach	1438	5.8	1438	5.8		0.793		42.4	LOS E	4.2	108.9				
All Vehicles	3823	5.3	3823	5.3		0.793		25.5	LOS D	4.2	108.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

LANE SUMMARY

Site: 101 [5-Lane_Build_PM_IL_60_2 - five lane (Site Folder: General - IL_ 60)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	340	2.3	340	2.3	535	0.636	100	20.7	LOS C	3.9	100.4	Full	1600	0.0	0.0
Lane 2	351	1.0	351	1.0	551	0.636	100	20.2	LOS C	4.1	102.3	Full	1600	0.0	0.0
Lane 3[d]	392	1.0	392	1.0	617	0.636	100	18.4	LOS C	4.2	104.9	Full	1600	0.0	0.0
Lane 4	145	2.0	145	2.0	610	0.238	100	8.9	LOS A	0.8	21.2	Short	200	0.0	NA
Approach	1228	1.5	1228	1.5		0.636		18.4	LOS C	4.2	104.9				
East: IL 60															
Lane 1	297	2.7	297	2.7	451	0.659	100	25.1	LOS D	3.6	91.9	Full	1600	0.0	0.0
Lane 2	302	2.0	302	2.0	459	0.659	100	24.7	LOS C	3.7	93.1	Full	1600	0.0	0.0
Lane 3	302	2.0	302	2.0	459	0.659	100	24.7	LOS C	3.7	93.1	Full	1600	0.0	0.0
Lane 4[d]	341	2.0	341	2.0	517	0.659	100	22.4	LOS C	3.7	95.1	Full	1600	0.0	0.0
Lane 5	215	0.0	215	0.0	670	0.320	100	9.4	LOS A	1.3	32.9	Short	200	0.0	NA
Approach	1457	1.9	1457	1.9		0.659		22.0	LOS C	3.7	95.1				
North: Fairfield Road															
Lane 1	148	0.3	148	0.3	336	0.441	100	20.9	LOS C	1.7	42.8	Full	1600	0.0	0.0
Lane 2	140	2.0	140	2.0	317	0.441	100	22.1	LOS C	1.6	41.0	Full	1600	0.0	0.0
Lane 3[d]	161	2.0	161	2.0	366	0.441	100	19.4	LOS C	1.6	41.1	Full	1600	0.0	0.0
Lane 4	16	0.0	16	0.0	413	0.038	100	9.3	LOS A	0.1	3.0	Short	200	0.0	NA
Approach	464	1.4	464	1.4		0.441		20.4	LOS C	1.7	42.8				
West: IL 60															
Lane 1	155	4.5	155	4.5	796	0.195	100	6.6	LOS A	0.7	19.0	Full	1600	0.0	0.0
Lane 2	154	5.0	154	5.0	790	0.195	100	6.6	LOS A	0.7	18.9	Full	1600	0.0	0.0
Lane 3	154	5.0	154	5.0	790	0.195	100	6.6	LOS A	0.7	18.9	Full	1600	0.0	0.0
Lane 4	154	5.0	154	5.0	790	0.195	100	6.6	LOS A	0.7	18.9	Full	1600	0.0	0.0
Lane 5[d]	166	5.0	166	5.0	851	0.195	100	6.2	LOS A	0.7	18.4	Full	1600	0.0	0.0
Lane 6	121	1.0	121	1.0	1016	0.119	100	4.6	LOS A	0.4	11.3	Short	200	0.0	NA
Approach	905	4.4	905	4.4		0.195		6.3	LOS A	0.7	19.0				
All Vehicles	4055	2.3	4055	2.3		0.659		17.2	LOS C	4.2	104.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

USER REPORT FOR SITE

All Movement Classes

Project: Fairfield_Townline Road Intersections

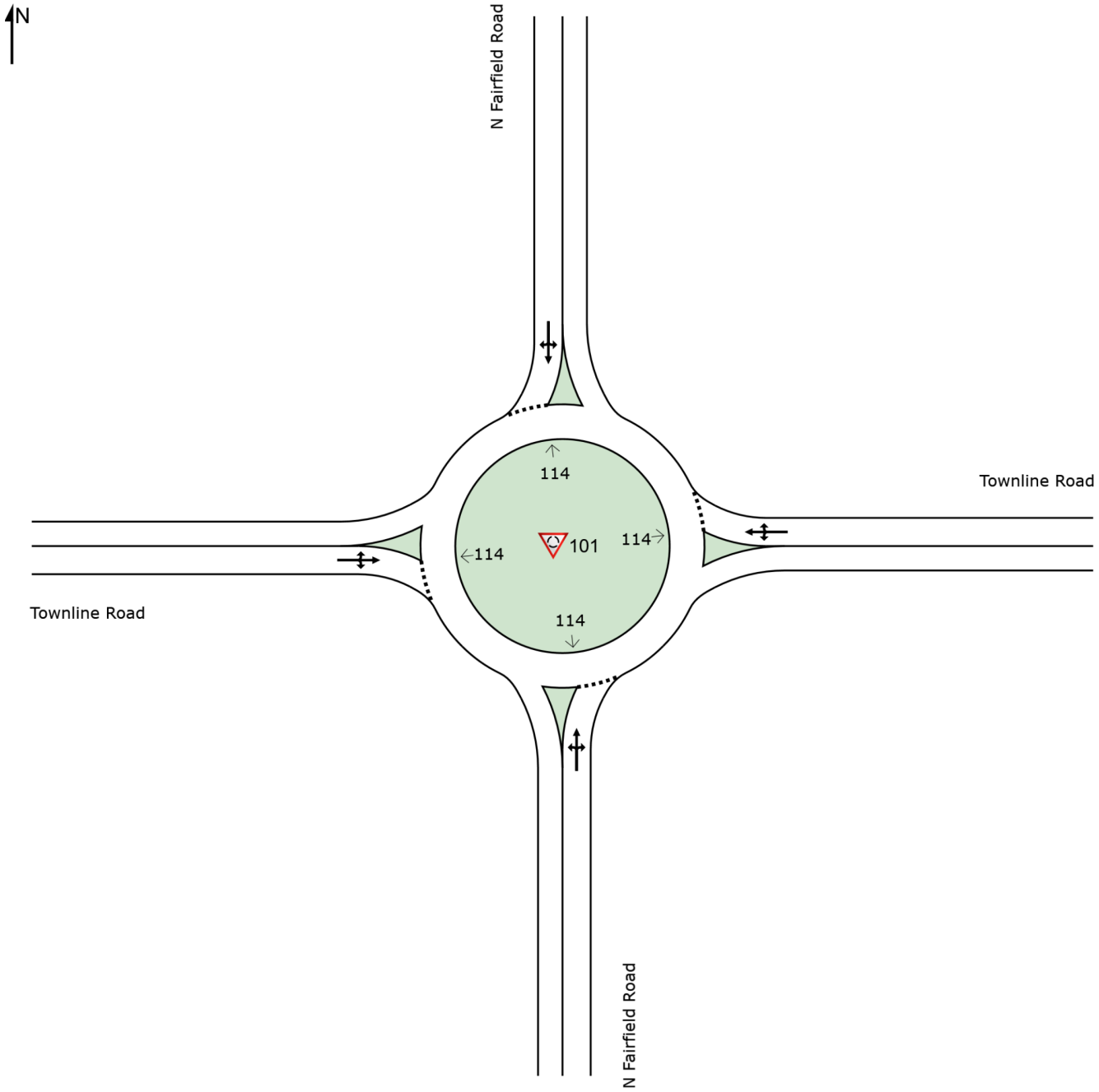
Template: Default Site User Report

Site: 101 [3-Lane AM (Site Folder: 3-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
East	Townline Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
West	Townline Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1[d]	371	4.7	1306	0.284	100	5.3	LOS A	1.5	40.0	Full	1600	0.0	0.0
Approach	371	4.7		0.284		5.3	LOS A	1.5	40.0				
East: Townline Road													
Lane 1[d]	60	0.0	1103	0.054	100	3.7	LOS A	0.3	6.3	Full	1600	0.0	0.0
Approach	60	0.0		0.054		3.7	LOS A	0.3	6.3				
North: N Fairfield Road													
Lane 1[d]	910	2.1	1368	0.665	100	11.0	LOS B	7.4	188.4	Full	1600	0.0	0.0
Approach	910	2.1		0.665		11.0	LOS B	7.4	188.4				
West: Townline Road													
Lane 1[d]	10	0.0	698	0.014	100	5.3	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	10	0.0		0.014		5.3	LOS A	0.1	2.1				
Intersection	1350	2.7		0.665		9.1	LOS A	7.4	188.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

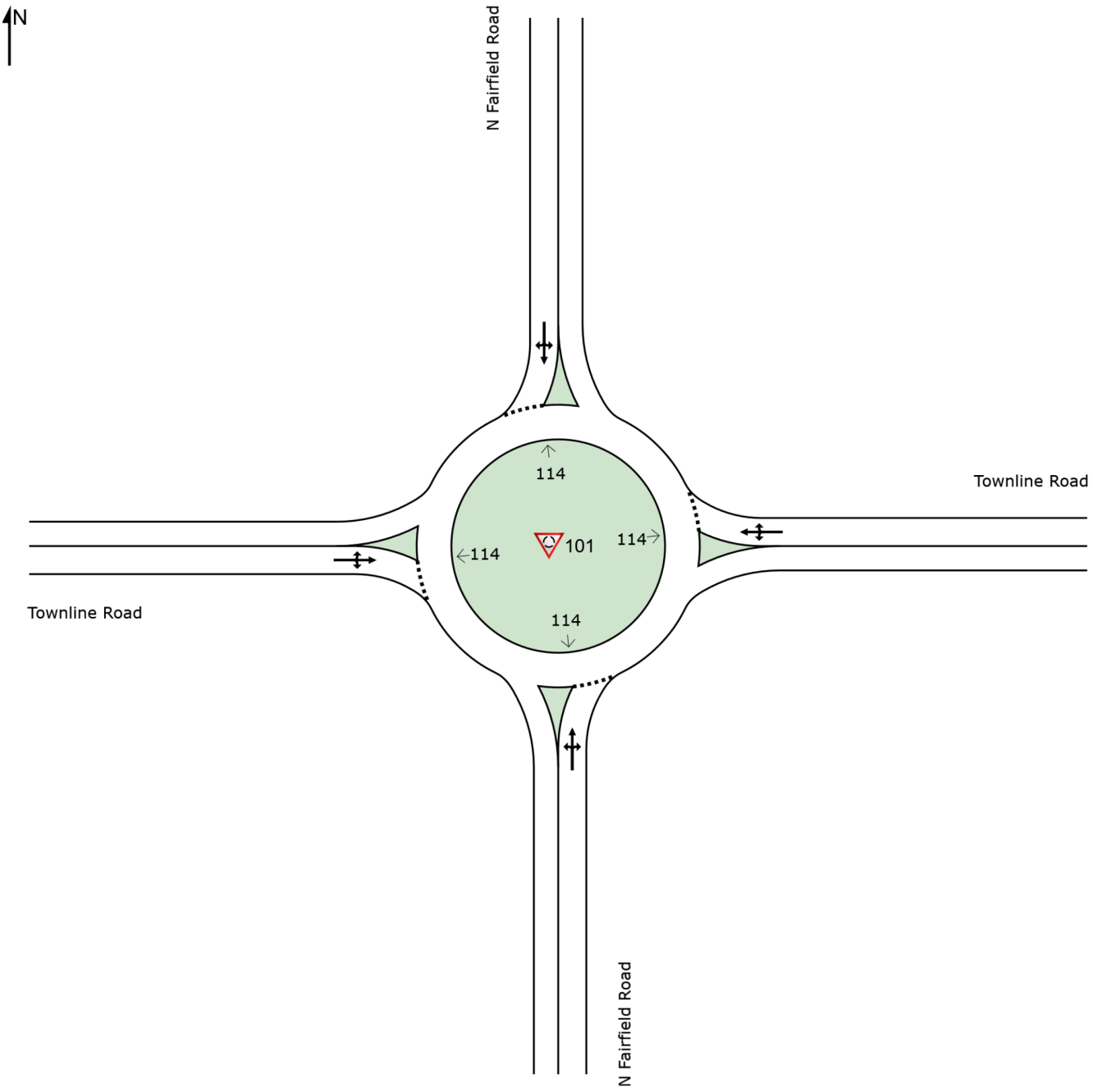
d Dominant lane on roundabout approach

Site: 101 [3-Lane PM (Site Folder: 3-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
East	Townline Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
West	Townline Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1[d]	857	1.9	1374	0.624	100	10.0	LOS A	5.8	148.1	Full	1600	0.0	0.0
Approach	857	1.9		0.624		10.0	LOS A	5.8	148.1				
East: Townline Road													
Lane 1[d]	117	1.4	761	0.154	100	6.4	LOS A	0.9	22.9	Full	1600	0.0	0.0
Approach	117	1.4		0.154		6.4	LOS A	0.9	22.9				
North: N Fairfield Road													
Lane 1[d]	434	2.8	1332	0.326	100	5.6	LOS A	2.1	54.6	Full	1600	0.0	0.0
Approach	434	2.8		0.326		5.6	LOS A	2.1	54.6				
West: Townline Road													
Lane 1[d]	3	0.0	1031	0.003	100	3.5	LOS A	0.0	0.4	Full	1600	0.0	0.0
Approach	3	0.0		0.003		3.5	LOS A	0.0	0.4				
Intersection	1411	2.2		0.624		8.3	LOS A	5.8	148.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

USER REPORT FOR SITE

All Movement Classes

Project: Fairfield_Townline Road Intersections

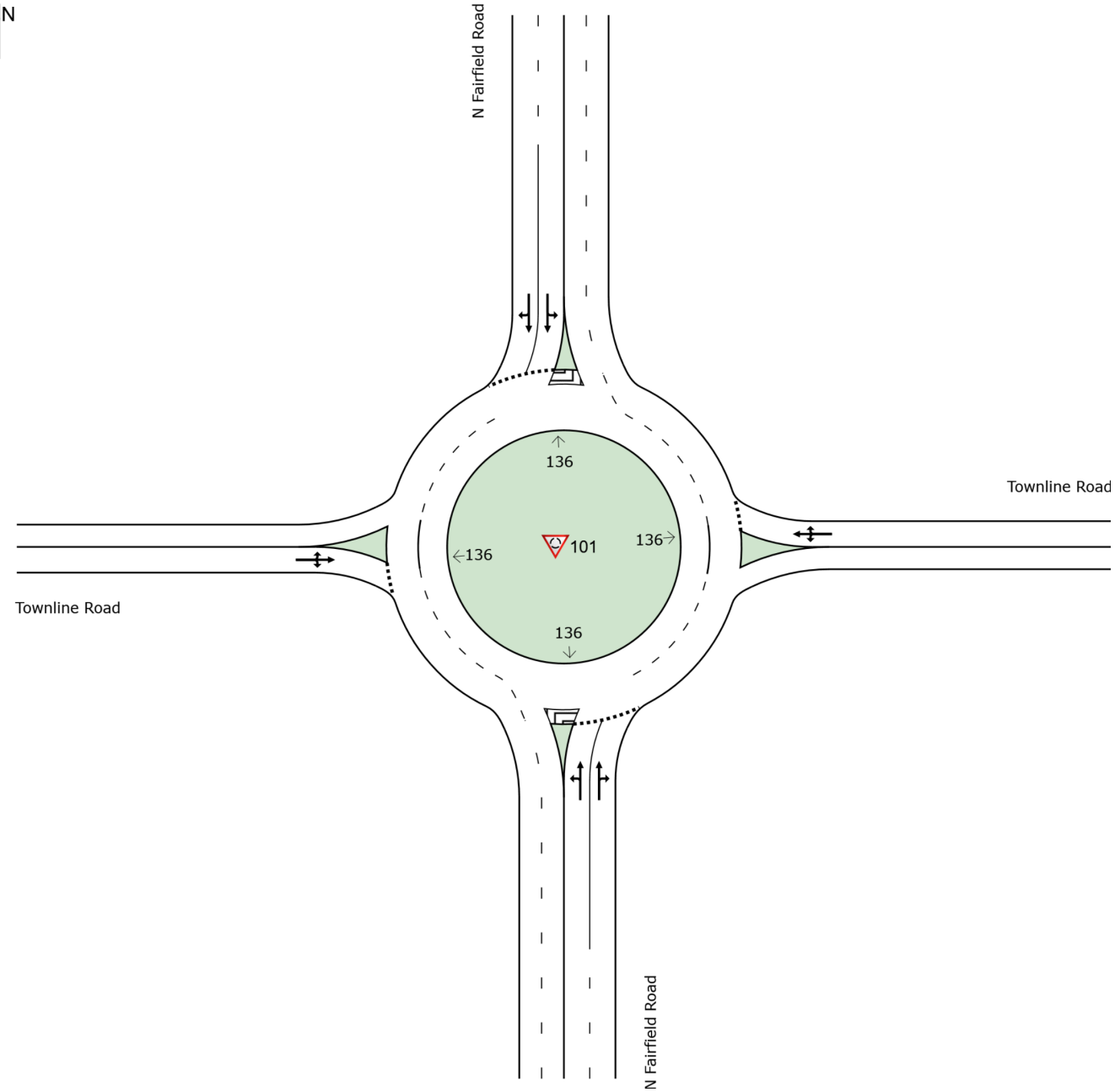
Template: Default Site User Report

Site: 101 [5-Lane AM (Site Folder: 5- Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
East	Townline Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
West	Townline Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1	210	5.0	1366	0.154	100	3.9	LOS A	0.7	18.3	Full	1600	0.0	0.0
Lane 2[d]	241	4.8	1567	0.154	100	3.5	LOS A	0.7	18.4	Full	1600	0.0	0.0
Approach	451	4.9		0.154		3.7	LOS A	0.7	18.4				
East: Townline Road													
Lane 1[d]	50	0.0	1062	0.047	100	3.8	LOS A	0.1	3.7	Full	1600	0.0	0.0
Approach	50	0.0		0.047		3.8	LOS A	0.1	3.7				
North: N Fairfield Road													
Lane 1	542	2.2	1458	0.372	100	5.8	LOS A	2.4	61.1	Full	1600	0.0	0.0
Lane 2[d]	616	2.0	1656	0.372	100	5.3	LOS A	2.4	61.4	Full	1600	0.0	0.0
Approach	1159	2.1		0.372		5.5	LOS A	2.4	61.4				
West: Townline Road													
Lane 1[d]	10	0.0	873	0.011	100	4.2	LOS A	0.0	0.9	Full	1600	0.0	0.0
Approach	10	0.0		0.011		4.2	LOS A	0.0	0.9				
Intersection	1670	2.8		0.372		5.0	LOS A	2.4	61.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

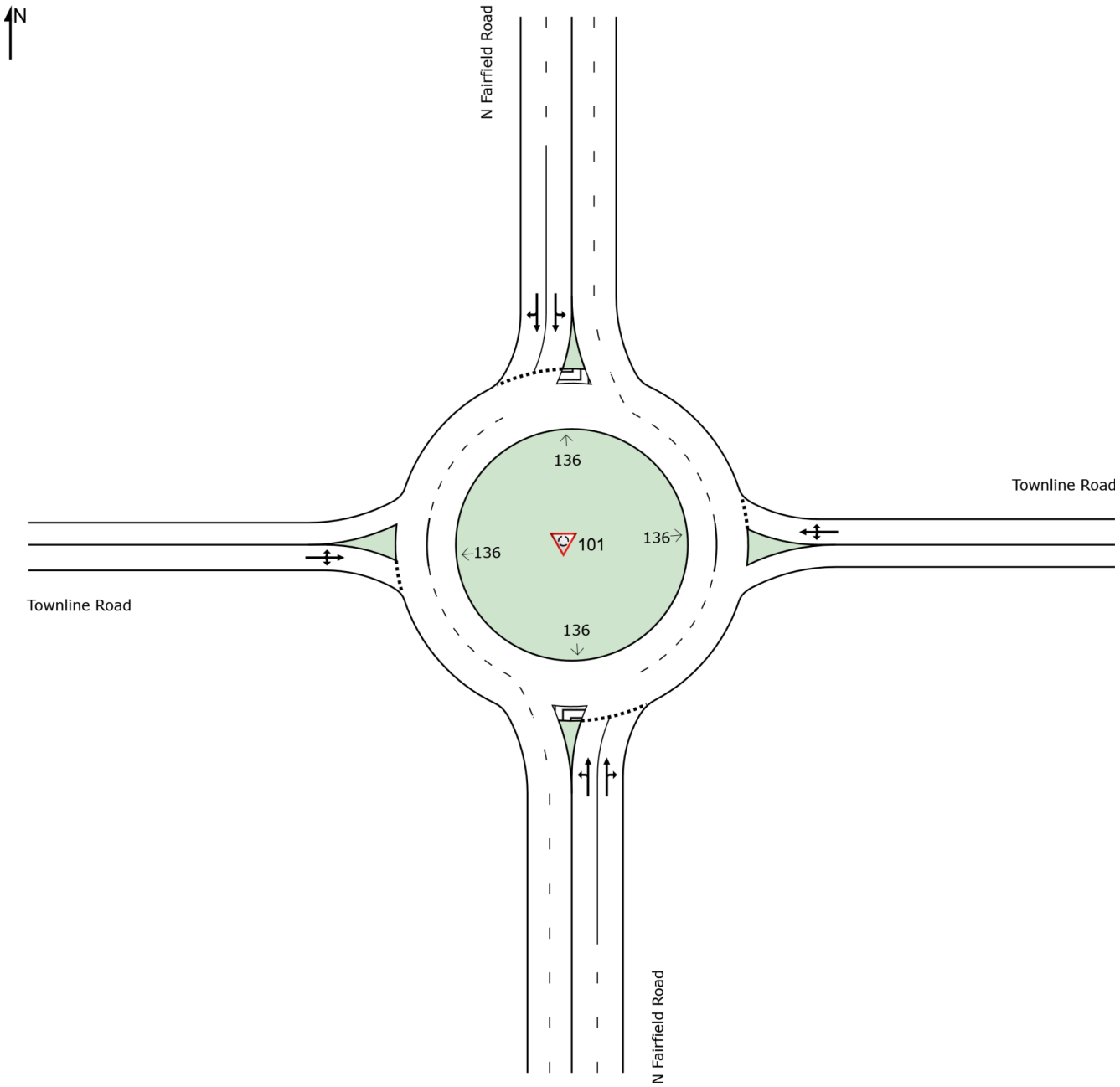
d Dominant lane on roundabout approach

Site: 101 [5-Lane PM (Site Folder: 5- Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
East	Townline Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
West	Townline Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1	527	2.0	1451	0.363	100	5.7	LOS A	2.1	54.2	Full	1600	0.0	0.0
Lane 2[d]	598	1.9	1649	0.363	100	5.2	LOS A	2.1	54.1	Full	1600	0.0	0.0
Approach	1125	1.9		0.363		5.5	LOS A	2.1	54.2				
East: Townline Road													
Lane 1[d]	80	1.3	868	0.093	100	5.1	LOS A	0.3	7.8	Full	1600	0.0	0.0
Approach	80	1.3		0.093		5.1	LOS A	0.3	7.8				
North: N Fairfield Road													
Lane 1	227	2.7	1428	0.159	100	3.8	LOS A	0.8	20.8	Full	1600	0.0	0.0
Lane 2[d]	257	2.9	1620	0.159	100	3.4	LOS A	0.8	21.2	Full	1600	0.0	0.0
Approach	484	2.8		0.159		3.6	LOS A	0.8	21.2				
West: Townline Road													
Lane 1[d]	3	0.0	1048	0.003	100	3.5	LOS A	0.0	0.2	Full	1600	0.0	0.0
Approach	3	0.0		0.003		3.5	LOS A	0.0	0.2				
Intersection	1692	2.2		0.363		4.9	LOS A	2.1	54.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [3-Lane_Build_AM_IL_120 _2 - two lane (Site Folder: General - IL_ 120)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	193	1.6	193	1.6	600	0.321	100	10.4	LOS B	1.3	33.0	Full	1600	0.0	0.0
Lane 2[d]	202	4.1	202	4.1	628	0.321	100	10.0	LOS A	1.2	31.7	Full	1600	0.0	0.0
Approach	395	2.9	395	2.9		0.321		10.2	LOS B	1.3	33.0				
East: IL 120															
Lane 1	357	4.2	357	4.2	793	0.450	100	10.4	LOS B	2.5	65.8	Full	1600	0.0	0.0
Lane 2[d]	368	7.1	368	7.1	818	0.450	100	10.1	LOS B	2.4	64.4	Full	1600	0.0	0.0
Approach	724	5.7	724	5.7		0.450		10.2	LOS B	2.5	65.8				
North: Fairfield Road															
Lane 1	377	2.1	377	2.1	637	0.592	100	16.3	LOS C	3.9	98.6	Full	1600	0.0	0.0
Lane 2[d]	423	1.4	423	1.4	715	0.592	100	14.9	LOS B	4.0	101.1	Full	1600	0.0	0.0
Approach	800	1.7	800	1.7		0.592		15.5	LOS C	4.0	101.1				
West: IL 120															
Lane 1	418	5.4	418	5.4	572	0.732	100	24.8	LOS C	5.7	148.2	Full	1600	0.0	0.0
Lane 2[d]	468	4.5	468	4.5	639	0.732	100	22.8	LOS C	5.9	153.2	Full	1600	0.0	0.0
Approach	886	4.9	886	4.9		0.732		23.8	LOS C	5.9	153.2				
All Vehicles	2805	3.9	2805	3.9		0.732		16.0	LOS C	5.9	153.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

LANE SUMMARY

Site: 101 [3-Lane_Build_PM_IL_120 _2 - two lane (Site Folder: General - IL_ 120)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	420	1.0	420	1.0	584	0.718	100	23.5	LOS C	5.6	140.3	Full	1600	0.0	0.0
Lane 2[d]	455	2.1	455	2.1	634	0.718	100	22.1	LOS C	5.6	142.1	Full	1600	0.0	0.0
Approach	875	1.6	875	1.6		0.718		22.8	LOS C	5.6	142.1				
East: IL 120															
Lane 1	347	3.3	347	3.3	534	0.650	100	21.4	LOS C	4.0	103.1	Full	1600	0.0	0.0
Lane 2[d]	388	3.0	388	3.0	596	0.650	100	19.6	LOS C	4.1	105.4	Full	1600	0.0	0.0
Approach	734	3.1	734	3.1		0.650		20.4	LOS C	4.1	105.4				
North: Fairfield Road															
Lane 1	226	0.8	226	0.8	625	0.362	100	10.7	LOS B	1.6	40.4	Full	1600	0.0	0.0
Lane 2[d]	254	0.4	254	0.4	700	0.362	100	9.8	LOS A	1.6	40.3	Full	1600	0.0	0.0
Approach	480	0.6	480	0.6		0.362		10.2	LOS B	1.6	40.4				
West: IL 120															
Lane 1	403	2.0	403	2.0	864	0.466	100	10.0	LOS B	2.9	72.6	Full	1600	0.0	0.0
Lane 2[d]	436	1.9	436	1.9	935	0.466	100	9.4	LOS A	2.8	71.5	Full	1600	0.0	0.0
Approach	839	2.0	839	2.0		0.466		9.7	LOS A	2.9	72.6				
All Vehicles	2928	1.9	2928	1.9		0.718		16.4	LOS C	5.6	142.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

LANE SUMMARY

Site: 101 [5-Lane_Build_AM_IL_120_2 - three lane (Site Folder: General - IL_ 120)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	227	1.7	227	1.7	580	0.392	100	12.1	LOS B	1.8	44.4	Full	1600	0.0	0.0
Lane 2[d]	239	4.1	239	4.1	608	0.392	100	11.6	LOS B	1.7	42.9	Full	1600	0.0	0.0
Approach	466	2.9	466	2.9		0.392		11.8	LOS B	1.8	44.4				
East: IL 120															
Lane 1	239	3.5	239	3.5	718	0.333	100	9.1	LOS A	1.4	35.8	Full	1600	0.0	0.0
Lane 2	230	6.0	230	6.0	689	0.333	100	9.4	LOS A	1.4	35.6	Full	1600	0.0	0.0
Lane 3[d]	240	8.1	240	8.1	719	0.333	100	9.1	LOS A	1.3	34.3	Short	200	0.0	NA
Approach	709	5.9	709	5.9		0.333		9.2	LOS A	1.4	35.8				
North: Fairfield Road															
Lane 1	541	2.2	541	2.2	652	0.830	100	30.1	LOS D	9.7	247.0	Full	1600	0.0	0.0
Lane 2[d]	606	1.4	606	1.4	731	0.830	100	27.7	LOS D	10.3	260.2	Full	1600	0.0	0.0
Approach	1147	1.8	1147	1.8		0.830		28.8	LOS D	10.3	260.2				
West: IL 120															
Lane 1	281	5.8	281	5.8	428	0.656	100	26.1	LOS D	3.3	87.6	Full	1600	0.0	0.0
Lane 2	286	5.0	286	5.0	436	0.656	100	25.7	LOS D	3.4	88.7	Full	1600	0.0	0.0
Lane 3[d]	324	4.3	324	4.3	494	0.656	100	23.2	LOS C	3.5	90.7	Short	200	0.0	NA
Approach	890	5.0	890	5.0		0.656		24.9	LOS C	3.5	90.7				
All Vehicles	3212	3.7	3212	3.7		0.830		20.9	LOS C	10.3	260.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov.	L2	T1	R2	Total	%HV	Deg.	Lane	Prob.	Ov.

LANE SUMMARY

Site: 101 [5-Lane_Build_PM_IL_120_2 - three lane (Site Folder: General - IL_ 120)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	415	1.0	415	1.0	548	0.756	100	27.4	LOS D	6.0	151.4	Full	1600	0.0	0.0
Lane 2[d]	464	1.0	464	1.0	614	0.756	100	25.1	LOS D	6.2	156.9	Full	1600	0.0	0.0
Lane 3	218	4.0	218	4.0	513	0.424	100	14.1	LOS B	1.8	47.7	Short	200	0.0	NA
Approach	1097	1.6	1097	1.6		0.756		23.8	LOS C	6.2	156.9				
East: IL 120															
Lane 1	234	3.4	234	3.4	410	0.572	100	22.5	LOS C	2.6	67.4	Full	1600	0.0	0.0
Lane 2	237	3.0	237	3.0	415	0.572	100	22.3	LOS C	2.7	67.9	Full	1600	0.0	0.0
Lane 3[d]	267	3.0	267	3.0	467	0.572	100	20.2	LOS C	2.7	68.5	Short	200	0.0	NA
Approach	739	3.1	739	3.1		0.572		21.6	LOS C	2.7	68.5				
North: Fairfield Road															
Lane 1	292	0.8	292	0.8	637	0.458	100	12.5	LOS B	2.4	60.2	Full	1600	0.0	0.0
Lane 2[d]	327	0.4	327	0.4	714	0.458	100	11.4	LOS B	2.4	60.8	Full	1600	0.0	0.0
Approach	619	0.6	619	0.6		0.458		12.0	LOS B	2.4	60.8				
West: IL 120															
Lane 1[d]	310	2.0	310	2.0	877	0.354	100	8.1	LOS A	1.5	38.6	Full	1600	0.0	0.0
Lane 2	286	2.0	286	2.0	807	0.354	100	8.6	LOS A	1.6	39.8	Full	1600	0.0	0.0
Lane 3	286	1.9	286	1.9	808	0.354	100	8.6	LOS A	1.6	39.8	Short	200	0.0	NA
Approach	882	2.0	882	2.0		0.354		8.4	LOS A	1.6	39.8				
All Vehicles	3336	1.8	3336	1.8		0.756		17.0	LOS C	6.2	156.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

LANE SUMMARY

Site: 101 [3-Lane_Build_AM_Nippersink (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	493	4.3	493	4.3	843	0.585	100	12.9	LOS B	5.2	134.7	Full	1600	0.0	0.0
Approach	493	4.3	493	4.3		0.585		12.9	LOS B	5.2	134.7				
East: Nippersink Road															
Lane 1	28	5.0	28	5.0	795	0.036	100	4.9	LOS A	0.1	3.1	Full	1600	0.0	0.0
Lane 2[d]	124	6.2	124	6.2	780	0.159	100	6.3	LOS A	0.6	15.1	Full	1600	0.0	0.0
Approach	152	6.0	152	6.0		0.159		6.0	LOS A	0.6	15.1				
North: Fairfield Road															
Lane 1[d]	748	2.9	748	2.9	1126	0.664	100	12.2	LOS B	6.8	172.7	Full	1600	0.0	0.0
Approach	748	2.9	748	2.9		0.664		12.2	LOS B	6.8	172.7				
West: Nippersink Road															
Lane 1	126	1.0	126	1.0	711	0.177	100	7.0	LOS A	0.7	17.0	Full	1600	0.0	0.0
Lane 2[d]	389	1.3	389	1.3	706	0.551	100	13.8	LOS B	3.6	89.8	Full	1600	0.0	0.0
Approach	515	1.3	515	1.3		0.551		12.2	LOS B	3.6	89.8				
All Vehicles	1909	3.0	1909	3.0		0.664		11.9	LOS B	6.8	172.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	32	367	95	493	4.3	843	0.585	100	NA	NA
Approach	32	367	95	493	4.3		0.585			
East: Nippersink Road										

LANE SUMMARY

Site: 101 [3-Lane_Build_PM_Nippersink (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	888	1.9	888	1.9	1029	0.863	100	23.8	LOS C	25.2	639.0	Full	1600	0.0	0.0
Approach	888	1.9	888	1.9		0.863		23.8	LOS C	25.2	639.0				
East: Nippersink Road															
Lane 1	72	2.0	72	2.0	558	0.129	100	8.0	LOS A	0.4	11.3	Full	1600	0.0	0.0
Lane 2[d]	324	0.8	324	0.8	574	0.564	100	16.7	LOS C	3.1	78.1	Full	1600	0.0	0.0
Approach	396	1.1	396	1.1		0.564		15.2	LOS C	3.1	78.1				
North: Fairfield Road															
Lane 1[d]	490	0.8	490	0.8	876	0.560	100	11.8	LOS B	4.8	120.2	Full	1600	0.0	0.0
Approach	490	0.8	490	0.8		0.560		11.8	LOS B	4.8	120.2				
West: Nippersink Road															
Lane 1	129	0.0	129	0.0	928	0.139	100	5.2	LOS A	0.6	14.0	Full	1600	0.0	0.0
Lane 2[d]	180	1.5	180	1.5	906	0.199	100	5.9	LOS A	0.8	20.7	Full	1600	0.0	0.0
Approach	310	0.9	310	0.9		0.199		5.6	LOS A	0.8	20.7				
All Vehicles	2084	1.3	2084	1.3		0.863		16.6	LOS C	25.2	639.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	82	742	64	888	1.9	1029	0.863	100	NA	NA
Approach	82	742	64	888	1.9		0.863			
East: Nippersink Road										

LANE SUMMARY

Site: 101 [5-Lane_Build_AM_Nippersink (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	293	4.2	293	4.2	763	0.384	100	9.5	LOS A	1.8	46.9	Full	1600	0.0	0.0
Lane 2[d]	318	4.2	318	4.2	827	0.384	100	8.9	LOS A	1.8	45.9	Full	1600	0.0	0.0
Approach	611	4.2	611	4.2		0.384		9.2	LOS A	1.8	46.9				
East: Nippersink Road															
Lane 1	16	5.0	16	5.0	659	0.025	100	5.7	LOS A	0.1	2.1	Full	1600	0.0	0.0
Lane 2[d]	67	6.2	67	6.2	701	0.096	100	6.1	LOS A	0.3	8.0	Full	1600	0.0	0.0
Approach	84	5.9	84	5.9		0.096		6.1	LOS A	0.3	8.0				
North: Fairfield Road															
Lane 1	536	2.1	536	2.1	1183	0.453	100	7.6	LOS A	2.7	69.5	Full	1600	0.0	0.0
Lane 2[d]	558	3.6	558	3.6	1231	0.453	100	7.4	LOS A	2.6	67.5	Full	1600	0.0	0.0
Approach	1093	2.9	1093	2.9		0.453		7.5	LOS A	2.7	69.5				
West: Nippersink Road															
Lane 1	324	1.0	324	1.0	502	0.645	100	22.2	LOS C	3.9	99.3	Full	1600	0.0	0.0
Lane 2[d]	359	1.6	359	1.6	556	0.645	100	20.5	LOS C	4.0	100.7	Full	1600	0.0	0.0
Approach	683	1.3	683	1.3		0.645		21.3	LOS C	4.0	100.7				
All Vehicles	2471	2.9	2471	2.9		0.645		11.7	LOS B	4.0	100.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	45	249	-	293	4.2	763	0.384	100	NA	NA
Lane 2	-	188	129	318	4.2	827	0.384	100	NA	NA

LANE SUMMARY

Site: 101 [5-Lane_Build_PM_Nippersink (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	568	2.2	568	2.2	973	0.584	100	11.5	LOS B	5.4	136.8	Full	1600	0.0	0.0
Lane 2[d]	613	1.7	613	1.7	1050	0.584	100	10.9	LOS B	5.3	135.1	Full	1600	0.0	0.0
Approach	1182	2.0	1182	2.0		0.584		11.2	LOS B	5.4	136.8				
East: Nippersink Road															
Lane 1	39	2.0	39	2.0	391	0.100	100	10.7	LOS B	0.3	7.9	Full	1600	0.0	0.0
Lane 2[d]	267	0.7	267	0.7	465	0.575	100	20.4	LOS C	2.8	70.5	Full	1600	0.0	0.0
Approach	307	0.9	307	0.9		0.575		19.1	LOS C	2.8	70.5				
North: Fairfield Road															
Lane 1	344	1.0	344	1.0	974	0.353	100	7.4	LOS A	1.7	42.4	Full	1600	0.0	0.0
Lane 2[d]	372	0.6	372	0.6	1053	0.353	100	7.0	LOS A	1.7	41.8	Full	1600	0.0	0.0
Approach	715	0.8	715	0.8		0.353		7.2	LOS A	1.7	42.4				
West: Nippersink Road															
Lane 1	182	0.0	182	0.0	768	0.237	100	7.3	LOS A	1.0	23.8	Full	1600	0.0	0.0
Lane 2[d]	193	1.7	193	1.7	816	0.237	100	6.9	LOS A	0.9	23.0	Full	1600	0.0	0.0
Approach	375	0.9	375	0.9		0.237		7.1	LOS A	1.0	23.8				
All Vehicles	2578	1.3	2578	1.3		0.584		10.4	LOS B	5.4	136.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

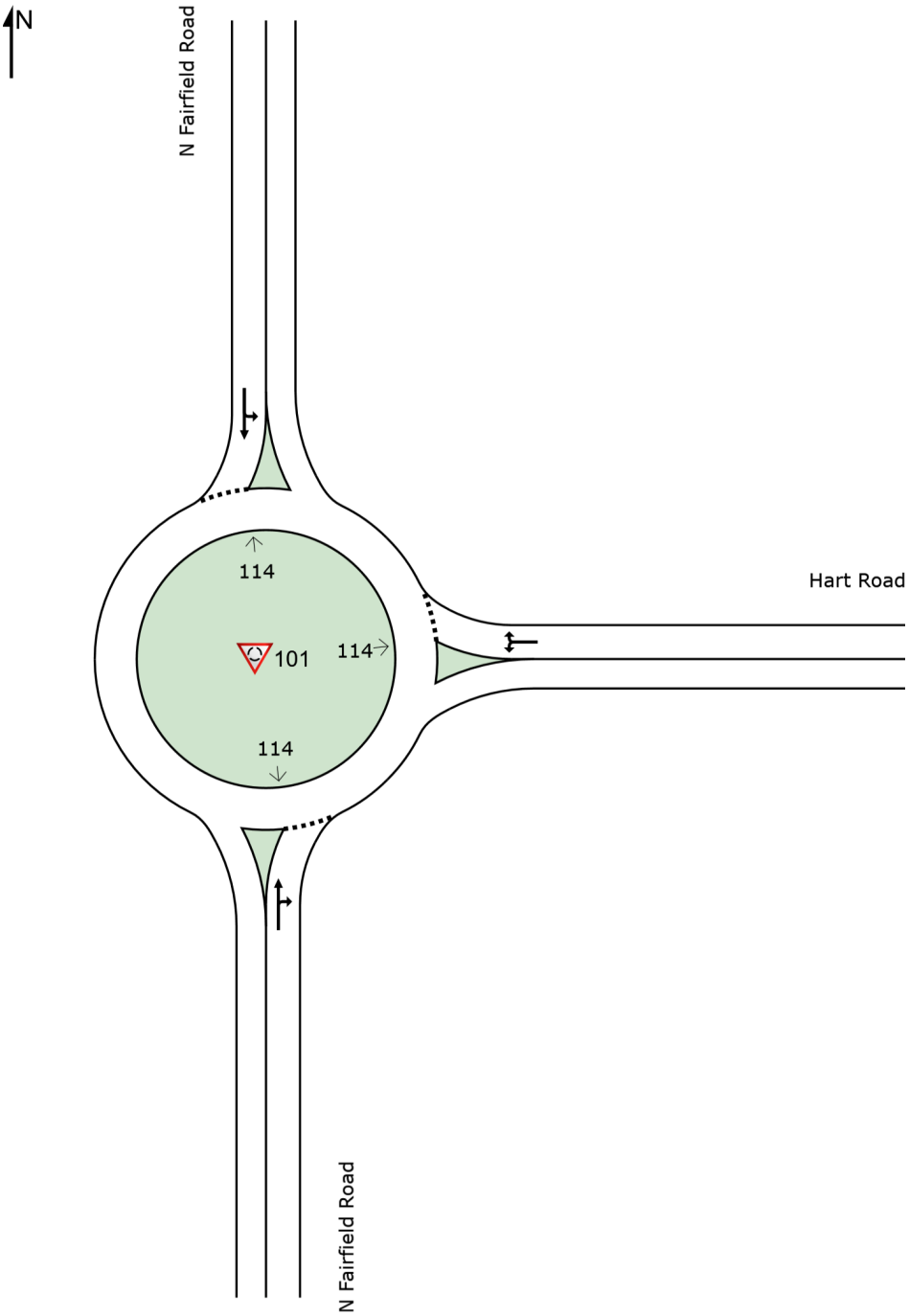
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	109	460	-	568	2.2	973	0.584	100	NA	NA
Lane 2	-	530	84	613	1.7	1050	0.584	100	NA	NA

Site: 101 [3-Lane AM (Site Folder: 3-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
East	Hart Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1[d]	485	2.9	1335	0.363	100	6.0	LOS A	2.3	58.4	Full	1600	0.0	0.0
Approach	485	2.9		0.363		6.0	LOS A	2.3	58.4				
East: Hart Road													
Lane 1[d]	105	5.4	1093	0.096	100	4.1	LOS A	0.4	11.6	Full	1600	0.0	0.0
Approach	105	5.4		0.096		4.1	LOS A	0.4	11.6				
North: N Fairfield Road													
Lane 1[d]	692	2.2	1291	0.536	100	8.6	LOS A	4.3	108.4	Full	1600	0.0	0.0
Approach	692	2.2		0.536		8.6	LOS A	4.3	108.4				
Intersection	1283	2.8		0.536		7.3	LOS A	4.3	108.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

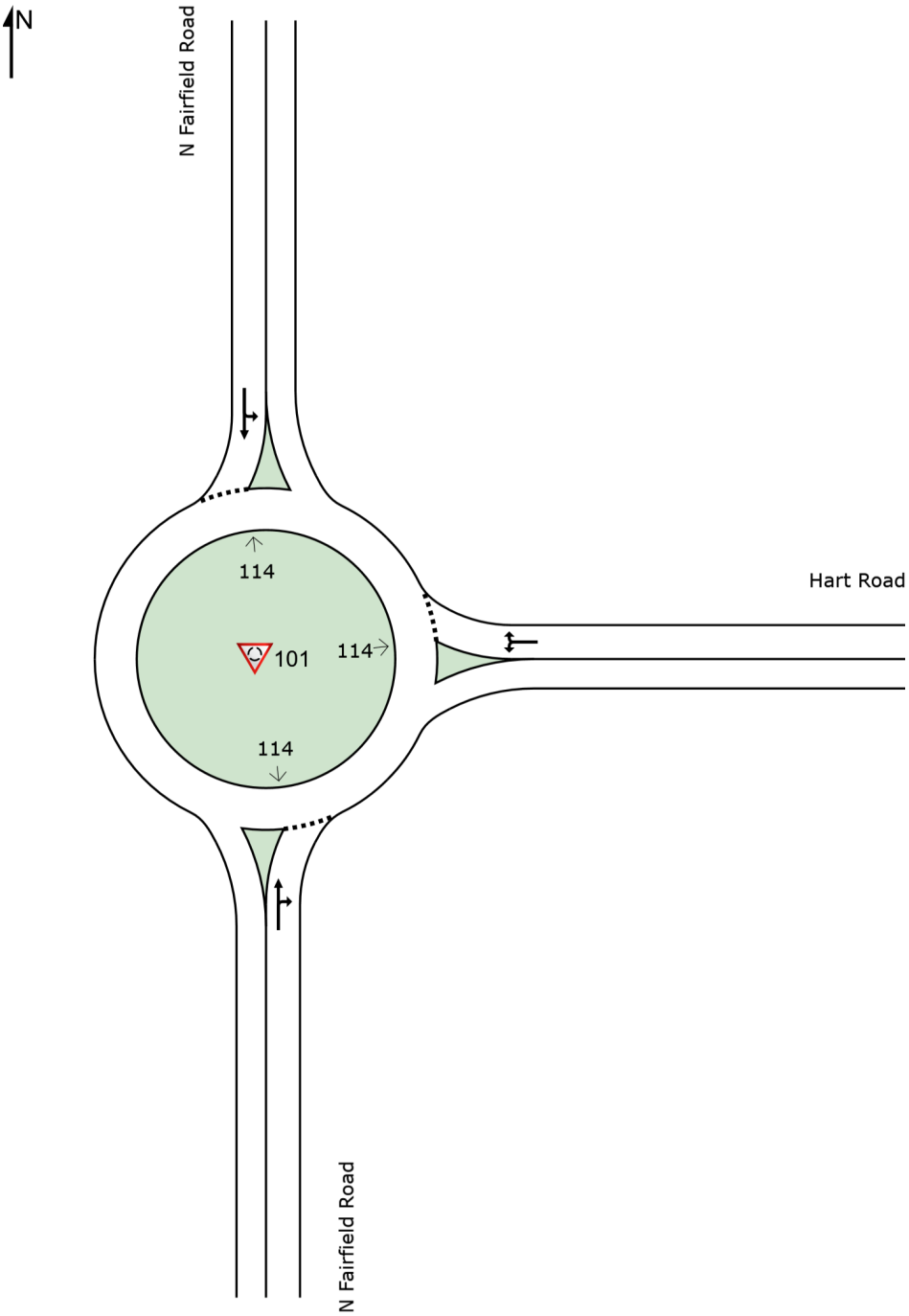
d Dominant lane on roundabout approach

Site: 101 [3-Lane PM (Site Folder: 3-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
East	Hart Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	114.00	18.00	150.0	90.0	30.0	1	1	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1[d]	843	2.0	1361	0.619	100	9.9	LOS A	6.0	152.9	Full	1600	0.0	0.0
Approach	843	2.0		0.619		9.9	LOS A	6.0	152.9				
East: Hart Road													
Lane 1[d]	153	0.0	872	0.176	100	5.9	LOS A	1.0	25.2	Full	1600	0.0	0.0
Approach	153	0.0		0.176		5.9	LOS A	1.0	25.2				
North: N Fairfield Road													
Lane 1[d]	412	5.6	1214	0.339	100	6.2	LOS A	2.2	57.1	Full	1600	0.0	0.0
Approach	412	5.6		0.339		6.2	LOS A	2.2	57.1				
Intersection	1408	2.8		0.619		8.4	LOS A	6.0	152.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

USER REPORT FOR SITE

All Movement Classes

Project: Fairfield_Hart Road Intersections

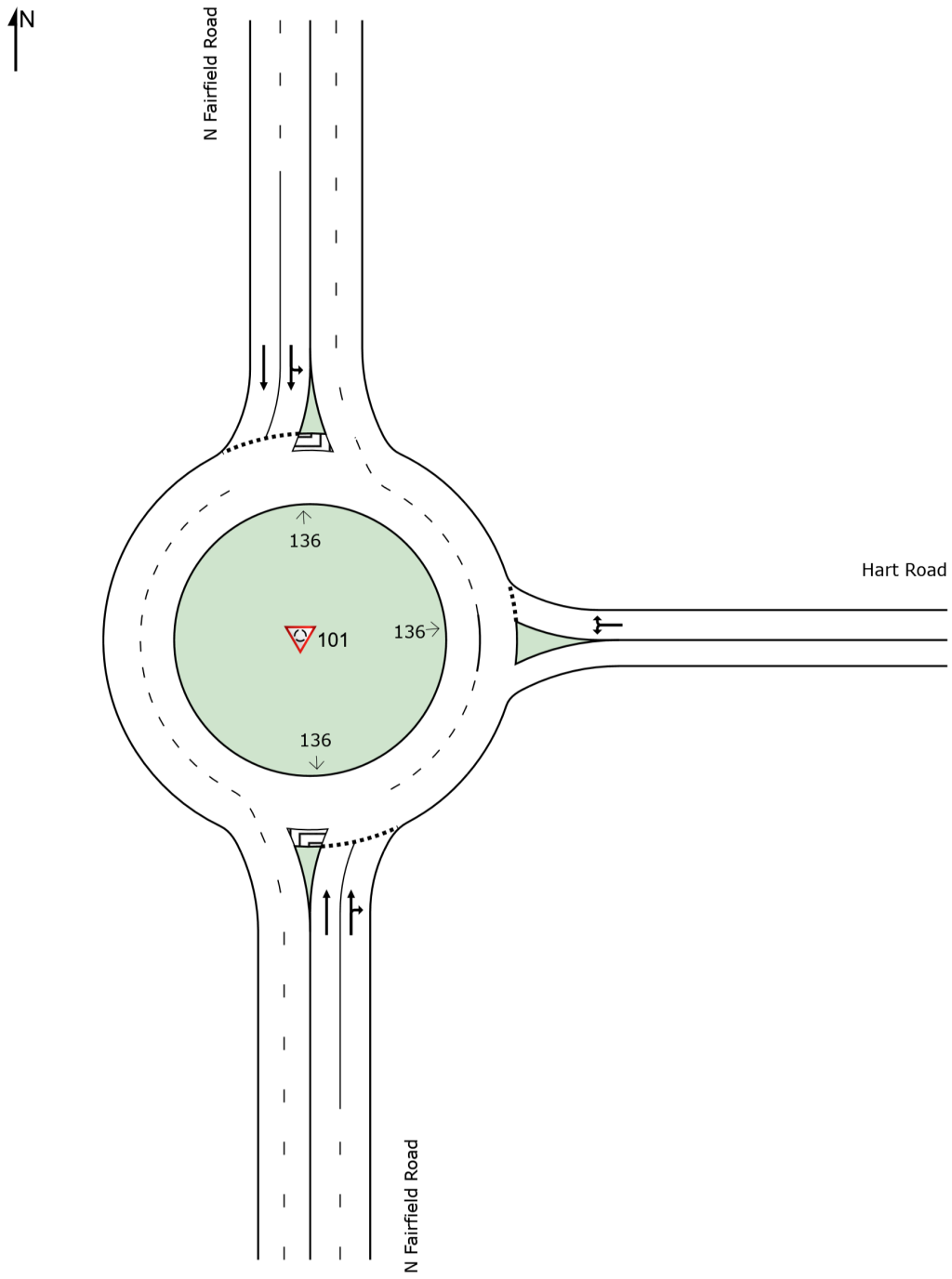
Template: Default Site User Report

Site: 101 [5-Lane AM (Site Folder: 5-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.


N
N Fairfield Road
136
Hart Road
101
136
136
N Fairfield Road

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
East	Hart Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1	268	5.0	1364	0.196	100	4.2	LOS A	1.0	26.1	Full	1600	0.0	0.0
Lane 2[d]	320	0.8	1629	0.196	100	3.7	LOS A	1.0	25.6	Full	1600	0.0	0.0
Approach	588	2.7		0.196		4.0	LOS A	1.0	26.1				
East: Hart Road													
Lane 1[d]	109	5.4	1042	0.104	100	4.4	LOS A	0.4	9.5	Full	1600	0.0	0.0
Approach	109	5.4		0.104		4.4	LOS A	0.4	9.5				
North: N Fairfield Road													
Lane 1	496	2.5	1368	0.362	100	5.9	LOS A	2.3	57.8	Full	1600	0.0	0.0
Lane 2[d]	572	2.0	1578	0.362	100	5.4	LOS A	2.3	58.1	Full	1600	0.0	0.0
Approach	1067	2.2		0.362		5.6	LOS A	2.3	58.1				
Intersection	1764	2.6		0.362		5.0	LOS A	2.3	58.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

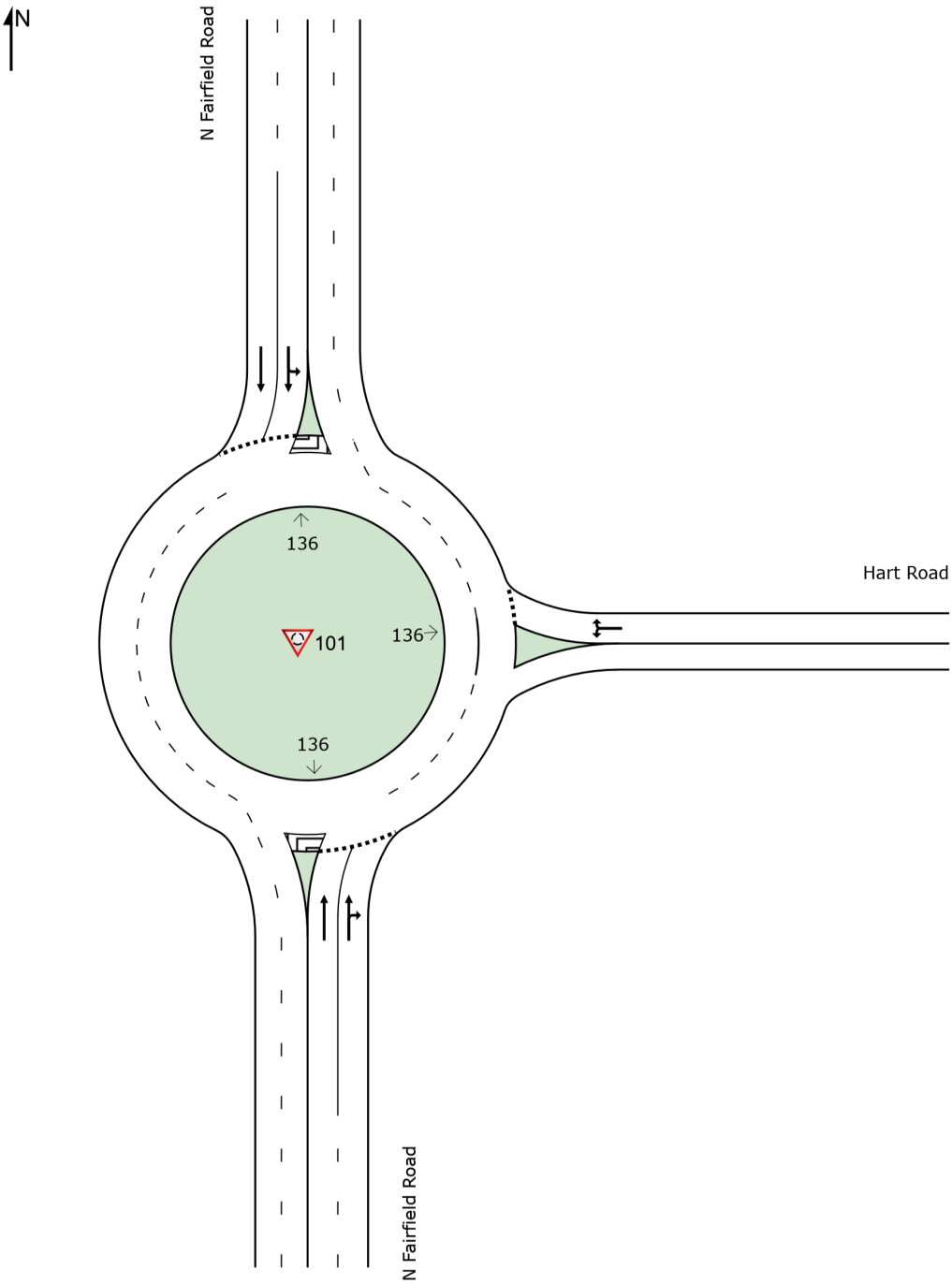
d Dominant lane on roundabout approach

Site: 101 [5-Lane PM (Site Folder: 5-Lane Build)]

New Site
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0
East	Hart Road	136.00	32.00	200.0	90.0	30.0	2	1	15.00	1600.0	NA[5]	0.0
North	N Fairfield Road	136.00	16.00	168.0	65.0	30.0	1	2	15.00	1600.0	NA[5]	0.0

Roundabout Capacity Model: SIDRA Standard
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Fairfield Road													
Lane 1	525	2.0	1425	0.368	100	5.8	LOS A	2.3	59.2	Full	1600	0.0	0.0
Lane 2[d]	599	2.0	1625	0.368	100	5.3	LOS A	2.4	59.7	Full	1600	0.0	0.0
Approach	1124	2.0		0.368		5.6	LOS A	2.4	59.7				
East: Hart Road													
Lane 1[d]	179	0.0	909	0.197	100	5.9	LOS A	0.7	18.1	Full	1600	0.0	0.0
Approach	179	0.0		0.197		5.9	LOS A	0.7	18.1				
North: N Fairfield Road													
Lane 1	295	5.1	1274	0.232	100	4.8	LOS A	1.3	33.8	Full	1600	0.0	0.0
Lane 2[d]	339	6.0	1465	0.232	100	4.4	LOS A	1.3	35.0	Full	1600	0.0	0.0
Approach	635	5.6		0.232		4.6	LOS A	1.3	35.0				
Intersection	1938	3.0		0.368		5.3	LOS A	2.4	59.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [3-Lane_Build_AM_IL_134 (Site Folder: General - IL_134)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	304	5.3	304	5.3	718	0.424	100	10.7	LOS B	2.1	53.4	Full	1600	0.0	0.0
Lane 2	18	20.0	18	20.0	530	0.034	100	7.2	LOS A	0.1	2.6	Short	200	0.0	NA
Approach	323	6.1	323	6.1		0.424		10.5	LOS B	2.1	53.4				
East: IL 134															
Lane 1	103	7.6	103	7.6	835	0.123	100	5.5	LOS A	0.4	11.6	Full	1600	0.0	0.0
Lane 2[d]	106	5.3	106	5.3	864	0.123	100	5.3	LOS A	0.5	11.7	Full	1600	0.0	0.0
Approach	209	6.5	209	6.5		0.123		5.4	LOS A	0.5	11.7				
North: Fairfield Road															
Lane 1[d]	689	2.8	689	2.8	1165	0.592	100	10.2	LOS B	4.1	104.1	Full	1600	0.0	0.0
Approach	689	2.8	689	2.8		0.592		10.2	LOS B	4.1	104.1				
West: IL 134															
Lane 1[d]	298	2.6	298	2.6	736	0.405	100	10.1	LOS B	2.0	51.9	Full	1600	0.0	0.0
Lane 2	297	2.8	297	2.8	732	0.405	100	10.2	LOS B	2.0	51.8	Full	1600	0.0	0.0
Approach	595	2.7	595	2.7		0.405		10.2	LOS B	2.0	51.9				
All Vehicles	1815	3.8	1815	3.8		0.592		9.7	LOS A	4.1	104.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	30	274	-	304	5.3	718	0.424	100	NA	NA

LANE SUMMARY

Site: 101 [3-Lane_Build_PM_IL_134 (Site Folder: General - IL_134)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	525	1.9	525	1.9	908	0.578	100	12.0	LOS B	4.8	120.6	Full	1600	0.0	0.0
Lane 2	110	1.7	110	1.7	841	0.131	23[6]	5.6	LOS A	0.5	12.4	Short	200	0.0	NA
Approach	635	1.9	635	1.9		0.578		10.9	LOS B	4.8	120.6				
East: IL 134															
Lane 1	255	6.2	255	6.2	607	0.421	100	12.2	LOS B	1.9	51.1	Full	1600	0.0	0.0
Lane 2[d]	293	3.5	293	3.5	697	0.421	100	10.9	LOS B	2.0	51.8	Full	1600	0.0	0.0
Approach	548	4.8	548	4.8		0.421		11.5	LOS B	2.0	51.8				
North: Fairfield Road															
Lane 1[d]	460	1.8	460	1.8	935	0.492	100	9.9	LOS A	3.2	81.4	Full	1600	0.0	0.0
Approach	460	1.8	460	1.8		0.492		9.9	LOS A	3.2	81.4				
West: IL 134															
Lane 1[d]	227	2.5	227	2.5	901	0.252	100	6.6	LOS A	1.1	27.1	Full	1600	0.0	0.0
Lane 2	223	3.5	223	3.5	887	0.252	100	6.7	LOS A	1.0	26.9	Full	1600	0.0	0.0
Approach	451	3.0	451	3.0		0.252		6.6	LOS A	1.1	27.1				
All Vehicles	2094	2.8	2094	2.8		0.578		9.9	LOS A	4.8	120.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

LANE SUMMARY

Site: 101 [5-Lane_Build_AM_IL_134 (Site Folder: General - IL_134)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	171	5.5	171	5.5	682	0.250	100	8.2	LOS A	0.9	23.9	Full	1600	0.0	0.0
Lane 2[d]	182	6.5	182	6.5	727	0.250	100	7.8	LOS A	0.9	23.1	Full	1600	0.0	0.0
Approach	353	6.0	353	6.0		0.250		8.0	LOS A	0.9	23.9				
East: IL 134															
Lane 1	90	8.6	90	8.6	777	0.115	100	5.8	LOS A	0.4	10.4	Full	1600	0.0	0.0
Lane 2[d]	101	5.5	101	5.5	871	0.115	100	5.2	LOS A	0.4	10.3	Full	1600	0.0	0.0
Approach	190	6.9	190	6.9		0.115		5.5	LOS A	0.4	10.4				
North: Fairfield Road															
Lane 1	504	2.5	504	2.5	1112	0.453	100	8.0	LOS A	2.6	66.5	Full	1600	0.0	0.0
Lane 2[d]	531	3.2	531	3.2	1172	0.453	100	7.7	LOS A	2.5	64.9	Full	1600	0.0	0.0
Approach	1035	2.8	1035	2.8		0.453		7.9	LOS A	2.6	66.5				
West: IL 134															
Lane 1	268	2.6	268	2.6	489	0.547	100	18.5	LOS C	2.8	71.3	Full	1600	0.0	0.0
Lane 2[d]	298	2.8	298	2.8	544	0.547	100	16.9	LOS C	2.8	71.7	Full	1600	0.0	0.0
Approach	566	2.7	566	2.7		0.547		17.6	LOS C	2.8	71.7				
All Vehicles	2144	3.7	2144	3.7		0.547		10.3	LOS B	2.8	71.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

LANE SUMMARY

Site: 101 [5-Lane_Build_PM_IL_134 (Site Folder: General - IL_134)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	384	1.8	384	1.8	857	0.448	100	9.7	LOS A	2.6	66.2	Full	1600	0.0	0.0
Lane 2[d]	416	1.9	416	1.9	927	0.448	100	9.2	LOS A	2.6	65.1	Full	1600	0.0	0.0
Approach	800	1.9	800	1.9		0.448		9.4	LOS A	2.6	66.2				
East: IL 134															
Lane 1	231	7.4	231	7.4	512	0.452	100	14.9	LOS B	2.0	52.6	Full	1600	0.0	0.0
Lane 2[d]	275	3.6	275	3.6	609	0.452	100	12.9	LOS B	2.1	54.7	Full	1600	0.0	0.0
Approach	506	5.3	506	5.3		0.452		13.8	LOS B	2.1	54.7				
North: Fairfield Road															
Lane 1	344	1.7	344	1.7	884	0.389	100	8.5	LOS A	1.9	47.0	Full	1600	0.0	0.0
Lane 2[d]	370	2.0	370	2.0	951	0.389	100	8.1	LOS A	1.8	45.5	Full	1600	0.0	0.0
Approach	714	1.9	714	1.9		0.389		8.3	LOS A	1.9	47.0				
West: IL 134															
Lane 1	207	2.5	207	2.5	657	0.314	100	9.5	LOS A	1.3	32.3	Full	1600	0.0	0.0
Lane 2[d]	223	3.3	223	3.3	710	0.314	100	8.9	LOS A	1.2	31.5	Full	1600	0.0	0.0
Approach	430	2.9	430	2.9		0.314		9.2	LOS A	1.3	32.3				
All Vehicles	2451	2.8	2451	2.8		0.452		10.0	LOS A	2.6	66.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

LANE SUMMARY

Site: 101 [3-Lane_Build_AM_Long_Lake_Drive (Site Folder: General -Long_Lake Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	462	3.3	462	3.3	1201	0.384	100	6.6	LOS A	2.4	60.3	Full	1600	0.0	0.0
Approach	462	3.3	462	3.3		0.384		6.6	LOS A	2.4	60.3				
East: Long Lake Drive															
Lane 1[d]	112	8.1	112	8.1	820	0.136	100	5.7	LOS A	0.5	14.2	Full	1600	0.0	0.0
Approach	112	8.1	112	8.1		0.136		5.7	LOS A	0.5	14.2				
North: Fairfield Road															
Lane 1[d]	688	2.7	688	2.7	1240	0.555	100	8.8	LOS A	4.6	117.5	Full	1600	0.0	0.0
Approach	688	2.7	688	2.7		0.555		8.8	LOS A	4.6	117.5				
West: Long Lake Drive															
Lane 1[d]	87	0.0	87	0.0	665	0.131	100	6.9	LOS A	0.5	13.1	Full	1600	0.0	0.0
Approach	87	0.0	87	0.0		0.131		6.9	LOS A	0.5	13.1				
All Vehicles	1349	3.2	1349	3.2		0.555		7.7	LOS A	4.6	117.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	361	90	462	3.3	1201	0.384	100	NA	NA
Approach	11	361	90	462	3.3		0.384			

East: Long Lake Drive

Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.

LANE SUMMARY

Site: 101 [3-Lane_Build_PM_Long_Lake_Drive (Site Folder: General -Long_Lake Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	857	1.1	857	1.1	1276	0.672	100	10.7	LOS B	7.4	187.2	Full	1600	0.0	0.0
Approach	857	1.1	857	1.1		0.672		10.7	LOS B	7.4	187.2				
East: Long Lake Drive															
Lane 1[d]	110	4.9	110	4.9	554	0.199	100	9.1	LOS A	0.7	19.2	Full	1600	0.0	0.0
Approach	110	4.9	110	4.9		0.199		9.1	LOS A	0.7	19.2				
North: Fairfield Road															
Lane 1[d]	506	1.9	506	1.9	1212	0.418	100	7.0	LOS A	2.7	68.6	Full	1600	0.0	0.0
Approach	506	1.9	506	1.9		0.418		7.0	LOS A	2.7	68.6				
West: Long Lake Drive															
Lane 1[d]	45	0.0	45	0.0	832	0.054	100	4.8	LOS A	0.2	5.4	Full	1600	0.0	0.0
Approach	45	0.0	45	0.0		0.054		4.8	LOS A	0.2	5.4				
All Vehicles	1519	1.6	1519	1.6		0.672		9.2	LOS A	7.4	187.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	58	723	76	857	1.1	1276	0.672	100	NA	NA
Approach	58	723	76	857	1.1		0.672			

East: Long Lake Drive

Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.

LANE SUMMARY

Site: 101 [5-Lane_Build_AM_Long_Lake_Drive (Site Folder: General -Long_Lake Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1	232	3.8	232	3.8	1216	0.191	100	4.6	LOS A	0.8	21.6	Full	1600	0.0	0.0
Lane 2[d]	234	2.8	234	2.8	1229	0.191	100	4.5	LOS A	0.8	21.6	Full	1600	0.0	0.0
Approach	466	3.3	466	3.3		0.191		4.5	LOS A	0.8	21.6				
East: Long Lake Drive															
Lane 1[d]	117	8.4	117	8.4	887	0.132	100	5.3	LOS A	0.4	11.9	Full	1600	0.0	0.0
Approach	117	8.4	117	8.4		0.132		5.3	LOS A	0.4	11.9				
North: Fairfield Road															
Lane 1	523	3.1	523	3.1	1267	0.412	100	6.7	LOS A	2.5	63.0	Full	1600	0.0	0.0
Lane 2[d]	528	2.1	528	2.1	1281	0.412	100	6.6	LOS A	2.5	63.2	Full	1600	0.0	0.0
Approach	1051	2.6	1051	2.6		0.412		6.7	LOS A	2.5	63.2				
West: Long Lake Drive															
Lane 1[d]	95	0.0	95	0.0	566	0.167	100	8.4	LOS A	0.6	14.6	Full	1600	0.0	0.0
Approach	95	0.0	95	0.0		0.167		8.4	LOS A	0.6	14.6				
All Vehicles	1729	3.0	1729	3.0		0.412		6.1	LOS A	2.5	63.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	218	-	232	3.8	1216	0.191	100	NA	NA
Lane 2	-	137	97	234	2.8	1229	0.191	100	NA	NA

LANE SUMMARY

Site: 101 [5-Lane_Build_PM_Long_Lake_Drive (Site Folder: General -Long_Lake Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Fairfield Road															
Lane 1[d]	492	0.9	492	0.9	1311	0.375	100	6.1	LOS A	2.2	55.0	Full	1600	0.0	0.0
Lane 2	489	1.3	489	1.3	1304	0.375	100	6.1	LOS A	2.2	54.9	Full	1600	0.0	0.0
Approach	981	1.1	981	1.1		0.375		6.1	LOS A	2.2	55.0				
East: Long Lake Drive															
Lane 1[d]	110	4.9	110	4.9	571	0.193	100	8.7	LOS A	0.6	16.1	Full	1600	0.0	0.0
Approach	110	4.9	110	4.9		0.193		8.7	LOS A	0.6	16.1				
North: Fairfield Road															
Lane 1	393	2.1	393	2.1	1252	0.314	100	5.7	LOS A	1.6	41.5	Full	1600	0.0	0.0
Lane 2[d]	395	1.7	395	1.7	1258	0.314	100	5.6	LOS A	1.6	41.5	Full	1600	0.0	0.0
Approach	789	1.9	789	1.9		0.314		5.6	LOS A	1.6	41.5				
West: Long Lake Drive															
Lane 1[d]	45	0.0	45	0.0	738	0.061	100	5.5	LOS A	0.2	5.3	Full	1600	0.0	0.0
Approach	45	0.0	45	0.0		0.061		5.5	LOS A	0.2	5.3				
All Vehicles	1925	1.6	1925	1.6		0.375		6.0	LOS A	2.2	55.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Fairfield Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	63	429	-	492	0.9	1311	0.375	100	NA	NA
Lane 2	-	406	83	489	1.3	1304	0.375	100	NA	NA

APPENDIX I

Meeting Minutes

Project:	Fairfield Road Corridor PEL Study (Lake County DOT) – N of Gilmer Road to Oakwood Drive Section Number: 22-00999-85-ES
Subject:	IDOT Project Kick-Off Meeting
Date:	Monday, August 21, 2023 10:00 AM
Location:	WebEx Virtual Meeting
Attendees:	Alex Househ (IDOT) Stephen Letsky (IDOT) Jonathan Lloyd (IDOT) Eleftherios (Perry) Masouridis (IDOT) Kevin Carrier (Lake County DOT) Matt Emde (Lake County DOT) Joe Surdam (Lake County DOT) Jim McNally (HDR) Stefanie Cassin (HDR) Eric Neubauer (HDR) Andrea Cline (HDR)

	Topic	*Facilitator*
1	The Fairfield Road corridor limits were displayed showing southern limits North of Gilmer Road and the northern limits North of Il 134, along with key intersections, park district and forest preserve locations, and the rail crossing at IL Route 134. Fairfield Road Corridor intersects three state routes (IL 60, IL 120 and IL 134). Over 50% of the corridor is undeveloped and various plans for development are anticipated along the corridor. Because of the potential changes along the corridor, roadway reconstruction/widening/resurfacing and roadway cross section have yet to be determined. Intersection improvements, including traffic signals and roundabouts, will also be studied as part of this project. Pedestrian/bicycle accommodations are being coordinated with the Lake County FPD. There are several wetlands and floodplain within the study limits. The Four Corners Drainage Basin is located between IL 60 and IL 120 along the Corridor. The basin is depressional and causes ponding. The Basin is currently being studied by Lake County SMC	Jim McNally

	for planned improvements. Perry stated there has been some drainage issues near the state routes within the Four Corners Drainage Basin. He will look for maintenance records and share with Lake County DOT/HDR. There are several forest preserves and parks along the Fairfield Rd corridor. Potential ROW, Section 4(f), and Section 6(f) impacts will be identified as part of this Study. Retaining walls will be identified during the Study and a TS&L will be submitted to IDOT-BBS during the Phase I for any retaining walls over 7 ft.	
2	A Phase I lead by Lake County DOT was performed for intersection improvements at Fairfield Road and IL 134 (Design Approval Received 7/16/2012). A grade separation feasibility study was prepared as part of a Phase I study for the Fairfield Road and IL 134 intersection improvements utilizing data from approximately 15 years ago. At the time it was determined a grade separation was not necessary. Since that time , there has been a fatal crash at this grade crossing. Phase II for Fairfield Road at IL 134 intersection improvements was started, but federal funding was not secured and design services were never completed. Lake County DOT/HDR will re-look at traffic, environmental and drainage as well as geometrics and grade separation feasibility at Fairfield Road and IL 134 performed in the previously approved Phase I as part of the Fairfield Road Corridor Study.	Jim McNally, Matt Emde
3	IL 120 PEL (IL 60 to Almond Road) status was discussed (IDOT led). The PEL study alternatives intersect the Fairfield Road Corridor. Several alternatives including a IL 120 Bypass are just starting to be evaluated which creates a rather large footprint of potential impacts to the Fairfield Road Corridor. Eric is also involved with the IL 120 project and is closely coordinating with both teams.	Jim McNally, Eric Neubauer

4	Upon review of potential safety concerns at Chardon Road and Fairfield Road, which is a skewed intersection on a curve, initial field findings demonstrate the queuing of traffic at IL 60 extends into the intersection of Chardon Rd/Fairfield Rd. Near term improvements at Chardon/Fairfield Rd will likely need to be in combination with IL 60/Fairfield Rd improvements (none currently planned by IDOT). It is anticipated that several interim or smaller projects along the Fairfield Rd corridor will be performed as separate projects. Two Public Information Meetings are anticipated as well as two IDOT/FHWA coordination meetings and one design exception meeting.	Jim McNally
5	Potentially, this study could be processed as Federal CE. A PEL study could delay the project 12 months at least. Tribal coordination will be needed as part of PEL. Refer to the IDOT BDE Manual 11-7.04 for the PEL process. Alex noted it's Lake County DOT's decision on whether to pursue PEL process or Phase I process. Therefore, Lake County DOT to determine if PEL process is desired or if Phase I process should be followed. The PEL process allows some initial NEPA evaluation without the clock starting on the NEPA process. With consideration of the unknown purpose and need at this time, the wide range of alternatives with significant variations in costs, the potential for large development of unknown variety at this time along the corridor, and potential environmental resource, Section 4f/6f coordination requirements, and the coordination/potential impacts of the IL 120 PEL study, Lake County DOT is considering continuing with a PEL process, but will confirm.	Alex Househ
6	Logical termini look sufficient.	Stephen Letsky
7	The project is in a challenging drainage area: one drain tile, Four Corners. Some resurfacing was done.	Perry Masouridis

	Suggests existing drainage exhibits be prepared; even as part of a PEL and submitted for IDOT review/discussion early.	
8	Should estimated construction costs exceed $40M, a Value Engineering Study will be needed. It was noted that this is just Lake County DOT's introduction of the project to IDOT; therefore, no action is needed from IDOT at this time.	Alex Househ
	Action Items: 1. Lake County DOT to confirm desire to follow PEL process. 2. IDOT Hydraulics to provide maintenance records for drainage issues near state routes along the corridor. 3. Coordinate IDOT/FHWA Coordination meeting	

Meeting Minutes

Project:	Fairfield Road Corridor PEL Study (Lake County DOT) – N. of Gilmer Road to Oakwood Drive
Subject:	Lake County SMC Pre-Application Meeting
Date:	Tuesday, August 29, 2023 11:00 AM
Location:	Microsoft Teams Meeting
Attendees:	Philip Ruiz (LCSMC) Brian Frank (LCSMC) Matt Emde (LCDOT) Adam Randall (LCDOT) Jim McNally (HDR) Stefanie Cassin (HDR) Emily Grimm (HDR) Andrea Cline (HDR)

	Topic	*Facilitator*
1	The Fairfield Road corridor limits were displayed. The southern limit is North of Gilmer Road and the northern limit is North of Il 134. There are park district and forest preserve lands, wetlands, watersheds and drainage features along the corridor. Improvements to be analyzed include roadway reconstruction/widening, intersection improvements, pedestrian/bicycle accommodations and hydraulics/drainage improvements.	Jim McNally
2	Coordination: a. Round Lake Drain crossing Fairfield Road: Construction would likely take place in 2026 or later as the project is led by LCSMC, but is not currently funded and on the DCEO (Illinois Department of Commerce and Economic Opportunity) project list. However, it's acknowledged that LCSMC cannot finalize a design for the crossing until it's understood what the potential alternatives for Fairfield Road are at the crossing location, which may not be finalized until later in 2024. A discussion regarding the width of the proposed cross section took place. LCDOT said there would likely need to be pedestrian accommodations as this is currently a Board priority, either a sidewalk, a shared use path, or both. LCSMC stated that this project would likely be a Conspan bridge. It was noted the crossing is planned to have cost participation between LCSMC and LCDOT. **Post Meeting Discussion: Future coordination between LCDOT and LCSMC (Ernesto Huaracha) should occur once proposed roadway typical section is determined.** b. Four Corners Drainage Basin: The area is very dependent on drain tiles. LCSMC has good maps of drain tile locations. LCSMC is looking at a project in this area funded by LCSMC although it's not on the official list of projects at this time. The project would include replacement of existing drainage tiles. Tim Cook, Lead Inspector, is the Project Manager. The downstream end of the Four Corners basin does not have adequate capacity. IDOT completed some drain tile repairs at 120 near Jade Ln, but it did not help as much as was hoped. LCSMC has	Philip Ruiz/Matt Emde Brian Frank

replaced drain tile in this area over the last several years.

3	Future WDO Permit Requirements: a. LCSMC is unaware of any future major developments within the corridor. The Watershed Development Ordinance (WDO) was last updated in 2021 and there are no major changes to the Ordinance planned. b. Within the Four Corners Basin area, LCSMC is encouraging permit applicants to take runoff out of the basin in a controlled manner which is not the typical recommendation by LCSMC on projects. LCSMC may also require the restricted release rate to be more stringent than the minimum WDO requirement of 0.15 cfs/acre. For example, Manitou Creek watershed has a release rate of 0.09 cfs/acre while other watersheds have a release rate of 0.15 cfs/acre. **Post Meeting Discussion: LCSMC clarified that WDO Section 502.04 addresses inter-basin transfers of drainage: "502.04 The design of stormwater management systems shall not result in the inter-basin transfer of drainage, unless no reasonable alternative exists. The Enforcement Officer may also allow inter-basin transfer if the transfer relieves a known drainage hazard and there is adequate downstream stormwater capacity."**	Brian Frank
4	HDR will be forming a Stakeholder Involvement Group (SIG) that will be composed of more technical people/staff from various stakeholders. LCSMC is interested in participating.	Jim McNally
5	Schedule: The PEL study is scheduled for 18 months. Initial screenings of feasible alternatives will begin this fall as field work for survey concludes later this fall. Starting next spring alternatives that have passed the feasible alternatives screening will be evaluated in more detail utilizing survey data. As LCSMC participates in the SIG for these screenings, they will be able to determine the potential alternatives near the Round Lake Drain crossing and plan accordingly.	Jim McNally
6	HDR inquired about the watershed-based planning effort currently being led by LCSMC in the Manitou Creek Watershed. It was mentioned that there may be overlap between the two studies/projects and the groups should coordinate. LCSMC will pass the message along to Planning. **Post Meeting Discussion: Brian Frank made Mike Prusila aware of the project study.**	Andrea Cline

Action Items:

1. SMC will send HDR a letter and map that was sent out in 2017 regarding the Four Corners Basin. **Received 8/29/2024**
2. HDR will include SMC in the SIG.

Meeting Minutes

Project:	Fairfield Road PEL Study (Lake County DOT) Section Number: 22-00999-85-ES
Subject:	Project Introductory Meeting (Village of Wauconda)
Date:	Thursday, September 28, 2023 9:00 AM
Location:	Microsoft Teams Meeting
Attendees:	Matt Emde (LCDOT) Adam Randall (LCDOT) Jim McNally (HDR) Stefanie Cassin (HDR) Allison Matson (Wauconda - Village Administrator) Jacob Mann (Wauconda -Director of Public Works) Chris Bouchard (HMG – Acting Wauconda Village Engineer)

	Topic	*Facilitator*
1	Introductions were made and the purpose of the meeting was noted: to introduce the Fairfield Road Study to the Village of Wauconda and obtain their input.	Matt Emde
2	Study Overview: a. The Fairfield Road Study is a Planning and Environmental Linkages (PEL) study. The study area was displayed on a Google Earth .kmz file. The study limits are from north of Gilmer Road to Oakwood Drive. A Project Location map is provided with the meeting notes. b. Existing Conditions: About 50% of the adjacent lands are undeveloped. There are wetlands and floodplains as well as park district and forest preserve lands along the corridor. Drainage is an issue in some areas of the corridor. A grade separation at Route 134 will be reviewed as part of the study. A previous study was done over 10 years ago and there has been one fatality since then. Chris Bouchard noted that the Village would be in favor of a grade separation. Jim noted that a Cost-Benefit analysis will be completed to determine if a grade separation will be progressed. A crash analysis was performed for the corridor and found that most crashes are due to failure to yield and speeding. c. Improvements to be Analyzed: Improvements to be analyzed include roadway reconstruction/widening, intersection improvements, pedestrian/bicycle accommodations and	Jim McNally

drainage improvements. Individual projects may be broken off and progressed separately throughout the PEL process.

Allison asked about bicycle accommodations in this section, especially for bicyclists who use roads instead of a bike/shared use path. Matt responded that Lake County's standard road section includes a 4-ft paved shoulder with a 4-ft aggregate shoulder. The Village responded that the safer we can make road biking, the better it will be for the community/businesses – a 4 ft paved shoulder will be helpful.

Adam noted the proposed connections for other bike paths throughout the corridor, such as Millenium Trail and Cedar Lake Road/Washington. Lake County is coordinating with the Forest Preserves for these trail connections.

3 Project Schedule: Jim McNally

The PEL study is scheduled for 18 months. We're in the third month of the study. There will be 2 Public Meetings, with the first one to be held this winter.

4 Stakeholder Input/Coordination: Jim McNally/Matt Emde

a. Jim asked the Village if there are any known drainage issues for Wauconda in the study area. Jacob responded there are not. New developments are less than 20 years old and were designed to accommodate drainage.
b. Matt asked the Village if there are any new developments planned and/or if the Master Plan has been updated. The Village responded that the NW & SW intersection of Fairfield Road and Gilmer Road has a very speculative/ preliminary development being discussed.
c. Jim asked if a utility corridor would be needed. Chris responded that they are advising their clients to pursue easements outside of the right of way to avoid relocation costs in the future should they be needed.
d. HDR will be forming a Stakeholder Involvement Group (SIG) that will be composed of more technical people/staff from various stakeholders (organized bicycle groups, first responders, etc.) and asked if the Village is interested in participating. For now, they will be copied on correspondence and can request to participate further as desired.

5 Open Discussion/Next Steps

a. Jacob to pass notes along to Fremont Township for input on Township property.

b. Jim noted that we will also reach out to Fremont Township.

Meeting Minutes

Project:	Fairfield Road PEL Study (Lake County DOT) Section Number: 22-00999-85-ES
Subject:	Project Introductory Meeting (Village of Round Lake)
Date:	Thursday, October 12, 2023 11:00 AM
Location:	Microsoft Teams Meeting
Attendees:	Matt Emde (LCDOT) Adam Randall (LCDOT) Jim McNally (HDR) Eric Neubauer (HDR) Brandy Schroff (Round Lake - Village Administrator) Adam Wedoff (Round Lake -Director of Public Works) Kurt Baumann (B&W – Acting Round Lake Village Engineer) Katie Parkhurst (Round Lake – Director of Economic & Community Development)

	Topic	*Facilitator*
1	Introductions were made and the purpose of the meeting was noted: to introduce the Fairfield Road Study to the Village of Round Lake and obtain their input.	Matt Emde
2	Study Overview: a. The Fairfield Road Study is a Planning and Environmental Linkages (PEL) study. The study area was displayed on a Google Earth .kmz file. The study limits are from north of Gilmer Road to north of IL 134. A Project Location map is provided with the meeting notes. Kurt noted there is a 2018 traffic memorandum for interim improvement for Fairfield Road at IL 120. Jim acknowledged the memorandum and noted IDOT is underway on a separate PEL study for IL 120 that includes the Fairfield Road intersection. Both studies will take a fresh look at the intersection. b. Existing Conditions: About 50% of the adjacent lands are undeveloped. There are wetlands and floodplains as well as park district and forest preserve lands along the corridor. Drainage is an issue in some areas of the corridor. A grade separation at Route IL 134 will be reviewed as part of the study. A previous study was done over 10 years ago and there has been one fatality since then. Jim noted that a Cost-Benefit analysis will be completed to determine if a grade separation will be progressed. A crash analysis was performed for the corridor and found that most	Jim McNally/Matt Emde

crashes are due to failure to yield and speeding.

c. Improvements to be Analyzed:
Improvements to be analyzed include roadway reconstruction/widening, intersection improvements, pedestrian/bicycle accommodations and drainage improvements. Individual projects may be broken off and progressed separately throughout the PEL process.

Brandy noted that bicycle accommodations in this section, especially for connections of the Forest Preserve's trails would be viewed as positive by the Village. Matt responded that Lake County's 2040 plan did not include non-motorized travel accommodations along Fairfield Road, but LCDOT is very open to non-motorized travel accommodations and the team is coordinating directly with Lake County Forest Preserve (LCPF)

3 Project Schedule: Jim McNally

The PEL study is scheduled for 18 months. We're in the fourth month of the study. There will be 2 Public Meetings, with the first one to be held this winter.

4 Stakeholder Input/Coordination: Jim McNally

a. Jim asked the Village if there are any known drainage issues for Round Lake in the study area beyond the Four Corners Drainage Basin. Adam noted flooding near/caused by a culvert between Hart Road and IL 134 - by Harrison Ave (Flooding on Harrison Ave, but the culvert crosses Fairfield Road) - before 2020. Matt noted he will check with LCDOT staff for additional information.
b. Jim asked the Village if there are any new developments planned and/or if the Master Plan has been updated. The Village responded that there are no imminent developments at this time.

c. HDR will be forming a Stakeholder Involvement Group (SIG) that will be composed of more technical people/staff and various stakeholders (organized bicycle groups, first responders, etc.) and asked if the Village is interested in participating. For now they will be copied on correspondence and can request to participate further as desired.

5 Open Discussion/Next Steps

a. Jim noted that LCDOT will also reach out to the Townships.

b. An invite will be sent to the Village for the SIG meetings.

c. Corridor improvements will likely be divided/staged into multiple separate projects based on funding and immediate needs.

d. Village asked where curb cuts/driveways would be allowed. LCDOT noted that access points are not being planned and any access to private developments would be reviewed by Permits.

e. Village to send LCDOT/HDR Round Lake area bike groups list. **Post Meeting: Village sent contact information for Round Lake Area Bicycle Club (Kevin Strine – kstrine320@gmail.com)**

Meeting Minutes

Project:	Fairfield Road PEL Study (Lake County DOT) Section Number: 22-00999-85-ES
Subject:	Project Introductory Meeting (Village of Round Lake Beach)
Date:	Tuesday, January 23, 2024 9:00 AM
Location:	Microsoft Teams Meeting
Attendees:	Scott Hilts (Round Lake Beach Public Works Director) Geoff Perry (Round Lake Beach Village Engineer, GHA) Matt Emde (LCDOT) Jim McNally (HDR) Stefanie Cassin (HDR)

	Topic	*Facilitator*
1	Introductions were made and the purpose of the meeting was noted - to introduce the Fairfield Road PEL Study to the Village of Round Lake Beach and obtain their input.	Matt Emde
2	Study Overview: a. The Fairfield Road Study is a Planning and Environmental Linkages (PEL) study. The study area was displayed on a Google Earth .kmz file. The study limits are from north of Gilmer Road to Oakwood Drive, north of IL 134. A Project Location Map was provided with the agenda. i. Scott Hilts noted there is not much corridor within Round Lake Beach and questioned why the project limits don't extend to Rollins Road. Jim responded that there are similar safety concerns for this segment of the corridor within the study limits. Additionally, there is similar frontage within the project study area. About 50% of the adjacent lands within the study limits are undeveloped. There are wetlands and floodplains as well as park district and forest preserve lands along the corridor. A majority of the corridor north of IL 134 to Rollins Road is developed and more congested. ii. The northern end of the project study area was intended to end at IL 134. A grade separation to address the railroad crossing at Route IL 134 will be reviewed as part of the study. A previous study was done over 10 years ago and there has been one fatality since then. If a grade separation is implemented, the limits of the grade separation would need to extend north to Oakwood Drive.	Jim McNally

b. Existing Conditions:
   i. A crash analysis was performed for the corridor and found that most crashes are due to failure to yield and speeding.
   ii. Drainage is an issue in some areas of the corridor, especially in the 4 corners drainage basin. Scott asked if Lake County SMC had been spoken to about the culvert replacement under Fairfield Road as part of the Round Lake Drain improvements. Lake County SMC has been coordinated with on both of these items. LCDOT is working on an LOI with Lake County SMC for the culvert work.

Jim McNally/Matt Emde

c. Improvements to be Analyzed:
   i. Improvements to be analyzed include roadway reconstruction/widening, intersection improvements, pedestrian/bicycle accommodations and drainage improvements. Individual projects may be broken off and progressed separately as Phase 1 throughout the PEL process. An Example being Chardon Road.
   ii. Matt noted that Lake County's 2040 plan does not include non-motorized travel accommodations along Fairfield Road, but LCDOT is looking at non-motorized travel accommodations to account for future projects as the County Board has shown interest in adding these to projects where they make sense.
   iii. Round Lake Beach asked about the project from Monaville Road down to Rollins. Matt will share additional information with the Village.

3 Project Schedule:
Round Lake Beach asked when the project would begin Phase 1. The PEL study will likely go through the end of 2024. Should the project move forward, a Phase I study for the corridor would begin after that. However, a Phase I study for spot improvements along the corridor could begin at any point. Corridor improvements will likely be divided/staged into multiple separate projects based on funding and immediate needs.

Scott Hilts/Jim McNally

4 Stakeholder Input/Coordination:
Jim asked the Village if there are any new developments planned. The Village responded that there are no imminent developments at this time.

Jim McNally/Matt Emde

a. HDR will be forming a Stakeholder Involvement Group (SIG) that will be composed of more technical people/staff and various stakeholders (organized bicycle groups, first responders, etc.) and asked if the Village is interested in participating. For now, they will be copied on correspondence and can request to participate further as desired.

b. Public Involvement: There will be 2 Public Meetings, with the first one to be held later this winter/spring. There will also be a project website with up-to-date information.

c. Crash data that leads to significant injuries goes through IDOT first, then LCDOT, so if the Village has more current data please pass along to the County for consideration in the Study.

5 Open Discussion/Next Steps:

a. An invite will be sent to the Village for the SIG meetings.
b. If the Village has data current accident data, please pass along to the County for consideration in the Study.

Meeting Minutes

Project:	Fairfield Road PEL Study (Lake County DOT) Section Number: 22-00999-85-ES
Subject:	Project Introductory Meeting (Lake County Forest Preserve District)
Date:	Tuesday, November 14, 2023 1:00 PM
Location:	Microsoft Teams Meeting
Attendees:	Matt Emde (LCDOT) Randy Seebach (LCFPD) Kevin Kleinjan (LCFPD) Jim McNally (HDR) Stefanie Cassin (HDR) Jeff Picker (HDR)

	Topic	*Facilitator*
1	Introductions were made and the purpose of the meeting was noted: to go over the Fairfield Road PEL Study with the Lake County Forest Preserve District (LCFPD) and obtain their input.	Matt Emde
2	Study Overview: a. The Fairfield Road Study is a Planning and Environmental Linkages (PEL) study. The study limits include from north of Gilmer Road to Oakwood Drive, for a total of almost 6 miles. A Project Location Map was provided with the meeting Agenda and the PEL process was reviewed. It was noted that IDOT is underway with a separate PEL study for IL 120 that includes the Fairfield Road intersection. b. Existing Conditions: i. Safety and Capacity - A crash analysis was performed for the corridor and found that most crashes are due to failure to yield and speeding. ii. Environmental/Drainage - It was noted that drainage is an issue in some areas of the corridor, as the project is predominantly in the Four Corners Drainage Basin. c. Improvements to be Analyzed: Improvements to be analyzed include roadway reconstruction/widening, intersection improvements, pedestrian/bicycle accommodations and drainage improvements. Randy Seebach asked about ESR limits and asked if we will be constrained by them - are they set already? Matt Emde responded that we're not stuck with the limits since this is a PEL and field investigations are deferred to the Phase I studies. He noted that individual projects may be broken off and progressed separately in Phase 1 and those individual projects will narrow down the ESR	Jim McNally/Jeff Picker

Limits as they progress.

d. Potential Millenium Trail Crossing – Approximately 2,000 ft north of IL 120:

Jeff Picker discussed the Draft Crossing Concept Memo (Memo) and outlined the alternatives evaluated:

i. Alternative 1: At-Grade – South Limit
ii. Alternative 2: At-Grade – Central Connection
iii. Alternative 3: Grade Separated Bridge

Jeff summarized the three alternatives included a discussion about ROW impacts, relative cost, and anticipated utility impacts. Jim noted that an underpass alternative was also explored but would likely need a pump due to elevations and water table.

Jim noted we're looking at the crossing alternatives to account for existing conditions, as well as keeping in mind future build outs. Key issue is timing of the build out of the crossing.

LCFPD asked if Lake County knew which side of Fairfield Road a MUP would be on. Response is that it's still too early in the study to determine.

Matt asked about Ray Lake Forest Preserve where it fronts Fairfield Road – any plans to connect there? LCFPD responded there are no plans at Ray Lake, but looking at a connection to IL 60 or Petersen Rd. This has been discussed w Kevin Carrier, looking for opportunities to connect on the east, not west side. Matt noted that LC Permit Dept is keeping an eye out for permits within the corridor for future development as well.

Randy referred to the Kestrel Ridge Agreement (Agreement) and noted that there was supposed to be a new development built several years ago and therefore a traffic signal was anticipated at the location where LCFPD proposed the crossing in the Agreement (Memo Alternative 1). There are four residential crossings/conflict points plus Nippersink Forest Preserve accounted for in the Real Estate Easement. The Alternative 1 location will be reconsidered if no longer plans for development. The Memo will be updated to reflect that the Alternative 1 crossing location was based on a future traffic signal at this location.

Randy asked why there are two 90-degree turns along the path in Alternative 2, which is not ideal for mobility. Jeff responded that this was intended to facilitate staging the construction of the bridge. Matt added that the 90-degree path alignment does help with slowing down bikes near the crossing. Randy responded that the LCFPD would prefer to have a tangent alignment with curves as necessary. The LCFPD can take care of adjustments to the path for temporary conditions. A Loop Trail along pond is in LCFPD's feasibility study. The way it's shown in the Memo aligns with LCFPD's plans and is feasible.

Jeff asked for feedback on the proposed bridge section of 8 feet wide + 2 feet shy on both sides. Kevin Kleinjan checked that the Lake Cook Road Bridge is also the standard 12-foot width. Striping can be implemented to accommodate the change in path width at the bridge.

LCFPD noted that MUP usage is heaviest on weekends and in the evenings after work hours. LCFPD doesn't have a usage volume study, but usage will surely increase when trails are connected. They get calls all the time asking when the trails will be connected.

Noting that speeding along the corridor is an issue, LCFPD asked whether a pedestrian actuated traffic signal was considered like the one recently implemented on Lewis Ave., just south of York House Road. Matt noted that he will follow up with LC Traffic Dept to see how the signal on Lewis Ave. is functioning. (*See follow up in Open Discussion/Next Steps below.)*

3	Project Schedule: The PEL study is scheduled for 18 months. We're almost a third of the way through the study. There will be 2 Public Meetings, with the first one to be held later this winter.	Jim McNally
4	Stakeholder Input/Coordination: a. HDR will be forming a Stakeholder Involvement Group (SIG) that will be composed of more technical people/staff from various stakeholders (organized bicycle groups, first responders, etc.) and asked if the LCFPD is interested in participating. Looking to start coordination in January. The first Public Meeting is targeted for February.	Jim McNally
5	Open Discussion/Next Steps a. **Post Meeting: Matt Emde looked further into the pedestrian signal on Lewis Ave. and noted it hasn't received any complaints, so will take that as a good sign. Lewis Ave has two lanes in each direction with a striped median. We'll have to compare traffic volumes and speeds along Lewis Ave relative to Fairfield Road. The number of proposed lanes at Fairfield will also need to be considered before making a recommendation.**	Matt Emde

MINUTES OF COORDINATION MEETING

Fairfield Road Corridor PEL

DISTRICT # 1

Jan. 9, 2024

LOCAL PUBLIC AGENCY
Lake County Division of Transportation (LCDOT)

SECTION NUMBER
22-00999-85-ES

ATTENDANCE
FHWA: (See Attendance Sheet)
IDOT Central Office: (See Attendance Sheet)
BLRS Central Office: (See Attendance Sheet)
IDOT District Office: (See Attendance Sheet)
LCDOT: Matt Emde, Mike Klemens
HDR: Jim McNally, Jeff Young, Eric Neubauer, Stefanie Cassin

TOPICS

1. **INFORMATION PRESENTED:** A project location map, functional classification map, average daily traffic (ADT) and existing level of service (LOS) diagrams, as well as crash summary tables and diagrams were included with the pre-meeting package for FHWA review. While existing conditions and data collection were presented, the purpose of this meeting was to obtain concurrence on the project utilizing the Planning and Environmental Linkages (PEL) process and the logical termini. Additional meetings will be held with IDOT/FHWA as prescribed in the PEL requirements.

2. **PROJECT LIMITS AND EXISTING CONDITIONS:**
    - **a.** The Fairfield Road PEL Study started as a safety concern at Chardon Road intersection. After further investigation by the County, it was determined the potential concerns extend beyond this spot intersection location along the corridor. Therefore, the study was expanded to include the segment from north of Gilmer Road to north of IL 134 (Oakwood Drive).
    - b. Logical Termini at the northern limits include the north leg of IL 134 (up to Oakwood Drive) to encompass the potential for railroad crossing improvements. Logical Termini at the southern limits do not include the connector from Gilmer Road as this intersection was recently upgraded by LCDOT.
    - c. The Fairfield Road Corridor intersects three state routes: IL 60, IL 120, and IL 134. IL 120 is also being studied as a PEL that is IDOT led. The IL 120 PEL study alternatives will intersect the Fairfield Road Corridor. Feedback from FHWA at the meeting was, “As the work on both projects progress, please tie the two PEL schedules together.” HDR and

LCDOT acknowledge that the Fairfield Road study will coordinate closely with the IL 120 PEL development and will make reference to the IL 120 schedule in the schedule for Fairfield Road. IDOT concurred with this approach.

d. A previous study of intersection improvements at IL 134 secured Phase 1 Design Approval in 2012. Phase II was started, but design services were never completed. Since then, there has been a fatal crash involving the railroad crossing in the north leg. The project will re-evaluate the intersection and analyze the cost-benefit of providing a grade separation at this intersection.
e. Over 50% of the corridor is undeveloped and various plans for development are anticipated along the corridor.
f. There are several Lake County Forest Preserves and parks along the Fairfield Road corridor. Potential ROW, Section 4(f), and Section 6(f) impacts will be identified as part of this Study. FHWA questioned if any 6(f) properties have been identified yet. HDR responded that these will be identified as part of the study.
g. There are several wetlands and floodplains within the study limits.
h. There are four stream crossing culverts along the corridor.
i. The Four Corners Drainage Basin is located between IL 60 and IL 120 along the Corridor. The basin is depressional and causes ponding and flooding, especially near the State Routes. The Basin is currently being studied by the Lake County Stormwater Management Commission (LCSMC) for planned improvements. Near term & long-term drainage improvements will be incorporated as part of this project to the extent practicable.
j. Existing and No-Build 2050 traffic volumes were presented.
k. Existing and No-Build 2050 Levels of Service were presented.
l. IL 60, IL 120, and IL 134 are the intersections where there are majority of capacity issues due to regional routes and high volumes.
    i. IL 60 is in the CMAP TIP for future widening from 2 to 4 lanes.
    ii. The IL 120 PEL Study is looking at on alignment as well as potential off alignment alternatives, which either could have impacts on the Fairfield Road project.
    iii. A grade crossing for the railroad crossing at IL 134 will be re-evaluated. It is not anticipated that the grade separation will be warranted, but it is being looked at to confirm.
m. Accident information was summarized:
    i. Failing to reduce speed, and following too closely were documented as the primary causes of front to rear crashes. Failing to yield right-of-way and improper turning were documented as the primarily cause of turning crashes, while failing to yield right-of-way and disregarding traffic signals were documented as the primary causes of angle crashes.
    ii. The crash types and injuries that were reported during the five-year analysis period along the project corridor were summarized.
    iii. Crash mitigation will be evaluated as part of the study.
n. Improvements to Fairfield Road to be analyzed include reconstruction and widening. The proposed cross section could be 3, 4 or 5 lanes and may vary along the corridor.

o. Intersection improvements, including traffic signals and roundabouts, will be studied as part of the study.
p. Pedestrian/Bicycle accommodations are being coordinated with the Lake County Forest Preserve District and local bicycle advocacy groups. A major trail crossing will be evaluated, including whether it will be at grade or grade separated.

3. NEXT STEPS/COORDINATION

a. With consideration of the potential impacts of the IDOT IL 120 PEL study, the potential for large development of unknown variety along the corridor, the wide range of alternatives with significant variations in costs, and the potential environmental resource / Section 4(f)/6(f) coordination requirements, LCDOT is requesting to progress following the PEL process for the Fairfield Road Corridor Study.
    i. IDOT BLRS and FHWA stated that they concur with the study progressing as a PEL.
    ii. FHWA would like to clarify the study limits. FHWA noted that the logical terminus at the northern end should state Oakwood Drive as shown on the Project Location Map, instead of North of IL 134. Oakwood Drive is a recognized classified roadway and is appropriate as a logical terminus, understanding that improvements to IL 134 may extend to the north.
b. The PEL Process (per IDOT BDE Manual 11-7.04) will be followed:
    i. Public Involvement will consist of a Project Study Group, Stakeholder Involvement Group and Public Information Meetings in the coming months.
        1. FHWA requested to be invited to Stakeholder Involvement Group meetings, so they are aware of schedules and timeframes.
        2. FHWA asked if the PEL will be funded locally and asked if funds have been identified for future phases. The PEL Study is being funded locally by LCDOT.
    ii. A PEL Timeframe Agreement will be developed and will include reference to the IL 120 PEL schedule.
    iii. An ESR Screening will be submitted to IDOT.
    iv. This meeting is the first Coordination Point with FHWA. Future Coordination Points include developing a NEPA-ready Purpose and Need and Alternatives to be Carried Forward.
    v. A PEL Document will be developed.

4. OPEN DISCUSSION/ACTION ITEMS:

a. Documentation listing project logical termini to be updated to “North of Gilmer Road to Oakwood Drive”.
b. The PEL schedules for Fairfield Road and IL 120 will be coordinated.

Illinois Department of Transportation

Coordination Meeting Data

E-mail | Reset Form

Date	Local Public Agency	District	County
01/09/24	Lake County Division of Transportation	1	Lake

Section Number	State Job Number	Project Number
22-00999-85-ES		

State Route(s) Affected	Fund Type
IL Route 134, IL Route 120, and IL Route 60	Local

Metropolitan Planning Organization	MPO TIP Number	ITEP, SRTS, HSIP Numbers
CMAP		

Consultant	Number of Presentations	*Date of Last Presentation
HDR Engineering, Inc.	0	n/a

* Include copies of all previous coordination meeting minutes.

LOCATION

Route(s) (Street/Road Name)

Fairfield Road

Jurisdiction/Maintenance

Lake County Division of Transportation

Project Termini

North of Gilmer Road to Oakwood Drive

Project Length

5.36 miles

Purpose and Need

The purpose of the project is to evaluate roadway and intersection alternatives to address speed and safety concerns for motorized and non-motorized travel along the Fairfield Road corridor.

Traffic Counts	ADT	DHV	% Trucks
Current Year, 2019	12800	1280	2
Design Year, 2050	14500	1450	3

Posted Speed, MPH	Functional Classification
45	Minor Arterial

National Highway System (NHS)? ☐ Yes ☑ No

Strategic Regional Arterial (SRA)? ☐ Yes ☑ No

Design Speed, MPH	Design Vehicle
45	TBD

Design Criteria

Local Facilities	Urban	Rural	
New Construction/Reconstruction	☑	☐	BLRS Chapter 32
3R	☐	☐	BLRS Chapter 33
LAFO	☐	☐	BLRS Chapter 46
Bicycle Guidelines	☑	☐	BLRS Chapter 42
Other			

State Facilities	Urban	Rural	
New Construction/Reconstruction	☑	☐	BDE Chapter 48
3R	☐	☐	BDE Chapter 49
Bicycle Guidelines	☐	☐	BDE Chapter 17
Other			

Description of Facility	Existing	Proposed
Number of Through Lanes in Each Direction	1	TBD
Through Lane Width, Feet	12	12
Number of Auxiliary Lanes	NA	TBD
Type of Auxiliary Turn Lanes (LT/Rt)	NA	Left and/or right
Auxiliary Lane Width, Feet	NA	12
Roadway Surface Type	Asphalt	Asphalt
Median Width, Feet	0-12	TBD
Median Type	Striped Median	Striped Median
Shoulder Width, Feet	0-8	0-8
Shoulder Type	paved /agg	paved / agg
Curb Type	NA	concrete b6-24
Sidewalks Width & Buffer, Feet	NA	5 w/ 2 ft buffer
Parking Type (Parallel/Angle)	NA	NA
Parking Lane Width, Feet	NA	NA
Street Lighting	NA	TBD
Clear Zone, Feet	varies	varies
Stormwater Drainage	Open Drainage	Open / Closed

Existing Structure(s) Structure Number	Sufficiency Rating	f-f of Curb/F-f of Rail	Proposed Structure(s) Structure Number	f-f of Curb/f-f of Rail
NA	NA	NA	NA	NA
NA	NA	NA	NA	NA

Required Structural

☐ Bridge Condition Report ☐ PBDHR (BLR 10210) ☐ Type/Size/Location

☐ Bridge Deck Resurfacing Approval ☐ Other

Traffic Control

Traffic Signal(s)?	☑ Yes	☐ No	Location	Fairfield Rd. at IL 134, Fairfield Rd. at Nippersink Rd., Fairfield Rd. at IL Route 120, Fairfield Rd. at IL Route 6
Proposed Traffic Signals?	☐ Yes	☐ No	Location	TBD
Signal Warrants Met?	☑ Yes	☐ No		
Stop Controlled Intersections?	☑ Yes	☐ No	Location	Fairfield Rd. at Oakwood Dr., Fairfield Rd. at Emerald Ln., Fairfield Rd. at Central Park Dr., Fairfield Rd. at Mayfield Dr., Fairfield Rd. at Barberry Ln., Fairfield Rd. at Long Lake Dr., Fairfield Rd. at Tyler Ave., Fairfield Rd. at Falcon Blvd., Fairfield Rd. at Hart Rd., Fairfield Rd. at Old Farm Rd., Fairfield Rd. at Townline Rd., Fairfield Rd. at Chardon Rd., Fairfield Rd. at Gilmer Rd.
Intersection Design Study	☐ Yes	☐ No	Location	To be completed in Phase I.

Description of Work

Evaluate traffic improvements to intersections along the corridor.

Design Exceptions

Design Exceptions			
Item Description		Standard	
Justification	Location Description	Standard	
TBD			

Maintenance of Traffic/Detour

TBD

Detour Type: Unmarked ☐ Yes ☐ No Marked ☐ Yes ☐ No

How will local traffic be maintained? TBD

Does the detour impact any business dependent on through traffic? ☐ Yes ☐ No

Does the detour impact local festivals or events? ☐ Yes ☐ No

Is a significant route involved? ☐ Yes ☐ No

Crash History

See attachment for Crash Data.

Land Acquisition					
No. Property Owners Affected	No. Parcels	Fee Simple ROW, Acre	Permanent Easements, Acre	Temporary Easements, Acre	Total ROW, Acre
Other rights of Access to be acquired					
Total Acres of land acquisition per mile	TBD				

Public Involvement Activities

Two public information meetings, project website, stakeholder interviews, and videos.

Any known recreational properties in area & Official with Jurisdiction

Kestrel Ridge Forest Preserve, Nippersink Forest Preserve, Fairfield Park and Round Lake Park District

Does this project include an IGAs for permanent rights of access, ROW and/or easements from a Section 4(f) protected property:

☑ Yes ☐ No

Please provide more information

Lake County Forest Preserve District

Was the recreational property purchased or developed using LAWCON or OSLAD funds? ☑ Yes ☐ No

Please provide more information

TBD

BDE sequence number	
Natural resource review date	
Cultural resource review date	
Special waste screening/PESA date for local routes	
Special waste screening/PESA date for State routes	
Any known project commitments	

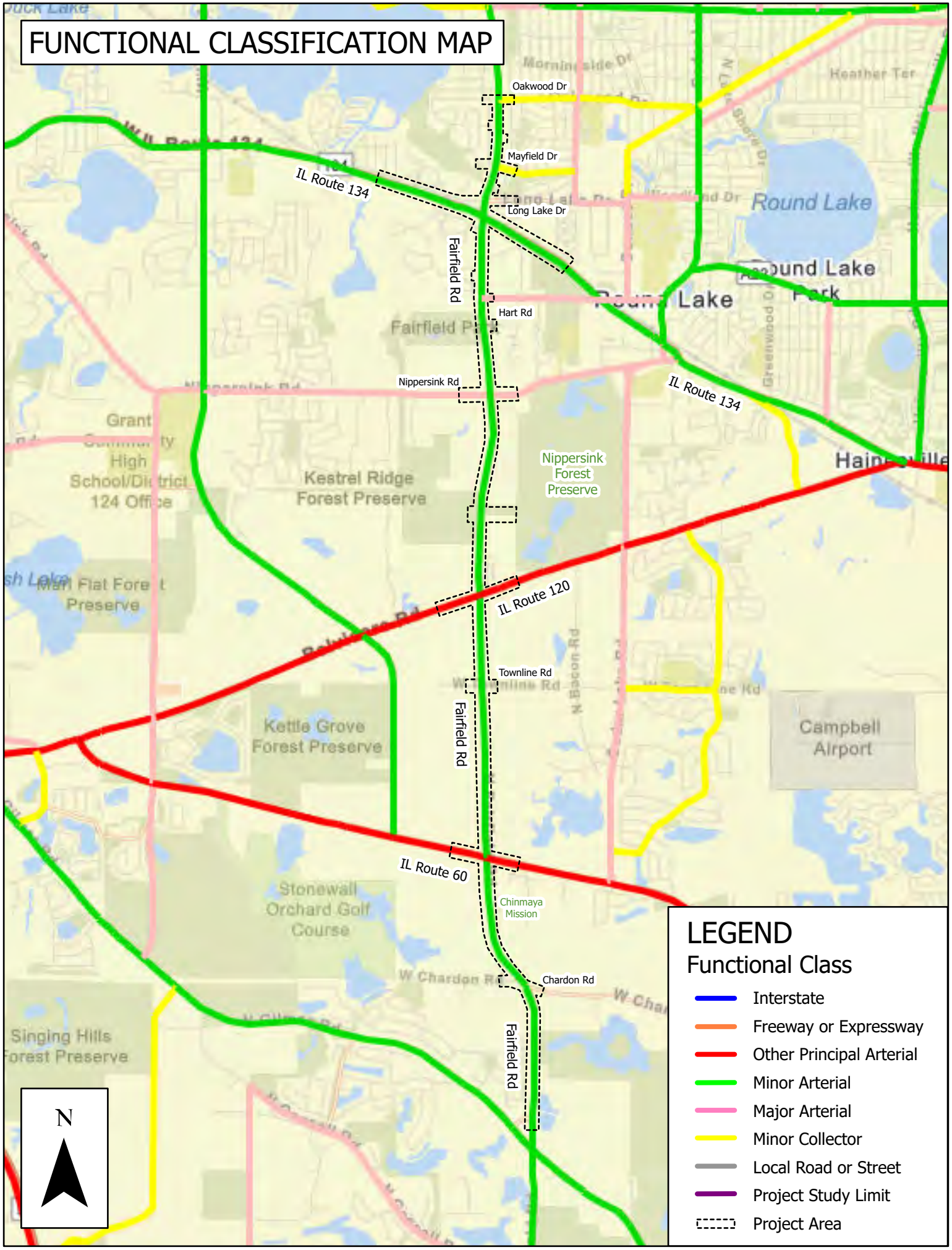
Does this project meet the requirements as a Type 1 project requiring a Noise Analysis: ☐ Yes ☑ No

Does this project include changes in access, access control or travel patterns: ☑ Yes ☐ No

Please provide more information

TBD

- ☐ Previous meeting minutes as required
- ☑ Project Location Map
- ☐ Aerial exhibit showing proposed improvement
- ☐ Typical Sections
- ☑ Functional Classification Map
- ☑ Traffic Data - ADT & LOS
- ☑ Crash Data
- ☐


FUNCTIONAL CLASSIFICATION MAP
Oakwood Dr
Mayfield Dr
Long Lake Dr
IL Route 134
Fairfield Rd
Hart Rd
Nippersink Rd
IL Route 134
Round Lake
Round Lake Park
Grant Community High School/District 124 Office
Kestrel Ridge Forest Preserve
Nippersink Forest Preserve
Main Flat Forest Preserve
IL Route 120
Townline Rd
Fairfield Rd
Kettle Grove Forest Preserve
Campbell Airport
IL Route 60
Stonewall Orchard Golf Course
Chinmaya Mission
Chardon Rd
Fairfield Rd
Singing Hills Forest Preserve
N
LEGEND
Functional Class
Interstate
Freeway or Expressway
Other Principal Arterial
Minor Arterial
Major Arterial
Minor Collector
Local Road or Street
Project Study Limit
Project Area

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

William Quackenbush
Tribal Historic Preservation Officer
Ho Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear William Quackenbush:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

What is a PEL?

PEL studies are a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process. The PEL study will include an evaluation of transportation system needs across the entire study area. GIS, transportation demand models, and field studies identify transportation system needs and potential environmental impacts during the PEL.

Upon conclusion of the study, LCDOT intends to carry forward the decisions made into the National Environmental Policy Act (NEPA) decision-making process and additional coordination with your Tribe will occur during the NEPA process.

THE PROJECT

The study area is located primarily within unincorporated Lake County, the Village of Round Lake Beach, the Village of Round Lake and the Village of Wauconda. It extends approximately 5.4 miles from just north of Gilmer Road to Oakwood Drive in Lake County, Illinois. See enclosed map. The study area covers approximately 0.2 square miles and is located in primarily undeveloped land with forest preserves, parks and some residences and businesses along the corridor. It contains environmentally sensitive resources, including wetlands, floodplains, and endangered/threatened/candidate species that will be assessed for potential

impacts as the study progresses.

Please notify us if there are any resources of concern in the project area that should be avoided. **No field archaeological investigations will occur during the PEL study.**

We are submitting for your review and comment on the attached Purpose and Need for the project. The next step in the PEL process will be the determination of Alternatives to be Carried Forward at which time a separate notification letter will be sent to you. The selection of a preferred alternative will not occur until after initiation of the NEPA process.

If you have any questions, would like to discuss the study in more detail or have questions regarding our agencies' respective roles and responsibilities during the preparation of this study, please contact Matt Emde, Project Manager, LCDOT at 847-377-7452 or memde@lakecountyil.gov.

Thank you for your cooperation and interest in this project.

Sincerely,



Kevin J. Carrier, P.E.
Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

Lakota Hobia
Tribal Historic Preservation Officer
Potawatomi - Match-E-Be-Nash-She-Wish (Gun Lake) Band
of Pottawatomi Indians
2872 Mission Drive
Shelbyville, MI 49344

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Lakota Hobia:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

What is a PEL?

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Upon conclusion of the study, LCDOT intends to carry forward the decisions made into the National Environmental Policy Act (NEPA) decision-making process and additional coordination with your Tribe will occur during the NEPA process.

THE PROJECT

The study area is located primarily within unincorporated Lake County, the Village of Round Lake Beach, the Village of Round Lake and the Village of Wauconda. It extends approximately 5.4 miles from just north of Gilmer Road to Oakwood Drive in Lake County, Illinois. See enclosed map. The study area covers approximately 0.2 square miles and is located in primarily undeveloped land with forest preserves, parks and some residences and businesses along the corridor. It contains environmentally sensitive resources, including wetlands, floodplains, and

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If you have any questions, would like to discuss the study in more detail or have questions regarding our agencies' respective roles and responsibilities during the preparation of this study, please contact Matt Emde, Project Manager, LCDOT at 847-377-7452 or memde@lakecountyil.gov.

Thank you for your cooperation and interest in this project.

Sincerely,



Kevin J. Carrier, P.E.
Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

Logan York
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
3410 P St. NW
Miami, OK 74354

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Logan York:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

Burgundy Fletcher
Tribal Historic Preservation Specialist
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trails
Miami, OK 74355

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Burgundy Fletcher:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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Kevin J. Carrier, P.E.
Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
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Fax 847 984 5888

May 22, 2024

Benjamin Rhodd
Tribal Historic Preservation Officer
Potawatomi - Forest County Potawatomi Community
5320 Wensaut Lane
Crandon, WI 54520

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Benjamin Rhodd:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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Kevin J. Carrier, P.E.
Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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May 22, 2024

Matthew Bussler
Tribal Historic Preservation Officer
Potawatomi - Pokagon Band of Potawatomi
58620 Sink Road
Dowagiac, MI 49047

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Matthew Bussler:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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Kevin J. Carrier, P.E.
Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

Raphael J. Wahwassuck
Tribal Historic Preservation Officer
Potawatomi - Prairie Band Potawatomi Nation
16281 Q. Road
Mayetta, KS 66509

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Raphael J. Wahwassuck:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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600 West Winchester Road
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Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

Chris Boyd
THPO/NAGPRA Director
Sac and Fox Nation of Oklahoma
Route 2 Box 246
Stroud, OK 74079

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Chris Boyd:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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Assistant County Engineer

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

May 22, 2024

Sunshine Thomas-Bear
THPO/NAGPRA
Winnebago Tribe of Nebraska
PO Box 687
Winnebago, NE 68071

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Sunshine Thomas-Bear:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for Fairfield Road. Your Tribe is being notified based on your interest in Lake County where the project is located.

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Kevin J. Carrier, P.E.
Assistant County Engineer

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review and 23 CFR 450 Planning Assistance and Standards.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by IDOT pursuant to 23 USC 327.

Purpose and Need

Fairfield Road Planning and Environmental Linkages Study

North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois

May 22, 2024

Prepared for:
Lake County Division of Transportation

Prepared By:
HDR Engineering,, Inc.



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1.0 INTRODUCTION

The Lake County Division of Transportation (LCDOT), in cooperation with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), is conducting a Planning and Environment Linkages (PEL) study to consider future transportation improvements on Fairfield Road between Gilmer Road and Oakwood Drive in unincorporated Lake County, near Round Lake, Illinois, a distance of approximately 5.5 miles (Figure 1A).

This PEL Study will define the project Purpose and Need along with goals and objectives based on input from stakeholders and the public. In addition, an initial range of improvement alternatives will be evaluated to identify those that best support the project goals, account for project costs and constructability, and avoid or minimize environmental impacts. Alternatives will be evaluated and presented to project stakeholders and the public for input and to help determine which alternatives should be carried forward to be evaluated in more detail in future preliminary engineering and National Environmental Policy Act (NEPA) studies.

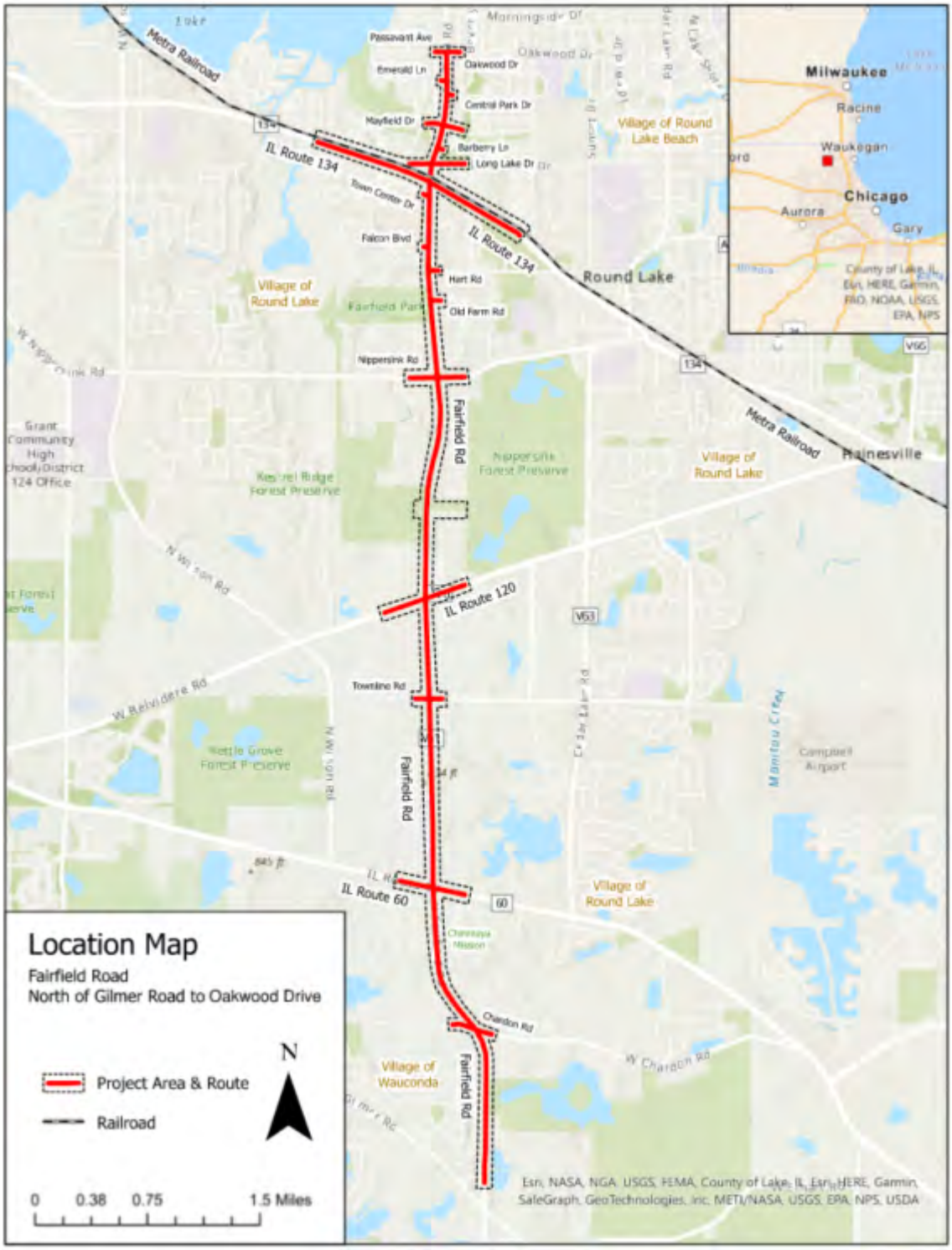
The objective of the PEL Study is to explain the Purpose and Need, identify potential alternative projects with independent utility and logical termini, and develop alternatives for further study in a future NEPA document. The logical terminus at the southern limit was identified as north of Gilmer Road, to include the Gilmer Road connector intersection with Fairfield Road, but not the Gilmer Road grade-separated bypass. The logical terminus at the northern limit was identified as Oakwood Drive to encompass the potential for railroad crossing improvements extending north of IL Route 134 and the Metra railroad tracks. The Fairfield Road PEL Study follows FHWA PEL guidance regarding the integration of transportation planning and the NEPA process, which encourages the use of planning studies to provide information for incorporation into future NEPA documents (23 Code of Federal Regulations [CFR] 450).

1.1 Description and Location of Project

Fairfield Road is a two-lane minor arterial roadway in the northwest portion of Lake County. It is identified by LCDOT as County Highway (CH 49). The Fairfield Road PEL Study Area is primarily within unincorporated Lake County, but portions of the Village of Round Lake Beach, the Village of Round Lake, and the Village of Wauconda are within the Study Area. It extends approximately 5.5 miles from just north of Gilmer Road to Oakwood Drive, with 18 intersections along the corridor. There are four signalized intersections: IL Route 60, IL Route 120, Nippersink Road, and IL Route 134. All other intersections are stop controlled on the minor streets.

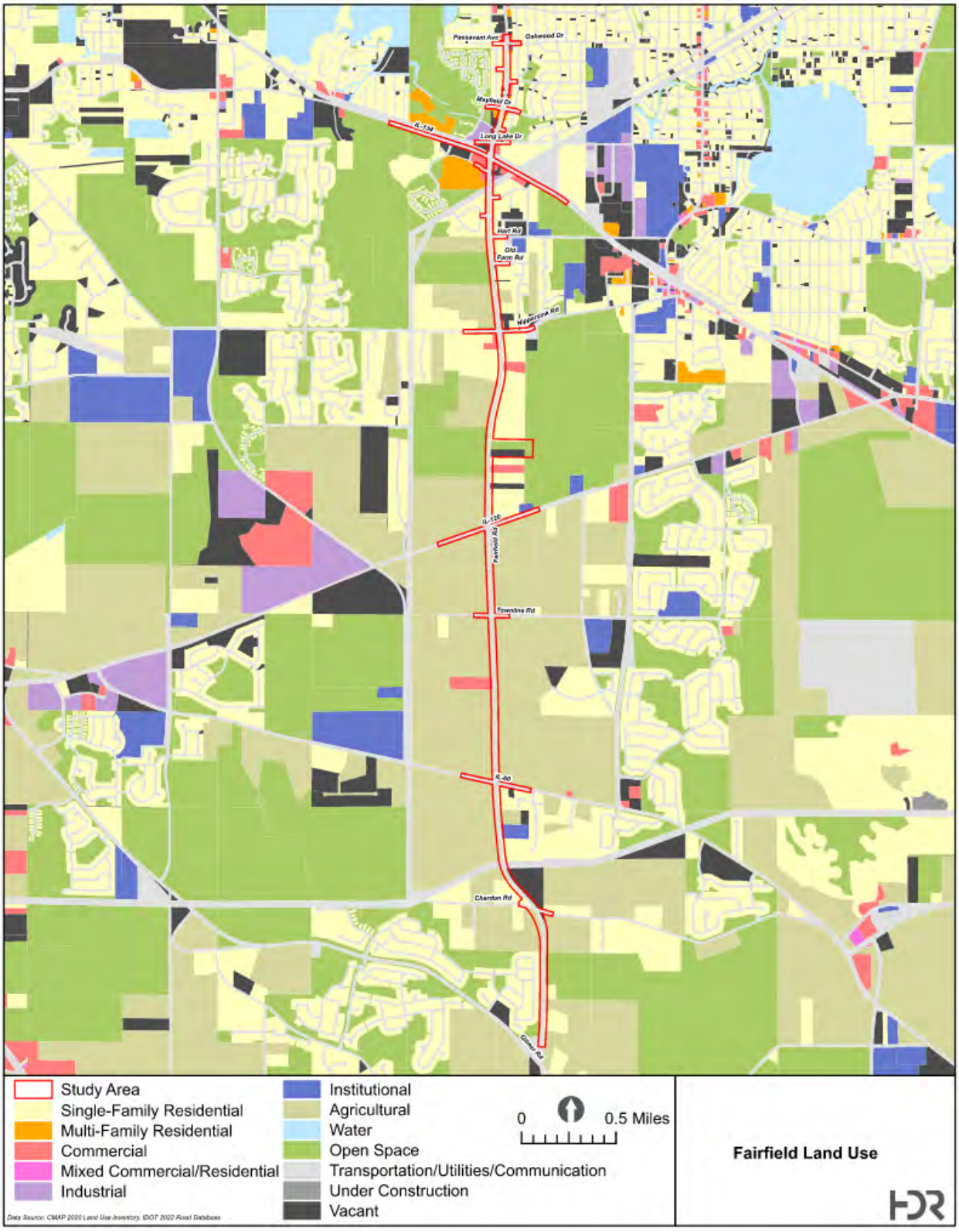
Land use in the corridor is a mix of agriculture, residential, parklands, and some commercial uses. The corridor is less developed in the southern half between Gilmer Road and IL Route 120 than in the northern half from IL Route 120 to Oakwood Drive. The corridor also crosses the Metra Milwaukee District North Rail Line north of IL Route 134 and. See Figures 1A and 1B.

Figure 1A Fairfield Road Location Map



9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979

Figure 1B: 2020 Land Use



9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 **F** 773.380.7979

1.2 History of Project

The Lake County 2040 Transportation Plan (2040 Plan) was developed in 2014 to identify transportation needs based on county population and employment growth predictions for many modes of transportation, including road, transit, and non-motorized travel[1]. The 2040 Plan interfaces with the Chicago Metropolitan Agency for Planning's (CMAP) previous GoTo 2040 Plan, building off CMAP's regional transportation model, using population and employment predictions, and corresponding traffic impacts to the roadway network. Both Plans highlight the importance of multi-modal transportation as population and employment increase. It is important to note that since the 2040 Plan was adopted, CMAP has updated the regional transportation to 2050 (ONTO 2050), and LCDOT is planning to update the county transportation plan in 2024.

A portion of Fairfield Road north of IL Route 60, as well as IL Route 60 itself at the intersection with Fairfield Road, were considered to be "deficient" in terms of providing acceptable levels of service for motorists and having adequate roadway capacity. By 2040, the 2040 Plan forecasts that nearly the entire Fairfield Road corridor will be considered "deficient" and unable to meet traffic demands. Additionally, many of the crossroads would need improvement.

The following improvements were recommended in the Lake County 2040 Plan:

- Fairfield Road widening, IL Route 60 to IL Route 134
- IL Route 120 widening, US Route 12 to Fairfield Road
- IL Route 120 widening[2], Fairfield Road to Almond Road
- IL Route 60 widening, IL Route 120 to IL Route 176
- IL Route 134/Fairfield Road intersection improvement
- IL Route 120/Fairfield Road intersection improvement

All of the improvements listed above are considered "medium" priority in the Plan. The routes are shown in Figure 1C.

From 2008-2012, LCDOT completed a Phase I Engineering Study for the intersection of Fairfield Road and IL Route 134. The purpose of that study was to develop an alternative that addressed the operational deficiencies, improved capacity and mobility to maintain safe conditions at the intersection as well as at the crossing of the Metra Milwaukee North District Rail Line that runs 50 feet north of IL Route 134. The original Fairfield/IL Route 134 project included consideration of a railroad grade separation, which was not carried through due to delay times not being significant enough for this commuter only line. The intersection improvement project was determined to be needed because the intersection operated at a low level of service (LOS), and traffic was projected to increase. Further, the majority of crashes that had occurred at the intersection were rear-end crashes, which were due to congestion, many vehicles stopped at the railroad crossing, and a large number of turning vehicles. Ultimately, LCDOT did not proceed with the project due to funding constraints.

[1] Transystems, 2014.

[2] The 2040 Plan assumed the IL Route 120 Bypass; however, this is now the subject of its own PEL Study and is described in Section 2.3.1

In 2022 LCDOT identified the need to study the safety concerns at the two-way stop-controlled Fairfield Road/Chardon Road skewed intersection. Between 2017 and 2021, this intersection saw 12 crashes, 2 of which resulted in injuries. Further investigation determined that the potential concerns extend beyond this one intersection location along the Fairfield Road corridor. LCDOT decided to expand the study to include the section from north of Gilmer Road to north of IL Route 134 and the Metra tracks (Oakwood Drive). The goal of the study is to develop a range of alternatives through the corridor to be carried forward for further study as potential future projects.

Figure 1C: Excerpt from Lake County 2040 Transportation Plan



Fairfield Road Corridor outlined in Green.

1.3 Design Criteria

Fairfield Road is classified as a Minor Arterial, Urban; Open Suburban. The geometric design criteria referenced for each section of the corridor as well as the sideroads are defined in the Design Criteria Memo under separate cover. Existing posted speeds and design speeds are shown in Table 1-1.

Table 1-1: Existing and Proposed Design Speed

	Location			
Fairfield Mainline Citeria	***From***	***To***	***Posted Speed***	***Design Speed***
	Gilmer Rd	IL Rte. 60	45 MPH	50 MPH
	IL Rte. 60	South of Save a Pet Entrance	55 MPH	60 MPH
	South of Save a Pet Entrance	North of Save a Pet Entrance	50 MPH	55 MPH
	North of Save a Pet Entrance	IL Rte. 120	55 MPH	60 MPH
	IL Rte. 120	IL Route 134	45 MPH	50 MPH
	IL Route 134	South of Barberry Ln	40 MPH	45 MPH
	South of Barberry Ln	Oakwood Dr	30 MPH	35 MPH
Sideroad Criteria				
	Sideroad	***Note***	***Posted Speed East/West of Fairfield***	***Design Speed East/West of Fairfield***
	W. Chardon Rd		45/25 MPH	50/30 MPH
	IL Route 60		55 MPH	60 MPH
	W. Townline Rd	No post west of Fairfield	45/55 MPH	50/55 MPH
	IL Route 120		50 MPH	55 MPH
	W. Nippersink Rd		30/35 MPH	35/40 MPH
	Old Farm Rd		25 MPH	30 MPH
	Hart Rd		25 MPH	30 MPH
	Falcon Blvd		25 MPH	30 MPH
	W. Tyler Ave	Not posted	Assume 25 MPH	Assume 30 MPH
	Town Center Rd		25 MPH	30 MPH
	IL Route 134		45/50 MPH	50/55 MPH
	Long Lake Dr		25 MPH	30 MPH

2.0 PURPOSE AND NEED FOR THE IMPROVEMENT

2.1 Project Purpose

The purpose of the proposed project is to improve safety and operations, accommodate planned and future changes to the regional transportation network, and consider non-motorized facilities that provide connections to regional destinations such as parks, trails, forest preserves and schools along the Fairfield Road corridor.

2.2. Project Need

The need for this project is based on the current inability of Fairfield Road to adequately accommodate current and future traffic volumes and the limited infrastructure in place to accommodate non-motorized modes of transportation including bicycling and walking.

2.2.1 NEED TO ENHANCE SAFETY

Crash data collected by LCDOT between 2017 and 2021 indicates that 357 crashes occurred within the Study Area. There were 88 injury-related crashes which included one fatal crash and two pedestrian-involved crashes. Fifty one percent of all crashes occurred at three intersections: IL Route 120, IL Route 134 and IL Route 60. Detailed information is provided below.

The crash data and crash reports for the five-year analysis period from 2017 to 2021 along the Project corridor were obtained from the LCDOT Traffic Crash Location System. The crash analysis separates the Fairfield Road corridor into two study types: intersections and segments. Eighteen intersections and nine segments along the corridor were identified and analyzed over the five-year analysis period. See Figure 1A.

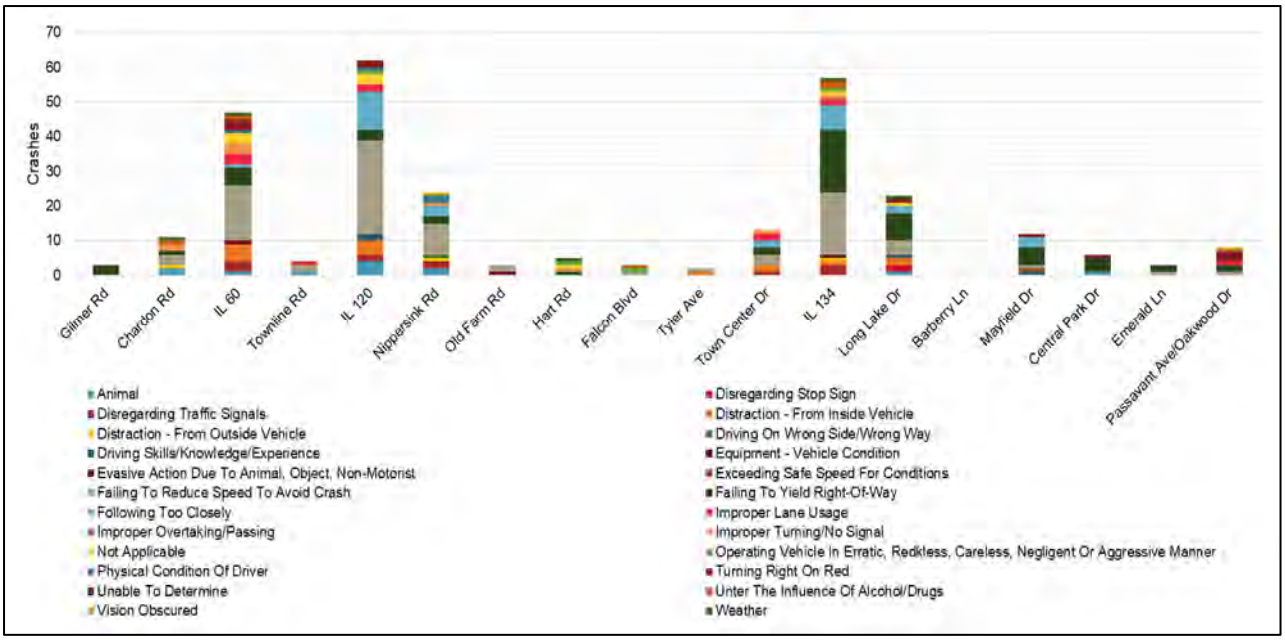
Out of these 357 crashes, 85% (304) occurred at intersections. The predominant type of crashes along the project corridor were front to rear crashes, turning crashes and angle crashes. Front to rear crashes occurred 51% (181) of the time, followed by turning crashes 20% (70), and angle crashes 9% (33). **Failing to reduce speed to avoid crash was recorded as the cause for 33% (116) of crashes, followed by failing to yield right-of-way 16% (57), and following too closely 9% (32).**

Failing to reduce speed to avoid crash and following too closely was documented as the primary causes of front to rear crashes. Failing to yield right-of-way and improper turning were documented as the primarily cause of turning crashes, while failing to yield right-of-way and disregarding traffic signals were documented as the primary causes of angle crashes. The crash types and injuries that were reported during the five-year analysis period along the Project corridor are summarized in Table 2-2, and primary causes are shown in Figure 2A.

The intersections of Fairfield Road with IL Route 120, IL Route 134, and IL Route 60 accounted for 51% of all crashes. See Figure 2B.

Nighttime crashes accounted for 27% of all crashes. Wet, slushy, or icy pavement conditions were present for 17% of crashes.

Figure 2A: Fairfield Road Corridor, Primary Crash Causes



Crash data for each of the intersections and segments is found in the Fairfield Road Crash Analysis Memorandum under separate cover.

Injuries and Fatalities

The State of Illinois classifies injury crashes by injury severity, as reported in the individual crash reports. The legal reporting threshold for traffic crashes involving only property damage is $1,500 if all parties are insured, or $500 if any driver does not have insurance. The injury classification from most severe to least severe include K – fatal injury; A – suspected serious injury; B – suspected minor injury; C – possible injury; 0 – no apparent injury.

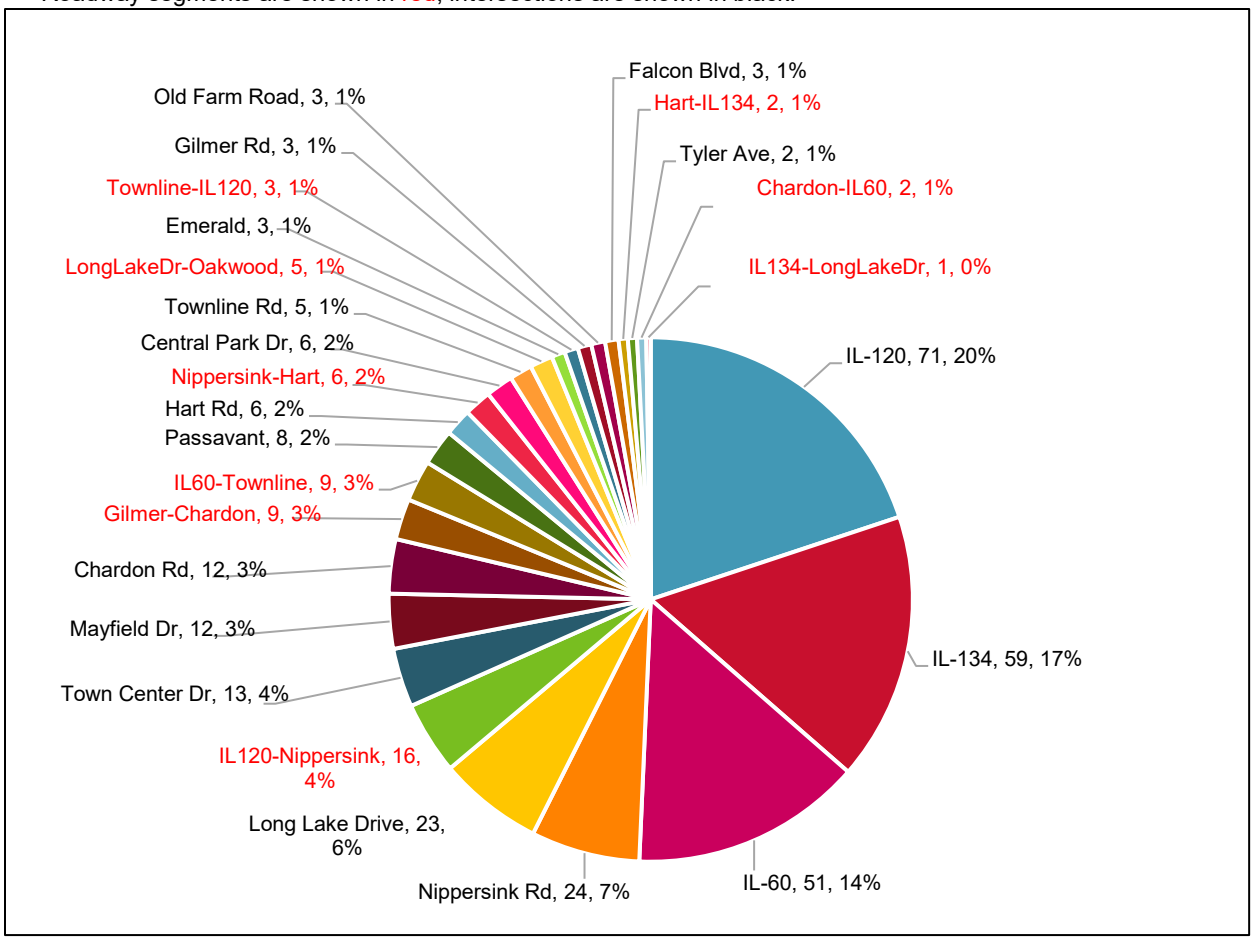
A total of 88 injury related crashes were reported in the analysis period. Injury crashes at IL Route 120, IL Route 134, IL Route 60, Nippersink Road, and Long Lake Drive accounted for 70% of all injury crashes. There was one fatal crash involving sideswipe opposite direction crash in 2019, 10 Type “A” injury related crashes, and 77 Type “B/C” injury related crashes during the analysis period. Of the 77 Type “B/C” injury related crashes, 33 were Type “B” and 44 were Type “C.” There was one pedestrian crash reported at the Passavant Avenue/Oakwood Drive intersection in 2018 that resulted in a Type C injury, and one additional pedestrian crash that involved a vehicle striking a driver who was exchanging information following an earlier front-to-rear crash. A separate crash report for the subsequent pedestrian accident was not recorded, but an injury was reported in a local press release. No pedal cyclist crashes were reported during the study period.

Table 2-2: Fairfield Road Corridor Crash Summary (2017-2021)

Type of Crash	2017	2018	2019	2020	2021	Total Crashes
Angle	7	9	6	2	9	33
Animal	4	2	3	3	3	15
Bicyclist	0	0	0	0	0	0
Fixed Object	5	4	5	3	5	22
Front to Rear	40	52	24	33	32	181
Head on	0	2	0	0	0	2
Other Non-Collision	0	1	0	1	0	2
Overturned	0	0	0	0	1	1
Parked Vehicle	1	0	0	0	0	1
Pedal Cyclist	0	0	0	0	0	0
Pedestrian	0	1	0	0	0	1
Sideswipe - Same Direction	2	4	0	3	6	15
Sideswipe - Opposite Direction	1	2	2	2	0	7
Turning	10	16	9	17	18	70
Unknown	0	2	3	2	0	7
Total	***70***	***95***	***52***	***66***	***74***	***357***
Fatal Crashes	0	0	1	0	0	1
Type A Injury Crashes	1	4	0	2	3	10
Type B/C Injury Crashes	10	20	12	17	18	77
Total Injury Crashes	***11***	***24***	***13***	***19***	***21***	***88***

Figure 2B: Fairfield Road Corridor Crashes by Location, Number and Percent

*Roadway segments are shown in red; intersections are shown in black.



In summary, the crash data shows that over half of the crashes between 2017 and 2021 occurred at three intersections: IL Route 60, IL Route 120, and IL Route 134. All of these intersections are already signalized. Many of the crashes along the corridor are attributed to failing to reduce speed, failing to yield right of way, and following too closely. Countermeasures are needed to reduce crashes and improve safety.

2.2.2 NEED TO ACCOMMODATE EXISTING AND FUTURE TRAFFIC

Existing Traffic

LCDOT's 2040 Plan indicated that in 2010, portions of the Fairfield Road corridor, as well as much of IL Route 60 where it crosses Fairfield Road, were considered deficient in terms of Level of Service (LOS) and providing adequate capacity. Traffic analysis performed in May 2023 as part of this PEL study confirmed that LOS at the major intersections of IL Route 60, IL Route 120 and IL Route 134 are operating at unacceptable levels of D or less. Long queues are present at the intersections. The backups at the Chardon Road intersection are flowing directly from the long queue at the IL Route 60 intersection just to the north.

There are also several individual movements of stop-controlled intersections that are operating at LOS D or less today. See Table 2-3 and Figures 2C-2I.

Future Traffic

Population and employment growth, and the land use changes that accommodate them, drive the need for transportation improvements. U.S. Census data for population shows the total Lake County population in 2020 as approximately 714,000. Population projections produced by the Chicago Metropolitan Agency for Planning (CMAP) indicate that by 2050, the population of Lake County will reach approximately 832,000, an increase of 16%.

Large portions of agricultural land still exist in the unincorporated portions of the Study Area, primarily south of IL Route 120. However, future land use plans from the communities indicate these areas would be developed into residential, industrial/employment, and commercial uses.

LCDOT used CMAP's population and employment forecasts to develop their 2040 Transportation Plan. The 2040 Plan shows that several sections of Fairfield Road and the major crossroads would be operating at LOS E or F and would not have adequate capacity.

In 2023, CMAP provided LCDOT with updated 2050 traffic data. The project team prepared a 2050 traffic analysis and was able to make minor adjustments to signal timing in order to maximize the effectiveness of the intersections and reduce delay as much as possible. This scenario, called the "2050 No Build Scenario," is shown in Table 2-3, and Figures 2D-2J. Even with these minor adjustments, the major intersections continued to be congested, operating at LOS E or F, and most of today's heavy movements at the minor intersections will worsen by 2050. It is apparent that without improvements to the Fairfield Road corridor and the intersections within, congestion and delay will continue.

Figure 2C: Average Daily Traffic Volumes (2023 and 2050)

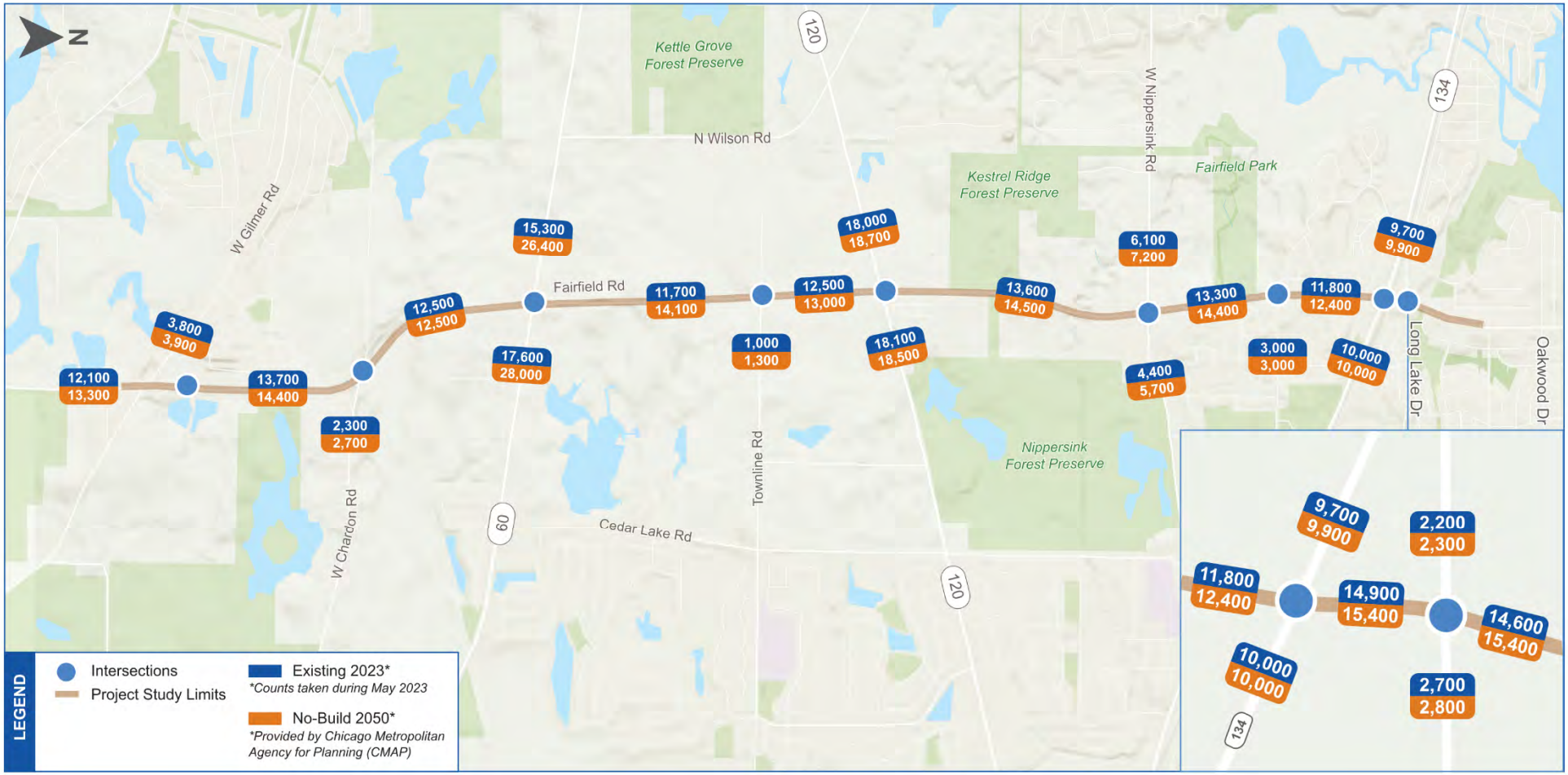
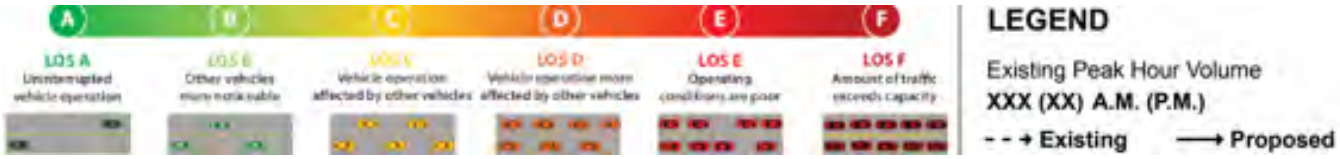


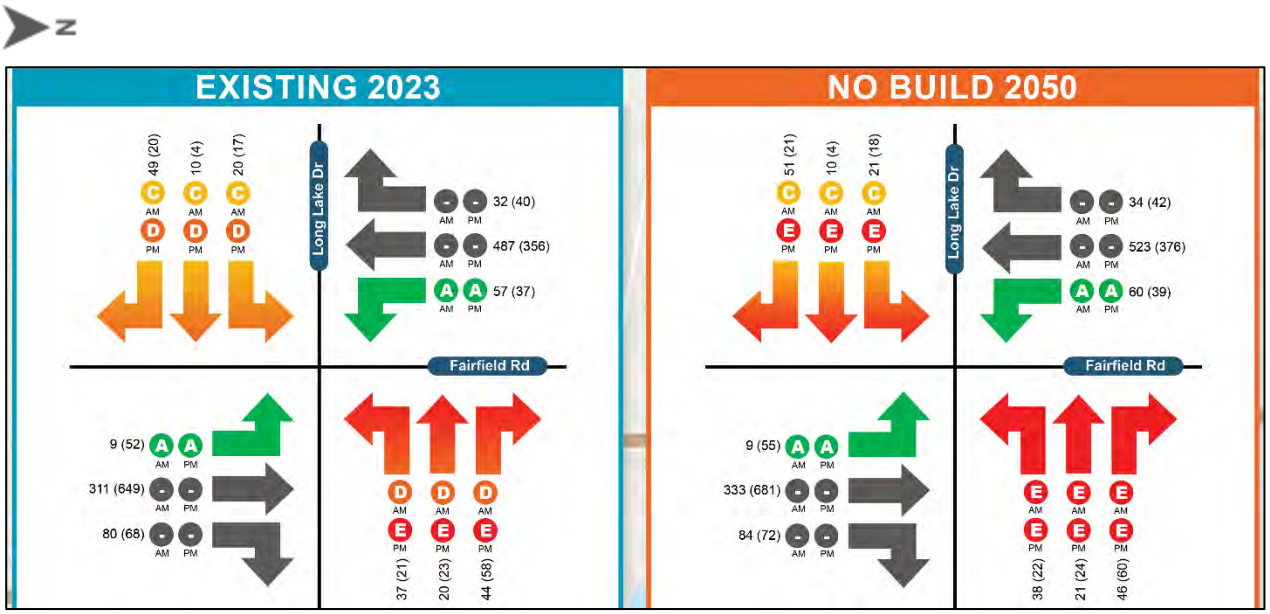
Table 2-3: Existing (2023) / Future (2050) Peak Hour Level of Service

Intersection Name	Movement	AM Approach Delay 2023/2050	AM Approach LOS 2023/2050	PM Approach Delay 2023/2050	PM Approach LOS 2023/2050	AM Intersection LOS 2023/2050	PM Intersection LOS 2023/2050
Fairfield Rd. & Long Lake Dr.	Eastbound Thru	22/2/24.9	C/C	33.1/39.2	D/E		
	Westbound Thru	30.9/36.9	D/E	36.8/44.7	E/E		
Fairfield Rd. & IL 134	Full Intersection					E/D	D/D
Fairfield Rd. & Nippersink Rd.	Full Intersection					C/C	C/C
Fairfield Rd. & IL 120	Full Intersection					E/E	D/E
Fairfield Rd. & Townline Rd.	Eastbound Thru	22.8/26.4	C/D	25.8/31.9	D/D		
	Westbound Thru	19.4/23.9	C/C	19.9/28.7	C/D		
Fairfield Rd. & IL 60	Full Intersection					D/D	D/D
Fairfield Rd. & Chardon Rd.	Eastbound Thru	21.7/25.9	C/D	24.6/30.9	C/D		
	Westbound Thru	34.5/52.4	D/F	220.3/475.8	F/F		
Fairfield Rd. & Gilmer Rd.	Full Intersection					E/F	F/F

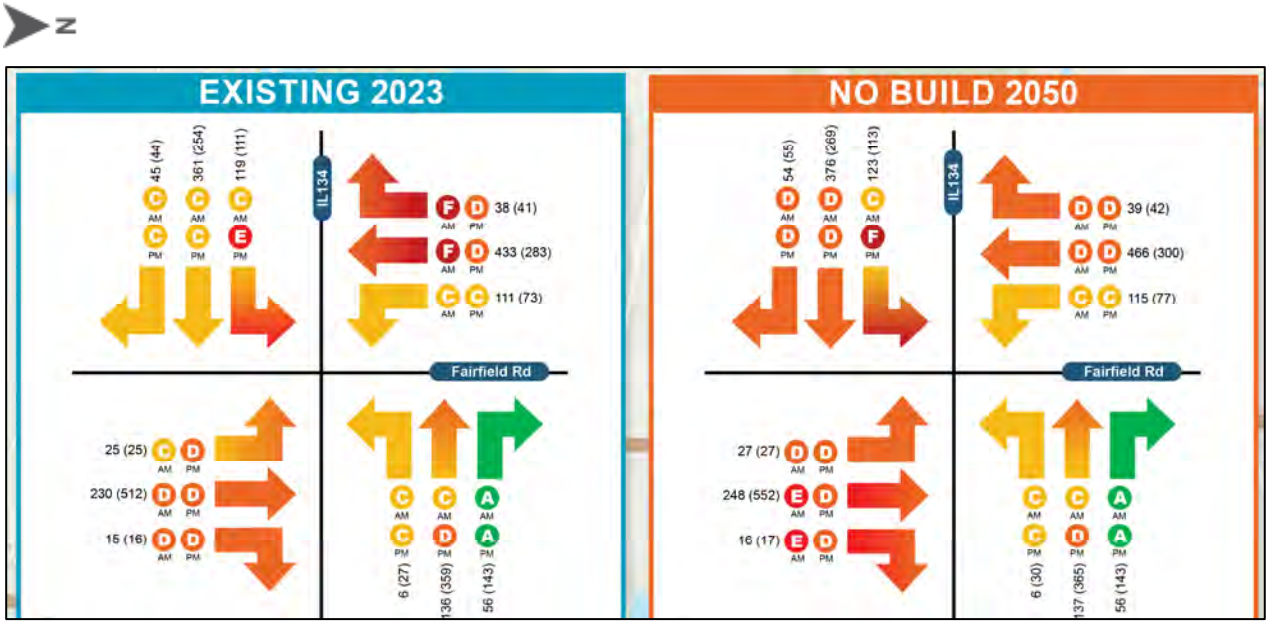
Figures 2D – 2I: Existing & 2050 No Build Peak Hour Traffic and Level of Service

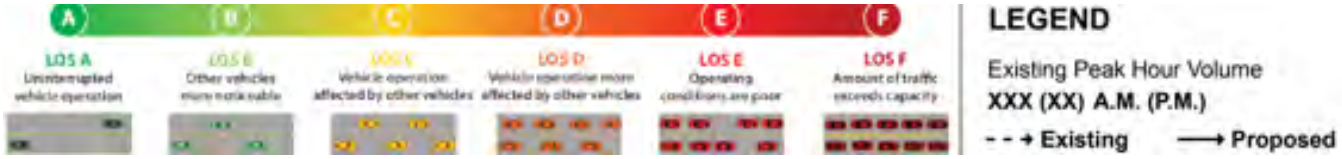


2D: Fairfield Road/Long Lake Road

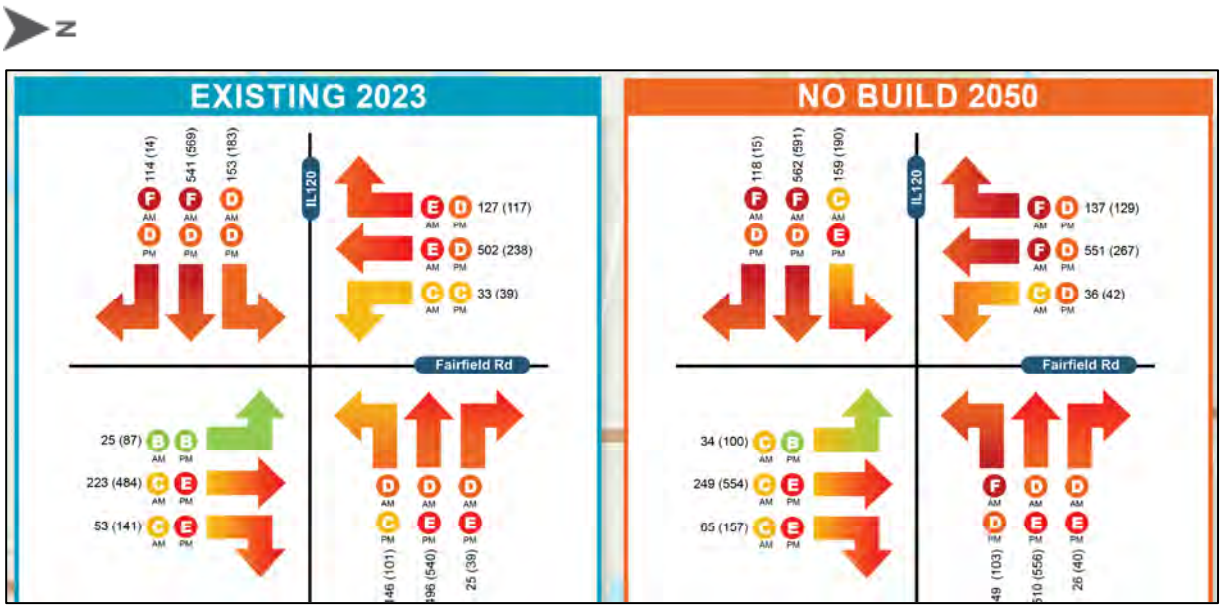


2E: Fairfield Road/IL Route 134

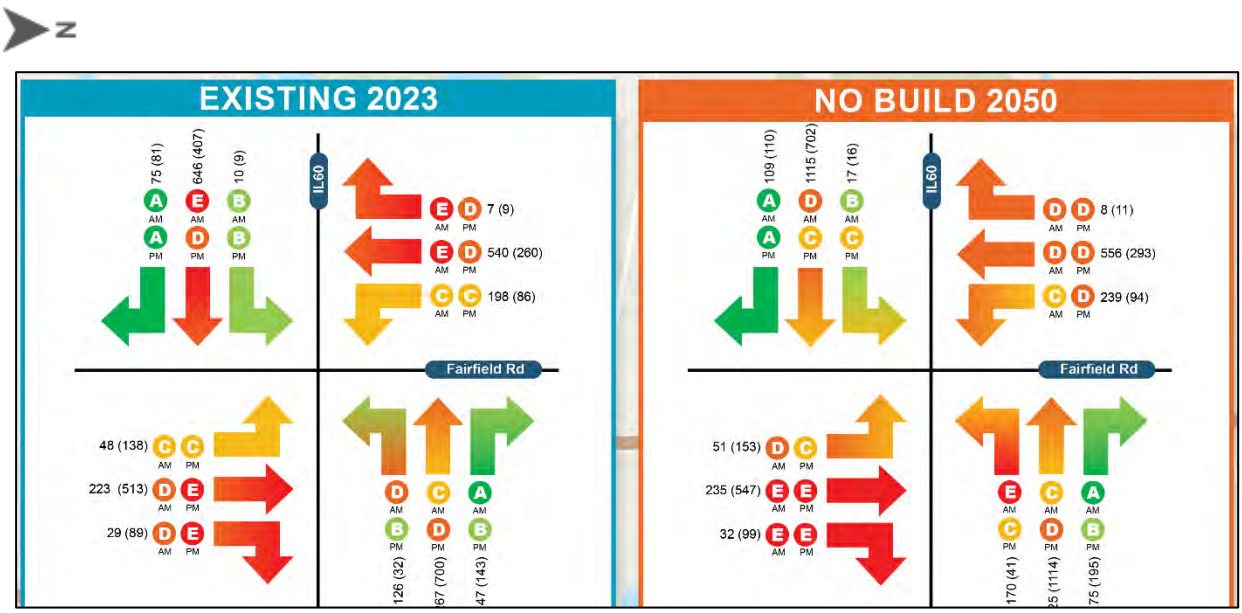




2F: Fairfield Road/IL Route 120



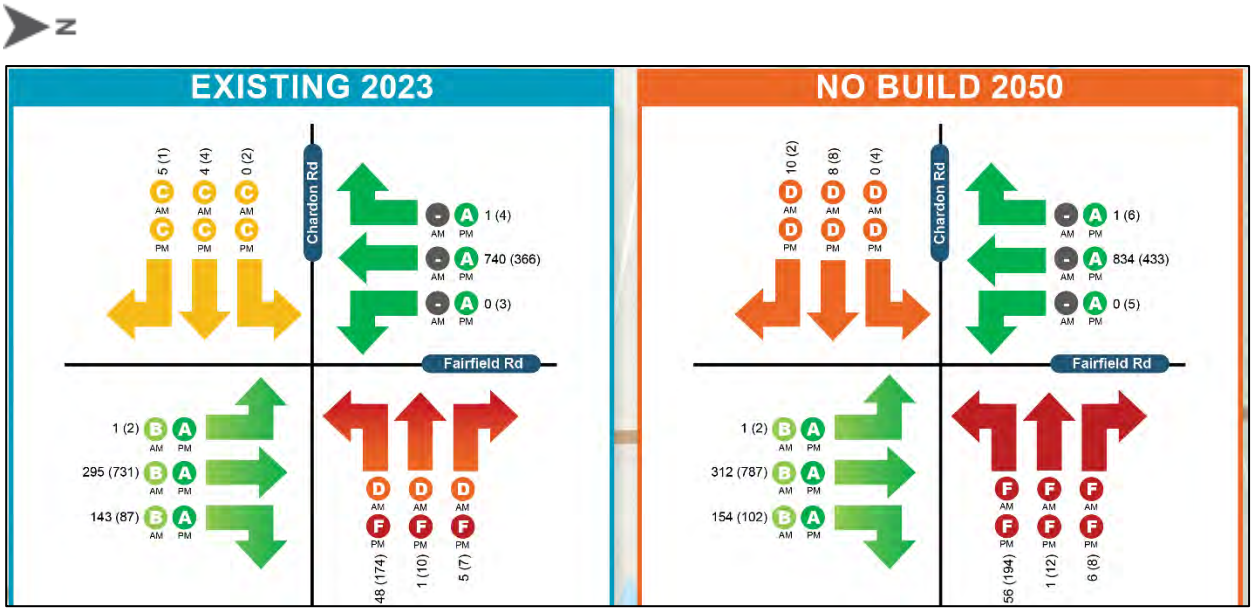
2G: Fairfield Road/IL Route 60



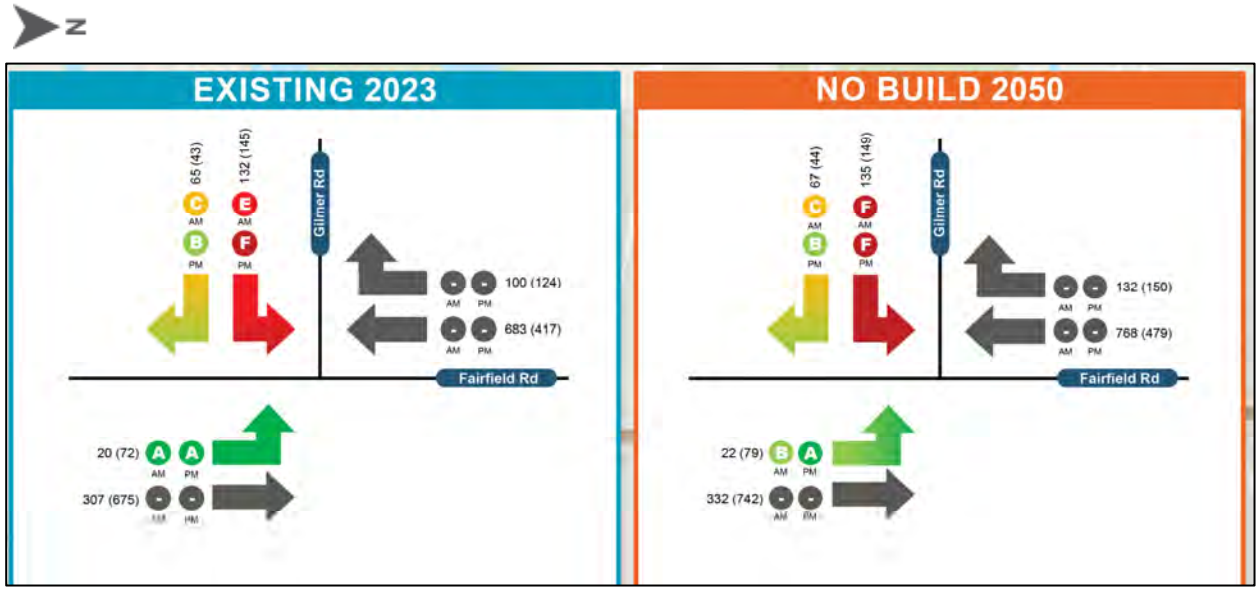
*2050 No Build Scenario includes widening of IL Route 60 to 4-lanes, as indicated in CMAP's 2050 travel model provided to Project Team.



2H: Fairfield Road/Chardon Road



2I: Fairfield Road/Gilmer Road



2.2.3 NEED TO ACCOMMODATE NON-MOTORIZED MODES OF TRANSPORTATION

Existing Policies

Lake County has adopted a policy for incorporating appropriate accommodations for pedestrian, bicyclists, transit users, and persons of all abilities in their roadway improvement projects, entitled, “Policy on Infrastructure Guidelines for Non-Motorized Travel Investments (2010)”. This policy includes considering bicycle and pedestrian facilities in urbanized areas, paved shoulders in rural areas as well as anticipating future demand for bicycle and pedestrian travel, among other factors. The policy states that "LCDOT shall implement these provisions unless certain exceptions exist, including prohibition by law, the costs are more than 20% of the entire project, there are right of way restrictions, there is lack of community support, there are safety risks that cannot be overcome, or other factors that indicate the absence of need.” None of these circumstances exist in the Fairfield Road study; therefore, the provision of non-motorized facilities must be considered for this project.

Likewise, IDOT’s Complete Streets policy states that bicycle and pedestrian ways are considered in all state road projects and constructed when certain conditions are met. Three crossroads in the Study Area are under IDOT’s jurisdiction: IL Routes 60, 120 and 134. Creating "Complete Streets," which serve all anticipated users, including pedestrians, bicyclists, persons with mobility impairments, and transit riders, is an important goal to help to achieve a modern, efficient, and sustainable transportation system. Similarly, the development of a regional network of trails, which provide both transportation and recreational opportunities on local and regional scales, is of importance as well. Barriers to pedestrians, bicyclists, and pedestrians with disabilities can discourage mobility, require additional vehicle trips, or prevent trips.

Existing Conditions

The percentage of households that do not have any vehicle can be an indicator of the need to provide an alternative mode of transportation. For Lake County as a whole, 5% of households have no vehicle. For the Fairfield Road Study Area, there are four census block groups with higher percentages of households with no vehicle, ranging from 5.2% to 8.2%, and they are primarily located in the central and northern portions of the Study Area. See Figure 2K.

In these same areas, there are also higher percentages of minority, low income, disabled and elderly populations, which are demographic groups that are traditionally in need of alternative forms of transportation.

The Fairfield Road corridor has several parks and forest preserves that are considered bicycle and pedestrian generators. These include Long Lake Park, Mayfield Drain Natural Area, Fairfield Park, Harts Woods Park/Aquatic Center/Community Center, Kestrel Ridge Forest Preserve, Nippersink Forest Preserve, Marl Flat Forest Preserve, Kettle Grove Forest Preserve, Singing Hills Forest Preserve, and Ray Lake Forest Preserve. Just south of the Study Area is Lakewood Forest Preserve, the largest preserve in Lake County.

Other potential bicycle/pedestrian generators include the Chinmaya Mission Chicago, Children’s Neighborhood Museum, Prairie Grass Nature Museum, Robert W. Rolek Community Center, Lake County Community Action Project, and the Shoppes of Round Lake.

As shown in Figure 2J, there are currently few accommodations for non-motorized users in the Fairfield Road Study Area, and these generators must be accessed using a motorized vehicle, bicycling or walking along Fairfield Road or its crossroads with vehicles traveling at high speeds.

In the northern portion of the Study Area, there are some multi-use trails which intersect Fairfield Road including a trail through the Mayfield Drain Natural Area, a trail through the Coventry Glen Apartments, trails within Fairfield Park, and two Lake County Forest Preserve District Trails: the Millenium Trail and Greenway and the Nippersink Forest Preserve Trail.

There are no sidewalks throughout the rest of the corridor on Fairfield Road nor on major cross streets. Discussions are occurring with the villages and the Lake County Forest Preserve District (LCFPD) as part of this study indicated their desire to improve access for non-motorized travel modes by connecting to the facilities mentioned above and allowing for increasing multi-modal transportation opportunities on the roadways in the Study Area.

Proposed Facilities

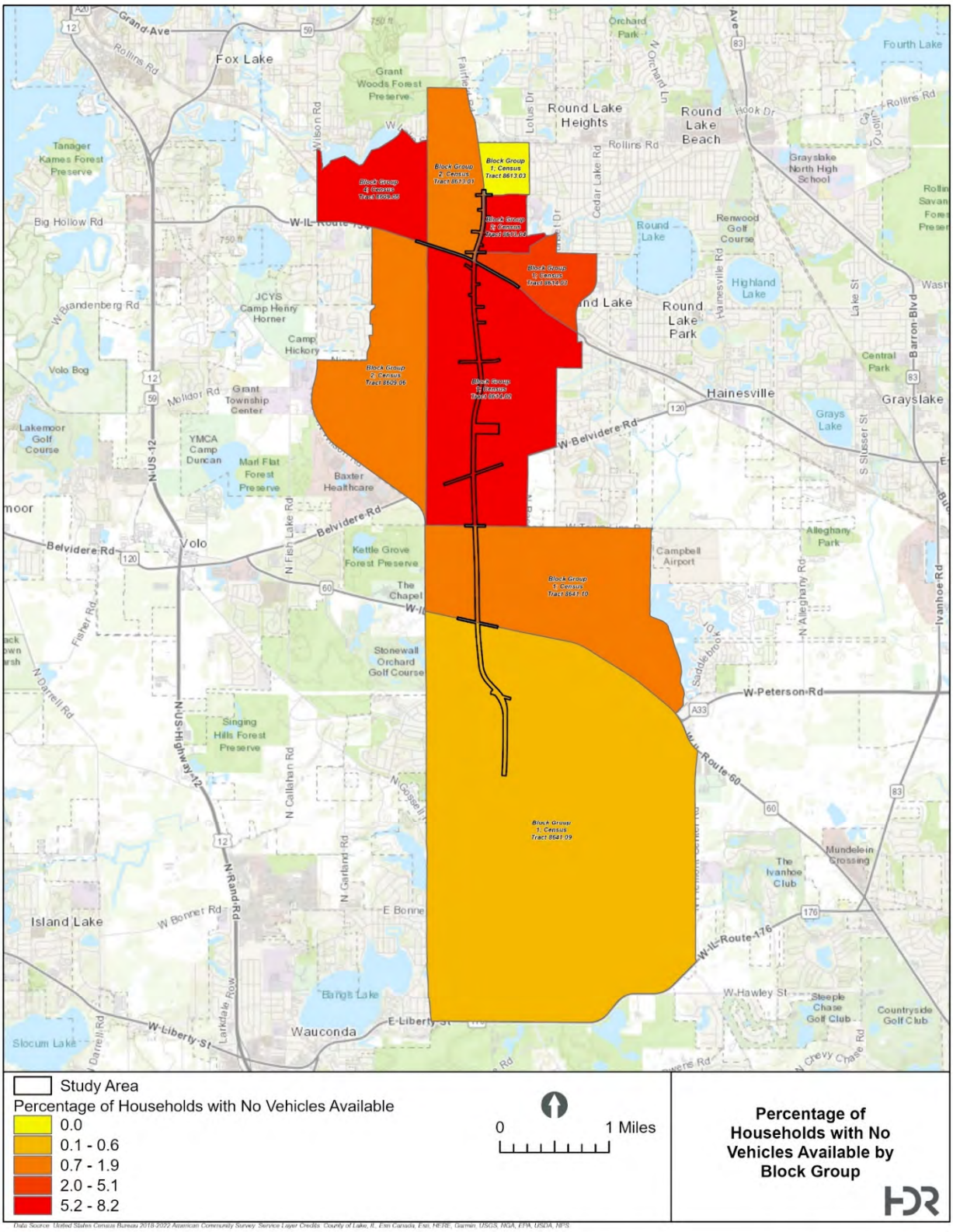
The Lake County 2040 Non-Motorized Transportation Plan includes a planned trail connecting Harts Woods Park, Millennium Trail and Greenway, and Nippersink Forest Preserve. This trail is on Hart Road, on Fairfield Road between Hart Road and the southern end of Fairfield Park, on Old Farm Road, and on Nippersink Road. More recently, the LCFPD is proposing to construct a crossing across Fairfield Road to connect the Kestrel Ridge and Nippersink Forest Preserves and associated trails in lieu of a crossing at Hart Road.

Wauconda's 2012 Comprehensive Bike Plan includes a planned trail between Liberty Lakes Trail in Wauconda and an unnamed Round Lake Park District trail in Round Lake.

Figure 2J: Existing and Planned Trails and Sidewalks



Figure 2K: Percent of Households with No Vehicles Available



2.3 OTHER PROJECTS AND STUDIES

2.3.1 OTHER TRANSPORTATION PROJECTS

The following transportation plans were reviewed to determine other projects that would be occurring near the Fairfield Road Study Area that may influence this Study:

- LCDOT 2040 Plan
- LCDOT 2023-2028 TIP
- IDOT Multi-year Program
- CMAP ONTO 2050 Plan
- CMAP TIP 2024-2028
- Metra Systemwide Cost Benefit Analysis of Major Capital Improvements (2019)

Table 2-4: Other Transportation Projects

Location	Project	Limits	Status	Construction
Multiple	IL Route 120 PEL	Almond Road (Grayslake – IL Route 60 (Volo)	Planning	Future
Ivanhoe-Volo	IL Route 60 Widening	IL Route 176 in Ivanhoe to IL Route 120 in Volo	Planning	Future
Unincorporated	IL 60 @ Wilson Rd Intersection Improvement	IL 60 @ Wilson Road	Complete	2023
Hawthorn Woods	Fairfield Road Resurface & Bike-friendly shoulder	Old McHenry Rd - IL Route 176	Design	2025
Round Lake Beach	Fairfield Road Culvert Replacement	Round Lake Drain @ Fairfield	Design	2025
Round Lake	Cedar Lake Road Realignment	Hart to Nippersink	Planning	2026
Unincorporated	Fairfield Road 3R	Monaville to Rollins	Design	2025
Unincorporated	Fairfield Road Resurfacing	Nippersink to IL 60	Construction	2024
Round Lake Beach	Hainesville Road Bi-Directional Turn Lanes	Washington to Rollins	Design	2025
Volo, Wauconda	Gilmer Road Resurfacing & Bike-friendly shoulder	IL Route 120 to Fairfield Bridge; Includes Gilmer Connector @ Fairfield	Design	2025
Fox Lake	Rollins Road Bi-Directional Turn Lanes	Grand to Washington	Design	2026

Location	Project	Limits	Status	Construction
Fremont Center	Fremont Center Road Realignment	at IL Route 60	Construction	2022
Mundelein	IL Route 60 Add Lanes	IL Route 176 to Midlothian Rd	Future MYP	Future
Third Lake	US 45 Add Lanes	IL Route 132 to Washington	Design	Future
Multiple	Metra MD-N Line Service Enhancement	Rondout to Fox Lake	Future	Future

IL Route 120 PEL Study

In 2022, IDOT initiated a Phase I Engineering Study for IL Route 120 between Almond and Atkinson Roads in Grayslake, Illinois. During the stakeholder engagement process early in the project, village officials indicated that they believed that a planning study of the entire nine miles of IL Route 120 between IL Route 60 and Almond Road was needed to collectively address congestion, mobility and safety issues in the corridor. As a result, IDOT determined that a PEL study was warranted in 2023.

The study is examining on-alignment and off-alignment alternatives and is divided into three sections. From east to west, these sections included 1) Almond Road to Atkinson Road; 2) the Canadian National/Metra North Central Service railroad crossing near the intersection of IL Route 120 and IL Route 83; and the section west of this railroad crossing to IL Route 60, which includes the intersection with Fairfield Road. See Figure 2L, where the Fairfield Road corridor is shown in green. The IL Route 120 PEL Study is being conducted at the same time as the Fairfield Road PEL Study and will be monitored as the studies continue.

Figure 2L: IL Route 120 PEL Study Area



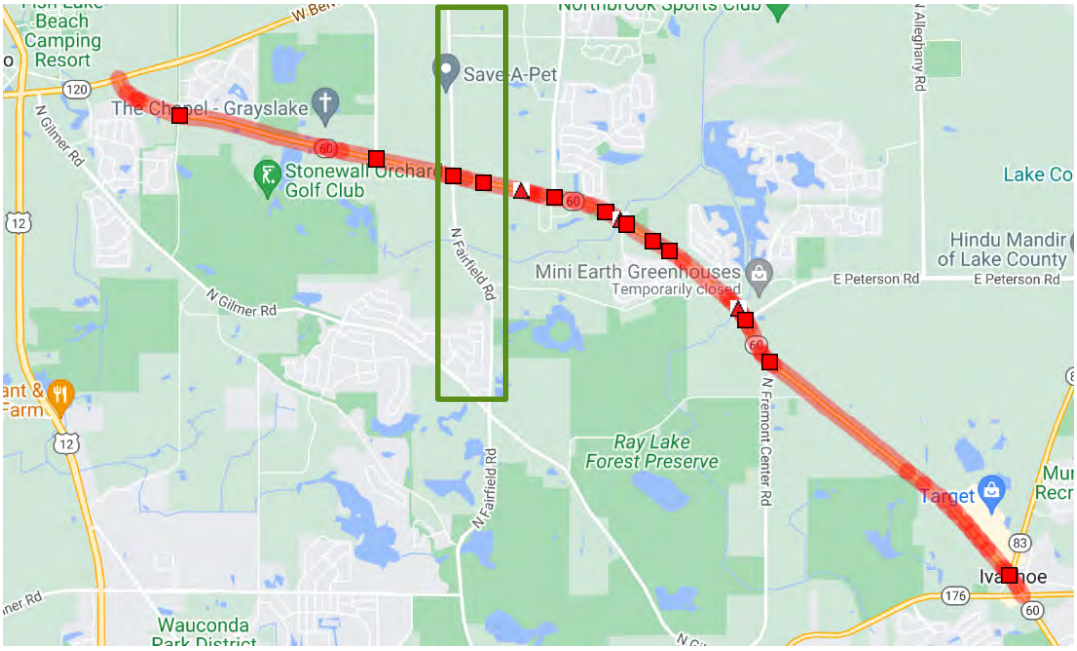
Source: IDOT Illinois Route 120 PEL Study

IL Route 60

The approved CMAP Transportation Improvement Program (TIP) 2024-2028 contains a Future Project by IDOT to widen IL Route 60 from two to four lanes between IL Route 176 in Ivanhoe to

IL Route 120 in Volo. This project crosses Fairfield Road. See Figure 2M, where the Fairfield Road corridor is shown in green. The IL Route 60 project would be “open to traffic” in 2041 (TIP ID 10-22-0010). At this time, IDOT has not initiated a planning study. However, this project was included in the travel demand model provided by CMAP to the Project Team. The widening of IL Route 60 is therefore included in the future No Build condition for the Fairfield Road Corridor Study.

Figure 2M: IL Route 60 Future Widening Project



Source: CMAP TIP Database

2.3.2 WATERSHED PLANS AND PROJECTS

In addition to several wetland areas, there are three stream crossings in the Study Area which include Round Lake Drain, Manitou Creek, and Lake Helen Drain (tributary to Manitou Creek) (USGS 2024). Special Flood Hazard Areas are located within the Study Area. Approximately 12.87 acres of the Study Area lie within the 100-year floodplain and 3.03 acres within the Study Area are within the floodway.

Discussions with the Lake County Stormwater Management Commission (LCSMC), IDOT, and the Village of Round Lake have all indicated that flooding in the Study Area is a concern. There are various projects and studies occurring to alleviate flooding in the area, which must be coordinated with the Fairfield Road PEL.

At the north end of the project, the LCSMC is planning an improvement to the Round Lake Drain which includes a system of culverts that cross under Village Drive, Fairfield Road and Rollins Road to alleviate regional flooding issues. The Village of Round Lake indicated that there are flooding issues caused by a culvert under Fairfield Road between Hart Road and IL Route 134.

LCSMC has recently started to update the Manitou Creek and Fish Lake Drain Watershed Plans, combining them into a single watershed-based plan with funding, in part, from the Illinois Environmental Protection Agency. The goals of the plan are to reduce non-point source pollution, reduce flood damage and improve stormwater management, and restore and enhance the natural drainage system.

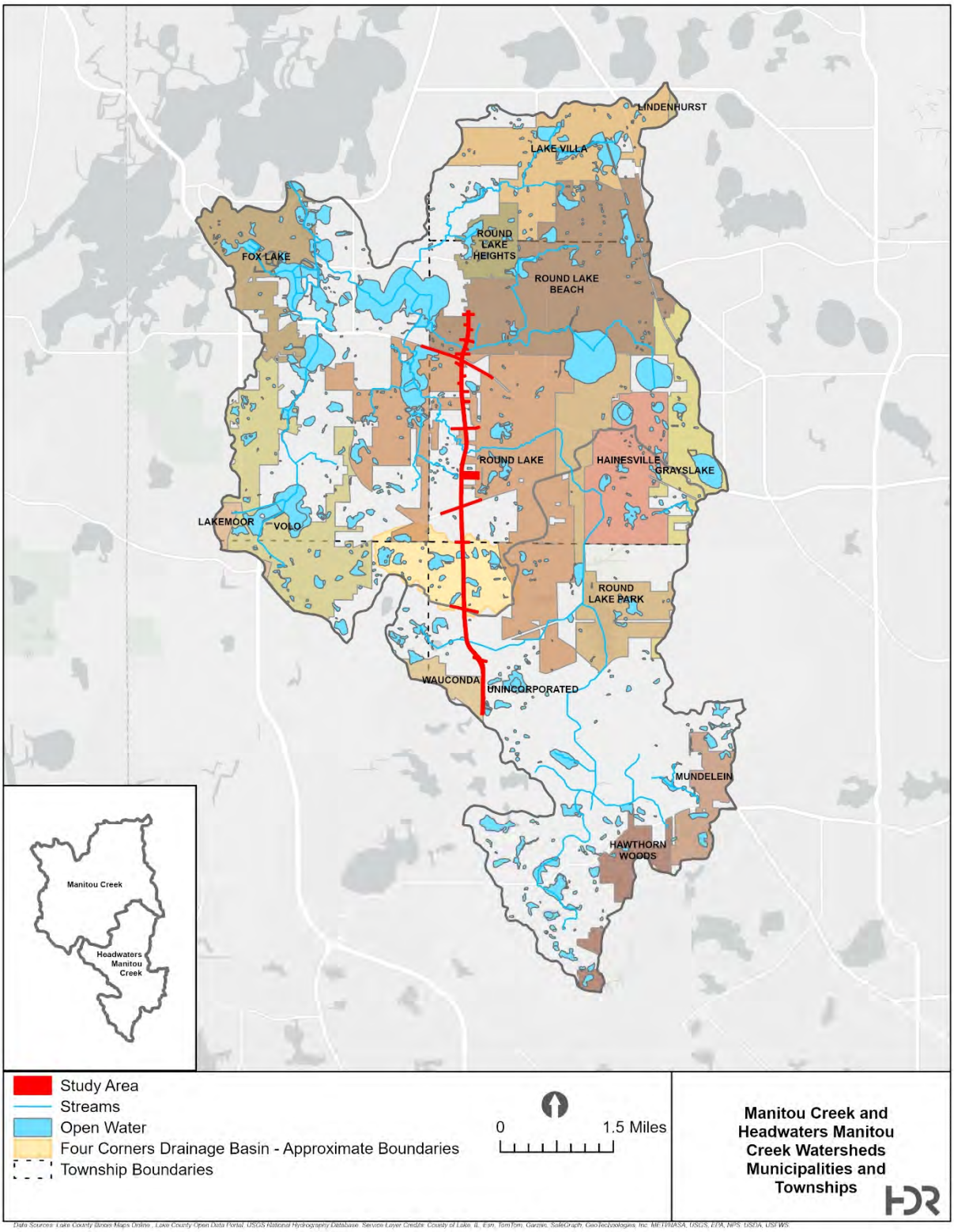
The portion of the corridor between IL Route 60 and IL Route 120 is located in the Four Corners Drainage Basin. The Basin is depressional and causes ponding and flooding on roadways, especially near these state routes, and these issues are currently being studied by the LCSMC..

See Figure 2N for a map of the watershed and the Basin as they relate to the Fairfield Road Study Area.

3.0 PUBLIC INVOLVEMENT

This PEL Study has an ongoing public involvement component that will include the development of a Stakeholder Involvement Group (SIG). Membership in the SIG will initially be solicited at the first public involvement activity for the project, but would include agencies, local governments, community groups, and the general public. At meetings and on the project website, stakeholders will be encouraged to provide their input in defining the context of the area by submitting written comments and questions.

Figure 2N: Manitou Creek Watershed & Four Corners Drainage Basin



Lake County Division of Transportation
Fairfield Road Planning and Environmental Linkages (PEL) Study
IDOT District 1, Lake County, IL
Section #: 22-00999-85ES
Consistency Determination Point #1 (Purpose and Need) **Sept. 5, 2024**

DECISIONS:

A consistency finding on the Purpose and Need (Consistency Determination Point #1) was requested at this meeting.

A Consistency Determination was made as follows:

Agency	Agreed	Disagreed
Federal Highway Administration (FHWA)	☒	☐
U.S. Fish and Wildlife Service (USFWS)	☒	☐
U.S. Environmental Protection Agency (USEPA)	☒	☐
U.S. Army Corps of Engineers (USACE)	☒	☐
Illinois Department of Agriculture (IDOA)	☒	☐
Illinois Department of Natural Resources (IDNR) – Realty & Env	☒	☐
IDNR – State Historic Preservation Office (SHPO)	☒	☐

U.S. Coast Guard was not present at the meeting.

NEXT STEPS:

The following summarizes the project milestone schedule:

- Public Meeting (Alternatives to be Carried Forward) – Fall 2025
- Alternatives to be Carried Forward Determination – February 2025
- PEL Study Report and FHWA Questionnaire – March 2025
- Final PEL Study and FHWA Questionnaire – June 2025

DISCUSSION:

The Lake County Division of Transportation, in cooperation with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), is conducting a Planning and Environmental Linkages Study (PEL) to consider future transportation improvements for the Fairfield Road corridor.

The study area is in western Lake County, Illinois, and falls within the Villages of Round Lake, Round Lake Beach, Wauconda and portions of unincorporated Lake County. The logical termini for the PEL study are from north of Gilmer Road to Oakwood Drive (5.5 miles).

The land use within the study area is a mix of agriculture, residential, parkland and some commercial, mostly at the northern end. There are agricultural parcels, forest preserves, parks and open spaces along the Fairfield Road corridor. There are 18 intersections (4 signalized and 12 stop-controlled on the side street). The study area also includes 1 at-grade crossing with a Metra line north of IL-134.

Water resources in the study area include several wetland areas and three stream crossings. Approximately 12.87 acres of the study area lie within the 100-year floodplain and 3.03 acres within a floodway. The study area also crosses through the Four Corners Drainage Basin. The project team is in close coordination with the Lake County Stormwater Management Commission (LCSMC).

To date, existing data has been collected and crash analysis and existing traffic analysis has been conducted. The project team has met with the agencies and villages. There has been one Stakeholder Involvement Group (SIG) meeting and one Public Information Meeting to date, both held in May 2024. A second SIG meeting and public information meeting will be held in the fall of 2024 to confirm the screening criteria to be used and obtain input on the alternatives that will be developed.

The purpose of this PEL study is to identify potential projects that would:

- Reduce congestion on Fairfield Road and surrounding roads
- Improve safety for all users through transportation improvements

The need for this PEL study is to address the following:

- Enhance Safety
- Reduce Congestion
- Accommodate Non-Motorized Modes of Transportation
- Compatibility with Other Planned Improvements

The existing conditions video, which was presented during Public Information Meeting #1, was played to present the following information. A copy of the video is available on the study website: www.fairfieldroadstudy.com

Along Fairfield Road in the PEL study limits, there were a total of 357 crashes in the study period (2017-2021), of which 88 resulted in an injury (10 incapacitating) and one was a fatal crash. Most of the crashes occurred at the intersections with State Routes IL-60, IL-120 and IL-134.

In addition to safety, long queues are an issue. Video footage was presented showing long queues along Fairfield Road at IL-134, Chardon Road and IL-60 and long queues along IL-120 at Fairfield Road. Video footage was then presented showing unsafe driving maneuvers resulting from these long queues.

There is a lack of bicycle and pedestrian accommodations and connectivity along the Fairfield corridor. There are several parks and forest preserves that are considered bicycle and pedestrian generators. These generators must be accessed using a motorized vehicle or by bicycling or walking along Fairfield Road next to vehicles traveling at high speeds. The study area also includes four census block groups with percentage of households with no vehicle ranging from 5.2% to 8.2%. They are primarily located in the central and northern portion of the study area. In these same areas there are higher percentages of minority, low income, disabled and elderly populations, which are demographic groups that are traditionally in need of non-motorized forms of transportation.

Public Involvement consists of a project website with project information and comment forms available and a project email. SIG Meeting #1 was held virtually on May 2, 2024, to introduce the project, define the role of the SIG, review the existing conditions, and gain input on the Purpose & Need. Attendees included school representatives, park district representatives, local and county governments, and community bicyclist organizations. Public Information Meeting #1 was held in-person on May 16, 2024, to introduce the project to the public. Attendees included residents, school representatives, local and county governments, and community bicyclist organizations.

In summary, the overarching comments from the SIG and the public were related to Fairfield Road being a barrier to bicyclists and pedestrians, stating the need for better/increased pedestrian/bicycle accommodations. Other comments were related to drivers getting frustrated with the congestion along the corridor and thereby performing unsafe driving maneuvers with complete disregard to signage, striping and rules of the road. This feedback has been incorporated into the Purpose & Need.

Next steps include developing and screening alternatives, holding SIG Meeting #2 to present alternatives and obtain input on the screening criteria, and conducting Public Information Meeting #2 to present alternatives. The PEL is anticipated to be completed by June 2025.

AGENCY QUESTIONS/COMMENTS:

- FHWA
    - No questions or comments.
- USEPA
    - Did the Project Team receive EPA comments?
        - Comments were received and written responses were sent to IDOT on 8/22/24. Comments and responses were reiterated during the meeting as follows:
            1. **Item 1:** In section 1.2: Please provide status of the Lake County Transportation Study and specifically how that may affect the Fairfield Rd project.
               Response: Lake County's 2050 Transportation Plan is just getting started on soliciting consultants to help develop the plan and is expected to take approximately 2 years to complete, with public involvement and coordination with the County Board. The results of the Fairfield Road PEL Study will be incorporated into the 2050 Plan since the PEL will be completed before then. Similarly, other improvement projects that have been started in the TIP will also be included.
            2. **Item 2:** In Section 2.2.3, the whole paragraph about sidewalks above Proposed Facilities' paragraph: Is there anything to report on communication between local agencies and Lake County Forest Preserves?
               Response: Yes, the project team has had two meetings with the LCFPD to discuss the Fairfield Road PEL Study to obtain their input and coordinate potential connections. LCFPD is also a part of the Stakeholder Involvement Group. LCDOT has an existing

agreement in place with the Forest Preserve to cross Fairfield Road north of Route 120 and that this will end up being part of the Millenium Trail. Lake County will continue to keep in contact with the LCFPD to coordinate bicycle and pedestrian facilities and LCFPD is appreciative of the project team's effort.

  - Will drainage and flooding issues noted in the presentation be addressed?
    LCDOT Response: The Four Corners Drainage basin is a large depressional area drained by drain tiles that are failing. Lake County Stormwater Management Commission (LCSMC) has an unfunded project to provide flooding relief in the area. LCDOT and IDOT have done some smaller scale improvements to try and bring relief, but it is a larger problem than just the Fairfield Road and State right of way.

- USACE (Chicago District)
  - No questions or comments.
- IDOA
  - No questions or comments.
- IDNR – Realty & Environment
  - No questions or comments
- IDNR - SHPO
  - No questions or comments.

ACTION ITEMS

Action items include information requests or tasks to be provided to or from the agencies prior to or at the next meeting.

	Item	Responsible Party
1	None	

FHWA-IDOT NEPA-404 Merger Meeting Purpose & Need Consistency Determination

Fairfield Road PEL Study

IDOT District 1, Lake County Division of Transportation

Sept. 5, 2024

FAIRFIELD ROAD
PLANNING STUDY

Agenda

- Introductions
- Project Overview
- Project Status
- Purpose and Need
- Public Engagement
- Consistency Determination

Project Overview

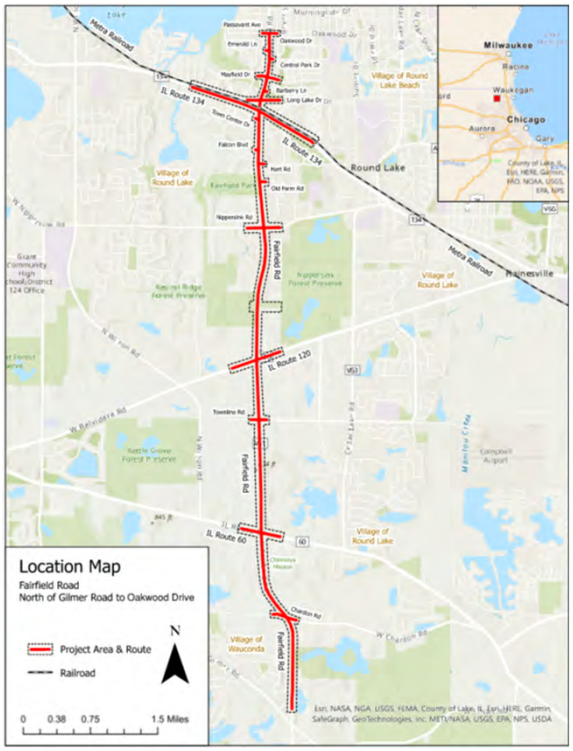
FAIRFIELD ROAD
PLANNING STUDY

Existing Conditions Video

Project Location

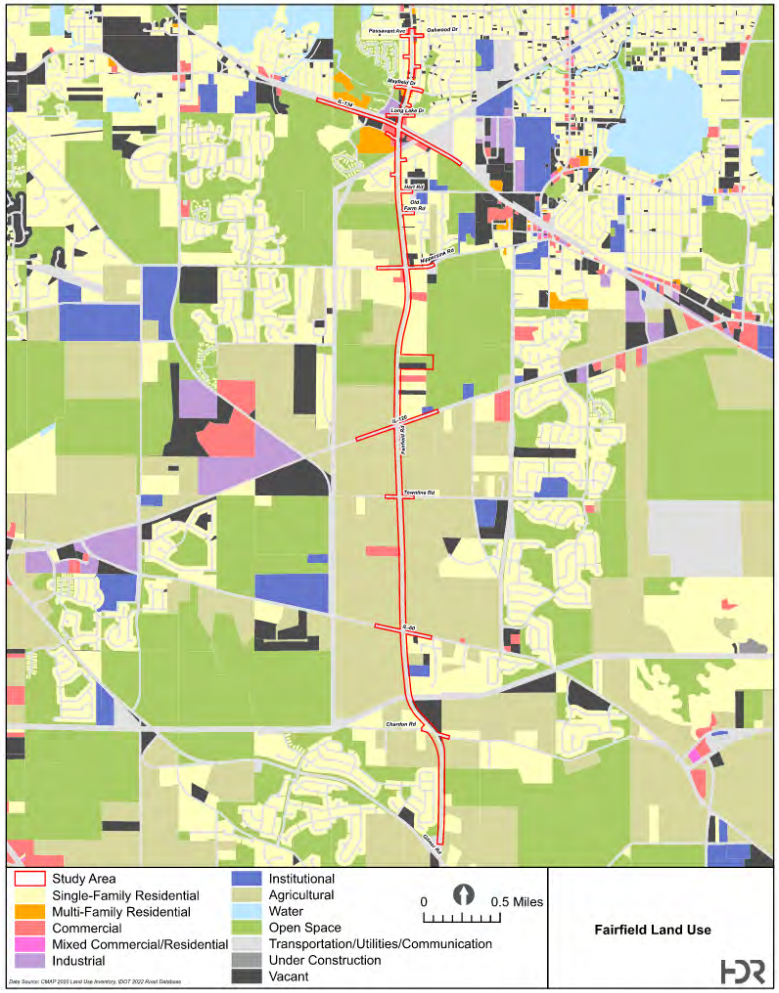
- Project Location
- Approximately 5.5 miles
- Logical Termini
  - Southern Limit – North of Gilmer Road
    - Includes Gilmer Road connector intersection with Fairfield Road but not Gilmer Road grade-separated bypass
  - Northern Limit – Oakwood Drive
    - Encompasses the potential for railroad crossing improvements north of IL Route 134 and Metra tracks

FAIRFIELD ROAD
PLANNING STUDY



FAIRFIELD ROAD PLANNING STUDY

Study Area Setting
Land Use

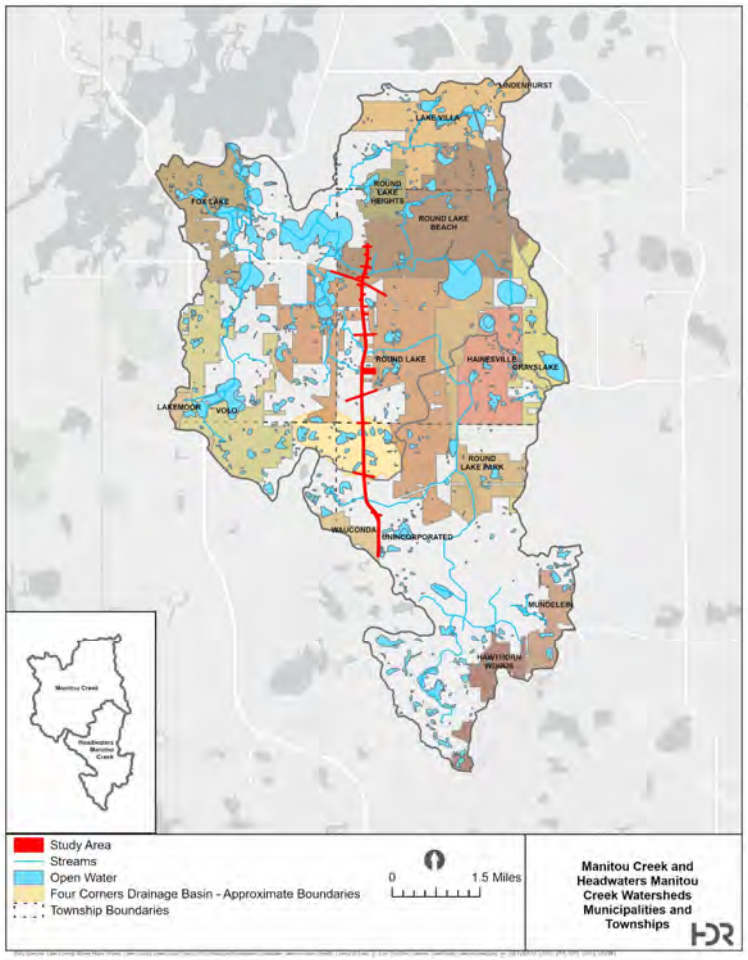


- 18 Intersections: 4 signalized, 12 stop-controlled on side street
- Metra Milwaukee District North Rail line, just north of IL Route 134
- Land use is a mixture of agriculture, residential, parkland and some commercial.

FAIRFIELD ROAD PLANNING STUDY

Study Area Setting

Water Resources



- Close coordination with Lake County Stormwater Management Commission
- Three stream crossings: Round Lake Drain, Manitou Creek & Lake Helen Drain (tributary to Manitou Creek)
- Special Flood Hazard Areas: 12.87 acres are within 100-year floodplain and 3.03 acres are within a floodway
- Four Corners Drainage Basin
- Several wetland areas

FAIRFIELD ROAD
PLANNING STUDY

Project Status

- Existing Data Collected
- Crash Analysis Conducted
- Existing Traffic Analysis Conducted
- Met with Agencies & Villages
- Stakeholder Involvement Group Meeting #1 - May 2, 2024
- Public Information Meeting #1 - May 16, 2024

Purpose and Need

FAIRFIELD ROAD
PLANNING STUDY

Purpose: Reduce congestion on Fairfield Road and surrounding roads and improve safety for all users through transportation improvements.

Need:

- Enhance Safety
- Reduce Congestion
- Accommodate Non-Motorized Modes of Transportation
- Compatibility with Other Planned Improvements

Public Involvement

FAIRFIELD ROAD PLANNING STUDY

Consists of a website, notification to stakeholders, a Stakeholder Involvement Group (SIG) and Public Information Meetings (PIM)

All stakeholders and the public are encouraged to provide their input by submitting written comments and questions at meetings, via the project email or on the project website: www.fairfieldroadstudy.com

Public Outreach Timeline		
Event Name	**Completion Date Goal**	**Completion Date Actual**
Stakeholder Involvement Group (SIG) Meeting - 1st Meeting	5/2/2024	5/2/2024
Public Information Meeting #1	5/16/2024	5/16/2024
Stakeholder Involvement Group (SIG) Meeting - 2nd Meeting	9/26/2024	
Public Information Meeting #2	11/7/2024	-

FAIRFIELD ROAD
PLANNING STUDY

Consistency Determination

- Request Concurrence on PEL Consistency Determination Point #1 – Purpose and Need

FAIRFIELD ROAD
PLANNING STUDY

Questions?

- Open Discussion

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

William Quackenbush
Tribal Historic Preservation Officer
P.O. Box 667
Black River Falls, WI 54615

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear William Quackenbush:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

THE PROJECT

The study area is located primarily within unincorporated Lake County, the Village of Round Lake Beach, the Village of Round Lake, and the Village of Wauconda. It extends approximately 5.5 miles from just north of Gilmer Road to Oakwood Drive in Lake County, Illinois. See Project Location Map in the enclosed package. The study area covers approximately 0.3 square miles and is located in primarily undeveloped land with forest preserves, parks and some residences and businesses along the corridor. It contains environmentally sensitive resources, including wetlands, floodplains, and endangered/threatened/candidate species that will be assessed for potential impacts as the study progresses.

Please notify us if there are any resources of concern in the project area that should be avoided. **No field archaeological investigations will occur during the PEL study.**

We are submitting for your review and comment the attached Alternatives to be Carried Forward under consideration. As stated previously, the selection of a preferred alternative will not occur until after initiation of the National Environmental Policy Act (NEPA) process.

If you have any questions, would like to discuss the study in more detail or have questions regarding our agencies' respective roles and responsibilities during the preparation of this study, please contact Chuck Gleason, Project Manager, LCDOT at 847-377-7447 or cgleason@lakecountyil.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Lakota Hobia
Tribal Historic Preservation Officer
2872 Mission Drive
Shelbyville, MI 49344

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Lakota Hobia:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Logan York
Tribal Historic Preservation Officer
3410 P St. NW
Miami, OK 74354

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Logan York:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Burgundy Fletcher
Tribal Historic Preservation Specialist
118 S. Eight Tribes Trails
Miami, OK 74355

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Burgundy Fletcher:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Luke Heider
Forest County Potowatomi Community
Tribal Historic Preservation Officer
5320 Wensaut Lane
Crandon, WI 54520

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Benjamin Rhodd:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Matthew Bussler
Tribal Historic Preservation Officer
58620 Sink Road
Dowagiac, MI 49047

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Matthew Bussler:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Raphael J. Wahwassuck
Tribal Historic Preservation Officer
16281 Q. Road
Mayetta, KS 66509

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Raphael J. Wahwassuck:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Chris Boyd
THPO/NAGPRA Director
Route 2 Box 246
Stroud, OK 74079

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Chris Boyd:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

May 28, 2025

Sunshine Thomas-Bear
THPO/NAGPRA
PO Box 687
Winnebago, NE 68071

Subject: **Fairfield Road Planning Study**
Invitation for Section 106 Consulting Party Status

Dear Sunshine Thomas-Bear:

The Lake County Division of Transportation (LCDOT), in consultation with the Illinois Department of Transportation (IDOT), is notifying your Tribe that a Planning and Environment Linkages (PEL) study is ongoing for Fairfield Road. As discussed in the previous letter sent to you regarding this project on May 22, 2024, your Tribe is being notified based on your interest in Lake County, Illinois, where the project is located. LCDOT will continue to coordinate with your Tribe throughout the study.

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Thank you for your cooperation and interest in this project.

Sincerely,

Kevin J. Carrier, P.E.
Assistant County Engineer

Enclosures

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review and 23 CFR 450 Planning Assistance and Standards.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by IDOT pursuant to 23 USC 327.

Final Draft Alternatives to be Carried Forward NEPA-404 Merger Package

May 19, 2025

Fairfield Road Planning and Environmental Linkages Study

North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois

Prepared for:
Lake County Division of Transportation

Prepared By:
HDR Engineering, Inc.



Introduction

This document describes the range of alternatives developed and analyzed for the Lake County Division of Transportation (LCDOT) Fairfield Road Planning and Environment Linkages (PEL) Study, which extends approximately 5.5 miles from north of Gilmer Road to Oakwood Drive in unincorporated Lake County, near Round Lake, Illinois. Also described herein is the screening process that was used to evaluate the alternatives and a discussion of the reasonable alternatives to be carried forward for further study.

The PEL Study approach for developing and screening alternatives was prepared to be consistent with federal guidelines, consider a wide array of transportation options, and conduct a methodical screening process to identify the alternative(s) that best meet the study's purpose and need while also considering other factors important to the community. All alternatives were developed following the IDOT Bureau of Local Roads Manual (BLRS) and Lake County Department of Transportation (LCDOT) Standard Details.

Items Included in this Package

1. **Draft Alternatives Screening Process Memo** (includes Purpose & Need summary and summary of Public Involvement)
2. **2nd Draft Alternatives Development and Analysis Memo** (includes alternatives considered, evaluated and identified to be carried forward to be studied in a future environmental document, along with quantification of environmental impacts)
3. **Section 4(f), 6(f) and 106 Resources**
4. **Updated Timeframes Agreement**

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review and 23 CFR 450 Planning Assistance and Standards.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by IDOT pursuant to 23 USC 327.

Draft Alternatives Screening Process Memorandum

Fairfield Road Planning and Environmental Linkages Study

North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois

September 20, 2024

Prepared for:
Lake County Division of Transportation

Prepared By:
HDR Engineering, Inc.



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Acronyms and Abbreviations

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
IDOT	Illinois Department of Transportation
LCDOT	Lake County Division of Transportation
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages Study
SIG	Stakeholder Involvement Group
USC	United States Code
VMT	Vehicle Miles Traveled

1.0 Introduction

1.1 Background

The Fairfield Road Planning and Environmental Linkages (PEL) Study will identify and evaluate alternatives to improve transportation mobility, safety, access, and connectivity on Fairfield Road, from north of Gilmer Road to Oakwood Drive, approximately 5.5 miles. The study area is shown in Figure 1.

The purpose of this memorandum, consistent with 23 United States Code (USC) 168 and 23 Code of Federal Regulations (CFR) 450.212 and 450.318, is to describe the alternative evaluation screening process and criteria that will be used to evaluate alternatives.

This memorandum documents the criteria and process used for completing multiple levels of alternatives screening, leading to the selection of Alternative(s) to be Carried Forward into the next phase of project development. The screening criteria were developed from the Purpose and Need Statement as well as in consideration of socioeconomic, environmental, technical and cost factors relevant to the study area. The results of this process may be adopted or incorporated by reference by a relevant agency during a later environmental review process.

Federal regulations at 23 USC 168(c)(1)(D) authorize the "preliminary screening of alternatives and elimination of unreasonable alternatives" during the PEL Study process, and the adoption or incorporation by reference of that elimination decision during the environmental review process. Federal regulations at 23 CFR 450 require that the alternatives development and evaluation process is rational, thoroughly documented, and includes public involvement. Additionally, the *Illinois Department of Transportation (IDOT) Bureau of Design and Environmental Manual (BDE)*[1] provides guidance regarding the alternatives development and evaluation process for PEL studies in section 11-7.04. This PEL Study will follow applicable statutes, regulations, and BDE guidance throughout the process.

According to Federal Highway Administration (FHWA) and the Council on Environmental Quality (CEQ) regulations and guidance,[2] there are three primary reasons why an alternative might be determined to be not reasonable[3] during the screening process and eliminated from further consideration:

1.0 An alternative does not satisfy the Purpose and Need of the project.

[1] Available at https://public.powerdms.com/IDOT/documents/1881647

[2] AASHTO (American Association of State Highway and Transportation Officials). 2016. *Practitioner's Handbook #7: Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects.* August 2016). Available at: https://environment.transportation.org/wp-content/uploads/2021/05/ph07-2.pdf?msclkid=f9da01a9c03f11ec9eb286bb046fc009

[3] Alternatives can be eliminated in the screening process based on any factor that is relevant to reasonableness. An alternative that does not meet the purpose and need is, by definition, unreasonable. For that reason, it can be eliminated in the screening process. An alternative that does meet the purpose and need can still be rejected as unreasonable based on other factors, including environmental impacts, engineering, and cost. For example, if two alternatives both meet the purpose and need to a similar degree, but one is much higher impact and more costly, those factors can be cited as a basis for rejecting the higher-impact alternative as unreasonable (AASHTO 2016; see previous footnote).

2.0 An alternative is determined not to be practical or feasible[4] from a technical and economic standpoint and using common sense.[5]

3.0 An alternative substantially duplicates another alternative; that is, it is otherwise reasonable but offers little or no advantage for satisfying the project's purpose and it has greater impacts and/or costs[6] than other, similar alternatives.

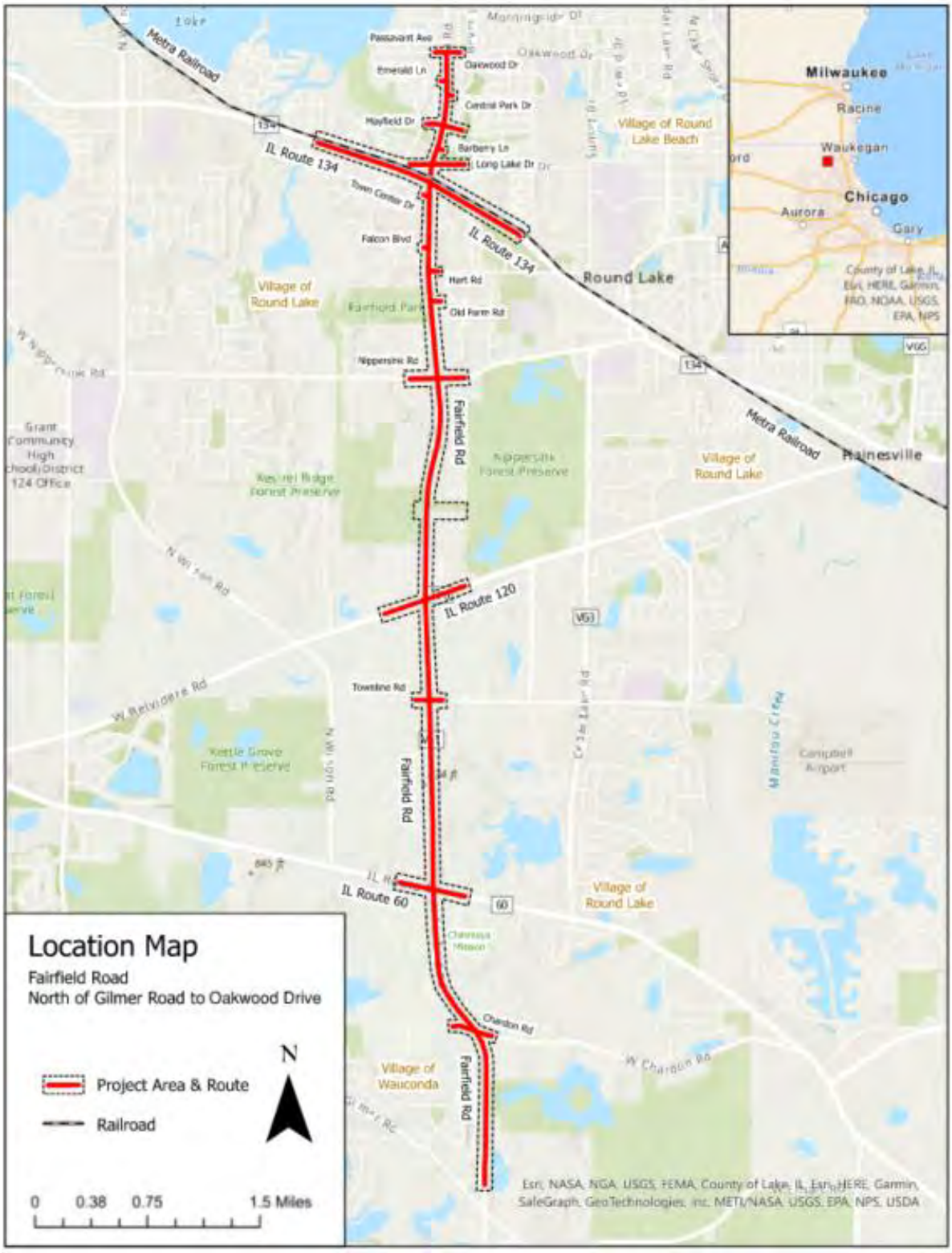
The alternatives screening process is designed to identify alternatives that trigger one or more of the three items listed above, thereby determining it to be not reasonable and eliminating it from further consideration.

[4] "Feasibility" considers if the alternative is physically incapable of being built or has other technical issues that are so challenging that they result in unusually difficult construction requirements, ongoing maintenance difficulties, or other unacceptable environmental or social impacts.

[5] This item comes from the *Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations*, Question 2a. Note that "feasible" is different from the "feasible and prudent" definition at 23 CFR 774.17. The term "common sense," as expressed in the screening process, is defined by the best judgment of subject matter experts.

[6] While costs will be a consideration in the development and screening of alternatives, no maximum cost criteria have been identified. A financial evaluation and report will be prepared for the project later in the process that could identify a cost ceiling. If this occurs, the cost ceiling screen will be applied to all reasonable alternatives under consideration at the time. If a cost ceiling is not identified, then costs will be used for alternatives comparison purposes only.

FIGURE 1: PROJECT STUDY AREA



1.2 Alternatives Development and Screening Process

This PEL Study approach for developing and screening alternatives was prepared to be consistent with federal guidelines, consider a wide array of transportation options, and conduct a methodical screening process to identify the alternative(s) that best meet the study's purpose and need while also considering other factors important to the community. The screening process tests the performance of alternatives by using criteria that identify whether an alternative reasonably meets the study's purpose and need, and is acceptable from technical, environmental, community, economic, and cost perspectives.

The process consists of several steps, including alternatives development, levels of screening, and ends with identification of Alternative(s) to be Carried Forward into the next phase of project development. This memorandum focuses on the screening process; a separate memorandum will be created that describes the Alternatives development and analysis.

The first level of screening, Level 0, determines if an alternative meets the Purpose and Need. Following the Purpose and Need verification is a check for apparent high impacts or construction costs that would be unreasonable for the project. Examples of unreasonable impacts or costs could be the displacement of a large commercial or public facility such as a school or hospital, or the construction of a bridge estimated to be $30M+ for the sole purpose of improving traffic operations at a specific location. This is often referred to as a "High Impact" screening.

Once alternatives that do not meet the Purpose and Need and/or have a fatal flaw have been determined, the remaining Fairfield Road mainline alternatives are carried forward to the Level 1 Screening. During this stage the mainline alternatives are analyzed and compared against each other and the No Build Alternative using the Level 1 Screening Criteria, namely, enhancing safety and improving traffic operations. Mainline alternatives which provide minimal to no improvement versus another alternative are not carried forward, except for the No Build alternative which will be carried forward.

During the Level 2 Screening, the remaining mainline alternatives are further analyzed with intersection geometry applied to create corridor alternatives. The corridor alternatives are screened for land, environmental, and social impacts as well as constructability and cost. The corridor alternatives are also screened for their performance in meeting the purpose and need.

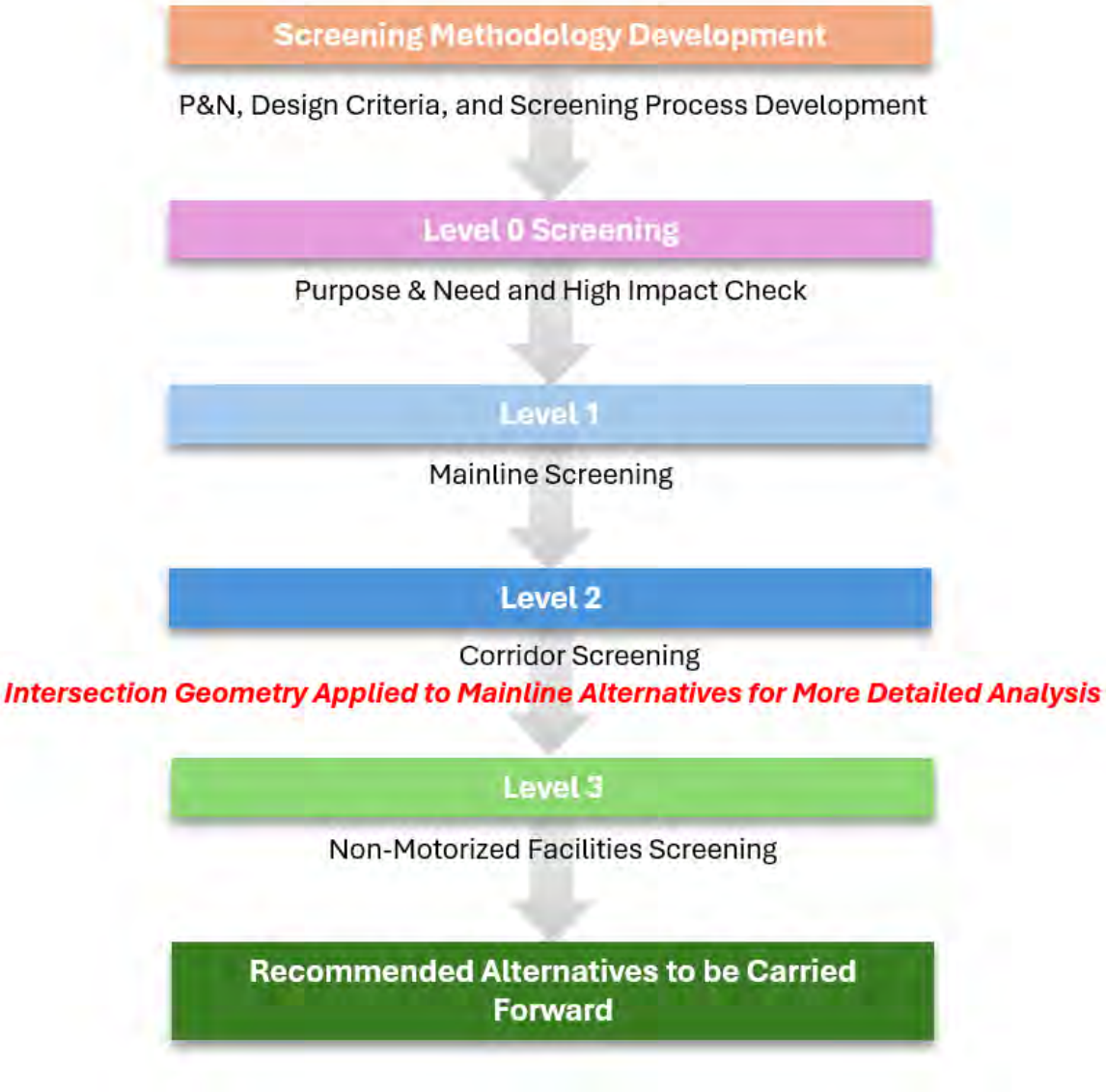
During the Level 3 Screening, the corridor alternatives carried forward from the Level 2 Screening are further developed to consider non-motorized infrastructure. These alternatives are screened for conflict points, levels of traffic stress for pedestrians and bicyclists, non-motorized connectivity, and other factors.

The process concludes with the recommended selection of Alternatives to be Carried Forward into Phase I design and evaluated under the National Environmental Policy Act (NEPA). These selected alternative(s) will be determined to best meet the study's Purpose and Need consisting of mainly traffic operations and safety, while also considering social, environmental, and land impacts, costs, technical feasibility, and improvements to non-motorized transportation.

This screening process provides a thorough and rational evaluation of alternatives, consistent with federal regulations and IDOT and LCDOT guidelines, including public involvement and documentation.

The screening process detailed herein will be shared with the Stakeholder Involvement Group (SIG) at the Stakeholder Involvement Group Meeting on Thursday, September 26, 2024 for comment. This screening process will be revised as needed based on comments received from the SIG, and the revised version will be presented to the public for comment in an online virtual engagement forum in February/March of 2025 and at a Public Information Meeting tentatively scheduled for June 2025. The screening process and subsequent alternatives to be carried forward will be sent to Tribes in the spring of 2025. The screening process will then be updated to reflect the input received. The Public Information Meeting and associated comment period will be in accordance with IDOT Bureau of Local Roads requirements.

FIGURE 2: OVERVIEW OF THE SCREENING PROCESS



2.0 Preliminary Alternatives Screening

2.1 Level 0 Screening

The Purpose and Need Statement was developed based on data collected, public input and feedback provided by the Stakeholder Involvement Group (SIG). It also considered the goals of the Lake County 2040 Transportation Plan which is built upon the Chicago Metropolitan Agency for Planning's transportation and connectivity goals for the region. The goals of this transportation plan focus on improving the overall transportation network to address future needs and include:

1. Enhancing the economic vitality of the region by improving transportation infrastructure.
2. Increasing the safety of the transportation system for all users.
3. Improving accessibility and mobility for motorized and non-motorized travel.
4. Protecting and enhancing the environment and promoting energy conservation.
5. Ensuring efficient system management and operation.
6. Emphasizing the preservation of the existing transportation system.
7. Supporting travel and tourism through improved transportation facilities.

The Purpose and Need Statement forms the basis for the preliminary mainline alternatives and the Level 0 Screening Criteria, and alternatives may be deemed not reasonable and not carried forward in the screening process due to their failure to meet the Purpose and Need Statement. A working Purpose and Need Statement was discussed with the public to obtain input during the first Public Information Meeting on Thursday, May 16, 2024 and was mailed to Tribes in Lake County. Comments were considered and the revised Purpose and Need Statement was approved by LCDOT, IDOT, FHWA, and resource agencies at the NEPA-404 Merger Meeting held on Thursday, September 5, 2024.

The Purpose and Need Statement is:

Purpose

The purpose of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.

Need

The need for this project is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

The preliminary mainline alternatives will be compared to the No Build Alternative. Alternatives that do not meet the study's Purpose and Need Statement will not be carried forward to the Level 1 Screening.

2.2 Level 1 Screening

The Fairfield Road No Build and mainline preliminary alternatives carried forward from the Level 0 Screening will be developed in more detail and analyzed based on the traffic operations and traffic safety screening criteria. The alternatives will be assessed for their ability to reduce congestion, reduce delay, and reduce the number and severity of crashes. Alternatives which do not improve these screening criteria are not carried forward to the Level 2 Screening, except for the No Build alternative. Intersection geometry is not included in the analysis during this Level 1 screening. [7]

3.0 Detailed Alternatives Screening

3.1 Level 2 Screening

The purpose of the Level 2 Screening is to determine which alternatives are reasonable to be carried forward for future project development and NEPA purposes, and to identify recommendations. Mainline alternatives carried forward from the Level 1 Screening are further analyzed and intersection geometry is applied to these mainline alternatives to create corridor alternatives.

During the Level 2 Screening, the detailed corridor alternatives are screened against criteria that focus on their environmental impacts, social impacts, right-of-way impacts, costs, and technical feasibility. The performance of each corridor alternative to meet the Purpose and Need is also reassessed as the design are more detailed than in the Level 1 Screening.

Environmental impacts are based on high-level analysis using publicly available Geographic Information System (GIS) information. Field studies are not performed during the PEL. Environmental resources include wetlands, streams and water bodies, floodplains, floodways, threatened and endangered species, cultural resources, and hazardous waste sites.

Social impacts are indicated by changes in land use, the number of potential displacements and relocations, the potential to isolate neighborhoods, potential impacts to businesses, changes in travel patterns, and the degree to which protected populations are affected.

Costs are considered "Rough Order of Magnitude" or ROM, and are based on the engineer's estimate of design, right-of-way, utilities, and construction.

Technical feasibility focuses on constructability, operational and maintenance considerations, and the potential to phase the construction.

[7] Intersection geometry is not developed and included in the alternatives for evaluation at the Level 0 and Level 1 Screening because preliminary alternative mainline lane configurations must first be developed and screened, in order to determine what through lane configurations are needed for the intersection geometry.

3.2 Level 3 Screening

Corridor Alternatives carried forward from the Level 2 Screening will be updated to include non-motorized facility alternatives. At this stage, further definition is provided for each remaining alternative in terms of the type of non-motorized facilities, their location related to the roadway, and the resultant environmental and right-of-way impacts, as well as constructability and cost.

Non-motorized accommodations ranging from on-road and off-road facilities will be analyzed along the corridor and at specific locations in order to assess impact/cost to benefit ratio for improving non-motorized connectivity and safety within the study limits.

TABLE 1: EVALUATION CRITERIA AND PERFORMANCE MEASURES

			Performance Measure Evaluation			
	Category	**Criteria**	**Level 0**	**Level 1**	**Level 2**	**Level 3**
			Purpose & Need + High Impact	**Mainline**	**Corridor**	**Refined Corridor with Non-Motorized Accommodations**
Needs	**Enhance Traffic Safety**	• Number of projected crashes • Crash severity • Roadway geometry • Railroad crossing	Potential to enhance safety (Y/N)	• Reduce number and severity of crashes • Reduce conflict points • Reduce/eliminate railroad grade crossing		
	Reduce Congestion and Enhance Traffic Operations	• Congestion • Corridor capacity • Intersection capacity • Reduce delay • Quality of traffic operations	Potential to improve traffic operations and reduce delays (Y/N)	• Mainline LOS • Mainline Peak Period Delay	• Mainline LOS • Mainline Peak Period Delay	
	Compatibility with Potential Future Improvements and Adjacent Projects	• Available access for planned adjacent projects / developments • Proximity to sensitive land and environmental features			• Reduce impacts to adjacent land for potential future improvements • Reduce impacts to final build condition items for potential future developments and improvements	• Connection to planned non-motorized facilities
	Accommodate Non-Motorized Facilities	• Local and regional route connectivity • Non-motorized opportunities • Pedestrian connections	Potential to accommodates non-motorized travel (Y/N)			• Conflict points per mile of non-motor infrastructure • Pedestrian Level of Traffic Stress • Bicycle Level of Traffic Stress • Miles of New Bikeway/Upgraded Sidewalk/Trail

			Performance Measure Evaluation			
	Category	**Criteria**	**Level 0**	**Level 1**	**Level 2**	**Level 3**
			Purpose & Need + High Impact	**Mainline**	**Corridor**	**Refined Corridor with Non-Motorized Accommodations**
Considerations	**Natural Environment**	• Environmental resource constraints	Avoids significant impacts to critical resources (Y/N)		• Identification of critical resources impacted based on footprints • Qualitative measurement of context sensitive approach of land use and character along the corridor	• Identification of critical resources impacted based on footprints • Qualitative measurement of context sensitive approach of land use and character along the corridor
	Built Environment	• Contextual function of land use and magnitude of impact	Avoids critical infrastructure (Y/N)		• Quantification of impacted residences, businesses & community resources based on footprints	• Quantification of impacted residences, businesses & community resources based on footprints
	Support County & Local Plans	• Included in transportation plans		Y/N	Y/N	Y/N
	Estimated ROW needs	• Opportunity to preserve ROW			• Number of acres of ROW needed • Potential relocations • Relative expected ROW cost	• Number of acres of ROW needed • Potential relocations • Relative expected ROW cost
	Technical Feasibility	• Reasonableness of constructability considering available technology • Presence of construction, operation, or maintenance constraints that cannot be overcome			• Evaluate constructability • Evaluate construction, operation & maintenance considerations • Phasing of recommendations	• Evaluate constructability • Evaluate construction, operation & maintenance considerations • Phasing of recommendations
	Cost	• Rough Order of Magnitude Cost	Avoids high impact construction costs (Y/N)		• Engineer's estimate of design, ROW, utilities, construction	• Engineer's estimate of design, ROW, utilities, construction

Ranking:

During the Level 1, 2, and 3 Screenings, alternatives are ranked as follows:

Note: Priorities of the criteria are based on what Level they are analyzed in - Level 1 (highest priority), Level 3 (lowest priority)

Favorable Improvement / Minimal to No Impact to Land, Environment, or Social

Moderate Improvement / Acceptable Impact

Low to No Improvement / High Impact to Land, Environment, or Social

4.0 Identification of Alternatives to be Carried Forward

The process of identifying one or more alternatives to be carried forward in a PEL Study is similar to the process used during the NEPA phase of a project. As described in Section 11-7.04(b) and Section 24-2.08 of the IDOT BDE Manual, factors to consider include ability to satisfy the Purpose and Need, direct and indirect impacts, avoidance of sensitive resources, and cost.

An alternative that is carried forward in a PEL Study means that it is considered reasonable and feasible and could be recommended for consideration as the Preferred Alternative or Alternatives during subsequent NEPA and project development.

An alternative that is not recommended to be carried forward means that it will not be recommended for evaluated further in the PEL Study due to not meeting the Purpose and Need or comparatively negligible benefits and higher impacts than other alternatives, but it may be studied further with subsequent NEPA and project development.

Identification of the Alternatives to be Carried Forward will be documented in the Alternatives Development and Analysis Memorandum.

Final Draft Alternatives Development and Analysis Memorandum

Fairfield Road Planning and Environmental Linkages Study

North of Gilmer Road to Oakwood Drive

Section Number: 22-00999-85-ES

Lake County, Illinois
May 19, 2025

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review and 23 CFR 450 Planning Assistance and Standards.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by IDOT pursuant to 23 USC 327.

Prepared for:
Lake County Division of Transportation

Prepared By:
HDR Engineering, Inc.



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ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
BLRS	Bureau of Local Roads and Streets
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Agency for Planning
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
IDOT	Illinois Department of Transportation
LCDOT	Lake County Division of Transportation
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages Study
ROM	Rough Order of Magnitude
SIG	Stakeholder Involvement Group
TCE	Temporary Construction Easement
USC	United States Code
VMT	Vehicle Miles Traveled

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Introduction

The Fairfield Road Planning and Environmental Linkages (PEL) Study (Study) was initiated by Lake County Division of Transportation (LCDOT) to identify near-term improvements to enhance safety and ease traffic congestion on Fairfield Road in Lake County, IL. The Study will also plan for future investments that enhance economic opportunity, mobility, equity, and quality of life in the area. The Study will evaluate alternatives to improve transportation mobility, safety, access, and connectivity.

This document describes the process for identifying recommended alternative(s) to be carried forward for further development. The process includes developing a range of preliminary alternatives and analyzing each to be screened as described in the previously developed Alternatives Screening Process Memorandum. The alternatives that were developed consider a wide array of transportation options to be consistent with federal guidelines. Alternatives were screened against a variety of criteria to achieve the recommended alternative(s) to be carried forward that best service the community and meet the Purpose and Need.

To aid in the development and evaluation of alternatives, the Study Team sought input from the Stakeholder Involvement Group (SIG) and the public. Two SIG meetings have been held thus far for the Study. A SIG meeting was held on May 2, 2024 to introduce the Study and a SIG meeting was held on September 26, 2024 to discuss the alternatives development and screening processes. In addition, an online virtual engagement with the public was held for over 30 days between late February 2025 and early April 2025, to present alternatives being developed. Feedback was requested from the community to inform the recommended alternative(s) to be carried forward.

A Consistency Determination from the Federal Highway Administration (FHWA) on the Purpose and Need was received at the September 5, 2024, NEPA/404 Merger Meeting, as indicated in the meeting minutes. The Purpose and Need for the project are as follows:

> The **Purpose** of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.
>
> The **Need** for the improvements is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

Existing Conditions

Fairfield Road is a two-lane roadway in the northwest portion of Lake County, identified by LCDOT as County Highway 49. The roadway widens at the approaches to major intersections to accommodate left and right turn lanes, with a continuous left turn lane in the median north of Barberry Lane to Oakwood Drive. There is only one through travel lane in each direction throughout the corridor. The Study Area is primarily within unincorporated Lake County as well as portions of the Village of Round Lake Beach, the Village of Round Lake, and the Village of

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Wauconda. It extends approximately 5.5 miles from just north of Gilmer Road to Oakwood Drive, with 18 intersections along the corridor. The posted speed limit along the corridor is as follows:

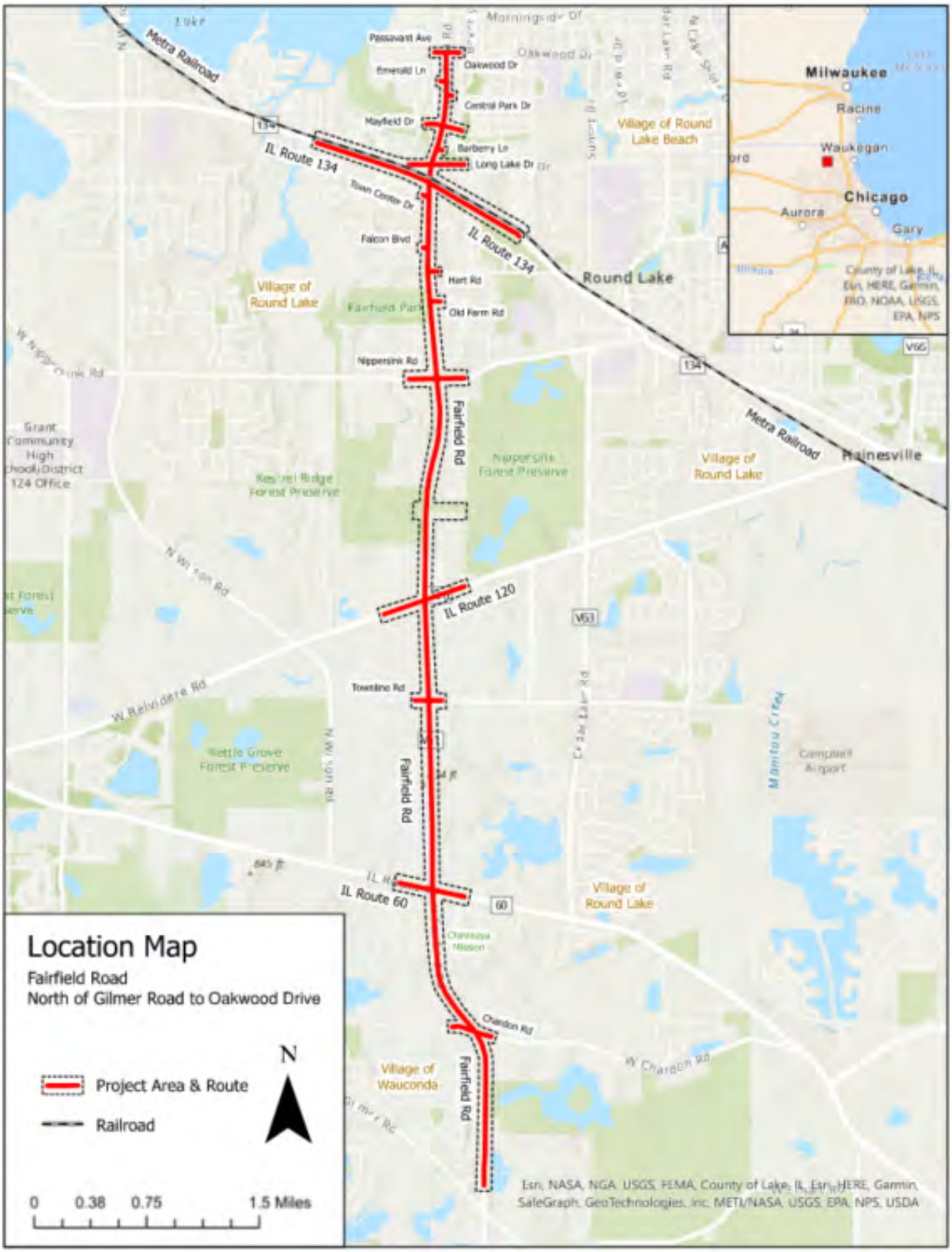
- Gilmer Road to IL Route 60 – 45 mph
- IL Route 60 to IL Route 120 – 55 mph
- IL Route 120 to IL Route 134 – 45 mph
- IL Route 134 to Barberry Lane – 40 mph
- Barberry Lane to Oakwood Drive – 30 mph

There are four signalized intersections: IL Route 60, IL Route 120, Nippersink Road, and IL Route 134. All other intersections are stop controlled on the minor streets. See Figure 1 for the Fairfield Road Location Map.

Land use in the corridor is a mix of agriculture, residential, parkland, and some commercial uses. The corridor is less developed in the southern half between Gilmer Road and IL Route 120 than in the northern half from IL Route 120 to Oakwood Drive. The corridor also crosses the Metra Milwaukee District North Rail Line north of IL Route 134.

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Figure 1: Fairfield Road Location Map



Alternatives Development

Consistent with the Purpose and Need, the Study explored corrective improvements to reduce congestion, improve safety, and enhance multimodal routes for bicyclists and pedestrians. The alternatives developed support Lake County and long-range local plans.

Improvements considered on Fairfield Road should reduce delays, improve the level of service and reduce the number and severity of crashes. These performance metrics were utilized to evaluate proposed alternatives during the screening process. All preliminary alternatives were evaluated along the existing alignment, with minor horizontal and vertical adjustments to meet sight distance requirements.

The development and evaluation of alternatives aligns with the screening criteria process as follows:

- Mainline Alternatives – A consistent configuration on Fairfield Road.
- Corridor Alternatives – Refined Mainline Alternatives that include intersection geometry.
- Non-Motorized Facility Alternatives – Refined Corridor Alternatives that include bicycle and pedestrian facilities.
- Alternative(s) to be Carried Forward – Refined Alternative(s) recommended to be further developed in a subsequent phase of work. This can include prioritization if multiple alternatives are recommended.

Design Criteria

Fairfield Road's functional classification is a Minor Arterial, it is designated as Urban with a sub designation of Suburban and is under the jurisdiction of the LCDOT. Fairfield Road carried between 11,300 and 14,900 vehicles per day in 2023 along the Study corridor. By the design year, 2050 volumes are forecasted between 12,400 to 15,400 for the No Build condition. All alternatives were developed following the Illinois Department of Transportation (IDOT) Bureau of Local Roads (BLRS) Manual and LCDOT Standard Details. BLRS design criteria for a suburban minor arterial allows for either a closed drainage system, utilizing curb and gutter and storm sewer, or an open drainage system, utilizing roadside ditches. For the purposes of this memorandum, alternatives using closed drainage will be referred to as "Urban" and alternatives with open drainage will be referred to as "Rural".

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Mainline Alternatives

Initially, the Study developed a series of Mainline Alternatives to evaluate a consistent cross section along Fairfield Road. Table 1 lists the preliminary Mainline Alternatives developed and Figures 2.1 – 2.9 depict a typical section of each. A No-Build alternative was also evaluated as required by the National Environmental Policy Act (NEPA) and serves as a baseline for comparison to Build alternatives.

Table 1 provides a summary of the Mainline Alternatives developed:

Table 1: Mainline Alternatives

Configuration	Cross Section*	Basis of Development
2-Lane	Rural	Minimizes impacts.
2-Lane	Urban	Reduces impacts compared to a 2-lane rural cross section.
3-Lane	Rural	Provides a consistent median width for traffic separation and/or left turning vehicles; can reduce crashes.
3-Lane	Urban	Reduces impacts compared to a 3-lane rural cross section
4-Lane	Rural	Increases capacity; can improve traffic operations.
4-Lane	Urban	Reduces impacts compared to a 4-lane rural cross section
5-Lane	Rural	Provides a consistent median width for traffic separation and/or left turning vehicles; can reduce crashes; increases capacity; can improve traffic operations.
5-Lane	Urban	Reduces impacts compared to a 5-lane rural cross section.

* Rural refers to shoulders and open ditch, Urban refers to curb & gutter with a closed drainage system.

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Figure 2.1: No-Build



Figure 2.2: Two-Lane (Rural)

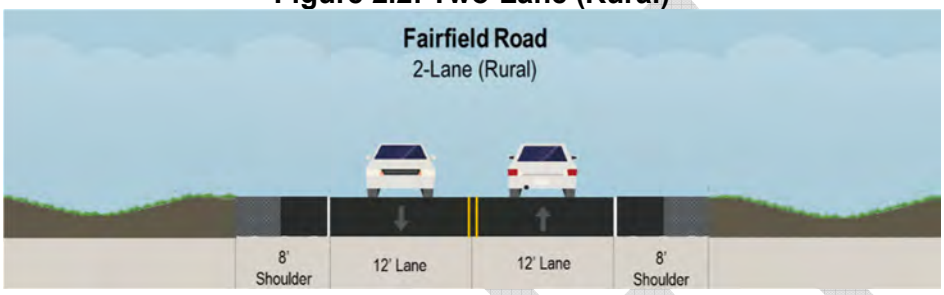


Figure 2.3: Two-Lane (Urban)



Figure 2.4: Three-Lane (Rural)

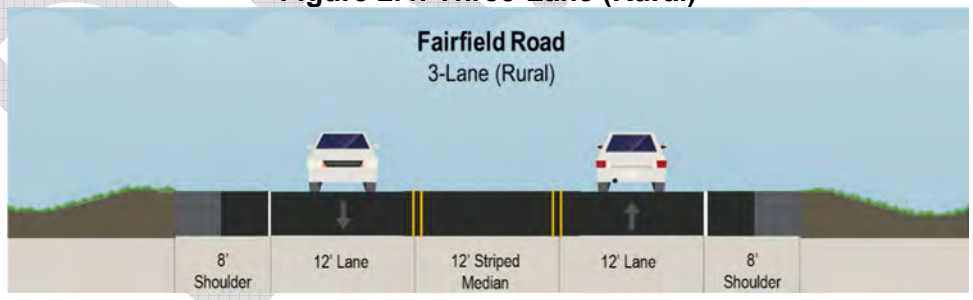


Figure 2.5: Three-Lane (Urban)

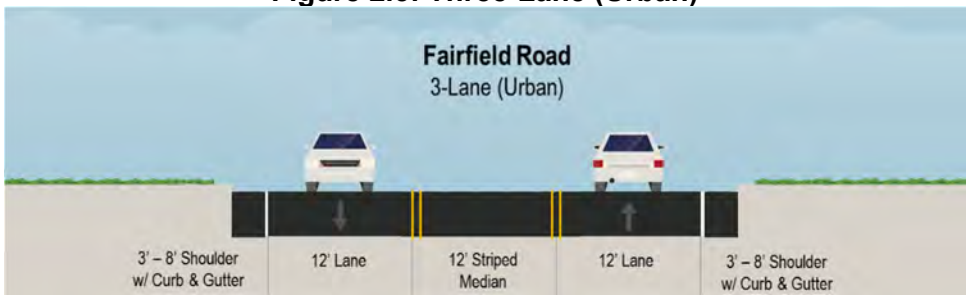


Figure 2.6: Four-Lane (Rural)

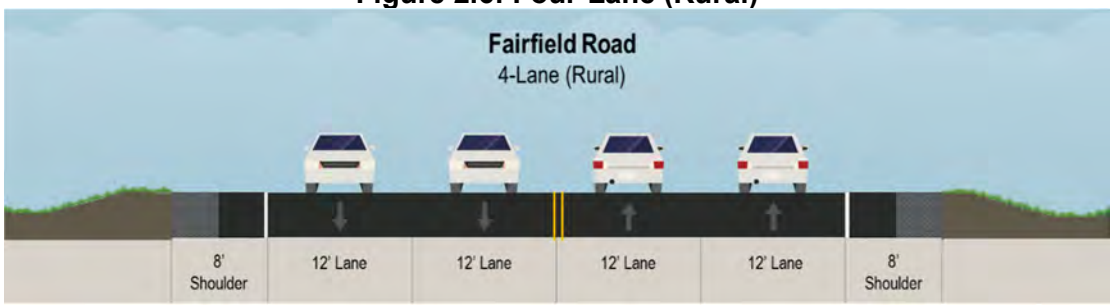


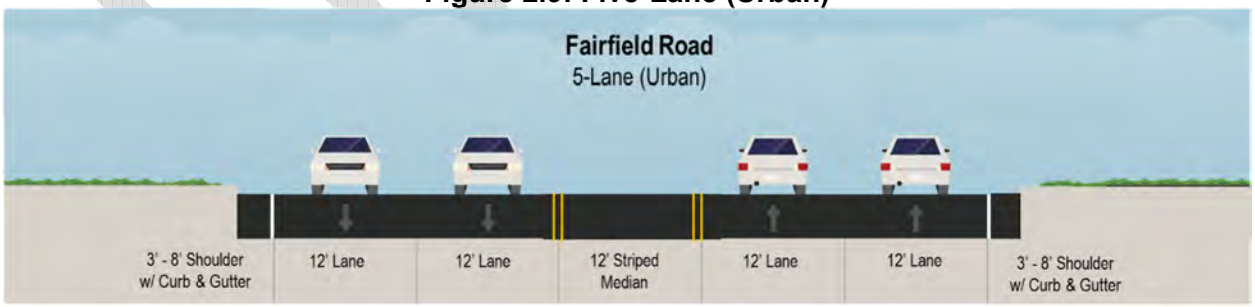
Figure 2.7: Four-Lane (Urban)



Figure 2.8: Five-Lane (Rural)



Figure 2.9: Five-Lane (Urban)



Corridor Alternatives

The preliminary Mainline Alternatives that advance past the mainline screening process, as defined in the Alternatives Screening Process Memorandum, were refined to include intersection configurations; these are referred to as Corridor Alternatives. Intersections were developed to match the current turn lane configurations with auxiliary lanes to meet the future conditions.

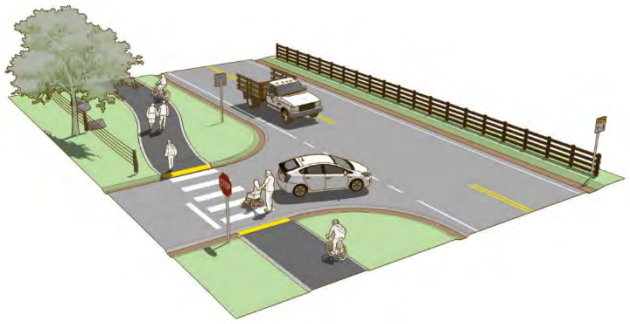
Intersection improvements were also considered such as adding or modifying traffic signals, roundabouts, grade separation and re-alignment to reduce intersection skew.

Non-Motorized Facility Alternatives

The Corridor Alternatives that advance past the corridor screening process, as defined in the Alternatives Screening Process Memorandum, will be refined to include bicycle and pedestrian accommodations; these are referred to as Non-Motorized Facility alternatives. These facility types include an off-road multi-use path, sidewalk, on-street bike lanes (with curb), and paved shoulders. A description of each facility type is provided below:

Multi-Use Path – Promotes accessibility for all users by providing a wide path that is designed to accommodate people of all ages and abilities across multiple uses. This includes but is not limited to walking, running, cycling, and those using wheelchairs or mobility devices. A shared-use path is physically separated from vehicle traffic, reducing the risk of pedestrian and cyclist crashes.

Figure 3.1 – Multi-Use Path



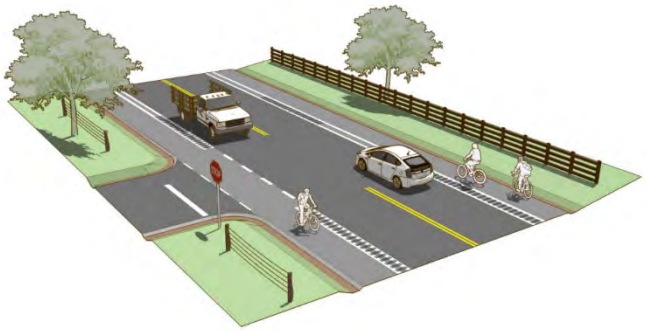
Sidewalk – Promotes accessibility for all ages and abilities but does not accommodate cyclists. A sidewalk does provide a physically separated facility from vehicle traffic, reducing the risk of pedestrian crashes.

Figure 3.2 – Sidewalk



On-Street Bike Lanes – Provides a dedicated space for cyclists adjacent to traffic. These facilities are typically used by confident riders and do not accommodate pedestrians. Seeing a dedicated bike lane, drivers are likely to be more alert to the possible presence of a cyclist. Cyclists must obey traffic signals and the rules of the road when using a bike lane, and proper signing and striping is required.

Figure 3.3 – On-Street Bike Lanes



Paved Shoulders – Provides space for cyclists and pedestrians adjacent to traffic; however, a paved shoulder is not intended to protect bicyclists or pedestrians. This would be considered a high stress facility for any cyclist or pedestrian.

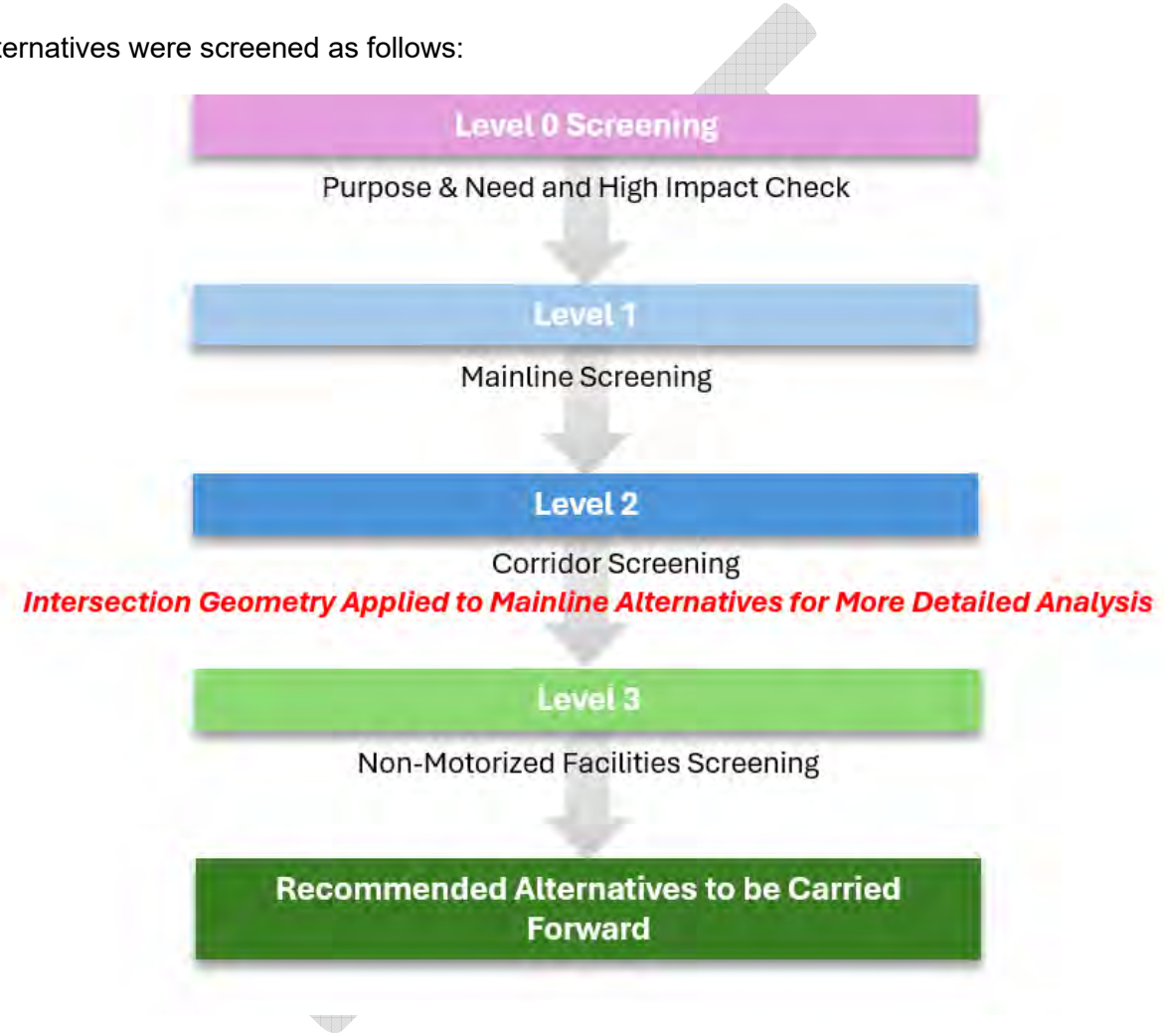
Source: Small Town and Rural Design Guide Facilities for Walking and Biking

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Screening of Alternatives

As described in the Alternatives Screening Process Memorandum, an approach was developed for screening the alternatives. The approach is consistent with federal guidelines, considers a wide array of transportation options, and conducts a methodical screening process to identify the alternative(s) that best meet the Purpose and Need while also considering other factors important to the community. The screening process tests the performance of alternatives by using criteria that identify whether an alternative reasonably meets the Purpose and Need, and is acceptable from technical, environmental, community, economic, and cost perspectives.

Alternatives were screened as follows:



Any alternative that does not meet the screening criteria of the designated level is set aside from further evaluation and does not advance to the next level of screening. The No Build alternative will be carried through all levels of screening as required by NEPA, despite not meeting the Purpose and Need.

Level 0 Screening: Purpose & Need and High Impact Check

In Level 0 Screening, Mainline Alternatives were evaluated to determine if they meet the Purpose and Need, and/or if there are high impacts and/or costs that would make an

alternative unreasonable. To screen against the Purpose and Need, alternatives were compared to the No-Build alternative to determine if they reduce congestion and enhance safety. The 2050 forecast traffic volumes for the No Build and each Mainline Build alternative were provided by the Chicago Metropolitan Agency for Planning (CMAP), provided based on traffic counts obtained in May and June of 2023.

"Unreasonable Impacts" are defined as high impacts to either the environment, community, or economy and/or high construction costs that make an alternative non-viable. An example of this type of impact could be the displacement of a commercial facility, public facility such as a school or hospital, or the construction of a structure such as a bridge or retaining wall, that exceeds a cost of $30 million for the sole purpose of improving traffic operations at a specific location.

Purpose & Need Screening:

The 2-Lane alternatives would have the same traffic volumes as the No-Build Alternative. The 2-Lane alternatives do not add through lanes or auxiliary lanes and therefore do not provide additional capacity nor reduce congestion in comparison to No-Build Alternative. A 2-lane rural cross section would not provide a safety benefit in comparison to the No-Build Alternative since existing Fairfield Road already has standard minimum 2-foot paved shoulders for most of the Study corridor. Adding another 2 feet to the shoulder in the 2-lane Build condition provides minimal benefit to the driving public. A 2-lane urban cross section may be expected to provide some level of traffic calming as drivers generally drive slower on a curbed facility; however, with the curbline at 8 feet outside the travel lane in the Build condition, this speed reduction is expected to be very minimal. Also, in the event of a stalled vehicle, there is limited space for traffic to pass on the shoulder of a two-lane road with curb, which can lead to an unsafe condition. The 2-Lane alternatives do not reduce congestion and provide little if any safety benefit in comparison to the No-Build Alternative. The 2-Lane alternatives do not meet the Purpose and Need of the Study and therefore are removed from further evaluation.

The 3-Lane alternatives are forecast to have a nominal increase in traffic between 1%-5% throughout the corridor, which can be attributed to the presence of a median. Although traffic volumes are shown to slightly increase compared to the No Build Alternative, 3-Lane alternatives are expected to reduce congestion. By providing a separate space for left turning vehicles, the through movement can operate with greater consistency and therefore improve capacity. Providing a median is also anticipated to improve corridor safety by:

- Reducing front to rear and turning crashes by providing a space for turning vehicles outside of the through lanes. This is the predominant crash type along the corridor.
- Reducing sideswipe, opposite direction and head on crashes by providing separation between opposing directions of travel. These crash types are often associated with injuries.
- Reducing pedestrian crashes by providing a refuge area between directions of travel. These crash types are often associated with injuries.

Both the 4-lane and 5-lane alternatives are forecast to accommodate increased traffic volumes with a growth of 20%-60% over the No-Build Alternative. The 4-lane and 5-lane

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alternatives are both expected to have a safety benefit over the No-Build Alternatives by reducing congestion-related crashes such as front to rear. The 5-lane alternatives also have similar safety benefits to the 3-lane alternatives due to the addition of a median.

High Impact Check Screening:

All Mainline alternatives cleared the "Unreasonable Impacts" criteria. Costs associated with these improvements are not anticipated to exceed $30 million for the sole benefit of any one location.

Table 2 provides a summary of results of Level 0 Screening of Alternatives:

Table 2: Level 0 Screening of Alternatives

Alternative	Purpose & Need		Unreasonable Impacts	
	Reduce Congestion (Y/N)	Enhance Safety (Y/N)	High Impact (Y/N)	High Cost (Y/N)
No Build	-	-	-	-
2-Lane Rural	No	No	No	No
2-Lane Urban	No	No	No	No
3-Lane Rural	Yes	Yes	No	No
3-Lane Urban	Yes	Yes	No	No
4-Lane Rural	Yes	Yes	No	No
4-Lane Urban	Yes	Yes	No	No
5-Lane Rural	Yes	Yes	No	No
5-Lane Urban	Yes	Yes	No	No

The 3-lane, 4-lane and 5-lane alternatives move forward to Level 1 Screening.

Level 1 Screening: Mainline Screening

In Level 1 Screening, the remaining Mainline Alternatives were analyzed and compared against each other and the No Build Alternative following Level 1 Screening Criteria. Level 1 screening criteria measures the effectiveness of an alternative to improve traffic operations and enhance safety at a more refined level.

To compare the traffic operations of each alternative, *Synchro 11* software with SimTraffic v11 was used to simulate traffic on the Study corridor in the AM and PM peak hours. Corridor travel times, average travel speed, and Level of Service (LOS) were analyzed for each alternative. The Highway Capacity Manual 7th Edition (HCM) analysis methodologies, compiled by the Transportation Research Board (TRB), were used in the evaluation. The HCM defines the various LOS and corresponding delay for intersections and segments, which are summarized in the separate *Traffic Analysis Technical Memorandum.* According to the design criteria, as referenced in BLRS, Figure 32-2D, an intersection should be designated to achieve a minimum LOS C for all movements and the overall intersection. Likewise, corridor segments between intersections should achieve a minimum LOS C for each direction of travel. The primary direction of travel for the AM and PM peak hours are southbound and northbound, respectively. This direction of travel sees the higher percentage of volumes and therefore has poorer operational

performance between the two travel directions. For this reason, the comparison of LOS and average travel speed was evaluated based on the primary direction of travel for each peak hour. The secondary direction of travel for each peak hour should perform at LOS A for all Mainline alternatives in both peak hours.

To compare safety benefits, alternatives were considered for their countermeasures to reduce crash frequency and severity for the predominant types of crashes (front to rear, turning, and angle) and cause of crashes (excessive speeding, failing to reduce speed, failing to yield right-of-way, and following too closely) as documented in reported crashes from 2017 to 2021 along the corridor.

A list of primary and secondary countermeasures is summarized in the separate *Crash Analysis Technical Memorandum*. Countermeasures that apply to the corridor cross sections are as follows:

- Adding through lanes – Reduces congestion by adding capacity, therefore promoting increased spacing between vehicles and reducing front to rear crashes.
- Adding a median – Provides separation from opposing directions of travel and a space for left turning vehicles, reducing front to rear, head on, and sideswipe opposite direction crashes.
- Adding traffic calming measures – The presence of a curb adjacent to the travel lane can act as a visual cue for a driver to moderate their speed to avoid striking it and possibly losing control. Slower speeds reduce the likelihood of an injury related crash.
- Restricting access points – Providing a median allows the ability to restrict access at driveways and minor roads to right-in/right-out. This limits conflict points and the decision making of the driver making the turning movement. Restricting left turns in and out of driveways reduces the likelihood of angle and turning crashes.

Traffic Operations:

The 4-Lane alternatives were not independently evaluated for traffic operational performance. It was determined that a 4-Lane alternative would perform better than the 3-Lane alternative since it provides capacity with the additional through lanes, but not as well as the 5-Lane alternative since it does not provide a median. The presence of a median in the 5-Lane alternative compared to the 4-Lane alternative is not expected to provide the same increase in operational benefit as in the 3-Lane alternative compared to No-Build. This is because through vehicles on a four-lane road can still pass a vehicle that is stopped to make a left turn using the outside lane. This could however cause a brief slowdown as vehicles change lanes.

All Mainline alternatives show an operational improvement compared to the No-Build Alternative, with stable operation of LOS C or better in the primary direction of travel and free flow operation in the secondary direction of travel during the peak hours. The 5-Lane alternatives are shown to have the greatest overall benefit to traffic operations, but all Mainline alternatives show significant benefit compared to the No-Build Alternative and therefore are not screened out for their operational performance. These results are an average over the Study corridor; there may be segments that perform less than a stable

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operation. The traffic operation of individual segments is evaluated in Level 2 Screening.

Improvements to emergency response time (ERT) are a critical consideration for the Mainline Alternatives, as reduced congestion and enhanced traffic operations directly impact the ability of emergency vehicles to navigate the Fairfield Road corridor efficiently. According to the Highway Capacity Manual 7th Edition (HCM 7, Transportation Research Board, 2022), improved level of service (LOS) and reduced delays at intersections and along corridor segments enhance the reliability of travel times, which is essential for emergency vehicle operations. The 3-Lane and 5-Lane alternatives, by providing a median and additional capacity respectively, are expected to achieve LOS C or better during peak hours, as demonstrated in Synchro 11 simulations. These improvements facilitate faster and more reliable access for emergency services, such as fire, police, and medical responders, by minimizing conflicts with turning vehicles and through traffic.

Compared to the No-Build Alternative, both the 3-Lane and 5-Lane alternatives are expected to improve ERT by reducing congestion-related delays due to increased traffic volumes forecasted for 2050. These alternatives provide dedicated space for turning vehicles or additional capacity, thereby reducing conflicts that could impede emergency vehicles. By improving traffic flow and reducing delays, these alternatives enhance public safety for incidents along the corridor, particularly in the suburban north section where residential density is higher.

Safety:

A total of 357 crashes were reported between 2017 and 2021 along the Study corridor with a majority (85%) occurring at intersections. The predominant crash type was front to rear (51%), and the main cause of crashes was failure to reduce speed (33%). Providing left turning vehicles with a dedicated lane at all intersections could provide a notable benefit. Vehicles expecting to travel through an intersection that are met with an unexpected slowdown due to a stopped vehicle in a travel lane waiting to turn left are more susceptible to getting into a front to rear collision because they cannot slow to avoid a crash. This would be the case in the 4-Lane alternatives. Vehicles would be at a higher crash risk due to the frequent conflict between through traffic and left turning vehicles, leading to potential for head-on, sideswipe opposite direction, sideswipe same direction, and front to rear crashes, especially when combined with higher traffic volumes and numerous access points. The presence of a median in the 3-Lane and 5-Lane alternatives provides the greatest safety benefit for the corridor as it provides a dedicated turning space. A median also provides separation from opposing directions of travel, thereby reducing crashes that occur between opposing vehicles, which are more likely to result in injuries. The 3-Lane and 5-Lane alternatives also allow for a continuous roadway width, where the 4-Lane alternatives create an hourglass effect as the road widens at intersection approaches to allow for dedicated left turn lanes.

Although the 4-Lane alternatives could see some benefit when compared to the No Build Alternative by reducing front to rear congestion related crashes, in comparison to the 3-Lane and 5-Lane alternatives the safety benefit is considered to be low. The traffic operational benefits are comparable to the other alternatives and the safety benefits are not comparable, the 4-Lane alternatives were removed from further evaluation.

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Table 3 provides a summary of the results of Level 1 Screening of Alternatives:

Table 3: Level 1 Screening of Mainline Alternatives						
Alternative	**Traffic Operations during Peak Hours**				**Safety**	
	Level of Service		Corridor Travel Time in Minutes AM (PM)		Reduce Crash Frequency	Reduce Crash Severity
	AM (SB)	PM (NB)	NB	SB		
No Build	E	D	10.4 (16.1)	18.8 (10.8)	-	-
3-Lane Rural	B	C	9.4 (11.8)	10.1 (9.0)	Moderate	Moderate
3-Lane Urban	B	C	9.4 (11.8)	10.1 (9.0)	Moderate	Moderate
4-Lane Rural	**				Low	Low
4-Lane Urban	**				Low	Low
5-Lane Rural	A	B	8.7 (10.9)	8.9 (8.3)	Moderate/High	Moderate/High
5-Lane Urban	A	B	8.7 (10.9)	8.9 (8.3)	Moderate/High	Moderate/High

The 3-Lane and 5-Lane alternatives move forward to Level 2 screening.

Level 2 Screening: Corridor Screening

To evaluate Corridor alternatives, the Study corridor was divided into south and north sections. The south end of the corridor, Gilmer Road to IL 120, is primarily rural and surrounded by farmland with limited access. The north end of the corridor, IL 120 to Oakwood Drive, is primarily suburban with residential driveways and local roads to residential communities. Given the different land uses and population densities, different cross sections could be recommended for the south and north sections of the Study corridor.

A hybrid of 3-lane and 5-lane alternatives was assessed along the Study corridor, providing five lanes at the ends of the study, based on DHV, to alleviate congestion with a 3-lane section approximately 4,400 ft long in between. However, the through lane configurations at the intersections with state routes in the 3-lane section require two through lanes in each direction to avoid creating bottlenecks. This configuration would require traffic to merge multiple times within a short distance. A hybrid alternative was removed from further consideration.

During the Level 2 Screening, the 3-Lane and 5-Lane alternatives were refined to include intersection geometry. The intersection geometry considered includes stop control, signalization, roundabouts, and the addition of auxiliary lanes such as left and right turn lanes. These intersection improvements were considered at the locations provided in Table 4:

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Table 4: Intersection Improvements Considered for Corridor Screening					
Intersections	**Additional Turn Lanes on Fairfield Road**	**Additional Turn Lanes on Minor Street**	**Improvement to Traffic Signals**	**Traffic Signal Installation**	**Roundabout**
Fairfield Road at Gilmer Road				X	X
Fairfield Road at Chardon Road	X	X		X	X
Fairfield Road at IL Route 60			X		
Fairfield Road at Townline Road	X				X
Fairfield Road at IL Route 120	X	X	X		
Fairfield Road at Nippersink Road			X		X
Fairfield Road at Hart Road		X		X	X
Fairfield Road at IL Route 134	X		X		
Fairfield Road at Long Lake Drive				X	X

The 3-Lane and 5-Lane Corridor alternatives were evaluated with a network of signalized intersections and a network of roundabouts for corridor consistency. Roundabouts were analyzed for all warranted intersections including state route intersections with Fairfield Road. It was concluded through these analyses that the roundabout alternatives for both the 3-lane and 5-lane scenarios did not achieve acceptable Levels of Service at IL 120 and IL 60. These analyses also considered additional through and turning lanes that would have resulted in more than three (3) lanes circulating in the roundabouts. The IL 134 intersection with Fairfield Road was also analyzed. While the roundabout alternative did achieve acceptable Levels of Service, it was removed from further consideration due to the proximity of the Metra railroad tracks that are immediately adjacent to the intersection. The tracks are approximately 70 feet from Fairfield Road, which presents complex challenges to design and operations. As a result, the roundabout intersection alternatives at these three state route intersections were removed from further consideration for this Study. Revisiting roundabout options at these locations could occur in the future.

In addition to the above, changing the alignment to reduce intersection skew was considered for the intersections of Fairfield Road with Chardon Road and with IL Route 134. At the intersection with Chardon Road, a change to either alignment is likely to have an impact on adjacent properties that would require relocation regardless of the cross section proposed for Fairfield Road. At the intersection with IL Route 134, a change to the alignment would require a new at-grade crossing with the Metra MD-N Line due to its proximity. It would also require the relocation of several commercial properties on the southwest corner of the intersection. A potential realignment at either intersection will be further studied in a future phase of work.

Grade separating Fairfield Road and the Metra MD-N Line was considered as a spot improvement that could provide a corridor benefit. A cost-benefit analysis was performed to determine if the crossing met IDOT and FHWA warrants for a grade separation. Although this spot improvement would be anticipated to provide an operational and safety benefit, it was not expected to outweigh the ROM cost of $38 million. Additionally, it was determined that the technical feasibility to construct it was high and there would be significant disruption to traffic operations and access to local businesses. For these

reasons, a grade separation was removed from further consideration.

The Corridor alternatives were evaluated for their benefit to traffic operations, impacts to the natural environment and built environment, right-of-way needs, technical feasibility, and cost.

Impacts to the natural environment were determined using a high-level analysis of publicly available Geographic Information System (GIS) information and field studies. Environmental resources include wetlands, streams and water bodies, floodplains, floodways, threatened and endangered species, forest preserves, cultural resources, and hazardous waste sites.

Impacts to the built environment are considered social impacts and are indicated by changes in land use, the number of potential displacements and relocations (residential and business), the potential to isolate neighborhoods, the potential impacts to businesses and changes in travel patterns. All alternatives have temporary and permanent impacts beyond the right-of-way; however, these impacts are not expected to change the land use, displace or relocate any residence or business, isolate neighborhoods, or reduce access to businesses once constructed. The 5-Lane alternative has the potential to change travel patterns, as adding capacity is anticipated to shift traffic from parallel routes. This is seen as a network benefit, pulling vehicles from other routes that would desire to use Fairfield Road, but choose not to due to congestion.

Costs are considered “Rough Order of Magnitude” or ROM, and are based on the engineer’s estimate of design, right-of-way, utilities, and construction. Technical feasibility focuses on constructability, operational and maintenance considerations, and the potential to phase the construction.

Improvements to ERT resulting from enhanced traffic operations in the 3-Lane and 5-Lane Corridor Alternatives were evaluated and found to increase public safety for incidents along the corridor requiring emergency services. These improvements also benefit the broader community outside the corridor, as emergency vehicles can more efficiently use Fairfield Road to access surrounding areas.

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Tables 5 & 6 provide a summary of Level 2 Screening of Alternatives:

Table 5: Level 2 Screening of Corridor Alternatives
South Section (Gilmer Road to IL Route 120)

Alternative	Traffic Operational Benefit	Environmental Impacts					Right-of-Way (ROW) Impacts (Acres)		Technical Feasibility	ROM Cost
	Reduce Congestion	Wetlands (Acres)	Floodplain (Acres)	Floodway (Acres)	Section 4(f) No.	Section 6(f) No.	TCE	Perm. ROW		
No Build	-	-				-	-	-	-	-
3-Lane Rural	Moderate	3.74	2.80	0.19	0	0	11.63	10.88	Moderate	Low
3-Lane Urban	Moderate	3.66	2.62	0.17	0	0	11.39	8.20	Moderate	Moderate
5-Lane Rural	High	5.06	3.84	0.27	0	0	17.90	11.98	Low	Moderate
5-Lane Urban	High	4.81	3.66	0.25	0	0	15.22	11.93	Low	Moderate/ High

Table 6: Level 2 Screening of Corridor Alternatives
North Section (IL Route 120 to Oakwood Drive)

Alternative	Traffic Operational Benefit	Environmental Impacts					Right-of-Way (ROW) Impacts (Acres)		Technical Feasibility	ROM Cost
	Reduce Congestion	Wetlands (Acres)	Floodplain (Acres)	Floodway (Acres)	Section 4(f) No.	Section 6(f) No.	TCE	Perm. ROW		
No Build	-	-				-	-	-	-	-
3-Lane Rural	Moderate	0.73	1.15	0.42	2	1	9.72	4.64	Moderate	Low
3-Lane Urban	Moderate	0.68	1.06	0.37	2	1	9.0	2.34	Moderate	Moderate
5-Lane Rural	High	1.21	1.68	1.08	2	1	10.65	9.62	Low	Moderate
5-Lane Urban	High	1.05	1.51	0.72	2	1	10.63	6.67	Low	Moderate/ High

No Corridor alternatives were dismissed in Level 2. The 3-Lane and 5-Lane alternatives move forward to Level 3 screening.

Level 3 Screening: Non-Motorized Facilities Screening

During the Level 3 Screening, the Corridor alternatives carried forward from the Level 2 Screening were further developed to consider non-motorized accommodations. Non-motorized accommodations ranging from on-road and off-road facilities will be analyzed along the corridor and at specific locations to provide connectivity to parks, forest preserves and other points of interest. These alternatives are screened for conflict points, levels of traffic stress for pedestrians and bicyclists, non- motorized connectivity, and other factors. Impact and cost-to-benefit ratio for improving non-motorized facilities will be assessed. Input from the online public engagement held between late February 2025 and early April 2025 as well as a Public Information Meeting scheduled for June 16, 2025 will be considered when determining non-motorized facilities for the corridor.

The corresponding potentially impacted areas for the Corridor alternatives including non-motorized facilities are shown in Table 7:

Table 7: Level 3 Screening of Corridor Alternatives with Non-Motorized Facilities

	IMPACTED AREAS (acres)				
Alternative	**ROW**	**Temp Easement**	**Wetlands**	**Floodplain**	**Floodway**
3-Lane Rural	18.32	21.20	4.59	3.98	0.87
3-Lane Urban	12.13	20.73	4.49	3.88	0.65
5-Lane Rural	29.56	22.64	6.36	5.68	1.36
5-Lane Urban	23.39	22.60	5.88	5.32	1.11

No Corridor alternatives with Non-motorized facilities have been dismissed in Level 3.

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Recommended Alternative(s) to be Carried Forward

An alternative that is carried forward in a PEL Study means that it is considered reasonable and feasible and could be recommended for consideration as the Preferred Alternative or Alternatives during subsequent NEPA and project development.

An alternative that is not recommended to be carried forward means that it will not be recommended for further evaluation in the PEL Study due to not meeting the Purpose and Need or comparatively negligible benefits and higher impacts than other alternatives, but it may be studied further with subsequent NEPA and project development.

Based on the screening process used for the Fairfield Road corridor, the following alternatives will be carried forward: **3-Lane (Rural/Urban) and 5-Lane (Rural/Urban)**.

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Section 4(f), 6(f) and 106 Resources

There are a total of eight (8) publicly owned park and recreation lands protected under Section 4(f) located within the Study Area: Kestrel Ridge Forest Preserve, Nippersink Forest Preserve, Ray Lake Forest Preserve, Mayfield Drain Natural Area, Harts Woods Park, Fairfield Park, Long Lake Park Natural Area, and Village of Round Lake Beach Open Space (Lake County Illinois, 2024c). Bicycle paths are also protected under Section 4(f).

Approximately 1.08 acres of Fairfield Park are located within the Study Area. Fairfield Park hosts a narrow portion of Kestrel Ridge Forest Preserve surrounding Millennium Trail & Greenway. Kestrel Ridge Forest Preserve moves southwards, surrounding Millenium Train & Greenway, before entering the Study Area again. Approximately 1.97 acres of the Study Area are within Kestrel Ridge Forest Preserve. Kestrel Ridge Forest Preserve is primarily located in the central region of the Study Area, west of Fairfield Road, and across from Nippersink Forest Preserve. Nippersink Forest Preserve is located east of Fairfield Road, approximately 7.47 acres of the Study Area are within Nippersink Forest Preserve. Ray Lake Forest Preserve is located east of Fairfield Road in the southern portion of the Study Area. Approximately 1.28 acres of Ray Lake Forest Preserve are within the Study Area. Mayfield Drain Natural Area is a recognized open space area east of Fairfield Road in the northern portion of the Study Area.

Approximately 0.38 acres of Mayfield Drain Natural Area is within the Study Area. Mayfield Drain Natural Area is located across from a portion of Village of Round Lake's Open Space, which is to the west of Fairfield Road. Approximately 0.08 acres of Village of Round Lake's Open Space is located within the Study Area. This portion of Round Lake's Open Space connects Fairfield Road to Long Lake Natural Park Area. Approximately 1.10 acres of Long Lake Park Natural Area are within the Study Area, south of Mayfield Drive. Harts Woods Park is located east of Fairfield Road and south of Round Lake Road. Approximately 0.52 acres of Harts Woods Park are within the Study Area. Children's Nature Museum, Robert W Rolek Community Center, and Prairie Grass Nature Museum are all located within Harts Woods Park.

Section 6(f) of the Land and Water Conservation Act protects lands acquired with Land and Water Conservation Act (LWCA) Funds under State Assistance Programs (USDOT FHWA 2024a). In Illinois, this includes lands associated with LWCA and Open Space Lands Acquisition and Development (OSLAD) Funds. The OSLAD program is a state-financed grant program managed by the Illinois Department of Natural Resources (IDNR) (IDNR 2024c). Harts Woods Park, Fairfield Park, and Ray Lake Forest Preserve have received funds and are protected under Section 6(f). Additional Section 6(f) analysis will be needed during the NEPA process in Phase 1.

Cultural resources are defined as historic architectural resources (buildings, structures, objects, landscapes, and districts) and archaeological sites (including prehistoric and historic sites, mounds, and cemeteries). Those that are listed on or eligible for listing on the National Register of Historic Places (NRHP) are afforded protection under Section 106 of the National Historic Preservation Act. According to the Illinois Historic Preservation Division's Historic and Architectural Resources Geographic Information System (HARGIS), there are no National Register of Historic Places districts or sites within or immediately adjacent to the Study Area. There are also no undetermined sites to be evaluated for the National Register within or immediately adjacent to the Study Area (Illinois Historic Preservation Division 2024). An archaeological and cultural resources analysis would need to be conducted as part of the NEPA process in Phase 1.

Lake County Division of Transportation
Fairfield Road PEL Study
Timeframes Agreement

Activity #	Activity Description	Goal		Actual		Remarks
		Days to Complete	Completion Date	Days to Complete	Completion Date	
Purpose of PEL and Timeframe Agreement						
A1	**PEL FHWA Coordination Point 1: Purpose of PEL Study**	-	1/9/2024	-	1/9/2024	Purpose of PEL CONFIRMED at IDOT/FHWA Coordination Meeting.
A2	**Timeframes Agreement**	-	4/9/2024		4/9/2024	
Purpose and Need						
B1	IDOT/FHWA receive Purpose and Need Coordination Package - 1st Draft		5/24/2024		5/22/2024	Date set by FHWA.
		31				
B2	Consultant receives comments on Purpose and Need Coordination Package - 1st Draft		6/24/2024		5/30/2024	Date set by FHWA.
		14				
B3	IDOT / FHWA receive Purpose and Need Coordination Package - 2nd Draft		7/8/2024		7/8/2024	Date set by FHWA.
		14				
B4	Consultant receives comments on Purpose and Need Coordination Package - 2nd Draft		7/22/2024		7/11/2024	Date set by FHWA.
		7				
B5	LCDOT sends Tribal Coordination Letter with Purpose and Need to Tribes		7/29/2024		5/22/2024	Consultant drafts Letter
B6	IDOT / FHWA receive final Purpose and Need Coordination Package for review		7/29/2024		7/29/2024	Date set by FHWA.
B7	**PEL FHWA Coordination Point 2: Purpose and Need, Consistency Determination #1**		**9/5/2024**		9/5/2024	PEL FHWA Coordination Point 2 at NEPA-404 Merger Meeting
Alternatives to Be Carried Forward						
C1	IDOT / FHWA receive Alternatives to be Carried Forward Package for review and comment - 1st Draft		3/17/2025		3/17/2025	Date set by FHWA.
		28				
C2	Consultant receives comments on Alternatives to be Carried Forward Package - 1st Draft		4/14/2025		4/17/2025	Date set by FHWA.
		14				
C3	IDOT / FHWA receive Alternatives to be Carried Forward Package for review & comment - 2nd Draft		4/28/2025		4/28/2025	Date set by FHWA.
		14				
C4	Consultant receives comments on Alternatives to be Carried Forward Package - 2nd Draft		5/12/2025		5/14/2025	Date set by FHWA.
		7				
C5	LCDOT sends Tribal Coordination Letter with Alternatives to be Carried Forward to Tribes		5/19/2025		5/20/2025	Consultant drafts Letter
C6	IDOT / FHWA receive final Alternatives to be Carried Forward Package for review		5/19/2025		5/21/2025	Date set by FHWA.
C7	**PEL FHWA Coordination Point 3: Alternatives to be Carried Forward, Consistency Determination #2**		**6/26/2025**			PEL FHWA Coordination Point 3 at NEPA-404 Merger Meeting (Date set by FHWA)
PEL Study Report and FHWA Questionnaire						
D1	IDOT/FHWA receive PEL Report with updated Purpose and Need and Alternatives to be Carried Forward for review and comment - 1st Draft		8/28/2025			
		32				
D2	Consultant receives comments on PEL Report with updated Purpose and Need and Alternatives to be Carried Forward - 1st Draft		9/29/2025			
		14				
D3	IDOT / FHWA receive PEL Report with updated Purpose and Need and Alternatives to be Carried Forward for review & comment - 2nd Draft		10/13/2025			
		14				
D4	IDOT / FHWA receive PEL Report with updated Purpose and Need and Alternatives to be Carried Forward for review & comment - Final		10/27/2025			
		0				
D5	FHWA distributes PEL Report with updated Purpose and Need and Alternatives to be Carried Forward and FHWA Questionnaire to agencies		10/27/2025			
		21				
D6	**PEL FHWA Coordination Point 4: Final PEL Study and FHWA Questionnaire Consistency Determination**		11/17/2025			PEL FHWA Coordination Point 4 - electronic
Public Outreach						
E1	Stakeholder Involvement Group (SIG) Meeting - 1st Meeting		5/2/2024		5/2/2024	
E2	**Public Information Meeting #1**		5/16/2024		5/16/2024	
E3	Stakeholder Involvement Group (SIG) Meeting - 2nd Meeting		9/12/2024		9/26/2024	
E4	Public Engagement (virtual)		2/27/2025 - 3/29/2025		2/27/2025 - 4/7/2025	
E5	**Public Information Meeting #2**		6/16/2025		6/16/2025	

Illinois NEPA/404 Merger Meeting

Minutes Package

June 26, 2025

Compiled by:

Federal Highway Administration

Forward:

The following meeting minutes were compiled from materials provided to the Federal Highway Administration (FHWA) by the Project Sponsors. The Attendance List, Action Items, and/or Milestone Decisions have been reviewed by FHWA, and the format of the materials has been standardized for all projects; however, the depth of discussion may vary depending on the discretion of the Sponsor preparing the preliminary materials.

The meeting was held as an Audio-Visual conference via WebEx, with no portion conducted in person.

The review of draft minutes is to verify and document the Merger Meeting, check grammar and punctuation, and make minor corrections. The review of the draft minutes is not the time to add new content or information that was not presented during the meeting unless a Resource Agency specifically requested such information during the Merger Meeting.

Presentation Schedule for June 26, 2025:

Project #1
Fairfield Road Planning and Environmental Linkages (PEL) Study, District 1, Lake County
Purpose – Concurrence Point – Alternatives to be Carried Forward

Fairfield Road Planning and Environmental Linkages (PEL) Study
Local Roads District 1, Lake County
North of Gilmer Road to Oakwood Drive
Section #: 22-00999-85-ES
Purpose – Concurrence Point – Alternatives to be Carried Forward

ATTENDENCE LIST:

Name	Representing	E-mail
Darien Siddall	FHWA	darien.siddall@dot.gov
Scott Pahlmann	IDOT	scott.pahlmann2@illinois.gov
Alex Househ	IDOT	alex.househ@illinois.gov
Stephen Letsky	IDOT	stephen.letsky@illinois.gov
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Anna Lopez	USFWS	anna_lopez@fws.gov
Liz Pelloso	USEPA R5	pelloso.liz@epa.gov
Patrick VerHalen	USACE	patrick.j.verhalen@usace.army.mil
Grant Gebhards	IDNR	grant.m.gebhards@illinois.gov
Stephanie Burge-Bollero	IEPA	Stephanie.Burge-Bollero@Illinois.gov

DECISIONS:

The following agencies responded to the request for concurrence with the Alternatives to be Carried Forward presented:

Agency	Agree	Disagree	Abstain
Federal Highway Administration (FHWA)	☒	☐	☐
U.S. Army Corps of Engineers (USACE)	☒	☐	☐
U.S. Coast Guard (USCG)*	☐	☐	☐
U.S. Environmental Protection Agency (USEPA)	☒	☐	☐
U.S. Fish and Wildlife Service (USFWS)	☒	☐	☐
Illinois Department of Agriculture (IDOA)*	☐	☐	☐
Illinois Department of Natural Resources (IDNR) – Realty & Env	☒	☐	☐
IDNR – State Historic Preservation Office (SHPO)*	☐	☐	☐
Illinois Environmental Protection Agency (IEPA)	☐	☐	☒

*US Coast Guard, IL Department of Agriculture and IL State Historic Preservation Office were not present at the meeting.

*An email was sent to the three absent agencies on July 10, 2025, to request their opinion. Responses were not received by July 17, 2025.

NEXT STEPS:

The following summarizes the next steps in the project milestone schedule:

- Draft PEL Report for agency review – late summer 2025
- Final PEL Study and FHWA Questionnaire with request for Consistency Determination – Fall 2025

DISCUSSION:

The Lake County Division of Transportation (LCDOT), in cooperation with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), is conducting a Planning and Environmental Linkages Study (PEL) to consider future transportation improvements for the Fairfield Road corridor.

1. **Introductions** - Darien Siddall (FHWA)**:**
   a. Introductions were facilitated by FHWA. Each person present introduced themselves.
   b. The Study is along Fairfield Road from North of Gilmer Road to Oakwood Drive in Lake County, IL.

2. **Presentation – PEL Process Status Update** (Jim McNally):
   a. The project is currently in the PEL stage, which is being used to determine the mainline alternatives for the corridor. Previous meetings and public involvement activities were summarized:
      - Early 2022 – LCDOT evaluated Fairfield Rd and Chardon Rd intersection
      - April 2023 – LCDOT commenced a Corridor Study
        - Initial Investment to understand corridor needs
        - Determine number of lanes needed for the corridor
        - Program Corridor Improvements
      - August 21, 2023 – D1 BLRS Kick Off Meeting
      - November 2023 – Individual Meetings with Villages, Townships, Forest Preserve District and Stormwater Management Commission
      - January 9, 2024 – FHWA Touchpoint #1: Concurrence on Utilizing PEL Process
      - May 2024 – Outreach for Purpose and Need Input:
        - Stakeholder Involvement Group (SIG) Meeting #1 (May 2, 2024)
        - Public Information Meeting #1 (May 16, 2024)

- September 5, 2024 – FHWA Touchpoint #2: NEPA Merger Meeting:
  - Consistency Determination #1- Purpose and Need
- September 26, 2024 – SIG Meeting #2: Screening Process Input
- February 27, 2025, through April 7, 2025 – Additional Online Engagement: Screening Process and Alternatives Input
- June 16, 2025 – Public Information Meeting #2: Alternatives to Be Carried Forward

3. Existing Conditions Recap (Jim McNally)**:**

a. Existing conditions highlight significant safety issues stemming from a history of crashes along the corridor.
b. Future developments for adjacent land and the growing desire from LCDOT and the public for non-motorized accommodations were discussed.
c. An example intersection video was shown, demonstrating vehicles performing non-safe movements.
d. Over 50% of adjacent property remains undeveloped and could be developed in the future.
e. Forest Preserves, Parkland, stream, wetlands and floodplains exist within the study area.
f. The Purpose and Need for this study encompass safety improvements, congestion reduction, accommodation of non-motorized modes of transportation, and compatibility with other planned improvements.
g. The **Purpose & Need** statement is as follows:

   The **Purpose** of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.

   The **Need** for the improvements is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

4. Overview of the Screening Process (Stefanie Cassin)**:**

a. The screening process is used to methodically identify alternatives that best meet the Purpose & Need of the study while further identifying alternatives that are acceptable from environmental, community, technical and cost perspectives as alternatives move through the screening levels
b. The steps for mainline analysis and screening were described. The screening methodology development involved several levels:
   - Level 0: Purpose & Need, High Impact Check
   - Level 1: Mainline Screening - Traffic Operation & Safety
   - Level 2: Corridor Screening - Traffic Operation & Safety, Impacts
   - Level 3: Non-Motorized Facilities Screening
c. Level 0 screening determines if an alternative meets the Purpose & Need as well as checking for “high impact” screening factors (such as displacement of large public or commercial facility) or unreasonable construction costs.
d. Level 1 screening analyzes Mainline alternatives (# of lanes) using screening criteria focused on enhancing safety and improving traffic operations, comparing alternatives against the No Build as well as against each other. Mainline alternatives that provide minimal to no

improvement are not carried forward (except for No Build which is always carried forward through the process)

e. During Level 2 screening, the Mainline alternatives carried forward from Level 1 are further analyzed as Corridor alternatives with Intersection geometry applied. The Corridor alternatives are screened for land, environmental, and social impacts as well as constructability and cost.
f. During Level 3 screening, the Corridor alternatives carried forward from Level 2 are further developed to consider non-motorized facilities, including non-motorized connectivity and potential for traffic stress for pedestrians & bicyclists.
g. The process concludes with the remaining alternatives to be carried forward for further evaluation in Phase 1 design.
h. This process was presented to the public at the 2nd Public Information Meeting.
i. A video clip from the 2nd Public Information Meeting was shown to demonstrate.

5. Mainline Alternative Evaluation (Stefanie Cassin):

a. The alternatives considered were 2-Lane, 3-Lane, 4-Lane and 5-Lane, all along the existing horizontal alignment of Fairfield Road, with some modifications to the vertical alignment to meet current Design Criteria for the study.
b. **Alternatives Not Recommended:**
   - The 2-lane alternative does not meet the Purpose & Need of the study and is therefore not recommended to be carried forward.
   - The 4-lane alternative does have a moderate improvement to traffic operations, but a low improvement to safety with an increased risk of rear end crashes as well as head on and sideswipe crashes and was therefore not recommended to be carried forward.
c. **Alternatives Recommended:**
   - The **No-Build** alternative is federally required to advance through the PEL process and serves as a baseline for comparing alternatives.
   - The **3-lane** alternative has moderate improvement to traffic mobility, increases safety, has moderate impacts to adjacent property and natural resources, and improves bicycle/pedestrian safety.
   - The **5-lane** alternative has a high improvement to traffic mobility, increases safety, has higher impacts to adjacent property and natural resources, and improves bicycle/pedestrian safety.

6. Other Considerations to be evaluated further in Phase 1 Studies (Stefanie Cassin)

a. **Non-Motorized Facilities:** A minimum shared-use path along the entire corridor and additional connections north of IL 120 will be carried forward for further analysis.
b. **Phase I Focus:** Future work in Phase I will include a deeper examination of intersection geometry, rural or urban sections, non-motorized facilities, Section 4f and Section 6f impacts, and drainage improvements, including potential regional detention locations.
c. A table of **intersection improvement types** being considered at each intersection was presented, including additional turn lanes, traffic signal installation, traffic signal improvements and roundabouts.

7. Concurrence Determination (James McNally):

a. Concurrence on the Purpose and Need was previously received on September 6, 2024.

b. A request for Concurrence on the recommended Alternatives to be Carried Forward was made at this meeting. All groups present concurred with these alternatives, and concurrency was granted.

AGENCY QUESTIONS/COMMENTS:

- IDOT (Alex Househ):
  - Question: Requested clarification on wetland impacts determination – Were wetlands delineated or were NWI mapped wetlands used?
    - Response (Jim McNally): NWI wetlands were used to determine a high-level assessment of estimated impacts for each alternative, focusing on high or low impacts relevant to the Purpose & Need requirements. Wetland delineation will be performed in Phase I.
    - Additional Comment noted (Liz Pelloso, USEPA): Found the plan for wetland delineation in Phase I acceptable.
  - Question: How does each alternative specifically analyze the safety aspect of the Purpose & Need?
    - Response (Jim McNally): Intersections with high crash rates were independently examined to determine their causes. Additionally, future developments and their relation to turn lane needs were considered, noting that a lack of turn lanes increases the potential for rear-end crashes.
  - Question: Asked about the influence of stakeholder and public input on screening, specifically between Level 2 and Level 3.
    - Response (Jim McNally): The screening process was discussed with stakeholders at the Sept. 2024 SIG meeting and with the public via online public engagement. Polls were conducted to gather public input on desired accommodations for non-motorized facilities and an interactive map was provided for the public to voice additional locations of concern.

- FHWA (Darien Siddall)
  - There is new guidance on Environmental Justice. Contact Darien for a copy of the guidance.

- USFWS
  - No questions or comments.

- USEPA (Liz Pelloso):
  - Question: Have alternatives for IL 60 have been cross-referenced with the IDOT transportation plan and an assessment of the entire network performance.
    - Response (Jim McNally): Yes, the 2040 plan is current, and work is ongoing for the 2050 plan. Travel demand modeling used the 2040 plan and other potential improvements, noting that potential improvements on other routes did not affect the operations for the Fairfield Road alternatives.
  - Question: Did the Alternatives Memo simulation use different speeds along the corridor and did the speed change based on the number of lanes?

        - Response (Stefanie Cassin): Stated that posted speeds were used for each location along the corridor and the same speeds were applied for each alternative.
        - Response (Jim McNally): Added that due to numerous variables, the analysis is currently at a high-level corridor view and will be refined in Phase I.
    - Question: How is the Gilmer grade separation handled?
        - Response (Stefanie Cassin): The grade separation will be kept, and only the connector ramp north of the crossing was analyzed for potential improvements.

- USACE (Patrick VerHalen):
    - Comment: Noted that mitigation costs have significantly increased (upwards of $180,000/acre) due to minimal banks available for wetlands, advising the project team to keep this in mind and consider both cost and land availability when impacting wetlands.

- USCG
    - Did not participate, no questions or comments.

- IDOA
    - Did not participate, no questions or comments.

- IDNR – Realty & Environment
    - No questions or comments.

- IDNR - SHPO
    - Did not participate, no questions or comments.

- IEPA
    - No questions or comments

ACTION ITEMS:

Action items include information request(s) or task(s) to be provided to or from the agencies prior to or at the next meeting.

	Item	Responsible Party
1	Updated Alternatives to be Carried Forward package with responses to agency comments and Traffic Memo to be distributed to attendees.	IDOT

FAIRFIELD ROAD PLANNING STUDY

FHWA-IDOT NEPA-404 Merger Meeting Alternatives to be Carried Forward Consistency Determination

Fairfield Road PEL Study

IDOT District 1, Lake County Division of Transportation

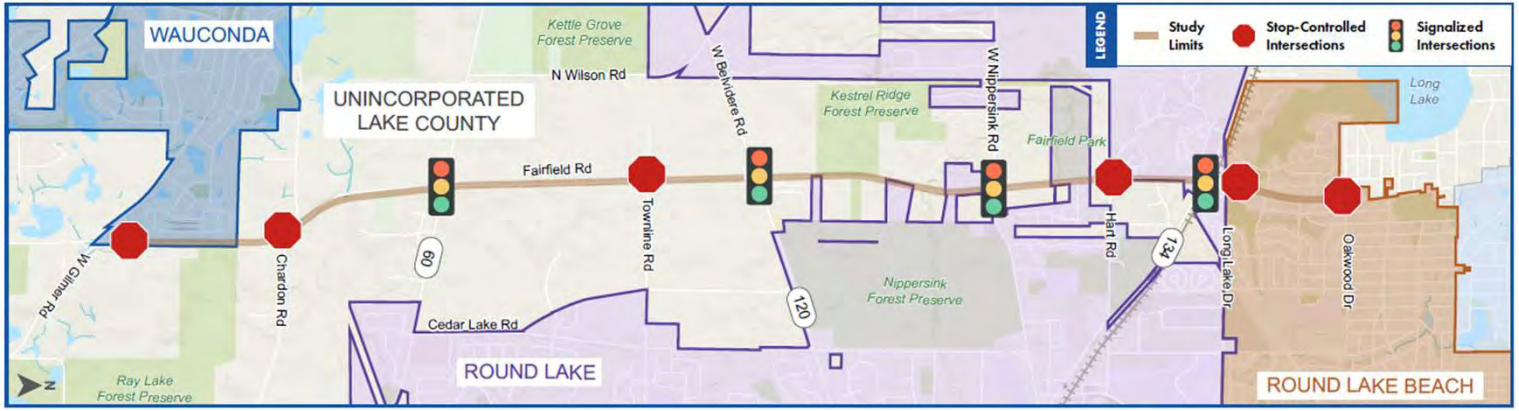
June 26th, 2025

FAIRFIELD ROAD
PLANNING STUDY

Agenda

- Introductions
- PEL Process Status Update
- Existing Conditions Recap
- Screening Process
- Mainline Alternative Evaluation Results
- Other Considerations to be evaluated further in Phase 1 Studies
- Next Steps

FAIRFIELD ROAD PLANNING STUDY



PEL Process Status Update

FAIRFIELD ROAD PLANNING STUDY

1. Early 2022 - LCDOT evaluated Fairfield Rd and Chardon Rd intersection
2. April 2023 - LCDOT commenced a Corridor Study
    i. Initial Investment to understand corridor needs
    ii. Determine number of lanes needed for the corridor
    iii. Program Corridor Improvements
3. August 21, 2023 - D1 BLRS Kick Off Meeting
4. November 2023 – Individual Meetings with Villages, Townships, Forest Preserve District and Stormwater Management Commission
5. January 9, 2024 – FHWA Touchpoint #1: Concurrence on Utilizing PEL Process
6. May 2024 – Outreach for Purpose and Need Input:
    i. Stakeholder Involvement Group (SIG) Meeting #1(May 2, 2024)
    ii. Public Information Meeting #1 (May 16, 2024)
7. September 5, 2024 – FHWA Touchpoint #2: NEPA Merger Meeting:
    i. Consistency Determination #1- Purpose and Need
8. September 26, 2024 – SIG Meeting #2: Screening Process Input
9. Feb 27, 2025 through Apr 7, 2025 – Additional Online Engagement: Screening Process and Alternatives Input
10. June 16, 2025 - Public Information Meeting #2: Alternatives to Be Carried Forward
11. June 26, 2025 – FHWA Touchpoint #3: NEPA Merger Meeting:
    i. Requesting Consistency Determination on Mainline Alternatives to be Carried Forward

Existing Conditions Recap (Part 1)

FAIRFIELD ROAD PLANNING STUDY

Safety



Traffic

- Queuing of Traffic at Major Intersections
- Congestion causing driver frustration

Existing Conditions Recap (Part 2)

FAIRFIELD ROAD PLANNING STUDY

- Undeveloped Land
  - Over 50% of adjacent property remains undeveloped and could be developed in the future
  - Forest Preserves, Parkland, stream, wetlands and floodplains
- Non-motorized Travel Accommodations
  - Lack of non-motorized travel accommodations
  - LCDOT initiative
  - Interest by stakeholders to add facilities

Public Information Meeting 1 Video
May 16, 2024

FAIRFIELD ROAD
PLANNING STUDY

FAIRFIELD ROAD
PLANNING STUDY

Purpose & Need Statement

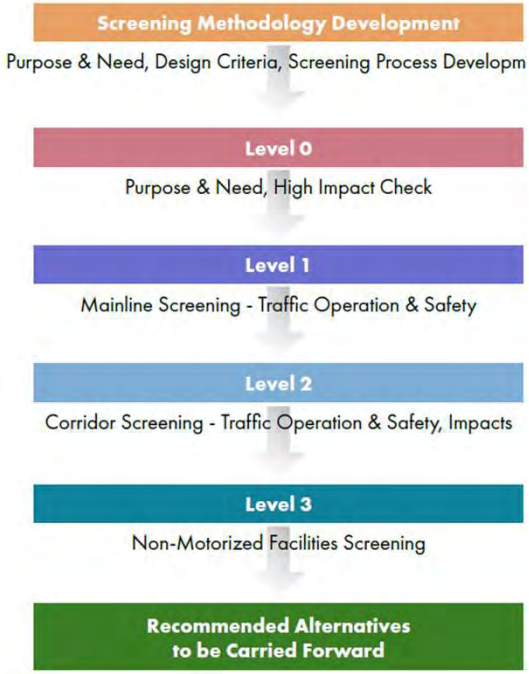
Purpose: Reduce congestion on Fairfield Road and surrounding roads and improve safety for all users through transportation improvements.

Need:

- Enhance Safety
- Reduce Congestion
- Accommodate Non-Motorized Modes of Transportation
- Compatibility with Other Planned Improvements

Overview of the Screening Process

FAIRFIELD ROAD PLANNING STUDY



Public Information Meeting 2 Video
June 16th, 2025

FAIRFIELD ROAD
PLANNING STUDY

Roadway Alternatives Not Recommended to be Carried Forward

FAIRFIELD ROAD PLANNING STUDY





2-Lane

- Does not meet Purpose and Need based on existing traffic and safety conditions





4-Lane

- Moderate improvement to traffic operations
- Low improvement to safety
- Increased risk for rear-end crashes for vehicles making left turns as well as head-on and sideswipe crashes

Roadway Alternatives Recommended to be Carried Forward

FAIRFIELD ROAD PLANNING STUDY



No Build

- Serves as a baseline comparison for other alternatives
- Federally required to advance through the PEL process





3-Lane

- Moderate improvements to traffic mobility
- Increases safety
- Moderate impacts to adjacent property and natural resources
- Improvements to bicycle and pedestrian safety via non-motorized alternatives





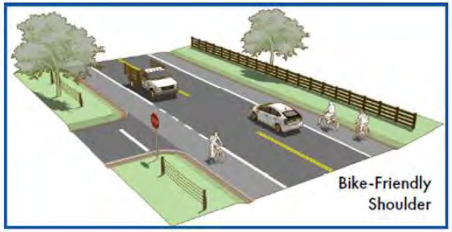
5-Lane

- High improvements to traffic mobility
- Increases safety
- Higher impacts to adjacent property and natural resources
- Improvements to bicycle and pedestrian safety via non-motorized alternatives

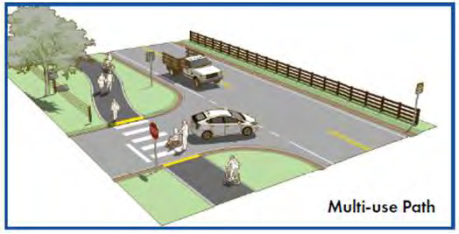
Non-motorized improvements like bike path and sidewalk are being considered with all alternatives.

FAIRFIELD ROAD
PLANNING STUDY

Non-Motorized Travel Alternatives Recommended to be Carried Forward







1. At minimum Shared Use Path on one side of the road for length of Corridor
2. Potential for additional accommodations for connections north of IL 120

FAIRFIELD ROAD
PLANNING STUDY

Other Considerations to be Evaluated further in Phase I Studies

- Intersection Control and Layout
- Rural vs Urban Cross Section
- Drainage
  i. Closed Vs Open
  ii. Regional Detention Locations
- Non-Motorized Travel Facility Type and Locations
- Section 4F and Section 6F Impacts

FAIRFIELD ROAD
PLANNING STUDY


STOP CONTROLLED


ROUNDABOUT


SIGNALIZED


RE-ALIGNMENT

INTERSECTION IMPROVEMENTS CONSIDERED

Intersections	Additional Turn Lanes on Fairfield Road	Additional Turn Lanes on Minor Street	Improvement to Traffic Signals	Traffic Signal Installation	Roundabout
Fairfield Road at Gilmer Road				●	●
Fairfield Road at Chardon Road	●	●		●	●
Fairfield Road at IL Route 60			●		
Fairfield Road at Townline Road	●				●
Fairfield Road at IL Route 120	●	●	●		
Fairfield Road at Nippersink Road			●		●
Fairfield Road at Hart Road		●		●	●
Fairfield Road at IL Route 134	●		●		
Fairfield Road at Long Lake Drive				●	●

Consistency Determination

FAIRFIELD ROAD PLANNING STUDY

- Concurrence on PEL Consistency Determination Point #1: Purpose and Need received on 9/6/2024
- Requesting Concurrence on PEL Consistency Determination Point #2: Alternatives to be Carried Forward 6/26/2025

FAIRFIELD ROAD
PLANNING STUDY

Next Steps

- Submit PEL Study and FHWA Questionnaire for Consistency Determination - FHWA Touchpoint #4
- Initiate a Phase I Study North of Gilmer to IL 60 Intersection along Fairfield Rd.

Questions?

Open Discussion

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX J

FAIRFIELD ROAD
PLANNING STUDY



Lake County Division of Transportation

PUBLIC INVOLVEMENT PLAN

Fairfield Road Planning Study • March 19, 2024

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I. Introduction

This Public Involvement Plan (PIP) outlines the strategic communication and engagement approach the Study Team will employ to involve the public and interested stakeholders throughout the Fairfield Road Planning Study. The Fairfield Road Planning Study will utilize the Planning and Environmental Linkages (PEL) approach. The PIP is a blueprint for defining methods and tools to educate and engage all stakeholders in the study's decision-making process. The PIP has been developed to ensure that stakeholders are provided many opportunities to be informed, engaged, and provide input as the study progresses. The overall goal of the PIP is to integrate public input into identified alternative solutions. This plan uses traditional and virtual communication tools and tactics to address interactions with the public, impacted businesses and property owners, adjacent communities and neighborhoods, local leaders and elected officials, governmental entities, utilities, agencies, and other interested stakeholders. The Fairfield Road Planning Study represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

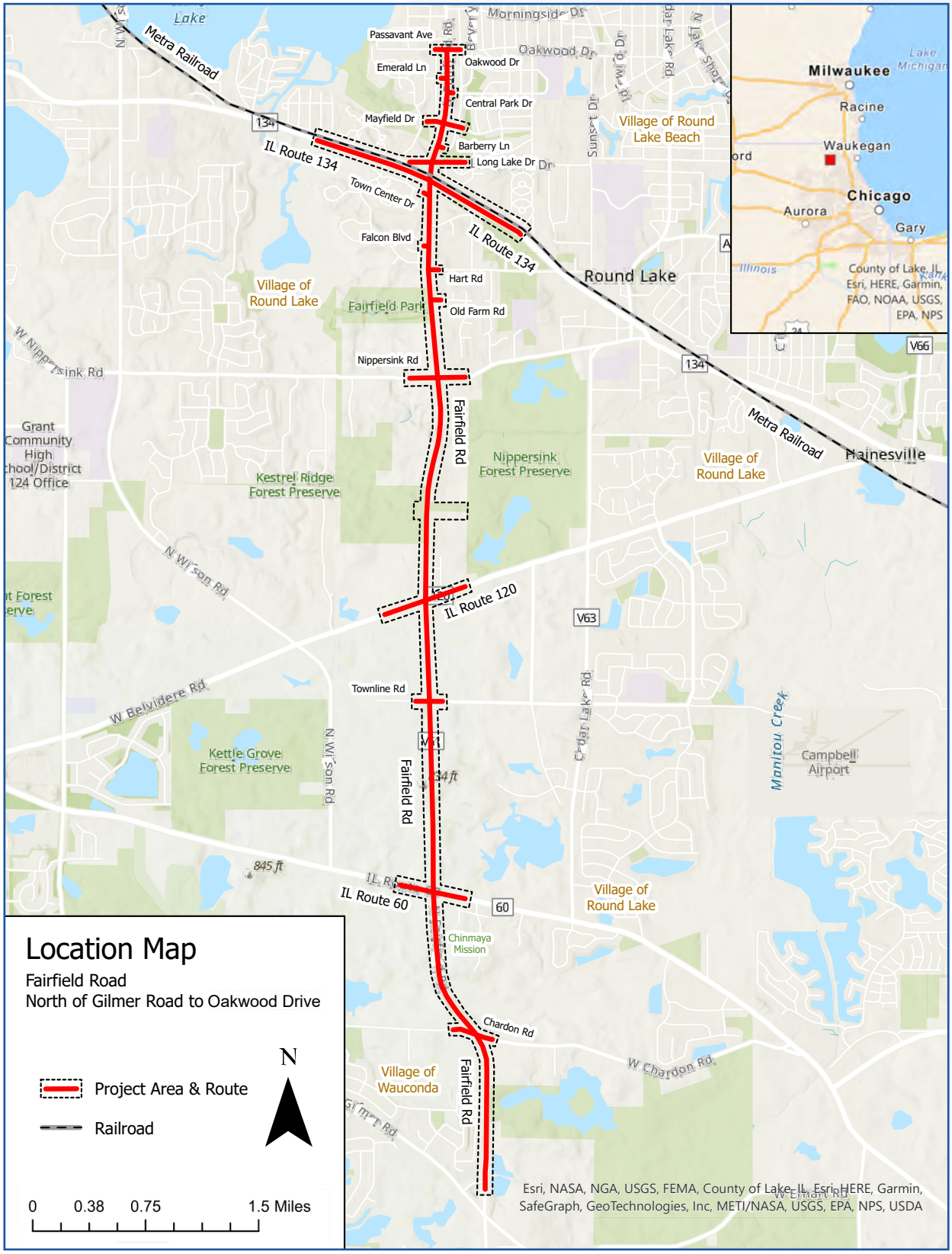
II. Study Background

Lake County Division of Transportation (LCDOT) is conducting a study to identify solutions to improve intersection safety, existing and future travel demand, and bicycle/pedestrian connectivity on Fairfield Road, which is in central Lake County, IL, approximately 45 miles north of Chicago (See Figure 1 for Location Map). The study will include engineering, environmental, and community analyses to ensure that future projects are eligible for federal funding. The study will involve reviews by and input from the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA), among other agencies. LCDOT will serve as the lead agency.

The study limits are North of Gilmer Road to Oakwood Drive, an approximately 5.5 mile corridor. Fairfield Road from Gilmer Road to Oakwood Drive is a minor arterial located directly between IL 83 on the east and US 12 on the west. 2019 traffic counts indicate that the corridor serves approximately 12,000 vehicles per day. The area is poised for development over the next 40 years with the available land along this corridor. Development nodes at the IL 60 and IL 120 intersections mean the potential for substantially increased traffic, which will require enhanced analysis to determine the proper configuration for the intersections. Traffic backups occur regularly at intersections with IL 120 and IL 60, increasing the chances of rear-end crashes and making it difficult for emergency vehicles to navigate the intersections safely.

Three Section 4(f) parkland properties are adjacent to Fairfield Road. In addition, nearly 50% of the corridor-adjacent land is currently used for farming. This will necessitate coordination with multiple natural resources and agricultural stakeholders.

Figure 1 – Location Map



III. Study Overview

The Fairfield Road Planning Study is an inclusive process that will identify near-term improvements to ease congestion and reduce crashes on the Fairfield Road corridor in Lake County and plan for future investments that enhance economic opportunity, mobility, equity, and quality of life in the area.

As the PEL process develops the overall vision for transportation improvements, it also builds support from the community and key stakeholders while providing a platform to discuss and prioritize transportation issues and project implementation. The PEL process creates valuable documentation to streamline the next steps in project development while identifying funding strategies.

There are four key milestones in the PEL process, including:

- Determining a reason for the study and overall goals for the study
- Gather existing conditions and data to define the study purpose and need
- Develop and evaluate alternatives
- Vision and Implementation

The PEL process provides a foundation for the National Environmental Policy Act (NEPA) process – providing context to issues of concern. NEPA determines the final project alternative(s) and addresses all regulatory requirements.

PEL studies are a federally recognized process for identifying transportation issues, priorities, and environmental concerns. This proactive approach allows LCDOT to develop a vision for the needed transportation improvements while being mindful of the potential impacts on the community and the environment. LCDOT can work with stakeholders to develop more efficient solutions by assessing the potential challenges and opportunities before they happen.

IV. Public Involvement Strategy

The Study Team will utilize their communication knowledge and expertise to increase awareness of the study and provide meaningful opportunities for the public to provide their input and perspective into planning and design. This plan will help better inform the process and create projects that accomplish transportation goals and meet community needs. The team will utilize various strategies and tactics to ensure we are reaching all corridor stakeholders.

Critical Communications and Engagement Outcomes

- A clear understanding of roles and responsibilities for everyone associated with this study. Specifically, it emphasizes the public's role in decision-making (How will their input inform outcomes?)
- Achievable and measurable objectives related to our communication and engagement goals (Outlined in the plan)
- Increased engagement with target audiences

Key Success Factors

- Public understanding of their role in the decision-making process including general and focused outreach
- Willingness to adjust the strategy as the study progresses in a way that supports the communication goals and objectives
- Ensuring all corridor stakeholders are provided a meaningful opportunity for input, defined as providing the opportunity for input in a way that is accessible to most populations (providing accommodations such as translation services, meetings in multiple formats and locations, and representation through various mediums)

Target Audiences

The success of this project will depend on delivering important project information to key stakeholders and maintaining open communication throughout the project. Frequent, timely, and accurate communication with all project stakeholders creates a network of relationships and builds project understanding.

A stakeholder is any person or group with an interest or a share in a transportation project or plan. Potential stakeholders are community organizations, state agencies, federal agencies, local governments, residents, property owners, business owners, special interest groups, motorists, economic development officials, land use planning agencies, utilities, and tribal groups.

Additionally, the following demographic communities are critical audiences for LCDOT to connect with as part of the PEL study to meet federal Title VI and Environmental Justice populations:

- Urban and Rural Residents
- Title VI and Environmental Justice Populations (i.e. Low Income, Minority)
- Tribal groups
- Additional Underserved and Underrepresented Communities (e.g., Younger, Older, Disability Community, Individuals Experiencing Health Disparities)

Key Messages

The process for the project, the purpose of PEL studies, and how we got here will be illustrated.

Feedback for the initial phase of the study will be used to determine Purpose and Need, which is foundational to the project, and public input is crucial. It has three parts, as described below:

- The Purpose defines the transportation problem to be solved
- The Need provides information to support the problem statement (Purpose)
- The Goals and Objectives describe other issues that need to be resolved as part of any successful solution to the problem (i.e., what does success look like?)

This study is an opportunity to explore what Fairfield Road could look like. The transportation challenges will be brought out, and the options will be considered with details on the benefits/drawbacks for each.

V. Goals and Objectives

This plan provides a guide for implementing public involvement in the Fairfield Road Planning Study. It will be a blueprint for defining methods and tools to educate and engage all stakeholders in this study's decision-making process. It has been developed to ensure that stakeholders are provided many opportunities to be informed, engaged, and provide input as the project progresses.

Public Involvement Plan Goals

The PIP seeks the active participation of communities, agencies, individual interest groups, and the public throughout the project development process. The PIP provides the framework for achieving study input and communicating the decision-making process between the public, public agencies, and governmental officials to identify transportation solutions for the study.

The PIP:

- Identifies stakeholders
- Identifies the Study Team and their role and responsibilities
- Identifies the Stakeholder Involvement Group (SIG) and their role and responsibilities
- Establishes the timing and type of involvement activities with all stakeholders
- Establishes stakeholder requirements for providing timely input to the study development process

The Study Team's communication goals are:

- To be an effective community partner and engage a broad cross-section of stakeholders to provide timely, accurate, engaging, relevant, and authentic study information
- To create and share study resources that engage all audiences during the PEL study process
- Provide the opportunity for two-way communications with study stakeholders
- Communicate findings and alternatives to the public and the media
- Promote safety by educating the public about those features within the study

This PIP includes a series of strategies and tactics to reach specific audiences. The success of the PIP will depend on completing deliverables and meeting deadlines and will be measured by the completion of the following objectives:

- Support the LCDOT through communication strategy and materials
- Define a target stakeholder base to tailor the communications process and outreach approach adequately
- Engage all stakeholders to gather usable input to help the team finalize the study
- Provide opportunities for ongoing engagement throughout the study
- Educate and engage the traveling public and local communities on study needs and benefits
- Help foster and maintain agency and community study buy-in

Stakeholder Identification Procedures

The identification of stakeholders will be done through a combination of desktop searches and input from local community leaders. New stakeholders are anticipated to be added to the initial stakeholder list throughout the project.

Public/Stakeholder Involvement Ground Rules

The public outreach efforts identified in the PIP will be conducted based on ground rules that form the basis for the respectful interaction of all parties involved. These ground rules will be established tentatively with the initiation of the PIP but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Input on the study from all stakeholders is duly considered to yield the best solutions to problems identified by the process
- Input from all participants in the process is valued and considered
- The list of stakeholders is subject to revisions and additions at any time as events warrant
- All participants must keep an open mind and participate openly, honestly, and respectfully
- All participants should work collaboratively and cooperatively to provide input towards developing a solution
- All participants in the process must treat each other with respect and dignity
- The study must progress at a reasonable pace based on the study schedule

Media members are welcome in all stakeholder meetings but must remain observers, not participants in the process. LCDOT will make final project decisions in consultation with IDOT and the FHWA. Input is sought from stakeholders before significant milestone decisions.

VI. Study Working Groups

The working groups for this study will consist of the Study Team and Stakeholder Involvement Group.

Study Team

The Study Team will make the ultimate recommendations and decisions on this project. This group comprises a multidisciplinary team of representatives from LCDOT and the consultant team. The Study Team is primarily responsible for the study development process. This team will meet throughout the study process to provide technical oversight and expertise in critical areas, including processes, procedures, standards, and technical approaches. The Study Team also has primary responsibility for ensuring compliance with the PIP.

Other responsibilities of the Study Team include the following:

- Expediting the study development process
- Identifying and resolving project development issues
- Promoting partnerships with stakeholders to address identified study needs
- Working to collect stakeholder input

The persons in Table 2 in Appendix A will form the Study Team.

Stakeholder Involvement Group

To assist in developing the study for Fairfield Road, the Study Team has proposed the establishment of a Stakeholder Involvement Group (SIG). The purpose of the SIG is to provide input on identifying the issues and needs and developing the alternatives to be evaluated. These stakeholders will focus on technical aspects of the study development process and provide external subject-matter information and input. The SIG will represent the views of the communities, township, and county within the study area.

Membership in the SIG will initially be solicited at the beginning of the study. LCDOT may limit SIG membership to one or two members from similar interests/entities to ensure good representation from the community with an effective group size. LCDOT will determine the final SIG membership. The SIG will meet a minimum of two times throughout the project development process. The meeting program will encourage timely and meaningful opportunities for input, information sharing, and collaboration between the SIG and the Study Team.

The responsibilities of this group include providing input to the study process, and study input at key milestones (e.g., Purpose and Need and the recommended Alternatives to be Carried Forward). Final decisions will be made by the LCDOT in consultation with IDOT and the FHWA.

Implementation

Public involvement in the planning process begins as soon as the study starts and continues throughout. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes actions, responsibilities, and timing. The Study Team will be responsible for the overall development, implementation, and coordination of public involvement.

VII. Tentative Schedule of Study Development Activities and Stakeholder Involvement

The tentative schedule for study development activities and stakeholder involvement activities is presented in Appendix B.

VIII. Public Involvement Activities

The following public involvement activities are proposed for the study. Unless otherwise noted, the Study Team is responsible for activities and coordination. LCDOT will approve all activities before proceeding. The designated point of approval at LCDOT is the LCDOT Project Manager. The LCDOT Project Manager will coordinate internal LCDOT reviews and approvals, including consolidating review comments and resolving conflicting issues. Each strategy is described, identifies a target audience, and includes an implementation schedule.

Public Outreach Meetings

Stakeholder involvement in the public involvement activities will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Meeting opportunities are listed below.

AGENCY PROCESS COORDINATION MEETINGS

The Study Team will meet a minimum of two times to initiate the approach for engaging stakeholders, including:

- Identify potential stakeholders, including agencies, local governments, community groups, and the public
- Discuss methods for communicating with stakeholders
- Identify potential project planning groups, if appropriate
- Address the public involvement requirements of the PEL process

The Study Team will meet with LCSMC, Village of Round Lake, Village of Wauconda, Fremont Township, Avon Township, and other agencies, as needed to introduce the Study Team, identify stakeholders for the Stakeholder Involvement Group (SIG), discuss and coordinate the project, seek input, review project-specific elements, and review technical studies. These individual meetings with consulting agencies make up the project study group for the study.

STAKEHOLDER INVOLVEMENT GROUP

The SIG will be convened at the beginning of the study and meet a minimum of two times throughout the study development process. It may include representatives from the Village of Round Lake, Village of Wauconda, Fremont Township, Avon Township, Fire and Police Districts, Forest Preserve District, and adjacent businesses and property owners. The SIG will meet either virtually or in person. Meeting topics will include, but are not limited to, the following:

- **Meeting 1** – Introduce team, study development process and schedule, present and review PIP, present traffic and safety data and analysis, present issues and opportunities, and identify Purpose and Need
- **Meeting 2** – Present concept alternatives and analysis, conduct workshop to review the alternatives, get input on which alternatives best address the purpose and need to be carried forward

PUBLIC INFORMATION MEETINGS

The Study Team will hold two open-house public information meetings. Each public meeting will be accompanied by an online, virtual public involvement activity. These meetings will encourage public attendance and foster public awareness of study developments and alternatives that are being evaluated. These meetings will utilize various public informational techniques such as exhibit boards and handouts to summarize study work and findings to date; PowerPoint or multimedia presentations may also be utilized, if necessary. These meetings also provide a forum for public input, including concerns and comments regarding project alternatives. A court reporter will be available for comments at the final public meeting. Translation services will be provided as requested. Meeting invites will be distributed in English and Spanish. Public meetings will be advertised using the following methods:

- Newspaper public notice in the Lake County Daily Herald
- News release distributed by LCDOT through various channels including Board member newsletters and social media
- Hard copy mailings (English and Spanish) sent to stakeholders such as residents and businesses along the corridor, civic organizations, municipalities, area school districts and local elected officials.
- E-notifications to be sent by LCDOT
- Hard copy notices posted at public locations such as Village Halls.
- Variable message signs on Fairfield Road

Study Website

The Study Team will develop project-specific website content and supporting graphics. The website aims to provide up-to-date project information, key contacts, and input opportunities. The website content will include the following information and capabilities:

- List of project stakeholders
- Background project information, including schedule
- Provide a list of Frequently Asked Questions (FAQs) and responses
- SIG and Public Information Meeting notifications
- Project Team contact information
- Resource for submitting questions and comments
- Posting of project documents for information and review
- Subscribers are invited to receive project updates

The website will be updated at key milestones and maintained throughout the study.

News Releases

LCDOT news releases will be used to announce public meetings and study milestones.

Study Informational Materials

The Study Team will distribute informational materials throughout the study, including fact sheets, infographics, talking points, maps, and display boards.

Comment Collection, Response, and Management Protocol

LCDOT will compile all comments and manage responses as appropriate. The Study Team will relay all messages collected and provide answers as needed on website.

Compliance

ADA compliance regulations are essential and will be met in a way that allows community members and participants to engage and take part in meetings and other involvement opportunities.

- ADA compliance will be completed for external, public-facing project materials as authorized by Section 508 of the Americans with Disabilities Act and WCAG 2.0 web accessibility guidelines
- Materials include outreach materials, presentations, and online content delivered in Microsoft Word, Excel, and PowerPoint; Adobe InDesign and PDF; and HTML

IX. Plan Availability and Updates

The PIP is a dynamic document that will be available to stakeholders and updated as appropriate throughout the project. This section describes PIP stakeholder review opportunities and plan update procedures.

Availability of the Public Involvement Plan

The Study Team will make the PIP available to stakeholders for review on the project website.

Updates to the Public Involvement Plan

The Study Team will update the PIP regularly to reflect appropriate changes or additions. The Study Team will advise stakeholders of future PIP updates and post updates on the project website.

Revisions to this PIP may be necessary through all phases of the project. Plan updates will be tracked in Table 4 in Appendix A.

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX A:
Tables

Table 1: Lead Agencies

ORGANIZATION NAME	TYPE
Lake County Division of Transportation (LCDOT)	Lead Agency

Table 2: Coordinating Agencies

ORGANIZATION NAME	TYPE
Illinois Department of Transportation	Coordinating Agency
Federal Highway Administration	Coordinating Agency

Table 3: Study Team Members

NAME	TITLE	ORG	EMAIL	PHONE
Kevin Carrier	Assistant County Engineer	LCDOT	kcarrier@lakecountyil.gov	(847) 377-7400
Matt Emde	Project Manager	LCDOT	memde@lakecountyil.gov	(847) 377-7400
Ben Russo	Project Engineer	LCDOT	brusso@lakecountyil.gov	(847) 377-7400
Jim McNally	Project Manager	HDR	james.mcnally@hdrinc.com	(773) 380-7964
Stefanie Cassin	Roadway Lead	HDR	stefanie.cassin@hdrinc.com	(773) 867-7250
Andrea Cline	Environmental Lead	HDR	andrea.cline@hdrinc.com	(773) 380-7937
Emily Grimm	Hydraulics Lead	HDR	emily.grimm@hdrinc.com	(773) 867-7251
Jeff Young	Traffic Lead	HDR	jeffrey.young@hdrinc.com	(773) 380-7943
Jonathan Kjellman	Design Lead	HDR	jonathan.kjellman@hdrinc.com	(312) 443-4312
Scott Manning	Strategic Communications Lead	HDR	scott.manning@hdrinc.com	(317) 558-4941
Francisco Dimas	Strategic Communications Coordinator	HDR	francisco.dimas@hdrinc.com	(773) 380-7935
Stefanie Olsinski	Graphic Design Lead	HDR	stefanie.olsinski@hdrinc.com	(317) 558-4935
Christina Rodriguez	Digital Engagement Lead	HDR	christina.rodriguez@hdrinc.com	(763) 278-5994

Table 4: Stakeholder Involvement Group

ORGANIZATION NAME
Lake County Forest Preserve District
Lake County Stormwater Management Commission
Village of Round Lake
Village of Wauconda
Fremont Township
Avon Township

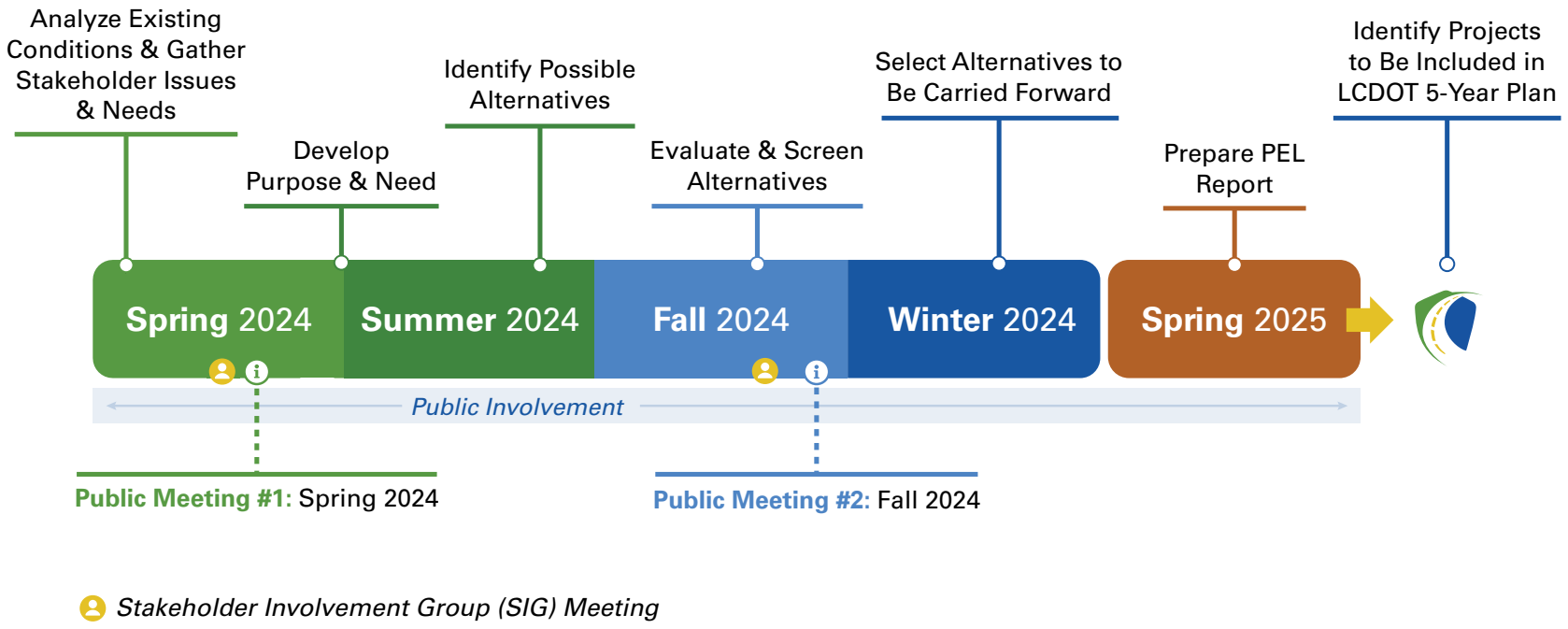
Table 5: Public Involvement Plan (PIP) Revision History

Original Version	March 19, 2024

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX B:
Project Development Schedule

PROJECT MILESTONES



FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING SUMMARY

Fairfield Road Planning and Environmental Linkages Study

Public Information Meeting #1

Lake County Division of Transportation

Meeting Date: May 16, 2024

Report Date: July 17, 2024

FAIRFIELD ROAD
PLANNING STUDY

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2. Public Information Meeting 1
    2.1. Public Information Meeting – May 16, 2024 1
    2.1.1 Advertisement 3
    2.1.2 Comments 3

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FIGURES

Figure 1. Study Area 1

APPENDICES

Appendix A. May 16, 2024 Public Information Meeting Materials

- Newspaper Legal Notices and Publication Certifications
- Public Official Invite Letter
- Postcard
- Email Blast
- Sign-In Sheet
- Handout
- Exhibits

Appendix B. May 16, 2024 Public Information Meeting Comments

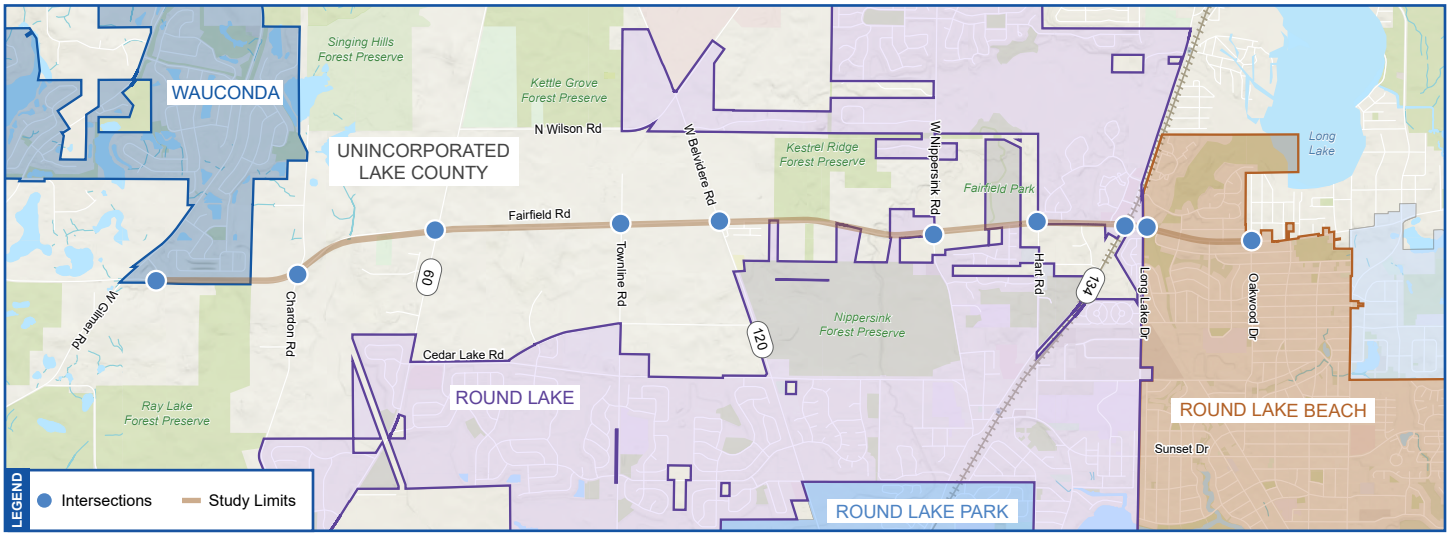
- Written Comments
- Online Comments

FAIRFIELD ROAD PLANNING STUDY

1. INTRODUCTION

The Lake County Division of Transportation (LCDOT) is leading the Fairfield Road Planning and Environmental Linkages (PEL) Study with the goals of improving safety, mobility, and bicycle and pedestrian connectivity along Fairfield Road from north of Gilmer Road to Oakwood Drive in Lake County, Illinois. Public feedback will help determine the Purpose and Need, Alternatives, and Alternatives to Be Carried Forward as part of the PEL study.

Figure 1. Study Area



2. PUBLIC INFORMATION MEETING

LCDOT sponsored a Public Information Meeting to introduce the study, inform the public on existing conditions and obtain public input.

2.1 PUBLIC INFORMATION MEETING – MAY 16, 2024

On May 16, 2024, Public Information Meeting #1 was held at the Rolek Community Center from 5 p.m. to 7 p.m. Approximately 100 individuals attended the Public Information Meeting. Division staff and consultant staff from HDR and Baxter & Woodman were available to discuss project information and answer questions. An existing conditions video with audio narration was played on a loop throughout the meeting. Project information Handouts were provided to attendees in both English and Spanish. Exhibits introduced the project, provided preliminary data, explained the public involvement process, and shared channels to provide public input. Information was provided to the public explaining how attendees can get involved and stay informed, the commenting process, and how this feedback is incorporated into the study. Written feedback was collected at the meeting through comment forms. The existing conditions video, handout, and exhibits are available on the project website, www.fairfieldroadstudy.com, for the public and stakeholders who were unable to attend the public information meeting.

Redacted sign-in sheets and copies of the handout and exhibits displayed at the public meeting are provided in **Appendix A.**

2.1.1 ADVERTISEMENT

Legal notices (English and Spanish versions) for the Public Information Meeting were posted in the Lake County edition of the Daily Herald newspaper. Legal notices were posted two times, once on May 2, 2024 and once on May 9, 2024. A postcard advertising the public information meeting was mailed to 783 property owners and occupants in the study area. Letters

advertising the public information meeting were mailed to 61 stakeholders including elected officials, local government units, resource agencies, school districts, religious institutions, and tribal groups. LCDOT sent an email blast and social media post advertising the meeting to their distribution. The legal notice, postcard, email blast, and public official invite letter are provided in **Appendix A.**

2.1.2 COMMENTS

Attendees were encouraged to ask questions and provide input on the study information. The official public comment period for the Public Information Meeting ended on June 16, 2024. Twenty-eight comment forms were returned at the Public Information Meeting. Sixteen online comments and one email comment were received after the public meeting during the comment period. Comments are shown in **Appendix B.** Summarized comments and responses are included in **Table 1.**

Table 1: Public Information Meeting Comment and Response Summary

SUMMARY COMMENT	RESPONSE
Traffic safety concerns exist at multiple intersections in the corridor, particularly at Chardon Rd., Gilmer Rd., and IL Route 60.	The Study Team is reviewing existing traffic and safety data for the entire corridor, including each intersection to identify issues and develop alternatives for screening to determine those which best improve mobility and safety.
Traffic control measures such as a 4-stop traffic signal, or roundabout should be considered at intersections experiencing safety issues.	The Study Team will use existing traffic and safety data, traffic forecasts, and engineering best practices to develop alternatives to improve safety and mobility on the corridor.
Bicycle and pedestrian connectivity and safety should be a priority.	Improving bicycle and pedestrian safety and connectivity are goals of the Fairfield Road Planning Study. The Study Team is reviewing existing bicycle and pedestrian safety data as well as the existing infrastructure to develop alternatives with improving safety and connectivity for non-motorized users in mind.
Excessive vehicle speed on the corridor is an issue.	Excessive speed is a primary cause of more than half of the crashes in the corridor in the last four years. With that in mind, the Study Team will consider developing alternatives with traffic calming measures to reduce speeds.
Traffic volumes make traveling the corridor difficult, especially in peak hours.	The Study Team is using existing traffic data and future traffic forecasts to develop alternatives that support current traffic volumes, accommodate for future growth and ease congestion on the corridor.
Flooding or drainage issues are an existing concern and should be prioritized in the study.	The Study Team has evaluated the hydraulics on the corridor to understand existing conditions. Alternatives will be developed with drainage considerations in mind. Alternatives that would contribute to increased flooding on the corridor will not be carried forward. Alternatives to be developed will be permitted through Lake County Stormwater Management Commission.

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX A.

May 16, 2024

Public Informaton Meeting

FAIRFIELD ROAD
PLANNING STUDY

NEWSPAPER LEGAL NOTICES AND PUBLICATION CERTIFICATIONS

Notice of Public Information Meeting
Lake County Division of Transportation
Fairfield Road Planning and Environmental Linkages (PEL) Study

The Lake County Division of Transportation is holding a Public Information Meeting for the Planning and Environmental Linkages (PEL) Study of the Fairfield Road corridor from Gilmer Road to Oakwood Drive in Lake County, IL. The purpose of this meeting is to inform the public of the goals and objectives of the PEL Study and present the analysis performed on the existing conditions along the corridor. At the Public Information Meeting, attendees will have the opportunity to learn about the Study, provide public comment, view a presentation, fill out a questionnaire about the project, and learn about the next steps of the Study consistent with necessary federal and state requirements. This meeting will help inform the Study Team when developing alternatives.

Date: **Thursday, May 16, 2024**
Time: **5 p.m. to 7 p.m.**
Location: **Rolek Community Center, 814 Hart Rd., Round Lake, IL 60073**

The meeting will be conducted in an open house format and interested persons may visit anytime between 5 p.m. and 7 p.m. Alternatively, you may review the exhibits and submit input online at www.fairfieldroadstudy.com beginning May 17, 2024.

Public comments can be made in writing during the meeting and after the meeting by mail. Public comments can also be submitted by email at connect@fairfieldroadstudy.com and through the online comment form at www.fairfieldroadstudy.com. All public comments will be due by Friday, May 31, 2024.

This meeting will be accessible to individuals with disabilities. Anyone needing special assistance should contact Scott Manning at (317) 558-4941 at least five days prior to the meeting.

All written correspondence regarding the Fairfield Road PEL Study should be sent to:
Lake County Division of Transportation
ATTN: Fairfield Road PEL Study Team
600 W. Winchester Road
Libertyville, IL 60048
Or
connect@fairfieldroadstudy.com

Published in Daily Herald May 2, 9, 2024 (4615034)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Lake County

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Lake County DAILY HERALD**. That said **Lake County DAILY HERALD** is a secular newspaper, published in Libertyville, Lake County, State of Illinois, and has been in general circulation daily throughout Lake County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Lake County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 05/02/2024, 05/09/2024 in said **Lake County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 4615034

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

Aviso de reunión de información pública
División de Transporte del Condado de Lake
Estudio de Planificación de Carreteras y Vínculos Ambientales (PEL) de Fairfield

La División de Transporte del Condado de Lake está llevando a cabo una reunión de información pública para el estudio de planificación y vínculos ambientales (PEL) del corredor de Fairfield Road desde Gilmer Road hasta el norte de Illinois 134 en el condado de Lake. El propósito de esta reunión es informar al público sobre las metas y objetivos del Estudio PEL y presentar el análisis realizado sobre las condiciones existentes a lo largo del corredor. En la Reunión de Información Pública, los asistentes tendrán la oportunidad de conocer el Estudio, brindar comentarios públicos, ver una presentación, completar un cuestionario sobre el proyecto y conocer los próximos pasos del Estudio de acuerdo con los requisitos federales y estatales necesarios. Esta reunión ayudará a informar al equipo de estudio a la hora de desarrollar alternativas.

Fecha: **jueves 16 de mayo del 2024**
Hora: **5 p.m. to 7 p.m.**
Ubicación: **Centro Comunitario Rolek, 814 Hart Rd., Round Lake, IL 60073**

La reunión se llevará a cabo en formato de puertas abiertas y las personas interesadas podrán visitar en cualquier momento entre las 5 p.m. y 7 p.m. Alternativamente, puede revisar las exhibiciones y enviar comentarios en línea en www.fairfieldroadstudy.com a partir del 17 de mayo de 2024.

Los comentarios públicos se pueden hacer por escrito durante la reunión y después de la reunión por correo. Los comentarios públicos también se pueden enviar por correo electrónico a connect@fairfieldroadstudy.com y a través del formulario de comentarios en línea en www.fairfieldroadstudy.com. Todos los comentarios públicos deberán entregarse antes del viernes, 31 de mayo de 2024.

Esta reunión será accesible para personas con discapacidades. Cualquier persona que necesite asistencia especial debe comunicarse con Scott Manning al (317) 558-4941 por lo menos cinco días antes de la reunión.

Toda la correspondencia escrita sobre el estudio PEL de Fairfield Road debe enviarse a:
División de Transporte del Condado de Lake
ATENCIÓN: Equipo de estudio PEL de Fairfield Road
600 W. Winchester Road
Libertyville, IL 60048
connect@fairfieldroadstudy.com

Published in Daily Herald May 2, 9, 2024 (4615035)

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BY _____
Designee of the Publisher of the Daily Herald

Control # 4615035

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC OFFICIAL INVITE LETTER

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

County Board Chair and County Board Members
18 N. County Street
Waukegan, IL 60085

Dear Chair Hart and Board Members:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

As a stakeholder in this study, you may have questions or comments that can help us identify specific concerns and potential solutions to issues such as safety, congestion, delays, and bicycle/pedestrian connectivity along Fairfield Road.

Please mark your calendar and join us:

Date:	Thursday, May 16th, 2024
Time:	5:00 p.m. to 7:00 p.m.
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The meeting will be conducted in an open-house format. Stakeholders and the public may attend any time between 5 p.m. and 7 p.m. Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. The meeting will be accessible to persons with disabilities. Project team members will be present to discuss the project and answer questions.

If you are unable to at end but still interested in learning more, please visit our website at www.fairfieldroadstudy.com. Contact us with questions or comments by email at connect@fairfieldroadstudy.com.

If you have any questions or need additional information, please contact Matt Emde, P.E., Principal Engineer/Project Manager, at memde@lakecountyil.gov or (847) 377-7452.

Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Katelyn Dote
Senior Legislative & Community Affairs Liaison
Metra
547 W. Jackson Blvd, Suite 1400
Chicago, IL 60661

Dear Ms. Dote:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

As a stakeholder in this study, you may have questions or comments that can help us identify specific concerns and potential solutions to issues such as safety, congestion, delays, and bicycle/pedestrian connectivity along Fairfield Road.

Please mark your calendar and join us:

Date:	Thursday, May 16th, 2024
Time:	5:00 p.m. to 7:00 p.m.
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The meeting will be conducted in an open-house format. Stakeholders and the public may attend any time between 5 p.m. and 7 p.m. Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. The meeting will be accessible to persons with disabilities. Project team members will be present to discuss the project and answer questions.

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If you have any questions or need additional information, please contact Matt Emde, P.E., Principal Engineer/Project Manager, at memde@lakecountyil.gov or (847) 377-7452.

Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Tammy Duckworth
United States Senator
230 S. Dearborn Street, Suite 3900
Chicago, IL 60604

Dear Honorable Duckworth:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Richard Durbin
United States Senator
230 S. Dearborn Street, Suite 3892
Chicago, IL 60604

Dear Honorable Durbin:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Bill Foster
U.S. House of Representatives
11th District of Illinois
2000 W. Galena Blvd., Suite 303
Aurora, IL 60506

Dear Honorable Foster:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Dan McConchie
State Senate, 26th District
795 Ela Road, Suite 208
Lake Zurich, IL 60047

Dear Honorable McConchie:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Martin McLaughlin
State Representative, 52nd District
28662 W. Northwest Highway, Suite A
Lake Barrington, IL 60010

Dear Honorable McLaughlin:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Dr. Kevin Myers
Superintendent
Mundelein High School District 120
1350 W Hawley Street
Mundelein, IL 60060

Dear Dr. Myers:

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Brad Schneider
U.S. House of Representatives
10th District of Illinois
111 Barclay Blvd, Suite 200
Lincolnshire, IL 60069

Dear Honorable Schneider:

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Division of Transportation

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600 West Winchester Road
Libertyville, Illinois 60048-1381
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Jeff Sode
Mayor
Village of Wauconda
101 N Main Street
Wauconda, IL 60084

Dear Honorable Sode:

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Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Allison Matson
Village Administrator
Village of Wauconda
101 N Main Street
Wauconda, IL 60084

Dear Ms. Matson:

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600 West Winchester Road
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Chris Bouchard
Acting Village Engineer
HMG Engineers
975 Campus Drive
Mundelein, IL 60060

Dear Mr. Bouchard:

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Division of Transportation

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Jacob Mann
Public Works Director
Village of Wauconda
302 Slocum Lake Road
Wauconda, IL 60084

Dear Mr. Mann:

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Division of Transportation

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Chief David Wermes
Chief of Police
Wauconda Police Department
311 S Main Street
Wauconda, IL 60084

Dear Chief Wermes:

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Chief Pat Kane
Fire Chief
Wauconda Fire District
109 W Liberty Street
Wauconda, IL 60084

Dear Chief Kane:

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Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Tim Staton
Executive Director
Wauconda Park District
600 N Main Street
Wauconda, IL 60084

Dear Mr. Staton:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

As a stakeholder in this study, you may have questions or comments that can help us identify specific concerns and potential solutions to issues such as safety, congestion, delays, and bicycle/pedestrian connectivity along Fairfield Road.

Please mark your calendar and join us:

Date:	Thursday, May 16th, 2024
Time:	5:00 p.m. to 7:00 p.m.
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The meeting will be conducted in an open-house format. Stakeholders and the public may attend any time between 5 p.m. and 7 p.m. Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. The meeting will be accessible to persons with disabilities. Project team members will be present to discuss the project and answer questions.

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Trisha Kocanda
Superintendent of Schools
Fremont School District 79
28855 N Fremont Center Road
Mundelein, IL 60060

Dear Ms. Kocanda:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Vicki Burback
Director of Transportation
Fremont School District 79
28855 N Fremont Center Road
Mundelein, IL 60060

Dear Ms. Burback:

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Dr. Kevin Myers
Superintendent
Mundelein High School District 120
1350 W Hawley Street
Mundelein, IL 60060

Dear Dr. Myers:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Jeff Green
Lakeside Bus Company
333 Washington Blvd
Mundelein, IL 60060

Dear Mr. Green:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Elise Richard
Lakeside Bus Company
333 Washington Blvd
Mundelein, IL 60060

Dear Ms. Richard:

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Tiffany Reed
Lakeside Bus Company
333 Washington Blvd
Mundelein, IL 60060

Dear Ms. Reed:

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Russell Kraly
Mayor
Village of Round Lake
442 N Cedar Lake Road
Round Lake, IL 60073

Dear Honorable Kraly:

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Sincerely,



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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Brandy Schroff
Village Administrator
Village of Round Lake
442 N Cedar Lake Road
Round Lake, IL 60073

Dear Ms. Schroff:

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Division of Transportation

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Kurt Baumann
Round Lake Village Engineer
Baxter and Woodman
442 N Cedar Lake Road
Round Lake, IL 60073

Dear Mr. Baumann:

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Division of Transportation

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Adam Wedoff
Public Works Director
Village of Round Lake
751 W Townline Road
Round Lake, IL 60073

Dear Mr. Wedoff:

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Chief David Prus
Chief of Police
Round Lake Police Department
741 W Townline Road
Round Lake, IL 60073

Dear Chief Prus:

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April 24, 2024

Chief Greg Formica
Fire Chief
Greater Round Lake Fire Protection District
409 W Nippersink Road
Round Lake, IL 60073

Dear Chief Formica:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

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Fairfield Road Planning Study
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April 24, 2024

Mr. Bob Newport
Executive Director
Robert W. Rolek Community Center
814 Hart Road
Round Lake, IL 60073

Dear Mr. Newport:

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If you have any questions or need additional information, please contact Matt Emde, P.E., Principal Engineer/Project Manager, at memde@lakecountyil.gov or (847) 377-7452.

Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Katie Gamroth
Director of Operations and Recreation
Round Lake Area Park District
814 Hart Road
Round Lake, IL 60073

Dear Ms. Gamroth:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

As a stakeholder in this study, you may have questions or comments that can help us identify specific concerns and potential solutions to issues such as safety, congestion, delays, and bicycle/pedestrian connectivity along Fairfield Road.

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Dr. Lynn Glickman
Superintendent of Schools
Community Consolidated School District 46
565 Frederick Road
Grayslake, IL 60030

Dear Dr. Glickman:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Kevin Middleditch
General Manager
Durham School Services
211 S IL Route 83
Grayslake, IL 60030

Dear Mr. Middleditch:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Gina Mudd
Operations Supervisor
Durham School Services
211 S IL Route 83
Grayslake, IL 60030

Dear Ms. Mudd:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Dr. Donn Mendoza
Superintendent
Round Lake Area Schools 116
884 N. Nippersink Road
Round Lake, IL 60073

Dear Dr. Mendoza:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Louis Garcia
Director of Transportation
Round Lake Area Schools 116
884 N. Nippersink Road
Round Lake, IL 60073

Dear Mr. Garcia:

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Dr. Mikkel Storaasli
Superintendent
Grayslake Community High School District 127
400 N. Lake Street
Grayslake, IL 60030

Dear Dr. Storaasli:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Scott Nickles
Mayor
Village of Round Lake Beach
1937 N. Municipal Way
Round Lake Beach, IL 60073

Dear Honorable Nickles:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Scott Hilts
Village Administrator
Village of Round Lake Beach
1937 N. Municipal Way
Round Lake Beach, IL 60073

Dear Mr. Hilts:

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Steve Fritz
Public Works Director
Village of Round Lake Beach
911 Lotus Drive
Round Lake Beach, IL 60073

Dear Mr. Fritz:

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Division of Transportation

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Geoff Perry
Round Lake Beach Village Engineer
Gewalt Hamilton Assoc.
625 Forest Edge Drive
Vernon Hills, IL 60061

Dear Mr. Perry:

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Chief Wayne Wilde
Chief of Police
Village of Round Lake Beach
1937 Municipal Way
Round Lake Beach, IL 60073

Dear Chief Wilde:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

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Libertyville, Illinois 60048-1381
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Diana O'Kelly
Township Supervisor
Fremont Township
22385 W IL Route 60
Mundelein, IL 60060

Dear Ms. O'Kelly:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Alicia Dodd
Highway Commissioner
Fremont Township
22376 W Erhart Road
Mundelein, IL 60060

Dear Ms. Dodd:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

As a stakeholder in this study, you may have questions or comments that can help us identify specific concerns and potential solutions to issues such as safety, congestion, delays, and bicycle/pedestrian connectivity along Fairfield Road.

Please mark your calendar and join us:

Date:	Thursday, May 16th, 2024
Time:	5:00 p.m. to 7:00 p.m.
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

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If you have any questions or need additional information, please contact Matt Emde, P.E., Principal Engineer/Project Manager, at memde@lakecountyil.gov or (847) 377-7452.

Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Michele Baumann
Township Supervisor
Avon Township
433 E Washington Street
Round Lake Park, IL 60073

Dear Ms. Baumann:

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Bob Kula
Highway Director
Avon Township
389 W Main Street
Hainesville, IL 60073

Dear Mr. Kula:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Kay Starostovic
Township Supervisor
Grant Township
26725 W. Molidor Road
Ingleside, IL 60041

Dear Ms. Starostovic:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Kim Kiesgen
Highway Commissioner
Grant Township
26535 W. Molidor Road
Ingleside, IL 60041

Dear Ms. Kiesgen:

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Lincoln Knight
Township Supervisor
Wauconda Township
505 W. Bonner Road
Wauconda, IL 60084

Dear Mr. Knight:

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Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Scott Weisbruch
Highway Commissioner
Wauconda Township
505 W. Bonner Road
Wauconda, IL 60084

Dear Mr. Weisbruch:

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Kevin Carrier, P.E.
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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Sherriff John Idleburg
Lake County Sheriff's Office
25 S. Martin Luther King Jr. Avenue
Waukegan, IL 60085

Dear Sherriff Idleburg:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Jose Rios, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Rios:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Katherine Herdus
Area Programmer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Ms. Herdus:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
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Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Steven Schilke
Project and Environmental Studies Section Chief
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Schilke:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
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Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Charles Riddle, P.E.
District Local Roads and Streets Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Riddle:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
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Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Kurt Woolford, P.E., CFM, LEED AP
Executive Director
Lake County Stormwater Management Commission
500 W. Winchester Road
Libertyville, IL 60048

Dear Mr. Woolford:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

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Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Austin McFarlane
Director
Lake County Public Works
650 W. Winchester Road
Libertyville, IL 60048

Dear Mr. McFarlane:

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If you are unable to at end but still interested in learning more, please visit our website at www.fairfieldroadstudy.com. Contact us with questions or comments by email at connect@fairfieldroadstudy.com.

If you have any questions or need additional information, please contact Matt Emde, P.E., Principal Engineer/Project Manager, at memde@lakecountyil.gov or (847) 377-7452.

Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Eric Waggoner
Director
Lake County Planning, Building & Development
500 W. Winchester Road, Unit 101
Libertyville, IL 60048

Dear Mr. Waggoner:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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600 West Winchester Road
Libertyville, Illinois 60048-1381
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Alex Ty Kovach
Executive Director
Lake County Forest Preserves
1899 W. Winchester Road
Libertyville, IL 60048

Dear Mr. Kovach:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Kevin Kleinjan
Director of Planning
Lake County Forest Preserves
1899 W. Winchester Road
Libertyville, IL 60048

Dear Mr. Kleinjan:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Katelyn Dote
Senior Legislative & Community Affairs Liaison
Metra
547 W. Jackson Blvd, Suite 1400
Chicago, IL 60661

Dear Ms. Dote:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. Edward Gallagher
Community Relations Representative
Pace Suburban Bus
550 W. Algonquin Road
Arlington Heights, IL 60005

Dear Mr. Gallagher:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Mr. William Soucie
Executive Director
CLCJAWA
200 Rockland Road
Lake Bluff, IL 60040

Dear Mr. Soucie:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
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600 West Winchester Road
Libertyville, Illinois 60048-1381
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Laura Faver Dias
State Representative, 62nd District
10 N Lake Street, Suite 112
Grayslake, IL 60030

Dear Honorable Faver Dias:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Martin McLaughlin
State Representative, 52nd District
28662 W. Northwest Highway, Suite A
Lake Barrington, IL 60010

Dear Honorable McLaughlin:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Mary Edly-Allen
State Senate, 31st District
10 N Lake Street, Suite 112
Grayslake, IL 60030

Dear Honorable Edly-Allen:

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600 West Winchester Road
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Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Dan McConchie
State Senate, 26th District
795 Ela Road, Suite 208
Lake Zurich, IL 60047

Dear Honorable McConchie:

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Brad Schneider
U.S. House of Representatives
10th District of Illinois
111 Barclay Blvd, Suite 200
Lincolnshire, IL 60069

Dear Honorable Schneider:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Bill Foster
U.S. House of Representatives
11th District of Illinois
2000 W. Galena Blvd., Suite 303
Aurora, IL 60506

Dear Honorable Foster:

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Division of Transportation

Shane E. Schneider, P.E.
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Tammy Duckworth
United States Senator
230 S. Dearborn Street, Suite 3900
Chicago, IL 60604

Dear Honorable Duckworth:

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Division of Transportation

Shane E. Schneider, P.E.
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Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

The Honorable Richard Durbin
United States Senator
230 S. Dearborn Street, Suite 3892
Chicago, IL 60604

Dear Honorable Durbin:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

As a stakeholder in this study, you may have questions or comments that can help us identify specific concerns and potential solutions to issues such as safety, congestion, delays, and bicycle/pedestrian connectivity along Fairfield Road.

Please mark your calendar and join us:

Date:	Thursday, May 16th, 2024
Time:	5:00 p.m. to 7:00 p.m.
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The meeting will be conducted in an open-house format. Stakeholders and the public may attend any time between 5 p.m. and 7 p.m. Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. The meeting will be accessible to persons with disabilities. Project team members will be present to discuss the project and answer questions.

If you are unable to at end but still interested in learning more, please visit our website at www.fairfieldroadstudy.com. Contact us with questions or comments by email at connect@fairfieldroadstudy.com.

If you have any questions or need additional information, please contact Matt Emde, P.E., Principal Engineer/Project Manager, at memde@lakecountyil.gov or (847) 377-7452.

Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

County Board Chair and County Board Members
18 N. County Street
Waukegan, IL 60085

Dear Chair Hart and Board Members:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Barbara Prusila
Lake County Partners
One Overlook Pointe, Suite 280
Lincolnshire, IL 60069

Dear Ms. Prusila:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984 5888

Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
Public Information Meeting – Thursday May 16, 2024

April 24, 2024

Ms. Bethany Williams
Lake County Transportation Alliance
One Overlook Pointe, Suite 280
Lincolnshire, IL 60069

Dear Ms. Williams:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person Public Information Meeting for the Fairfield Road Planning Study. Fairfield Road is a vital transportation corridor connecting commercial and residential areas in Lake County. This planning study will employ the Planning and Environmental Linkages (PEL) approach - a collaborative and integrated approach to transportation decision-making that helps identify environmental, community, safety, and economic goals early in the process and inform potential future projects to improve transportation on a roadway corridor. The purpose of the meeting is to present the existing conditions to the public and seek feedback on the project corridor. This is the first public information meeting for this project.

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Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

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Assistant County Engineer – Capital Program

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

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Fairfield Road Planning Study
North of Gilmer Road to Oakwood Drive
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Lake County Partners
One Overlook Pointe, Suite 280
Lincolnshire, IL 60069

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Sincerely,



Kevin Carrier, P.E.
Assistant County Engineer – Capital Program

FAIRFIELD ROAD
PLANNING STUDY

POSTCARD

FAIRFIELD ROAD
PLANNING STUDY

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

PUBLIC INFORMATION MEETING - MAY 16

Fairfield Road Planning Study

The Lake County Division of Transportation is hosting a Public Information Meeting to provide preliminary details on the **Fairfield Road Planning Study** from north of Gilmer Road to Oakwood Drive.

La División de Transporte del Condado de Lake está organizando una Reunión de Información Pública para brindar detalles preliminares sobre el Estudio de Planificación de Fairfield Road desde el norte de Gilmer Road hasta Oakwood Drive.

Flip this postcard over to learn how you can get involved.

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING

MEETING PURPOSE

- Inform the public of goals and objectives
- Present data and analysis
- Share study process and schedule
- Gather public feedback

The Public Information Meeting is open house format. Attendees may come and go during the designated meeting time.

Propósito de la reunión:

Informar al público de metas y objetivos, presentar datos y análisis, compartir proceso de estudio y horarios, y recopilar comentarios del público.

La Reunión de Información Pública tiene el formato de puertas abiertas. Los asistentes podrán entrar y salir durante el horario designado para la reunión.

JOIN US IN-PERSON

Thursday, May 16, 2024
5:00 p.m. to 7:00 p.m.

Rolek Community Center
814 Hart Rd.
Round Lake, IL 60073

*Scan with your smartphone or visit **FairfieldRoadStudy.com** to view the project website.*

CONTACT US TODAY!

Connect@FairfieldRoadStudy.com

FAIRFIELD ROAD
PLANNING STUDY

EMAIL BLAST

May 2, 2024

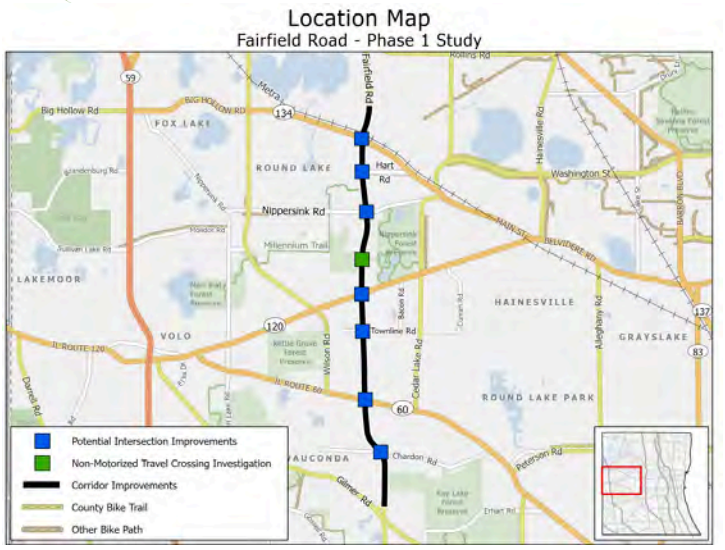
Public Meeting for Fairfield Road Planning Study

The Lake County Division of Transportation (LCDOT) is hosting a public meeting from 5 - 7 p.m. on Thursday, May 16 at the Rolek Community Center, 814 Hart Road, Round Lake, to provide preliminary details on the Fairfield Road Planning Study. This is the first public involvement activity for the study. Everyone is invited to attend!

The purpose of this study is to evaluate the Fairfield Road corridor from Oakwood Drive in Round Lake Beach to Gilmer Road in Wauconda for potential roadway, intersection and non-motorized improvements.

View the location map and more information about the meeting below.

FAIRFIELD ROAD
PLANNING STUDY



About the Meeting

Attendees will be able to see firsthand the goals and objectives for the study and learn about the existing conditions along the corridor. The meeting will be conducted in an open house format, so you may attend any time between 5 p.m. and 7 p.m. Exhibits will be on display and project team members will be available to discuss the study and answer questions.

Date: Thursday, May 16, 2024
Time: 5 - 7 p.m.
Location: Rolek Community Center, 814 Hart Road, Round Lake, IL 60073

This meeting will be accessible to individuals with disabilities. Anyone needing special assistance should contact Scott Manning at 317-558-4941 at least five days prior to the meeting.

LCDOT encourages the public to provide feedback on the project. Public comments can be made in writing during the meeting. From May 16 – June 16, public comments can be sent by email and through the online comment form at fairfieldroadstudy.com to be included in the public record.

stay connected

FAIRFIELD ROAD
PLANNING STUDY

SIGN-IN SHEET

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

	NAME & ADDRESS	REPRESENTING	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?	CHECK BOX BELOW	WOULD YOU LIKE TO:	CHECK BOX BELOW
1	Diana O'Kelly [redacted]	Fremont Township	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
2	Michael Stodda [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
3	LARRY + STEE Scott [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ ✓ ✓ ✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	
4	JANICE SMITH [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	TONY & KATHI BARRETT [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	BOB + PAT ROSS [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

	NAME & ADDRESS	REPRESENTING	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?	CHECK BOX BELOW	WOULD YOU LIKE TO:	CHECK BOX BELOW
1	Carol Fay Magdeburn [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X
2	David Ramirez [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
3	JOHN NEVLS & IVY WOODS [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X
4	[redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	Bob Jadrich [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	CONNIE SHANAHAN [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

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1	KRIEWALDT [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
2	Bharia Chinmaya Mission [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
3	Balling [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
4	Gilberto Vazquez [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	Travis Haley [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	OLSONS [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	— 	Receive e-mails on project Receive additional e-mails/ correspondence from County	

LakeCounty
Division of Transportation

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1	Sgt. Javier Perez [redacted]	Lake County Sheriff's Office	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
2	Barbara Duffy [redacted]	LF HOA	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
3	John Wasik [redacted]	Lake County Board	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
4	[redacted]	Self Manitou Creek	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	Jim Jochheim [redacted]	Self	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	Elliot Rossen [redacted]	UCR bike club + other bike clubs	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
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1	Brian & Barbara Elkins [redacted]	Ourselves	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter ✓ Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
2	Mike & Jean Dietz [redacted]	Ourselves	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
3	Ian + Lisa Blackburn [redacted]	Ourselves	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
4	Pat + Chris Will [redacted]	Ourselves	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X
5	Mary Hanoski Mon [redacted]	Ourselves / MCDD	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X
6	Bonnie + Phillip Stambo [redacted]	ourselves		Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	

LakeCounty
Division of Transportation

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1	CHARLES & SUSAN O'MORCHOE [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X X	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
2	David & Amy Schultz [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper Friend	 X	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
3	CLAUDIA TURK [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
4	Joyce Scott [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
5	Janet Smart [redacted]	Chair O Lakes Mobile Homes	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
6	Anastassia Strine	RL RL Bicycle Club	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓

LakeCounty
Division of Transportation

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1	Maria Nietez [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
2	Joyce Rossdeutcher [redacted]	Me	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	X
3	Mia Walter [redacted]	Me	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ ✓ ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X
4	Claudia Walter [redacted]	Me	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
5	Eileen Erisman [redacted]	Me	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	 ✓
6	Dennis Berg [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	

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2	SANDRA MILLER	SELF	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper POSTCARD	✓ ✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
3	Grant Benjamin	Self	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
4	Susan Pribyl	Self	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
5	Ricky Zamora	Self		Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	Kevin Kleinjan	LCFPD	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓

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2	Kyla Klein [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
3	Shellon Martin [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
4	Brandon Rods [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	Marc + Susan Cooperman [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
6	Jim + Theresa Udelle [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter & Post Card Newspaper	✓ · ✓ 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

	NAME & ADDRESS	REPRESENTING	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?	CHECK BOX BELOW	WOULD YOU LIKE TO:	CHECK BOX BELOW
1	Barb + Ken Lantz [redacted]			Electronic Message Board	X	Receive e-mails on project	
				Emailed Newsletter			
				Internet			
				Letter		Receive additional e-mails/ correspondence from County	
				Newspaper			
2	Fitzkow [redacted]			Electronic Message Board		Receive e-mails on project	
				Emailed Newsletter			
				Internet			
				Letter		Receive additional e-mails/ correspondence from County	
				Newspaper			
3	Tim & Donna Cardwell [redacted]		[redacted]	Electronic Message Board	X	Receive e-mails on project	
				Emailed Newsletter	X		
				Internet			
				Letter		Receive additional e-mails/ correspondence from County	
				Newspaper	X		
4	Bob & Jen Schroeder [redacted]		[redacted]	Electronic Message Board		Receive e-mails on project	
				Emailed Newsletter			
				Internet			
				Letter		Receive additional e-mails/ correspondence from County	
				Newspaper			
5	MARIUSZ BIALOBRZESKI [redacted]		[redacted]	Electronic Message Board		Receive e-mails on project	X
				Emailed Newsletter	X		
				Internet			
				Letter		Receive additional e-mails/ correspondence from County	X
				Newspaper			
6	FLANAGAN [redacted]			Electronic Message Board		Receive e-mails on project	
				Emailed Newsletter			
				Internet			
				Letter		Receive additional e-mails/ correspondence from County	
				Newspaper			

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

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1	Chris Swanson [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	
2	Kristi Wells [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	
3	Kyra Browning [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
4	Frank & Chris Mendralla [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
5	Luis FUENTES [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	Pedro Arteaga [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

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1	Scott Parker [redacted]	me	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X X X X	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
2	Alexandra Hallas Button Ernesto Mata [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
3	KEVIN SERNE [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
4	Martin Lara [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	Russell Kruly [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X X X	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	Hilary Winiarz [redacted]	Candidate Lake County Board Dist. 2	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X X

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

	NAME & ADDRESS	REPRESENTING	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?	CHECK BOX BELOW	WOULD YOU LIKE TO:	CHECK BOX BELOW
1	Scott Parker [redacted]	me	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	X X X X	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
2	Alexandra Hallas Button Ernesto Mata [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	✓	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓ ✓
3	KEVIN SERNE [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
4	Martin Lara [redacted]			Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 	Receive e-mails on project Receive additional e-mails/ correspondence from County	
5	Russell Kruly [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X X X	Receive e-mails on project Receive additional e-mails/ correspondence from County	
6	Hilary Winiarz [redacted]	Candidate Lake County Board Dist. 2	[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	 X 	Receive e-mails on project Receive additional e-mails/ correspondence from County	X X

LakeCounty
Division of Transportation

FAIRFIELD ROAD
PUBLIC INFORMATION MEETING
ROLEK COMMUNITY CENTER
MAY 16, 2024

Sign-In Sheet

	NAME & ADDRESS	REPRESENTING	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?	CHECK BOX BELOW	WOULD YOU LIKE TO:	CHECK BOX BELOW
1	BOB HORVATH [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
2	ED FUHRMANN [redacted]		[redacted]	Electronic Message Board Emailed Newsletter Internet Letter Newspaper	2	Receive e-mails on project Receive additional e-mails/ correspondence from County	✓
3				Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
4				Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
5				Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	
6				Electronic Message Board Emailed Newsletter Internet Letter Newspaper		Receive e-mails on project Receive additional e-mails/ correspondence from County	

FAIRFIELD ROAD
PLANNING STUDY

HANDOUT

FAIRFIELD ROAD PLANNING STUDY

PUBLIC INFORMATION MEETING #1

Thursday, May 16, 2024 | 5:00 p.m. to 7:00 p.m.

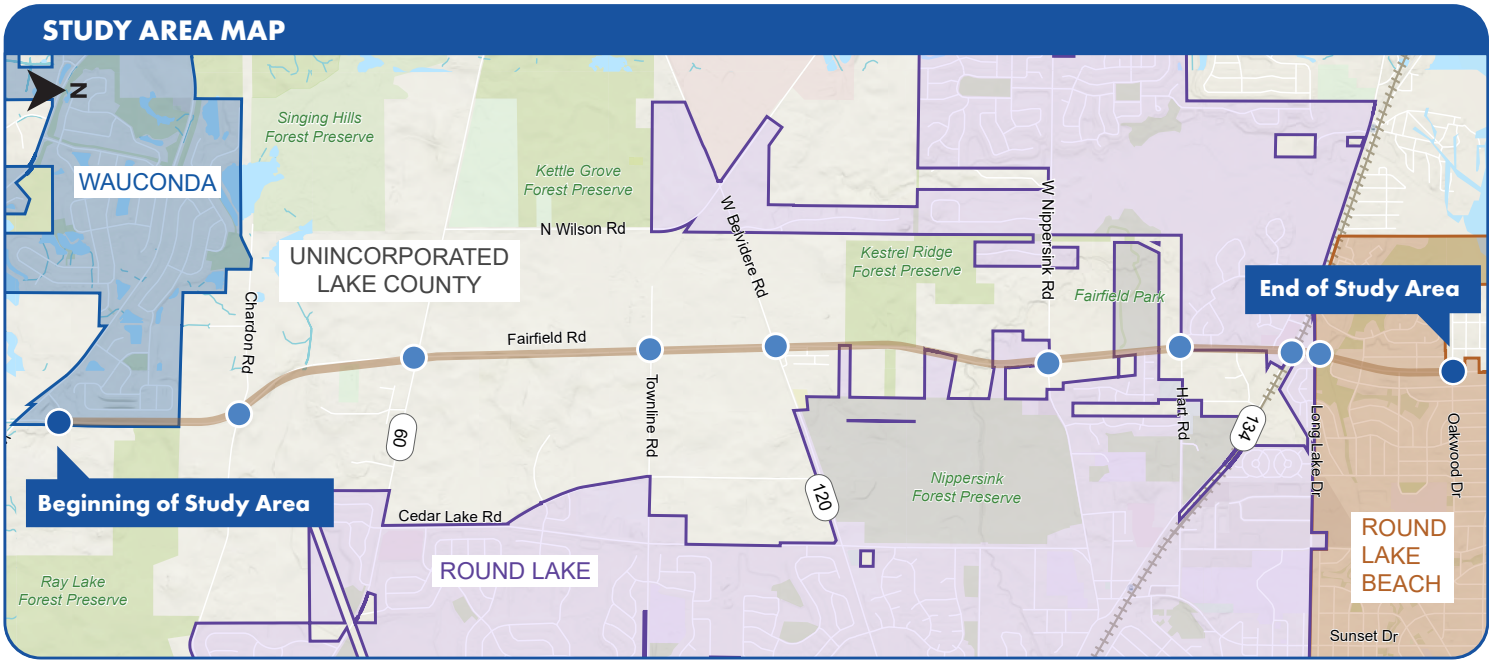
Rolek Community Center, 814 Hart Rd., Round Lake, IL 60073

WELCOME

The Lake County Division of Transportation (LCDOT) welcomes you to the first public information meeting concerning the Fairfield Road Planning Study. This public information meeting is an open house format, and we invite you to view the corridor video, examine the exhibits on display, talk with study team members, and provide feedback.

Purpose of Meeting

- Inform the public of goals and objectives
- Present data and analysis
- Share study process and schedule
- Gather public feedback



ABOUT THE STUDY

PEL is a federal study process name that stands for Planning and Environment Linkages and provides a collaborative approach to transportation decision-making. It brings together experts, community members, and organizations to consider potential transportation improvements, and what the resulting impacts would be. The Fairfield Road PEL study analyzes current and future traffic and safety data along with community, environmental, and economic considerations on Fairfield Road from north of Gilmer Road to Oakwood Drive in Lake County. Through the PEL study, LCDOT will determine project purpose and need as well as a range of improvement alternatives to be carried forward for further study as potential future projects.

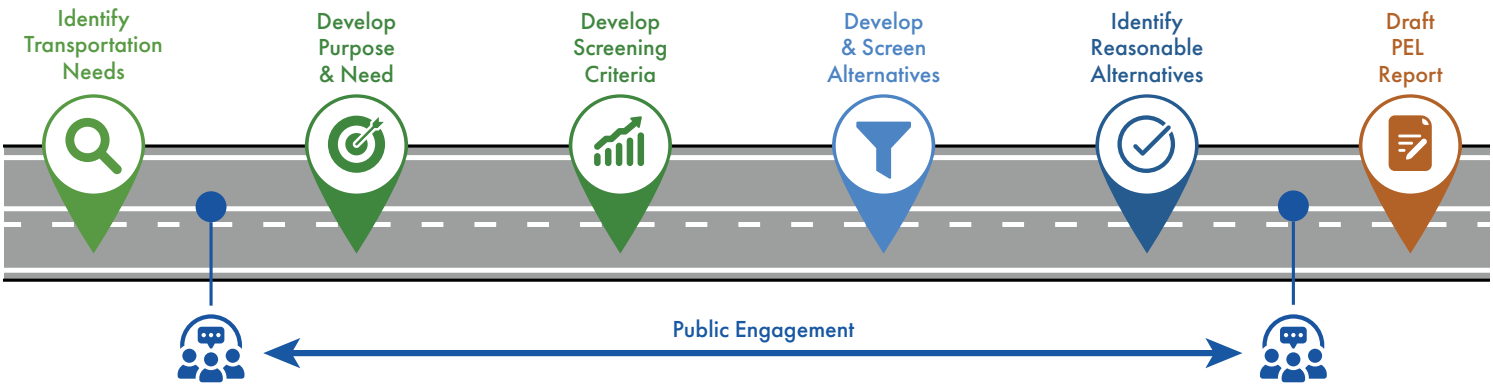
STUDY GOALS & OBJECTIVES

Through stakeholder, agency, and public input, the Study Team seeks to establish a shared corridor vision and identify a range of alternatives that will:

- Increase safety for all roadway users
- Reduce congestion and delays as population grows
- Provide pedestrian and bicycle connectivity
- Consider potential regional transportation improvements
- Avoid or minimize impacts to environmental resources such as wetlands, recreational areas, and potential historic properties

STUDY PROCESS

PEL is a study process that is typically used to identify transportation issues, priorities, and environmental concerns. It can be applied to make planning decisions and for planning analysis. These decisions and analyses, for example, can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives.



STUDY SCHEDULE

The study milestones are illustrated in the schedule below. We are currently at the first Public Information Meeting. A second Public Information Meeting will be held in Fall 2024. Alternatives to be carried forward will be identified and the PEL study will be completed in 2025.



ENVIRONMENTAL CONSIDERATIONS

The study team is identifying environmental resources such as parks, wetlands, and historical resources and collecting data on considerations including air quality and noise to develop alternatives that will improve mobility and safety on Fairfield Road while limiting impact on the built and natural environment.



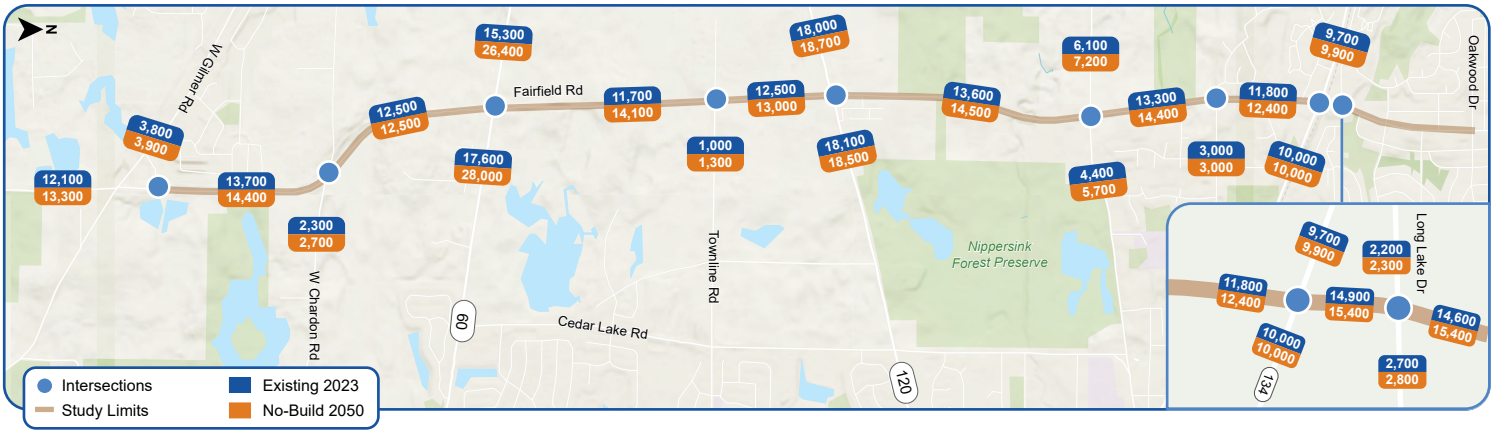






TRAFFIC DATA

The map below indicates average daily traffic volumes at select points along Fairfield Road. Current traffic volumes on Fairfield Road within the study area range from 11,700 to 13,700 vehicles per day. With no improvements to Fairfield, traffic volumes are expected to range from 12,400 to 14,500 vehicles per day by 2050. Daily traffic volumes over 14,000 vehicles per day typically indicate a two-lane roadway is at or over capacity.



FAIRFIELD ROAD
PLANNING STUDY

REUNIÓN DE INFORMACIÓN PÚBLICA #1

Jueves, 16 de Mayo de 2024 | 5:00 p.m. to 7:00 p.m.

Rolek Community Center, 814 Hart Rd., Round Lake, IL 60073

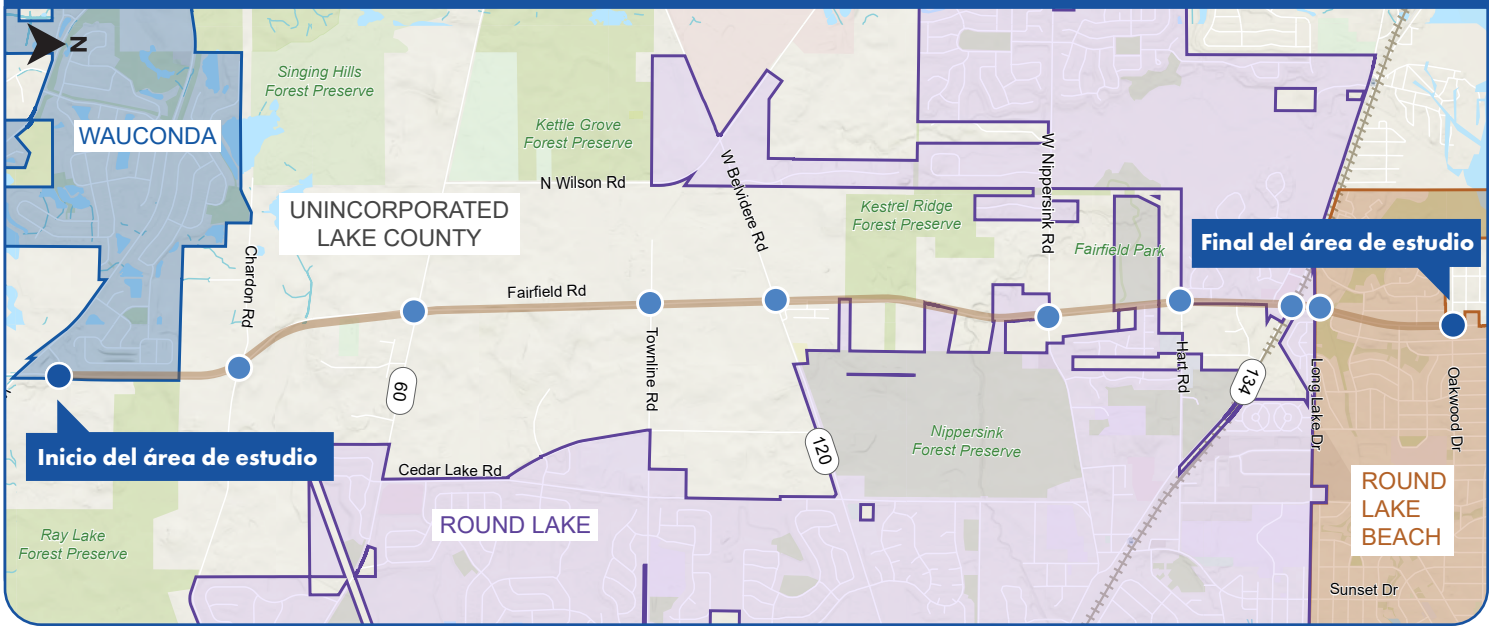
BIENVENIDOS

La División de Transporte del Condado de Lake (LCDOT) le da la bienvenida a la primera reunión de información pública sobre el Estudio de Planificación de Carreteras de Fairfield. Esta reunión de información pública es de formato de puertas abiertas y lo invitamos a ver el video del corredor, examinar las exhibiciones en exhibición, hablar con los miembros del equipo de estudio y brindar comentarios.

Propósito de la Reunión

- Informar al público sobre metas y objetivos
- Compartir el proceso y el cronograma del estudio Presentar datos y análisis
- Presentar datos y análisis
- Recopilar comentarios del público

MAPA DE UBICACIÓN Y ÁREA DE ESTUDIO



SOBRE EL ESTUDIO

PEL es un proceso de estudio federal que significa Vínculos de Planificación y Medio Ambiente y proporciona un enfoque colaborativo para la toma de decisiones sobre transporte. Reúne a expertos, miembros de la comunidad y organizaciones para considerar posibles mejoras en el transporte y cuáles serían los impactos resultantes. El estudio PEL de Fairfield Road analiza datos de tráfico y seguridad actuales y futuros junto con consideraciones comunitarias, ambientales y económicas en Fairfield Road desde el norte de Gilmer Road hasta Oakwood Drive en el condado de Lake. A través del estudio PEL, LCDOT determinará el propósito y la necesidad del proyecto, así como una variedad de alternativas de mejora que se llevarán a cabo para estudios posteriores como posibles proyectos futuros.

METAS Y OBJETIVOS DEL ESTUDIO

A través de las partes interesadas, las agencias y el público, el Equipo de Estudio busca establecer una misión de corredor compartido e identificar un rango de alternativas que pueda:

- Aumentar la seguridad para todos los usuarios de la carretera
- Reducir la congestión y los retrasos a medida que crece la población
- Proporcionar conectividad a peatones y bicicletas
- Considere posibles mejoras en el transporte regional
- Evitar o minimizar los impactos a los recursos ambientales como los humedales, áreas recreativas y posibles propiedades históricas

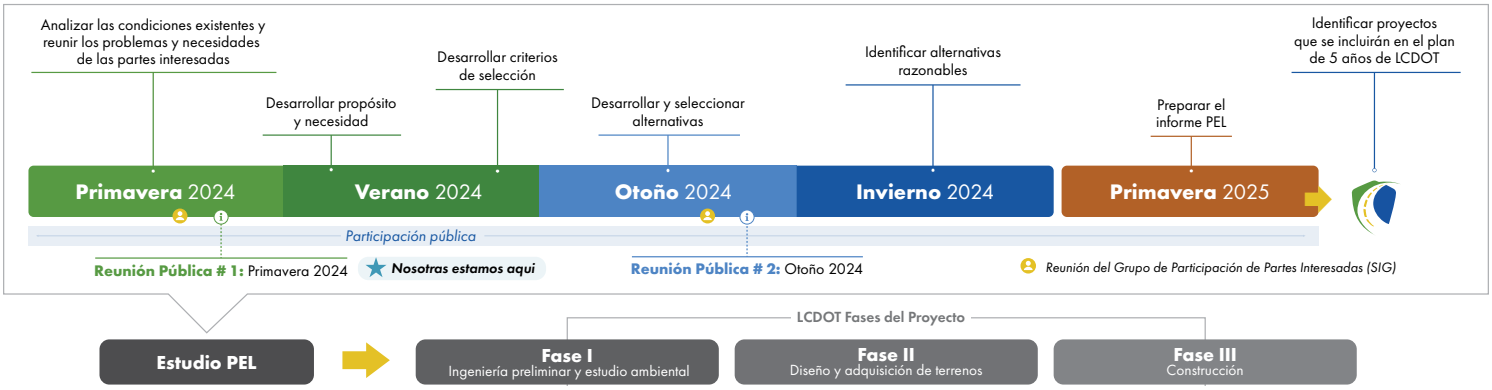
PROCESO DE ESTUDIO

PEL es un proceso de estudio que normalmente se utiliza para identificar problemas de transporte, prioridades y preocupaciones ambientales. Se puede aplicar para tomar decisiones de planificación y para análisis de planificación. Estas decisiones y análisis, por ejemplo, se pueden utilizar para identificar y priorizar proyectos futuros, desarrollar el propósito y la necesidad de un proyecto, determinar el tamaño o la duración del proyecto y/o desarrollar y perfeccionar una variedad de alternativas.



HORARIO DE ESTUDIO

Los hitos del estudio se ilustran en el siguiente cronograma. Actualmente nos encontramos en la primera Reunión de Información Pública. Se llevará a cabo una segunda reunión de información pública en el otoño de 2024. Se identificarán las alternativas que se llevarán a cabo y el estudio PEL se completará en 2025.



CONSIDERACIONES AMBIENTALES

El equipo de estudio está identificando recursos ambientales como parques, humedales y recursos históricos y recopilando datos sobre consideraciones que incluyen la calidad del aire y el ruido para desarrollar alternativas que mejorarán la movilidad y la seguridad en Fairfield Road y al mismo tiempo limitarán el impacto en el entorno natural y construido.



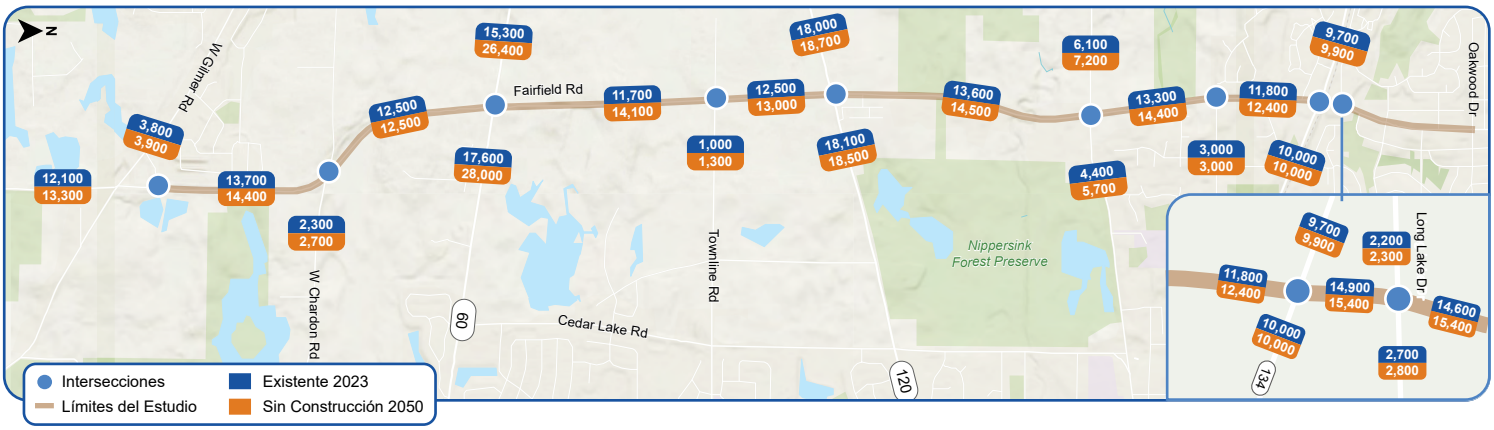






DATOS DE TRÁFICO

El siguiente mapa indica los volúmenes de tráfico diarios promedio en puntos seleccionados a lo largo de Fairfield Road. Los volúmenes de tráfico actuales en Fairfield Road dentro del área de estudio oscilan entre 11,700 y 13,700 vehículos por día. Sin mejoras en Fairfield, se espera que los volúmenes de tráfico oscilen entre 12,400 y 14,500 vehículos por día para 2050. Los volúmenes de tráfico diario de más de 14,000 vehículos por día generalmente indican que una carretera de dos carriles está en su capacidad o por encima de ella.



FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS



FAIRFIELD ROAD
PLANNING STUDY

WELCOME

Thank you for visiting the Lake County Division of Transportation's open house for the **Fairfield Road Planning Study**. We appreciate you taking time to learn more about this study and provide input.

WE HOPE YOU WILL:

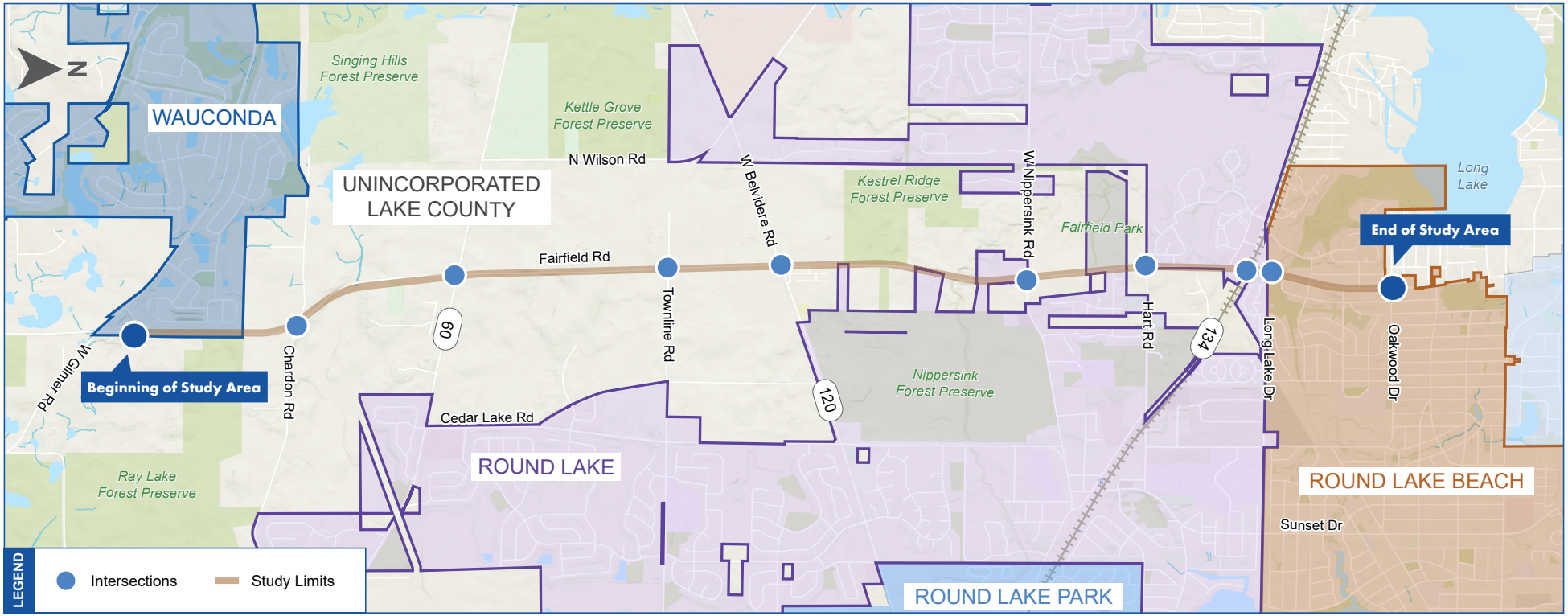
- Sign-in
- Take a Look at the Exhibits
- Watch the Video
- Ask Questions!
- Provide Feedback

WHAT YOU WILL LEARN ABOUT:

- About the Study
- Study Area
- Existing Conditions

LOCATION MAP & STUDY AREA

FAIRFIELD ROAD PLANNING STUDY



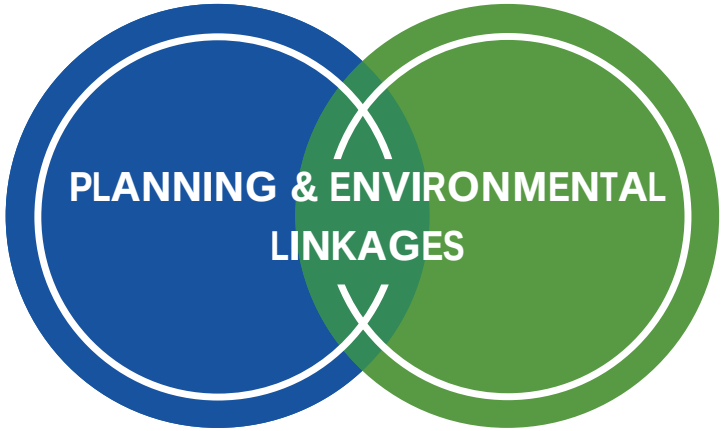
The study area follows Fairfield Road from north of Gilmer Road to Oakwood Drive, an approximately 5.5 mile segment.

WHAT IS A PEL STUDY?

FAIRFIELD ROAD
PLANNING STUDY

A PEL or Planning and Environmental Linkages Study is a planning study that provides for:

- A collaborative approach to decision-making
- Early consideration of:
  - Environmental resources
  - Community context
  - Future development plans
- Incorporation of information, analysis, and planning results into environmental review



WHY USE A PEL STUDY?

FAIRFIELD ROAD
PLANNING STUDY

A PEL Study will be conducted to enable the following planning products to be adopted into later environmental review processes for future projects within the study limits:

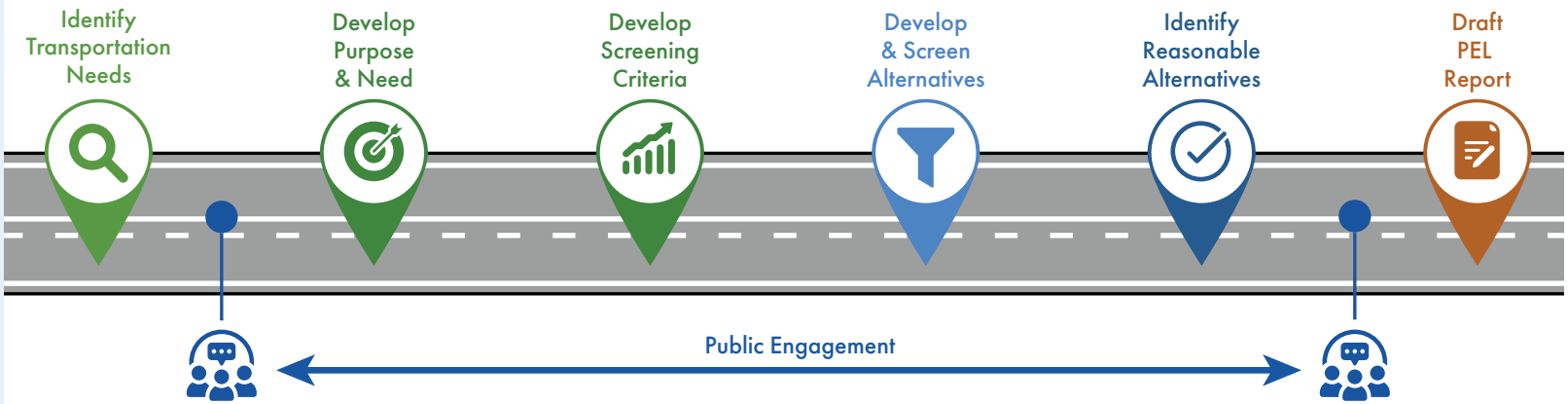
- Draft Purpose and Need with federal and state concurrence
- Screening of alternatives
- Basic description of the environmental setting
- Decision on methodologies for analysis
- Allows project to be eligible for potential state and federal funding

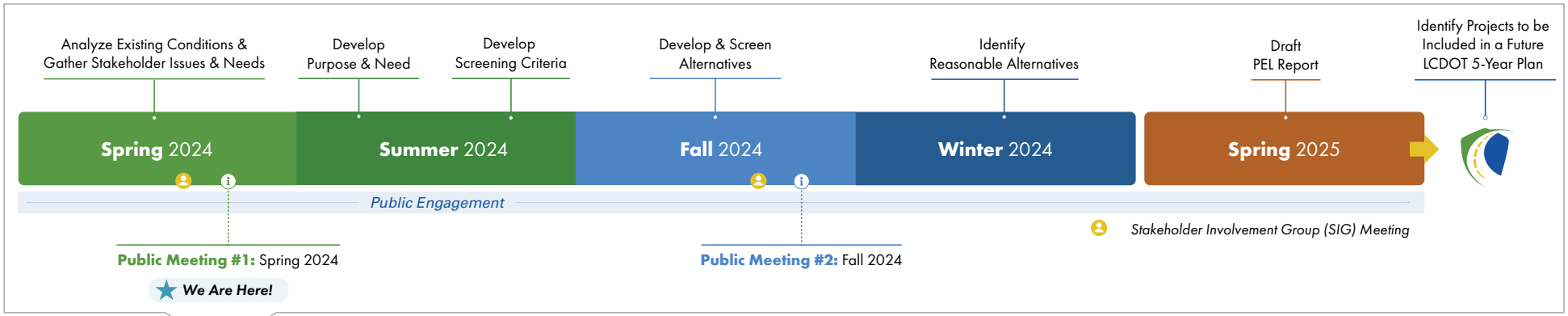
The PEL will develop a roadmap for the corridor and identify potential future projects.

STUDY SCHEDULE AND PROCESS

FAIRFIELD ROAD PLANNING STUDY

WHAT ARE THE STEPS IN THE PEL PROCESS?







STUDY GOALS & OBJECTIVES

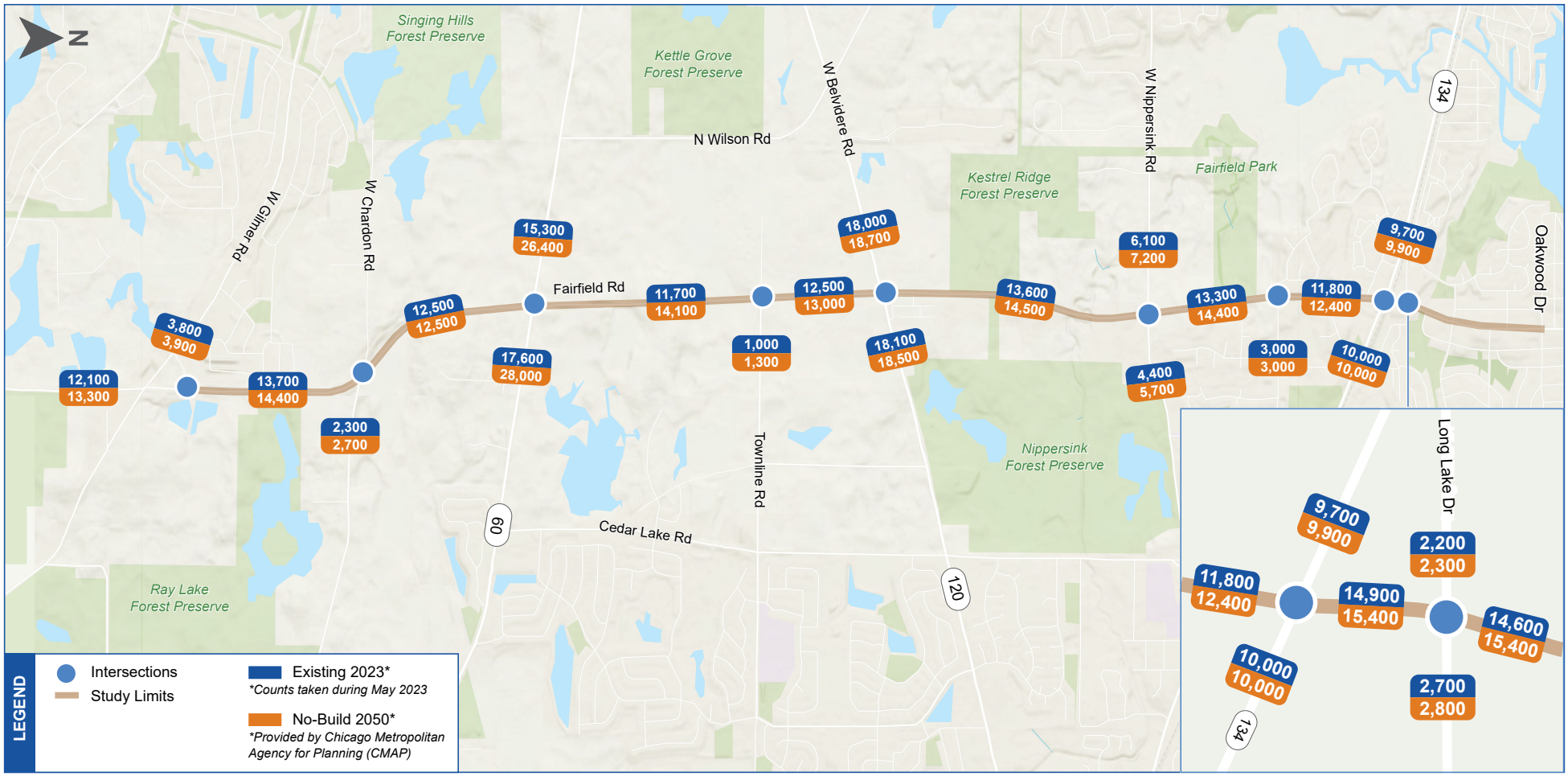
FAIRFIELD ROAD
PLANNING STUDY

Through stakeholder, agency, and public input, the Study Team seeks to establish a shared corridor vision and identify a range of alternatives that will:

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- Avoid or minimize impacts to environmental resources such as wetlands, recreational areas, and potential historic properties

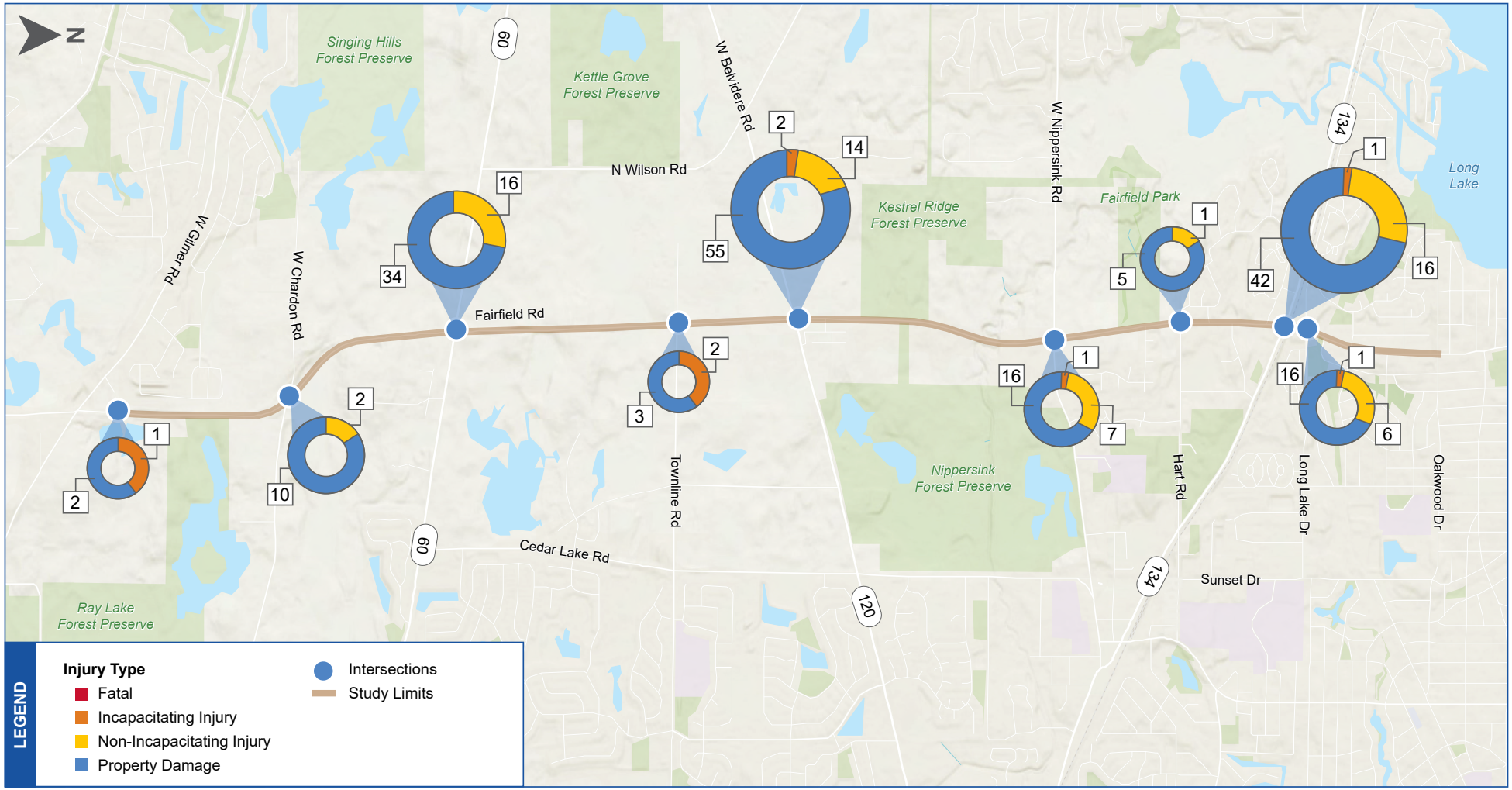
TRAFFIC DATA
AVERAGE DAILY TRAFFIC (ADT)

FAIRFIELD ROAD PLANNING STUDY



INTERSECTION CRASH DATA
2017-2021

FAIRFIELD ROAD PLANNING STUDY



CORRIDOR-WIDE CRASH DATA
2017-2021

FAIRFIELD ROAD
PLANNING STUDY

Primary Crash Types within Study Area	51% Rear-end	20% Turning	9% Angle	6% Fixed object	4% Side swipe	4% Animal	4% Other	2% Side swipe opposite

357 Total Crashes

88 Injury Crashes

1 Pedestrian Crashes

0 Bicycle Crash

1 Fatal Crash

COMMON CAUSES OF CRASHES ALONG THE CORRIDOR



Hard Braking



Following Too Closely



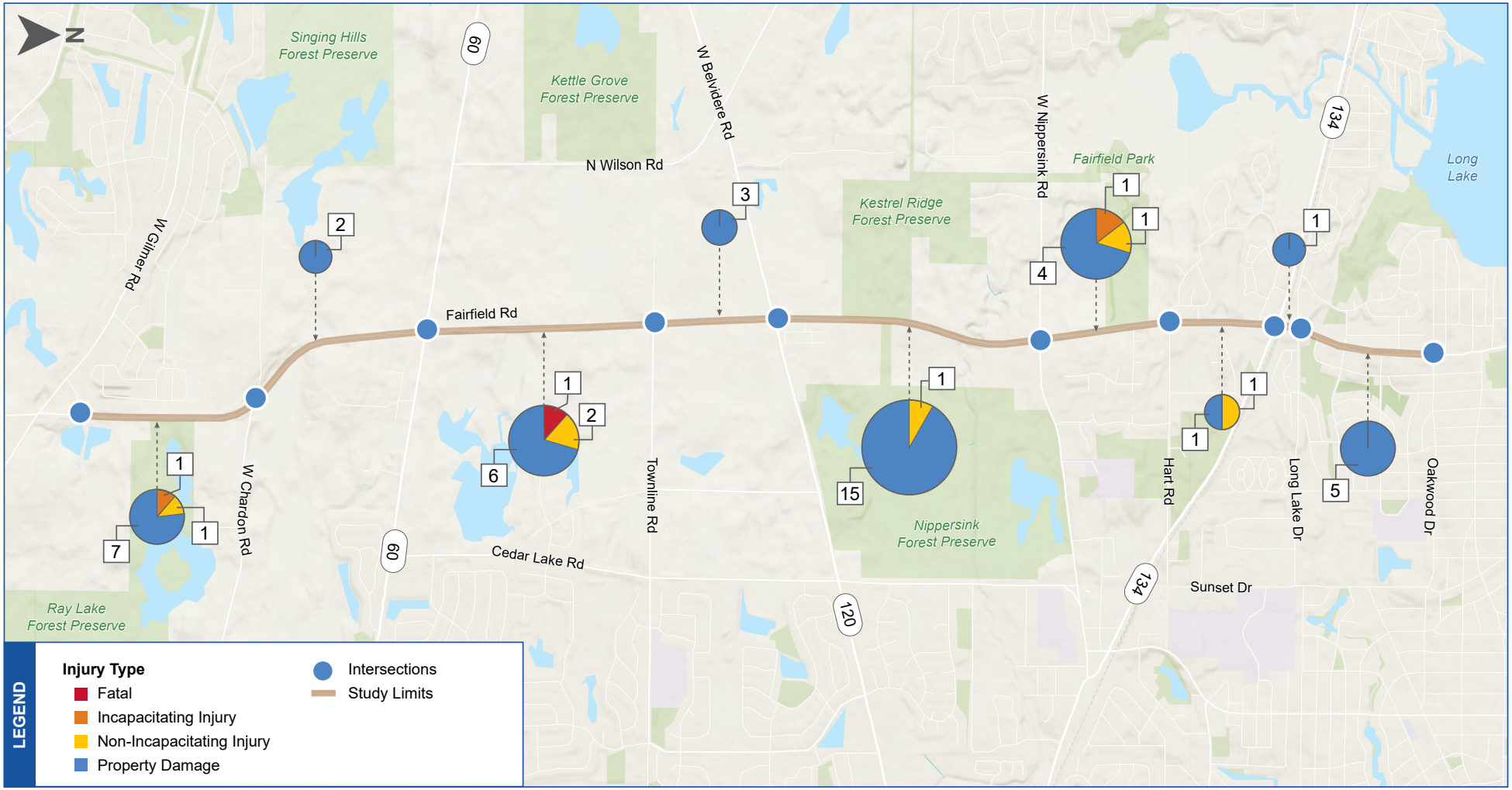
Failure to Yield



Speeding

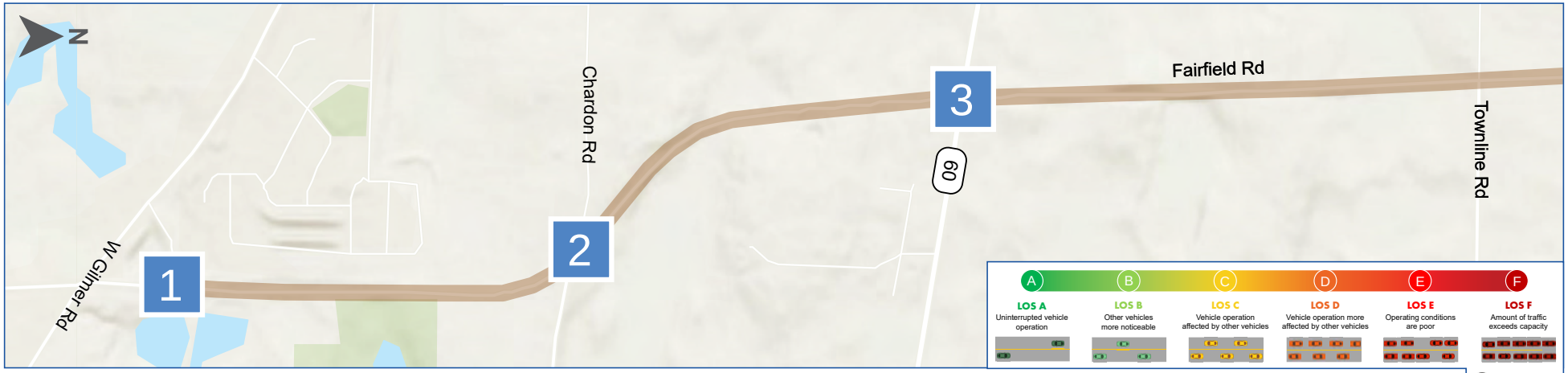
ROADWAY SEGMENT CRASH DATA
2017-2021

FAIRFIELD ROAD PLANNING STUDY

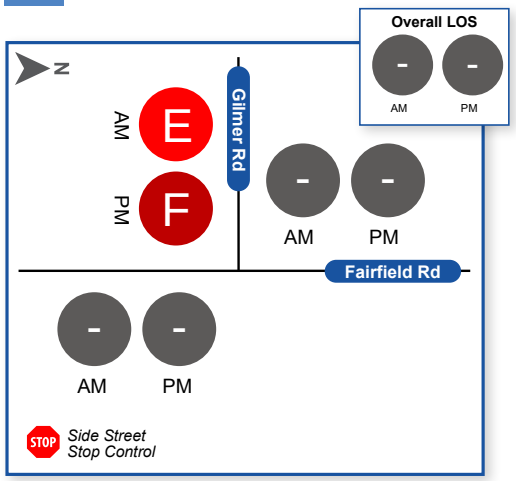


TRAFFIC DATA
EXISTING LEVEL OF SERVICE (LOS)

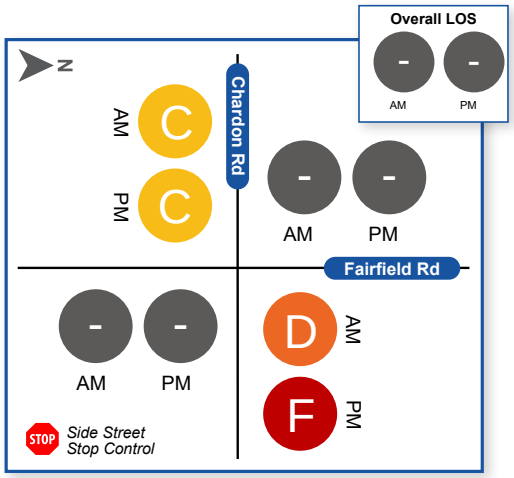
FAIRFIELD ROAD PLANNING STUDY



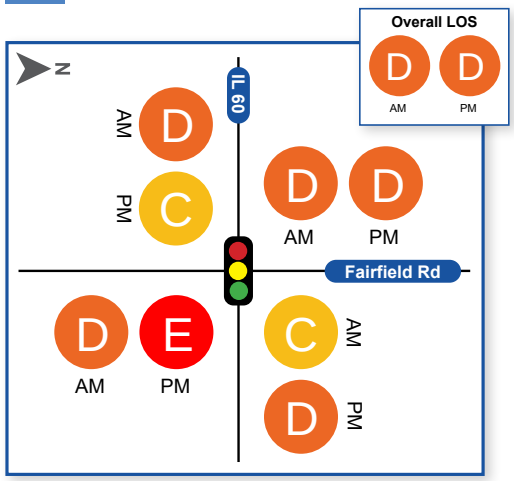
1 Fairfield Rd at Gilmer Rd



2 Fairfield Rd at Chardon Rd



3 Fairfield Rd at IL 60

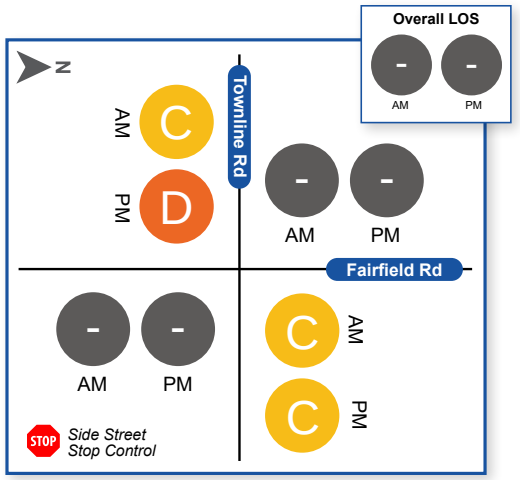


TRAFFIC DATA
EXISTING LEVEL OF SERVICE (LOS)

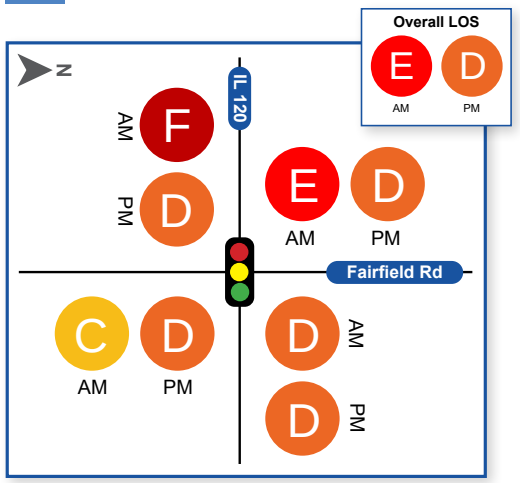
FAIRFIELD ROAD PLANNING STUDY



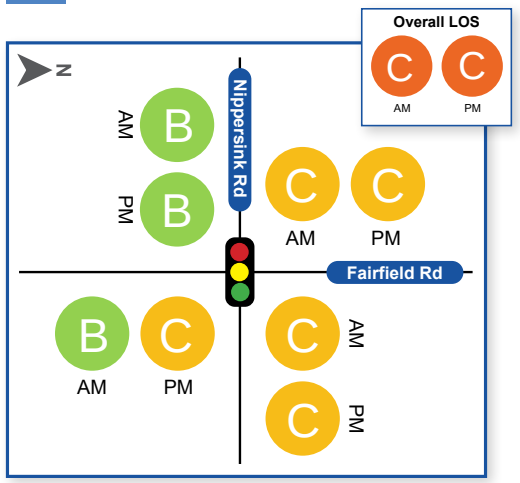
4 Fairfield Rd at Townline Rd



5 Fairfield Rd at IL 120

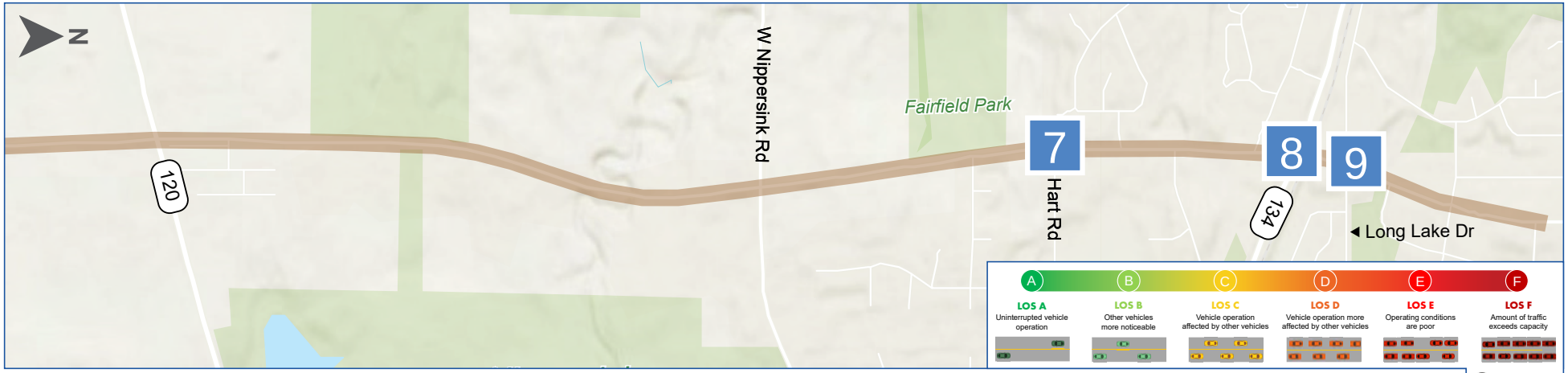


6 Fairfield Rd at Nippersink Rd

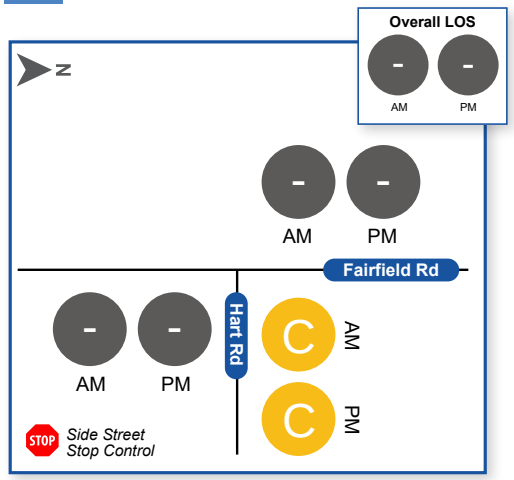


TRAFFIC DATA
EXISTING LEVEL OF SERVICE (LOS)

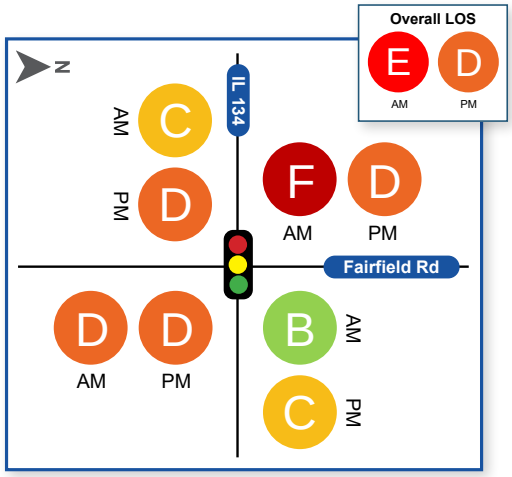
FAIRFIELD ROAD PLANNING STUDY



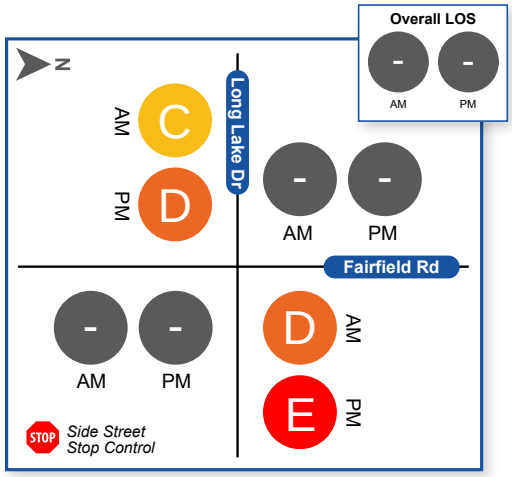
7 Fairfield Rd at Hart Rd



8 Fairfield Rd at IL 134

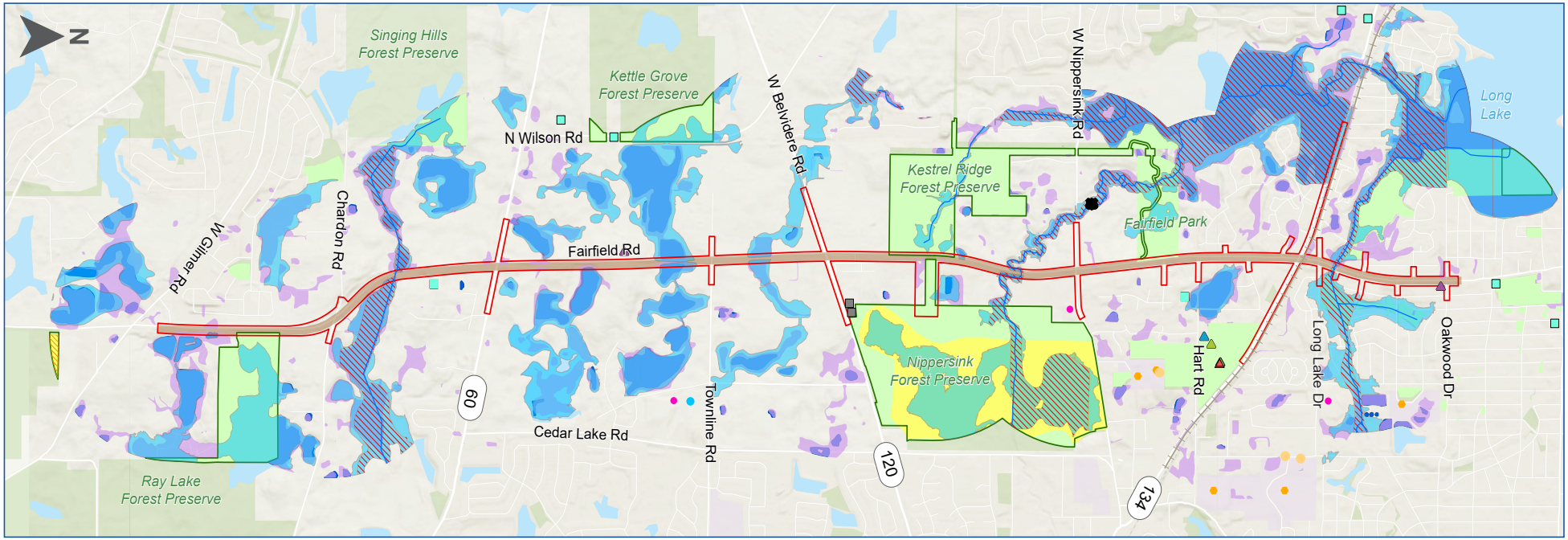


9 Fairfield Rd at Long Lake Dr



BUILT AND NATURAL ENVIRONMENTS

FAIRFIELD ROAD PLANNING STUDY



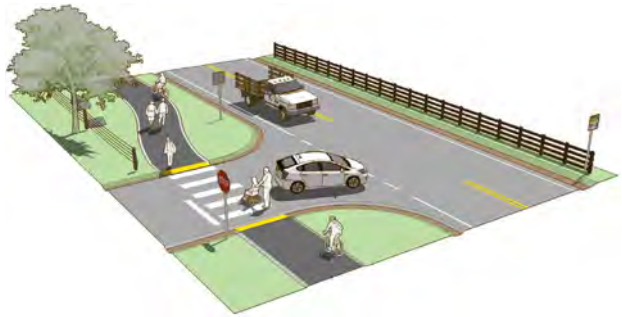
- Study Area
- Community/Recreation Center
- Library
- Museum
- Public Attraction or Landmark Building
- Municipal Government Facility
- Law Enforcement
- School
- Educational Facility
- Cemetery
- House of Worship
- Floodway
- Floodplain
- Illinois Nature Preserves Commission Site
- Illinois Natural Areas Inventory Site
- Forest Preserves
- Parks and Open Space
- Mapped Wetlands
- Waterbody
- Railroad

NON-MOTORIZED USERS

FAIRFIELD ROAD PLANNING STUDY



Enhanced crossings with median separated islands or raised crossings can be used at trails.

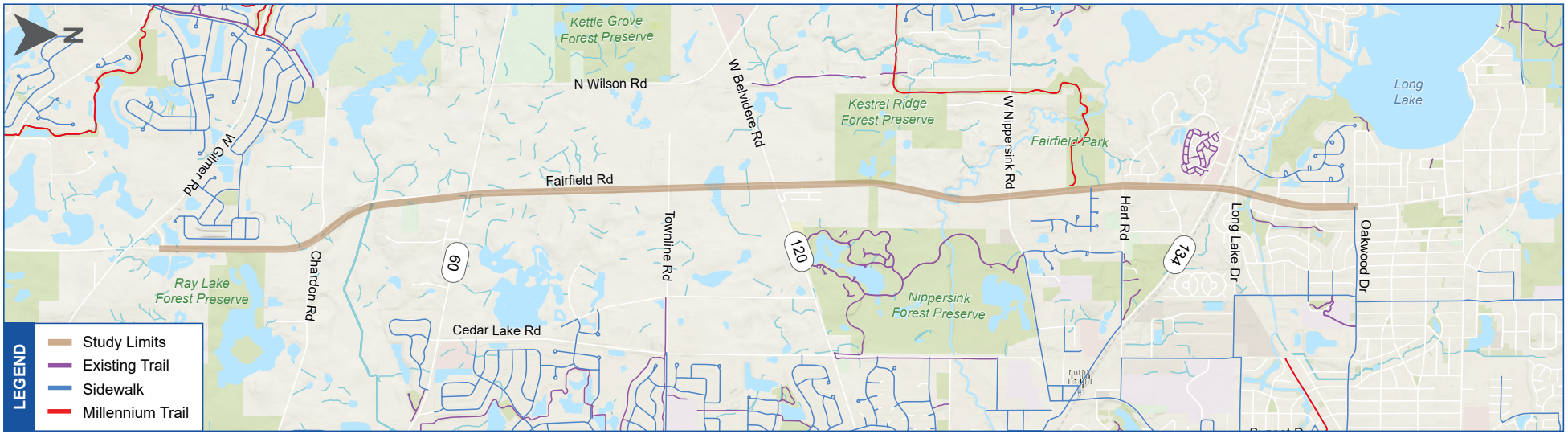


A **shared-use path** can be provided for a safe route for pedestrians, cyclists, and other non-motorized users.



A **sidewalk** can provide dedicated space for pedestrians that is safe, comfortable, and accessible.

Source: Small Town and Rural Design Guide Facilities for Walking and Biking



SHARE YOUR THOUGHTS

FAIRFIELD ROAD
PLANNING STUDY

Community members and other stakeholders play an important role in this PEL study and any decisions made about the future of Fairfield Road. **We want to hear from you** about transportation and community needs in this area!

Use the three stickers to indicate what criteria are ***most important to you.***

- Safety While Driving
- Safety While Walking or Biking
- Transit Connections
- Access to Businesses
- Mitigating Noise/Traffic
- Environmental Impacts & Improvements
- Cost
- Construction Impacts
- Drainage and Flooding

YOUR INPUT

FAIRFIELD ROAD
PLANNING STUDY

The comment period is open **MAY 16 - JUNE 16, 2024**.

Fill Out a Comment Form

Connect@FairfieldRoadStudy.com

FairfieldRoadStudy.com

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

Scan the QR code to provide additional feedback!



FAIRFIELD ROAD
PLANNING STUDY

BIENVENIDO

Gracias por visitar la jornada de puertas abiertas de la División de Transporte del Condado de Lake para **el Estudio de Planificación de Fairfield Road**. Agradecemos que se haya tomado el tiempo para aprender más sobre este estudio y brindar sus comentarios.

ESPERAMOS QUE:

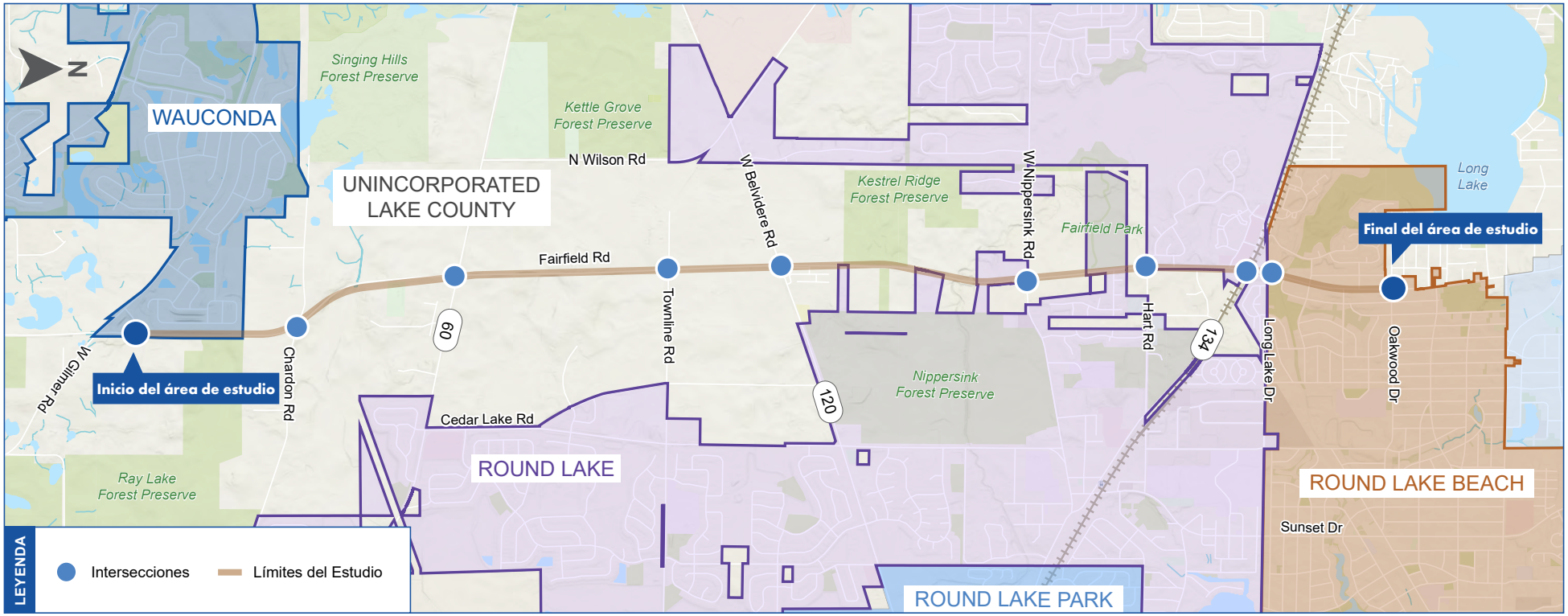
- Firme al llegar
- Vea las Exposiciones
- Vea el Vídeo
- Haga Preguntas
- Brinde Comentarios

LO QUÉ APRENDERÁ SOBRE:

- Acerca del Estudio
- Área del Estudio
- Condiciones Existentes

MAPA DE UBICACIÓN Y ÁREA DE ESTUDIO

FAIRFIELD ROAD PLANNING STUDY



El área de estudio sigue Fairfield Road desde el norte de Gilmer Road hasta Oakwood Drive, un segmento de aproximadamente 5.5 millas.

¿QUÉ ES UN ESTUDIO PEL?

FAIRFIELD ROAD
PLANNING STUDY

Un PEL o Estudio de Planificación y Vínculos Ambientales es un estudio de planificación que prevé:

- Un enfoque colaborativo para la toma de decisiones
- Consideración temprana de:
  - Recursos ambientales
  - Contexto comunitario
  - Objetivos económicos o de desarrollo



- Incorporación de resultados de información, análisis y planificación a la revisión ambiental

¿POR QUÉ UTILIZAR UN ESTUDIO PEL?

FAIRFIELD ROAD
PLANNING STUDY

Se llevará a cabo un PEL o Estudio de Planificación de Vínculos Ambientales para permitir que los siguientes productos se adopten en procesos de revisión ambiental posteriores:

- Propósito y necesidad aprobados con concurrencia federal y estatal
- Selección de alternativas
- Descripción básica de configuración ambiental
- Decisión sobre metodologías de análisis
- Permite que el proyecto sea elegible para posibles fondos estatales y federales

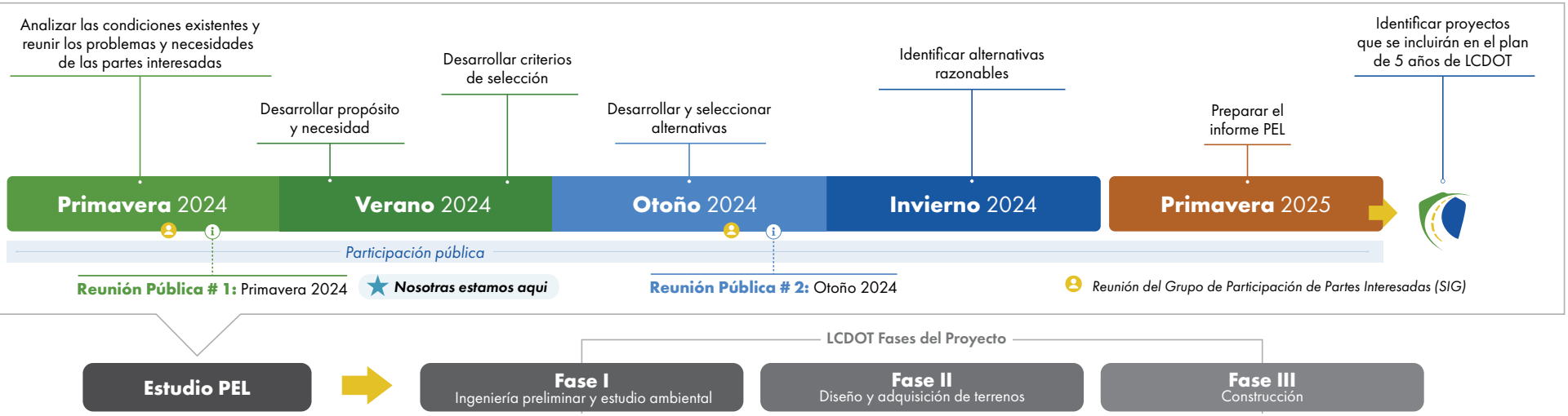
El PEL desarrollará una hoja de ruta para el corredor e identificará posible proyectos futuros

CALENDARIO DE ESTUDIO Y PROCESO

FAIRFIELD ROAD PLANNING STUDY

¿CUÁLES SON LOS PASOS DEL PROCESO PEL?





METAS Y OBJETIVOS DEL ESTUDIO

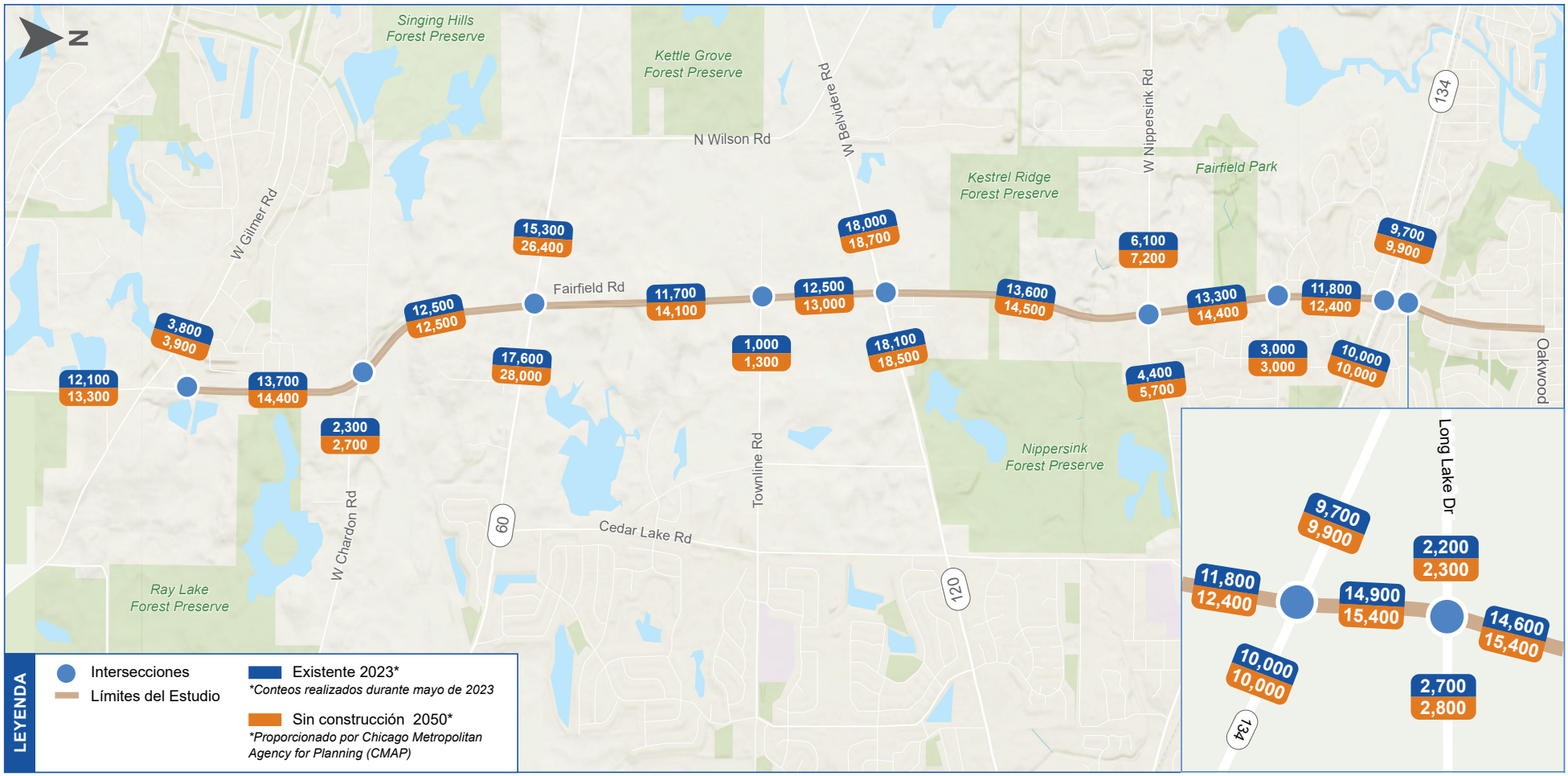
FAIRFIELD ROAD
PLANNING STUDY

A través de las partes interesadas, las agencias y el público, el Equipo de Estudio busca establecer una misión de corredor compartido e identificar un rango de alternativas que pueda:

- Aumentar la seguridad para todos los usuarios de la carretera
- Reducir la congestión y los retrasos a medida que crece la población
- Proporcionar conectividad a peatones y bicicletas
- Considere posibles mejoras en el transporte regional
- Evitar o minimizar los impactos a los recursos ambientales como los humedales, áreas recreativas y posibles propiedades históricas

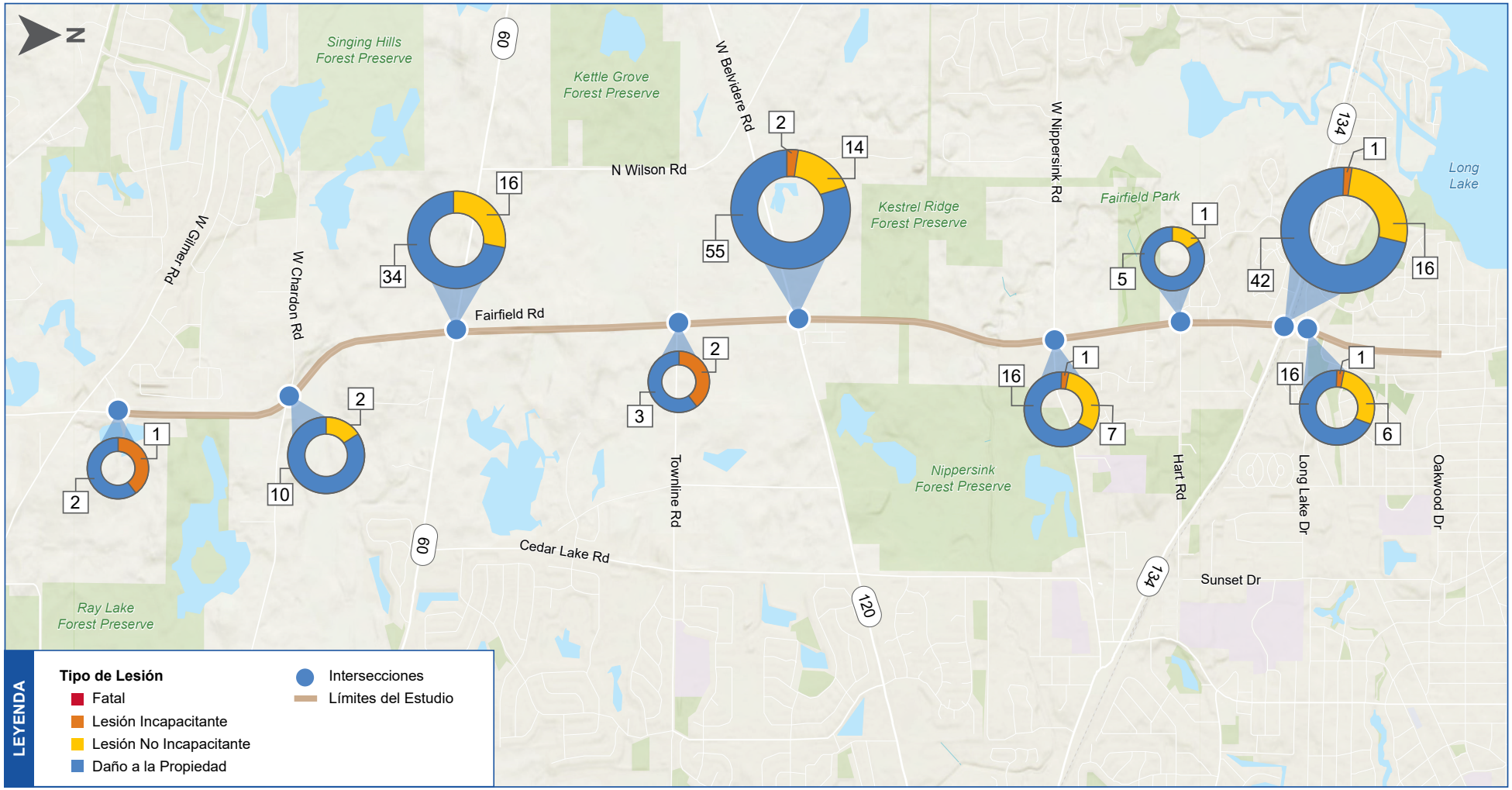
DATOS DE TRÁFICO:
TRÁFICO DIARIO PROMEDIO (ADT)

FAIRFIELD ROAD PLANNING STUDY



DATOS DE CHOQUES EN INTERSECCIONES (2017-2021)

FAIRFIELD ROAD PLANNING STUDY



DATOS DE ACCIDENTES EN TODO EL CORREDOR (2017-2021)

FAIRFIELD ROAD PLANNING STUDY

Typos de accidentes primarios a lo largo de Áreas mostradas	51% Datos de Accidentes	20% Dando vuelta	9% Ángulo	6% Objeto fijo	4% Deslizamiento lateral	4% Animal	4% Otro	2% Deslizamiento lateral opuesto

357 Choques en Total

88 Choques con Lesiones

1 Choques de Peatones

0 Choque de Bicicleta

1 Accidente Fatal

CAUSAS COMUNES DE CHOQUES A LO LARGO DEL CORREDOR



Frenado Fuerte



Seguir Demasiado de Cerca



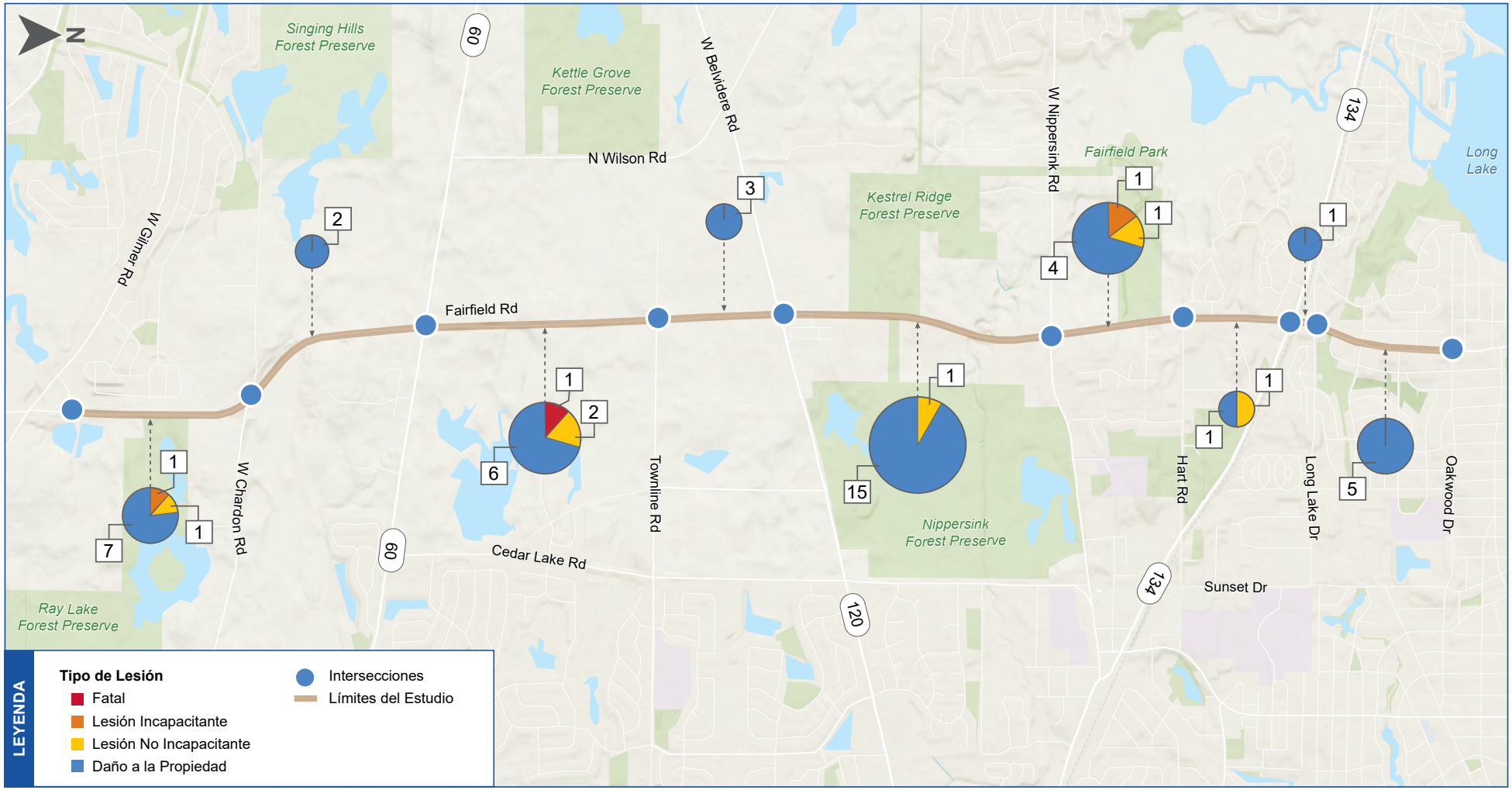
Falta de Ceder el Paso



Exceso de Velocidad

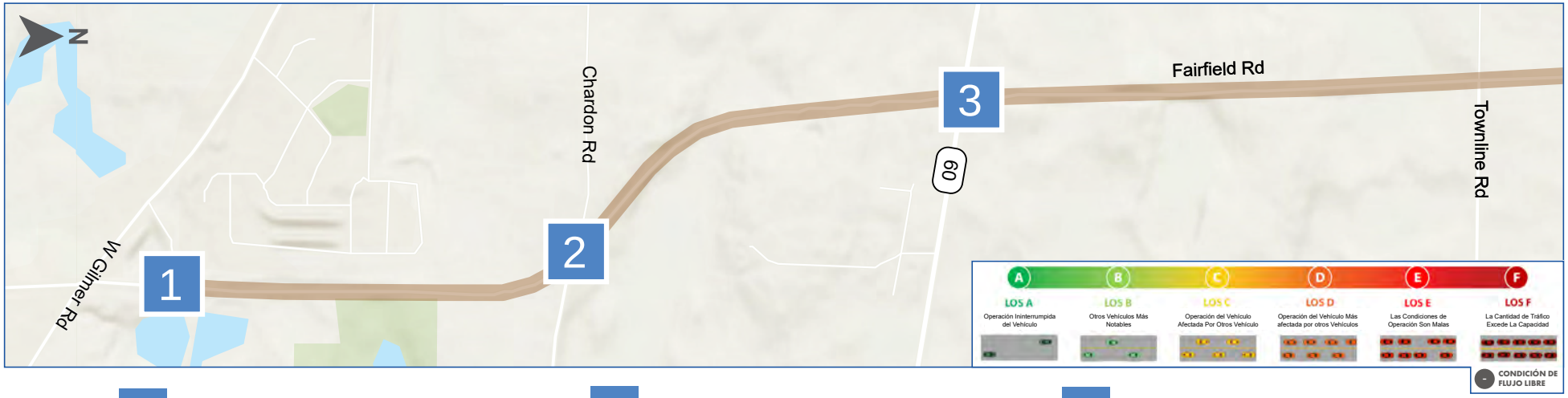
DATOS DE ACCIDENTES DE SEGMENTO DE CARRETERA (2017-2021)

FAIRFIELD ROAD PLANNING STUDY

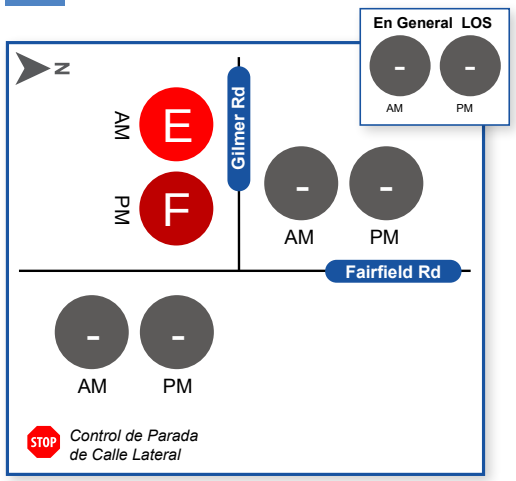


DATOS DE TRÁFICO
NIVEL DE SERVICIO (LOS)

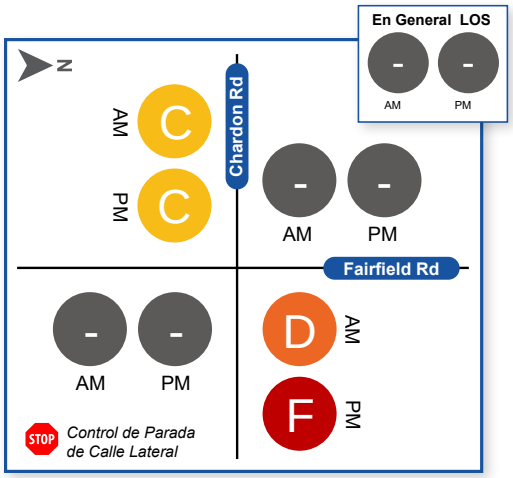
FAIRFIELD ROAD PLANNING STUDY



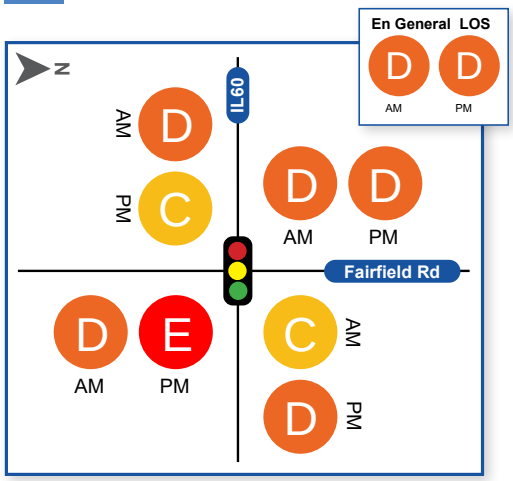
1 Fairfield Rd y Gilmer Rd



2 Fairfield Rd y Chardon Rd

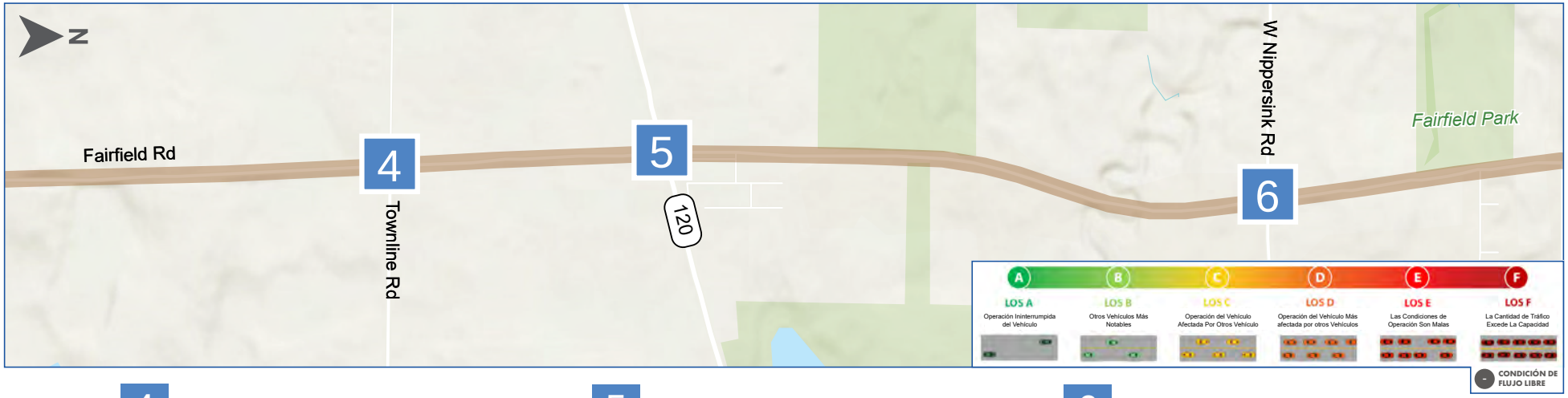


3 Fairfield Rd y IL 60

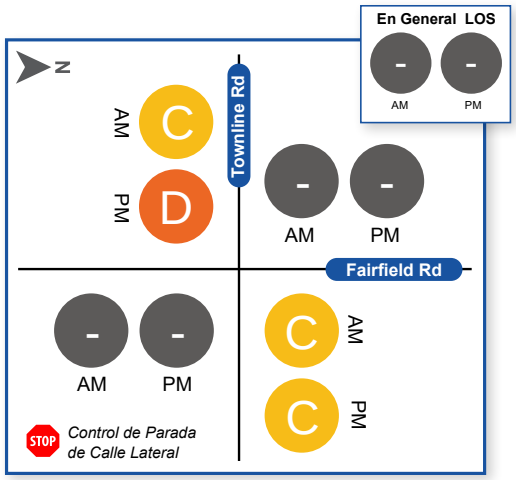


DATOS DE TRÁFICO
NIVEL DE SERVICIO (LOS)

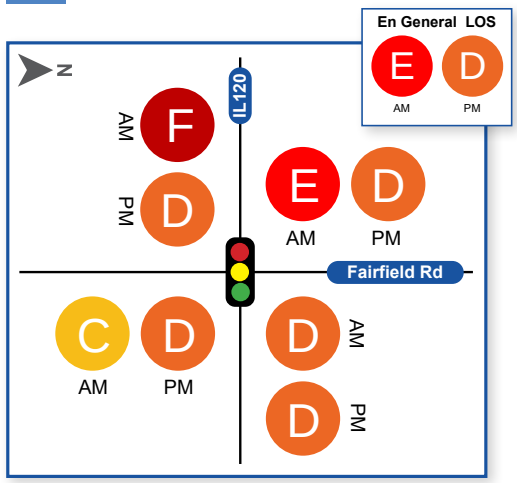
FAIRFIELD ROAD PLANNING STUDY



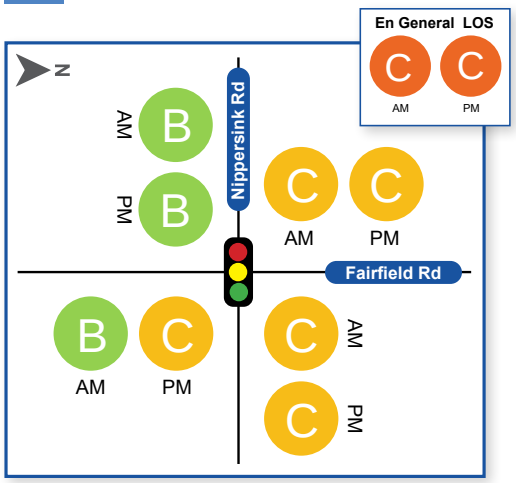
4 Fairfield Rd y Townline Rd



5 Fairfield Rd y IL 120

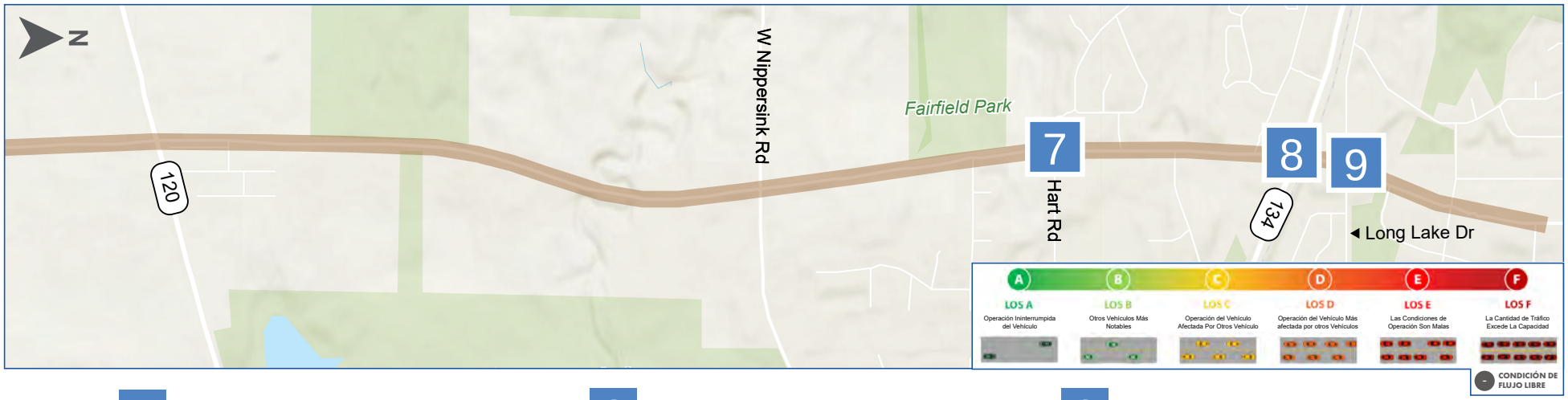


6 Fairfield Rd y Nippersink Rd

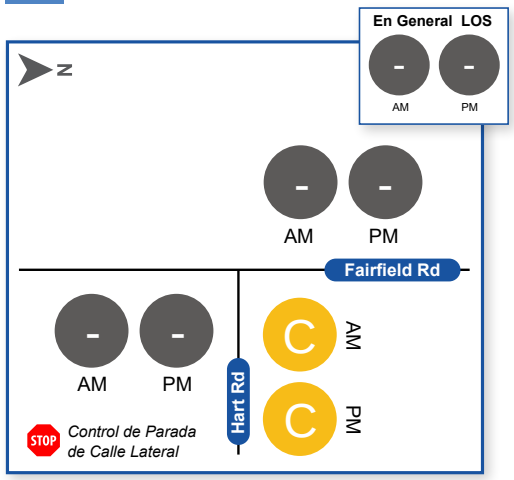


DATOS DE TRÁFICO
NIVEL DE SERVICIO (LOS)

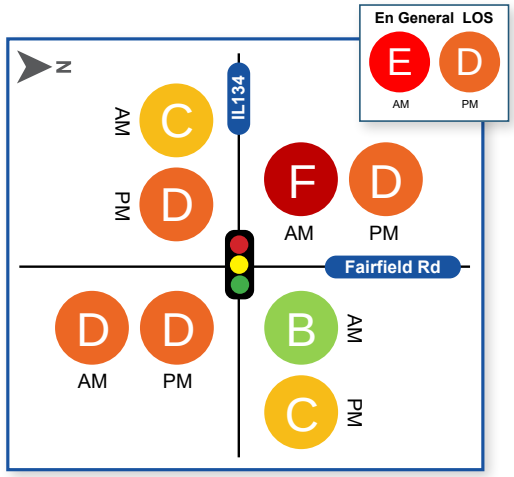
FAIRFIELD ROAD PLANNING STUDY



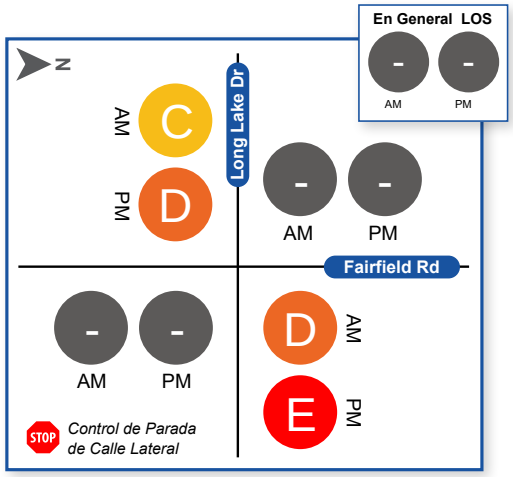
7 Fairfield Rd y Hart Rd



8 Fairfield Rd y IL 134

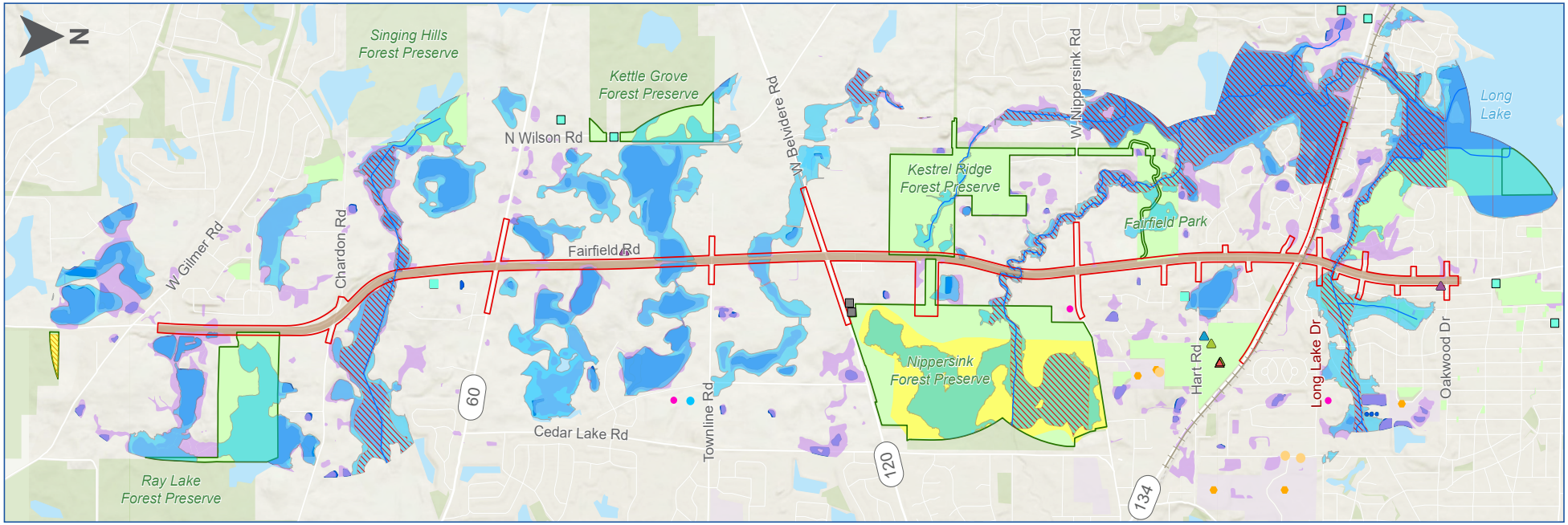


9 Fairfield Rd y Long Lake Dr



AMBIENTES CONSTRUIDOS Y NATURALES

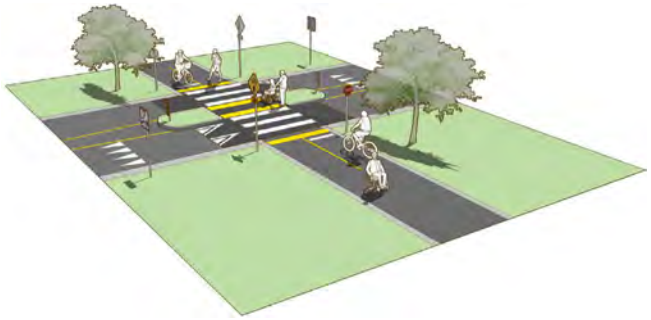
FAIRFIELD ROAD PLANNING STUDY



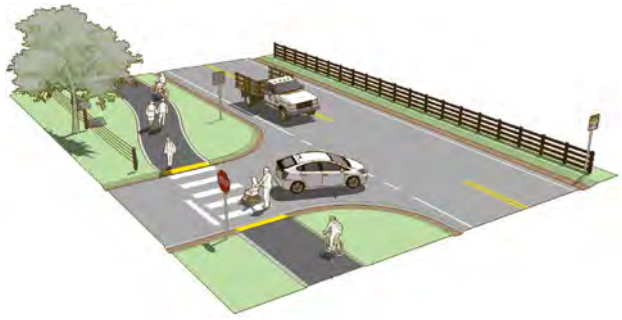
- Área de Estudio
- Centro Comunitario/Recreativo
- Biblioteca
- Museo
- Atracción Pública o Edificio Emblemático
- Instalación del Gobierno Municipal
- Agencia de la ley
- Escuela
- Centro Educativo
- Cementerio
- Casa de Adoración
- Canal de Inundación
- Llanura de Inundación
- Sitio de la Comisión de Reservas Naturales de Illinois
- Sitio de inventario de áreas naturales de Illinois
- Reservas Forestales
- Parques y Espacios Abiertos
- Humedales Mapeados
- Agua Corporal
- Ferrocarril

USUARIOS NO MOTORIZADOS

FAIRFIELD ROAD PLANNING STUDY



Cruce mejorado con islas separadas por el mediano o se puede utilizar un cruce elevado en los caminos.

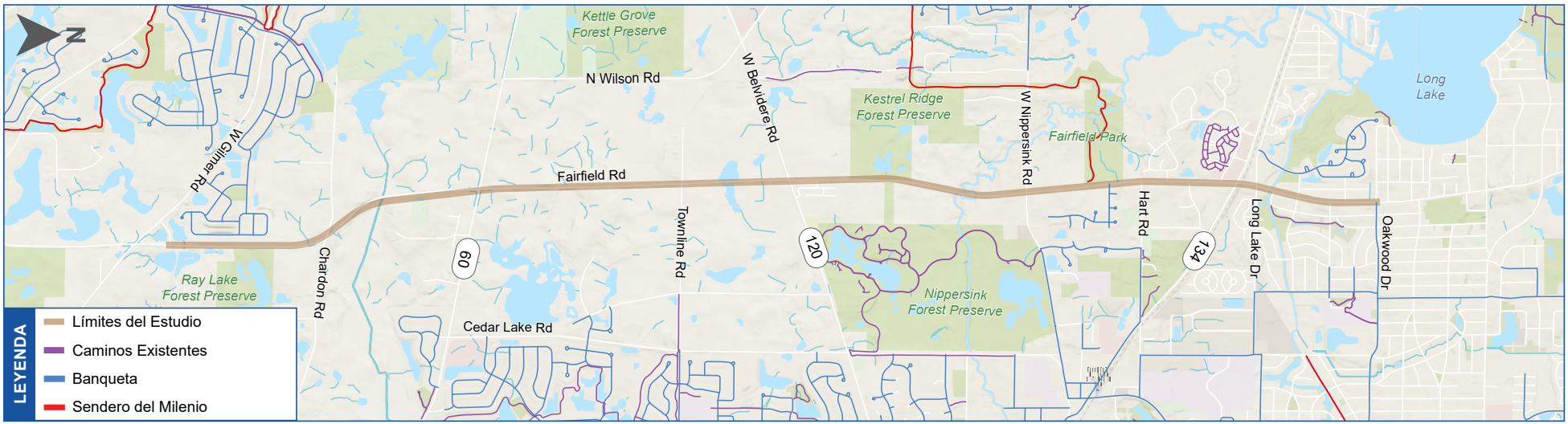


Se puede proporcionar un camino de uso compartido para una ruta segura para peatones, ciclistas y otros usuarios no motorizados.



Una banqueta puede proporcionar un espacio exclusivo para los peatones que sea seguro, cómodo y accesible.

Fuente: Guía Rural de Diseño de Instalaciones y de Ciudades Pequeñas Para Caminar y Andar en Bicicleta



COMPARTE TUS PENSAMIENTOS

FAIRFIELD ROAD
PLANNING STUDY

Los miembros de la comunidad y otras partes interesadas desempeñan un papel importante en este estudio PEL y en cualquier decisión que se tome sobre el futuro de Fairfield Road. ¡**Queremos saber de usted** sobre el transporte y las necesidades de la comunidad en esta área!



Utilice los tres adhesivos para indicar qué criterios son más importantes para usted.

- Seguridad mientras conduce
- Seguridad al caminar o andar en bicicletas
- Conexiones de tránsito
- Acceso a Negocios
- Mitigar el ruido/el tráfico
- Impactos y mejoras ambientales
- Costo
- Impactos de la construcción
- Drenaje e inundaciones

TU APORTACIÓN

FAIRFIELD ROAD
PLANNING STUDY

El período de comentarios está abierto del **16 de mayo al 16 de junio de 2024.**

Llene el formulario de comentarios

Connect@FairfieldRoadStudy.com

FairfieldRoadStudy.com

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

¡**Escanee el código QR** para proporcionar comentarios adicionales!

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX B.

May 16, 2024

Public Informaton Meeting
Comments

FAIRFIELD ROAD
PLANNING STUDY

WRITTEN COMMENTS

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: TIMOTHY C. CARDWELL

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted]

Please provide your comments:

LOWER SPEED LIMIT AT CHARDON/FAIRFIELD
" " " So. OF BONNER/ON FAIRFIELD
FIX TIMING OF LIGHTS AT GILMER & RT 176.
INSTALL MORE FLASHING YELLOW ARROWS!!!
INSTALL A FLASHING LIGHT AT OLD OAK DR. & FAIRFIELD
PAINT FAIRFIELD 3 TIMES PER YR. - SAFETY ISSUE
INSTALL CURBING SOUTH BOUND ON FAIRFIELD AS
IT CROSSES OLD OAK DR. & CARDINAL CT TO
FORCE FOLKS NOT TO PASS ON GRAVEL SHOULDER

Comment Period Open May 16 – June 16, 2024.

Comments may be submitted during the meeting, mailed, or emailed to:

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

or

Project Website:
FairfieldRoadStudy.com

Project Email:
Connect@FairfieldRoadStudy.com

Disclaimer: Names will be included in project documents for the official public record. However, addresses, email addresses, and phone numbers will be redacted.

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Nicole Ivy

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

Gilmer & Fairfield would benefit from a roundabout.

Fairfield & 134 would greatly Benefit from grade Separation at the rail crossing.

Comment Period Open May 16 – June 16, 2024.
Comments may be submitted during the meeting, mailed, or emailed to:

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: CAROL LAMAGDELEINE

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

The traffic has increased 10 fold.
From Gilmer to 60 is backed up solid
in the evenings. Cannot get out of
driveway. NEED TURN OFF LANES &
TURN ARROWS. at intersections.

Comment Period Open May 16 – June 16, 2024.
Comments may be submitted during the meeting, mailed, or emailed to:

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Donna Cardwell

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone:

Please provide your comments:

Biggest issue is Chardon & Fairfield
Taking your life in your hands to make a
left hand turn

Definitely needs improvements ASAP.

Comment Period Open May 16 – June 16, 2024.
Comments may be submitted during the meeting, mailed, or emailed to:

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Alexandra Hallas Button

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

CHARDON / FAIRFIELD → LOWER SPEED LIMIT
→ ENFORCE SPEED
→ LIGHT OR ROUNDABOUT
OR 4-WAY STOP.

Comment Period Open May 16 – June 16, 2024.
Comments may be submitted during the meeting, mailed, or emailed to:

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Kyla Klein

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

I would love to see more bike lanes, pedestrian accommodations, mutti-use paths etc.

Manitou Creek, which crosses Fairfield Road, is in terrible shape, so if you do work on Fairfield, please think about how to do work that supports restoration of the creek's ecosystem. Thank you!

Comment Period Open May 16 – June 16, 2024.

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600 West Winchester Road
Libertyville, IL 60048

or

Project Website:
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Project Email:
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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Claudia Walter

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

I hope to see a round about at Chardon and Fairfield

Once people start using them folks will understand that they are safe, help with traffic flow, save fuel and not expensive to build even another at Gilmer and Fairfield -

Also would like to see forest preserve paths connected — for biking and hiking

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PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: MARY HANDELSMAN

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

I WOULD WELCOME SOME SORT OF OVERPASS FOR PEDESTRIANS + THE MILLENIUM TRAIL NEAR NIPPERSINK, AS FURTHER DOWN TOWARDS 120. FOREST PRESERVES IN NORTHERN LAKE COUNTY ARE NOT CONNECTED WELL + USE WOULD PICK UP. LAKEWOOD/RAY LAKE DEVELOPMENT TIED TO THIS PROJECT SEEMS UNREASONABLE + FAVORS THE HIGHER INCOME AREAS OF LAKE COUNTY. MUCH/SOME OF R.L. IS STILL ENVIRONMENTAL JUSTICE AREA.

* MILLENIUM TRAIL SHOULD ALLOW HORSES!!!

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PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Anastassia Strine

Address: [redacted]

City/State/Zip: [redacted]

Email: _____ Phone: _____

Please provide your comments:

1) Please add wide shoulder for "speedy" bycyclists.
2) Multiuse pedestrian-bike preffered over side walk any time
3) Consider pedestrian-bike way to get to places such as library, PO, FP, stores
4) Any chance for [redacted] connecting Millenium Trail? Also connecting Millen. Trail to Nippersink FP?
5) Solve the traffic issues on 134th Fairfield. and Fairfield #120; Fairfield #60 - They are terrible and we sit and waste our time all the time!

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(6) We have a large Latino community. Some residents own horses - Any chance to permit a horse riding trail along Fairfield

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Bob Schroeder

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

Put a STOP Light in ASAP! Totally dangerous intersection at Fairfield & Chardon, Too many accidents, Deaths, Traffic delays. My daughter got in a bad accident last year and still suffers from Trauma and is just now starting to drive again. She/we drive(s) on Chardon/Fairfield every day. How many more accidents or deaths need to happen to have the LC Board Take action? Please, please put lights in!!

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Mia Walter

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

I grew up on Chardon Rd. @ Fairfield and traffic has increased exponentially over the last 20 years. More and more people use Chardon as a cut through and We've seen too many crashes (including 3 recent fatalities in the past couple months). I LOVE ROUNDABOUTS! I think people may need education on how to use them and their benefits. I would also love more dedicated pathways for bikers & walkers. We have so many forest preserves nearby, and I hate that I have to drive my car to the park in order to ride.

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Jennifer Schroeder

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

chardon Rd & Fairfield Rd is incredibly dangerous intersection. There have been countless accidents that have also led to deaths. my daughter drives chardon daily to a business, Eqwidream, and its very difficult to see cars coming around the corner at very high speeds. I implore you to take action. This community does not need any more casualties. My daughter was in an accident at this intersection & she has ongoing trauma as a result.

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: CLAUDIA TURIC

Address: [redacted]

City/State/Zip: [redacted]

Email: _____ Phone: [redacted]

Please provide your comments:

I WOULD BE IN FAVOR OF A ROUNDABOUT AT FAIRFIELD & CHARDON

ALSO ALIGHT AT GILMER RAMP AND FAIRFIELD

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PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Cyndie Thomas

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:**

Please provide your comments:

Please install Right turn lanes. traffic would flow so much better + be safer.

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PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: SANDRA MILLER

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

It's tough traveling Fairfield during rush hour. The road used to be easier, but the area has been built up. There is a dangerous curve in front of my home. We have had a handful of accidents with our gate, mailbox and electric pole hit more than once. Going north waiting to turn in my driveway is crazy. Cars will go to the right of me between my car & the guard rail. My husband was rear ended waiting to turn. Traffic surprises you coming around that turn. Not sure what can be done. Just FYI.

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Elliot Rossen

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

I'm focused on bicycling connectivity and safety:

① any solutions must include accomodations for different cycling use cases:

a) more casual recreational (side trails = best solution)

b) commuters (use side trails and streets)

c) faster recreational cyclists & cycling clubs/groups (ride on the road)

② faster cyclists are currently riding on Fairfield Rd., mostly on weekends so any resurfacing & expansion must include for them

a) rumble strips are a major problem as most groups ride 2-abreast

b) shoulders (3-5 ft.) must be kept clear or they'll be useless for cyclists

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Barbara Duffy

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

Reducing the speed on Fairfield to 35 would make the flow of traffic flow considerably better as cars would not have such a drastic stop at the intersections & allow the residents to pull out & turn into their driveways without people on their tails aggressively honking. This happens regularly. Also "35" would actually mean "45 MPH" for the majority of drivers. Lets do an impact study on reducing the speed to "35" to see →

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: CHARLES & SUSAN O'MORCHOE

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

1) TRAFFIC NOISE, PROPERTY VALUES, SAFETY, CONCERNS, TRAFFIC BACK UPS, VOLUME,

2.) CONSIDER ROUNDABOUTS, ADD TURN LANES, ROUNDABOUT AT 134/120 & HAINSVILLE,

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Travis J. Haley

Address: [redacted]

City/State/Zip: [redacted]

Email [redacted] Phone: [redacted]

Please provide your comments:

My concern is on Fairfield is alone the Road Lake areas, where their are Parks alone Fairfied Rd. And their not too many Crosswalk on that Parts. I'm asking if your be able to either look at stop lights. Or Crosswalks to add, To the enters on The Fairfield Park and Kestrel Ridge Forest Preserve.

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PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Joyce Rossdeutcher

Address: [redacted]

City/State/Zip [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

I am concerned to how I can get on fairfield! The speed is TERRIBLE!! Had a head-on crash just north of Nippersink going north of intersection. The stop light was to help with accidents - It is now pedal to the metal as the light goes green!

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PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Kathi BARRETT

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone:

Please provide your comments:

We live 3-doors off Fairfield on Chardon Road. We're always hoped they'd put up a 4-way stop or stoplights so we can get out either straight ahead or to turn north or south onto Fairfield. It's always a struggle and ALWAYS a danger! Why hasn't this been noticed by the County Highway Dept. or whatever agency should be paying attention to this??

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: TONY BARRETT

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

TRAFFIC is VERY DIFFICULT during RUSH HOURS. TOO MANY people try to make a left onto SOUTHBOUND FAIRFIELD coming from Rte 60 & Peterson Rd. Last weeks accident resulted in 2 fatalaties,

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PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: BOB & PAT ROSS

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone:

Please provide your comments:

WATER ISSUE ON FAIRFIELD SOUTH OF TOWN LINE - DRAINAGE
& SOURCE OF WATER COMING IN
EMERGENCY VEHICLES ENTERING FAIRFIELD FROM TOWN LINE

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PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: EVA HOGLAN

Address: [redacted]

City/State/Zip: [redacted]

Email: NONE Phone: [redacted]

Please provide your comments:

I HAVE A ISUE ON THE ZONING. I NOW HAVE FLOODING WHEN THE CULVERT WAS WORKED ON. NOW I HAVE FLOODING FROM THE STREET. FLOODING IN THE BACK OF PROPERTY. FROM THE APARTMENTS.
PLEASE CALL ME OR SEND ME WHO I NEED TO CONTACT.

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PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: JANICE SMITH

Address: [redacted]

City/State/Zip: [redacted]

Email: X Phone: [redacted]

Please provide your comments:

THERE NEEDS TO BE A RED LIGHT AT FAIRFIELD AND HART ROAD TO MANY ACCIDENTS AT THAT INTERSECTION. MY DRIVEWAY IS CONNECT WITH THE TURN LANE FOR HART ROAD OFF FAIRFIELD AND WHEN I GO TO TURN IN MY DRIVEWAY THE CARS BEHIND ME ALMOST HIT ME THINKING I AM TURNING ON HART ROAD. PLEAS MAIL ME PAPER WORK ON THIS SINCE I DON'T HAVE E-MAIL

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PLANNING STUDY

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COMMENT FORM

Contact Information

Name: LARRY Scott

Address: [redacted]

City/State/Zip: [redacted]

Email: _____ Phone: [redacted]

Please provide your comments:

OUR FRONT POND HAS BEEN AFFECTED LAST TIME THEY WORKED ON FAIRFIELD. IT NEVER FLOODED OUR PASTURE BEFORE THEY WORKED ON THE ROAD (DITCH) YEARS AGO

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PLANNING STUDY

PUBLIC INFORMATION MEETING | MAY 16, 2024
COMMENT FORM

Contact Information

Name: Mike Stodola

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone:

Please provide your comments:

No problem with Road Improvements as long as they don't widen the Road in front of my Home

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PLANNING STUDY

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COMMENT FORM

Contact Information

Name: JOHN NEULS

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] Phone: [redacted]

Please provide your comments:

IDEALLY, A GRADE-SEPARATED RAIL CROSSING AT 134? FAIRFIELD WOULD BE IDEAL. IN FACT, IT'S PROBABLY THE SINGLE BIGGEST PAIN POINT ON THE RELEVANT SECTION OF FAIRFIELD.

ALSO, PLEASE MAKE THE INTERSECTION AT SILMER A ROUNDABOUT.

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FAIRFIELD ROAD
PLANNING STUDY

ONLINE COMMENTS

First Name	Last Name	Comment
Susan	Pribyl	I frequently use my bicycle as transportation and often need to bike on Fairfield from my home to other locations. Currently it is quite challenging to bike this 5.5 mile section as there is limited to no shoulder space. It would be so helpful if the project plan could include accommodations for bicycle transportation - either wide paved shoulders, bike lanes or a separate trail with curb cuts. Thanks!
Grant	Benjamin	I travel by bicycle 2 or 3 times per week both north and south along this entire stretch of Fairfield Road for commuting (transportation) and for exercise (recreation). Thus, I request that the project plan accommodate bicycle transportation - either a separate multi-use trail parallel to the vehicle road, or wide paved shoulders. Also, I attended the Planning Study open house on May 16th and spoke with an engineering representative from LC-DOT as well as Kevin Kleinjan from LC Forest Preserves about the future Millennium Trail connection between Nippersink Forest Preserve and Kestrel Ridge Forest Preserve. I suggested that the trail connection could be a tunnel under Fairfield Road, with the drainage of the tunnel being routed north along the Fairfield Road ROW (toward the new Manitou Creek box culvert). Mr. Kleinjan said the Forest Preserves staff had been looking for options for tunnel drainage into Nippersink Forest Preserve but had not yet considered the ROW drainage routing. I believe a tunnel connection would be much safer and more practical than the proposal of having trails running south almost a half-mile on both sides of the road to a crossing at the IL-120 intersection.
Miguel	Sanchez	Concerned about losing driveway space
Hula	Tavares	I'm thankful for this and I'd like to add that we need more reinforcement and infrastructure here in Round Lake! The intersection of 60 and Cedar Lake Rd, prior to Fairfield RD, has a speed limit of a highway! In front of my subdivision, 55mph. No pedestrian crossings to access the pool house and amenities on the other side of route 60. Also we have had two fatalities just this year. And most of route 60 is subdivisions, business and there is no accommodation for turns, lower speed and pedestrians. No groceries would like to set up shop in a suburb without infrastructure, and the mayor says he doesn't know how to get business?! Well you need to invest in the infrastructure and you need to make walkable paths, either that or for bikes but you must accommodate everyone's needs. Even those who don't have car! And we need to lower these speed on Route 60. I'm only drive at 45mph there and there is a couple parks adjoining the subdivision. No crosswalks to get into the park, besides going through inside subdivision. Which doesn't work! Please take some time and look into these problems.

Mariusz	Bialobrzeski	Hi, Thanks for taking safety concerns on Fairfield Road under consideration. After attending the first meeting I see several areas of improvement. The ideas mostly concern pedestrian and bicycle safety. Currently the infrastructure for those who do not drive are mostly non existent making walking and bicycling life threatening. There are no sidewalks or bike paths anywhere. There intersections do not have pedestrian crossings. The northern part of the corridor has plenty of areas of interests such as Grant Woods, businesses on Rollins Road, Rollins Road Pace, Long Lake Park, businesses on east side of Fairfield Road, Long Lake Metra, Round Lake Metra, Round Lake Area Public Library and Aquatic Center, Fairfield Park. These points of interest serve business, educational, transportation and recreational use. They could be well served by walking and biking but without proper infrastructure these trips now have to be only made by car. Please include multi use paths with safe setback from Fairfield, pedestrian crossings at each major intersection and also at Oakwood, Mayfield, Long Lake, Heart. Please include multiuse path or sidewalk from Fairfield Road to Long Lake Metra, Round Lake Metra and Round Lake Library. Finally please extend the scope of the project from Oakwood to Rollins Road. There are people who walk/bike on this short stretch to access Pace and businesses on Rollins Road and Grant Woods. The Lake Shore Drive signalized intersection does not even have any signage or protected phase for pedestrians. Having lived in Round Lake for several years now I can see how much these improvements would improve the pedestrian safety and change the travel habits in the community. With the Rollins Road improvements and Fairfield Road north of Rollins Road improvements, this project would make our community safely accessible and connect to the planned infrastructure mentioned above. I hope this feedback will be taken under consideration in the planning process before the fall meeting. Thank you!
Joe	Cushman	It is encouraging to see progress on improving Fairfield road and I understand congestion issues is one of them. Part of the problem is Fairfield road has turned into a truck route. Even interstate trucks use Fairfield as a by pass of Lake Zurich and Wauconda. They use Quentin, Old Mchenry, Fairfield to RT120 west to avoid traffic and multiple signals. The roadway in the Hawthorn Woods section is busted up due to this heavy truck traffic. I have been unable to locate the actual weight limit on Fairfield. These large semi trucks take a long time to get moving again after a traffic signal coupled with a large number of them adds to the congestion issue. Trucks carrying excavation equipment use Fairfield to avoid RT12 where they may be subject to state police truck enforcement. Before any major road improvements begin I would suggest the following: 1. Provide signage of the exact weight limit on every road 2. Encourage enforcement with more portable scales 3. Increase fines on overweight trucks including ones moving excavating equipment that are obviously overweight without a permit.
Brad	Kleven	I attended your mtg on 5/16 and found it interesting and informative. I would like to recommend that traffic speeds be reduced drastically from Rt120 to Rt134. I live in this stretch and regularly have autos and large trucks easily going in excess of 55 mph that has as your survey shows rear end collisions. I believe a greater police presence be it Round lake or County Sheriff and enforcing posted speed limits will Slow People down. With Fairfield Frisbee Park, Hart Rd, family driveways and now Dunkin Doughnuts having access points it's getting worse. Please start slowing people down! Thank Brad Kleven
Doug	Lawson	Thanks!
Stephanie	Collins	The road is fine. The accident that happened was when someone blew their stop sign, during daylight, into an oncoming vehicle. While tragic, that is driver error.

Brian	Kedzorski	I would like to see improvements made for bicycles and other non-motorized transportation. Fairfield can be a dangerous road for cyclists and it has the potential to be a transformative corridor for bike travel considering the amount of parks and trails that can be reached on Fairfield. I would also like to see the improvements made further north. You could potentially connect the Grant Woods preserve to Fairfield Park, the Millenium Trail, and Nippersink Forest Preserve. This would be a tremendous improvement to the non-motorized accessibility of these parks and trails.
Michael	Dietz	There needs to be a left turn arrow for east bound 134 at Fairfield.
Michael	Dietz	What were they ever thinking when they did Fairfield and Gilmer Road. It goes against the morning and evening traffic pattern, having to cross south bound traffic to go north in the evening. Having to cross west bound Gilmer to go east bond in the morning.
Sean	Hogan	The Fairfield Road improvement plan needs to include cycling lanes, or an adjacent cycling path. This will help reduce automobile congestion and facilitate cycling transport to nearby schools, neighborhoods and recreational sites and forest preserves.
Kara	Nuzzo	Please, please, please put some sort of control at Chardon and Fairfield. I can't tell you how many times I've seen near misses. Also, traffic is moving way faster on Fairfield than the speed limit. The angle of the road plus the slope when turning left off Chardon is awful. Cars cannot turn out quickly enough due to the slope. How many people need to die because of this poorly controlled intersection?
Liz	Rios	Please include a sidewalk!
Theresa	Udelle	I currently on Fairfield Road and am very interested in finding out what this project is about, how it will improve the current roadway situation and it's impact on me/my property.

FAIRFIELD ROAD
PLANNING STUDY

ONLINE PUBLIC ENGAGEMENT SUMMARY

Fairfield Road Planning and Environmental Linkages Study

Online Public Engagement Meeting
Lake County Division of Transportation

Date: February 27, 2025 – April 7, 2025

Report Date: April 28, 2025

FAIRFIELD ROAD
PLANNING STUDY

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- Newspaper Legal Notices and Publication Certifications
    - Legal Notice Proof
    - Legal Notice Publication Certification
    - Legal Notice Tearsheet
- Postcard
- Meeting

Appendix B. Online Public Engagement Comments

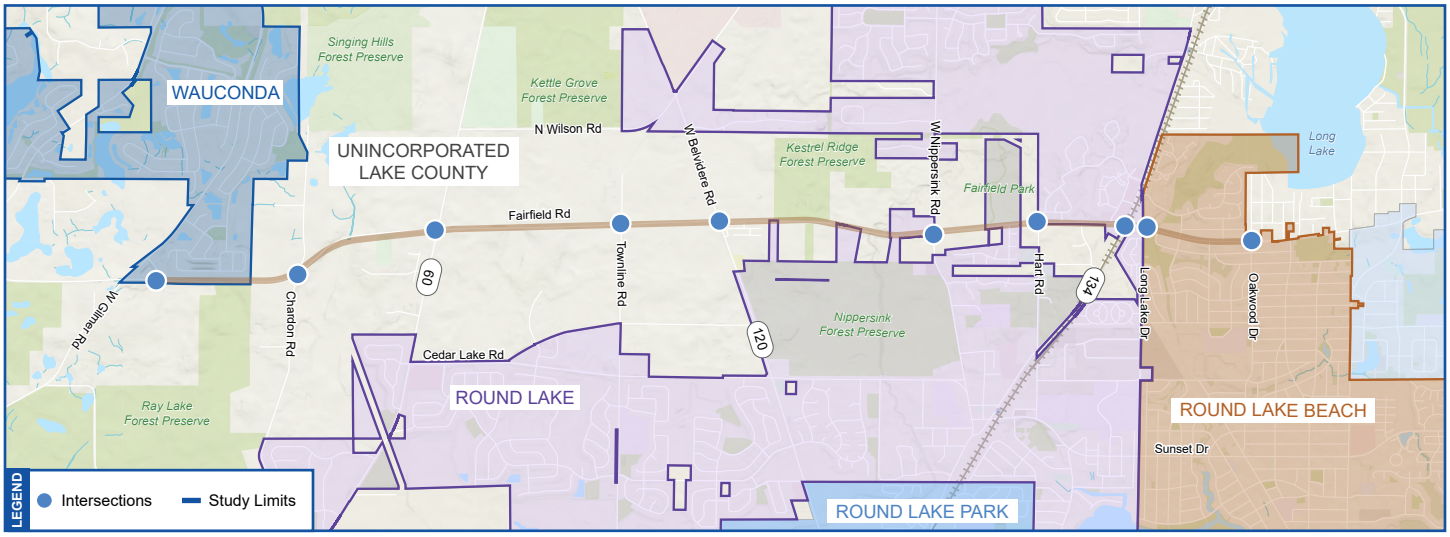
- Poll Questions
- Comment Form
- Comment Map

FAIRFIELD ROAD
PLANNING STUDY

1. INTRODUCTION

The Lake County Division of Transportation (LCDOT) is leading the Fairfield Road Planning and Environmental Linkages (PEL) Study with the goals of improving safety, mobility, and bicycle and pedestrian connectivity along Fairfield Road from north of Gilmer Road to Oakwood Drive in Lake County, Illinois. Public feedback helps determine the Purpose and Need, Alternatives, and Alternatives to Be Carried Forward of the study.

Figure 1. Study Area



2. ONLINE PUBLIC ENGAGEMENT

LCDOT sponsored a Online Public Engagement to introduce the alternatives, review screening methodologies, and obtain public input on the recommended alternatives to be carried forward.

2.1 ONLINE PUBLIC ENGAGEMENT – FEBRUARY 27 TO APRIL 7, 2025

From February 27 to April 7, a Online Public Engagement was held at https://fairfieldroadstudy.com/online-meeting. 1,050 users visited the Online event while it was active, 1,017 of which were new to the site. There were 581 engaged sessions, where visitors either stayed on the page for at least 10 seconds, viewed two or more pages, or made an action like completing a form or signing up for emails. Most website traffic was referred from the Lake County webpage.

2.1.1 ADVERTISEMENT

A legal notice for the Online Public Engagement was posted in the Lake County edition of the Daily Herald newspaper on February 27, 2025. A postcard advertising the public engagement was mailed to 441 property owners and occupants in the study area. LCDOT sent an email blast and social media post advertising the meeting to their distribution list. The legal notice, postcard, and email blast are provided in **Appendix A.**

2.1.2 COMMENTS

Attendees were encouraged to submit comments via the General Comment Form, the Online Poll, or on the Comment Map. The official public comment period ended on April 7, 2025. There were 130 poll responses, 47 map entrees, and 25 comment form submissions. Comments are shown in **Appendix B.** Summarized comments are included in **Table 1.**

Table 1: Online Public Engagement Comment Summary

SUMMARY COMMENT
Do not make Fairfield Rd into a highway. More lanes will encourage speeding. Traffic noise is already bad for adjacent neighborhoods.
The intersection of Fairfield and 134 should have a left turn arrow. Multiple intersections can get backed up since there is sometimes no opportunity for a safe turn.
Add a safe path for cyclists and pedestrians to access nearby trails and forest preserves, as well as the Metra station and downtown Round Lake. Pedestrians and cyclists use deteriorating shoulders in lieu of better access options. Rumble strips and littered shoulders are hazardous to cyclists.
The intersection of Chardon and Fairfield is at a dangerous angle, particularly for vehicles going south. There was a recent 2-person fatality here.
120 is a truck route. Do not add roundabouts. Trucks are unable to stop after coming up the hill at this intersection.
Limit impacts to wetlands. Migration routes run through the corridor, as well as the breeding grounds of dwindling crane populations.

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX A

February 27 to April 7, 2025

Online Public Engagement Materials

FAIRFIELD ROAD
PLANNING STUDY

NEWSPAPER LEGAL NOTICES AND PUBLICATION CERTIFICATIONS

LEGAL NOTICE PROOF

The Lake County Division of Transportation
has scheduled an
Online Public Engagement
for the Fairfield Road Planning Study

The Lake County Division of Transportation is hosting an online public engagement activity regarding the planning study for Fairfield Road from north of Gilmer Road to Oakwood Drive. The purposes of the online public engagement are to present the screening process of the project alternatives and to gather public input on the screening process, the alternatives, and bicycle and pedestrian priorities for the corridor.

The online public engagement will be conducted through the project website. There will be an interactive map, comment forms, and poll questions. The public is encouraged to participate and all comments received during the open comment period will be tracked and become part of the official public involvement documentation.

The online public engagement is scheduled for:
Start Date: Thursday, February 27, 2025
End Date: Saturday, March 29, 2025
Web Address: www.fairfieldroadstudy.com

The online public engagement will be accessible to persons with disabilities and limited internet access. Anyone in need of special assistance or printed materials should contact Matt Emde, P.E., Project Manager, at (847) 377-7452 or
memde@lakecountyil.gov or via mail.

For more information contact:
Mr. Matt Emde, P.E.
Lake County Division of Transportation
600 W. Winchester Rd.
Libertyville, IL 60048
memde@lakecountyil.gov
Published in Daily Herald Feb. 27, 2025 (281056)

LEGAL NOTICE PUBLICATION CERTIFICATION

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Lake County
Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Lake County DAILY HERALD**. That said **Lake County DAILY HERALD** is a secular newspaper, published in Libertyville, Lake County, State of Illinois, and has been in general circulation daily throughout Lake County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Lake County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 02/27/2025
in said **Lake County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 281056 *LAKE*

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

FAIRFIELD ROAD
PLANNING STUDY

NEWSPAPER LEGAL NOTICES AND PUBLICATION CERTIFICATIONS

LEGAL NOTICE TEARSHEET

legal notices legals@dailyherald.com

Public Hearings & Notices

The Lake County Division of Transportation has scheduled the Online Public Engagement for the Fairfield Road Planning Study

The Lake County Division of Transportation is hosting an online public engagement activity regarding the planning study for Fairfield Road from north of Gilmer Road to Illinois Route 21. The purpose of this public engagement are to present the screening process of the project alternatives and to gather public input on the proposed improvements, including bicycle and pedestrian priorities for the corridor. The online public engagement will be conducted through the project website. There will be an interactive map, comment forms, and poll questions. The public engagement will be open for comment and comments received during the open comment period will be tracked and become part of the official public involvement documentation.

The online public engagement is scheduled for:
Start Date: Wednesday, March 5th, 2025
End Date: Saturday, March 29, 2025
Web Address: www.fairfieldroadstudy.com

The online public engagement will be accessible to persons with disabilities and limited internet access. Anyone in need of special assistance or printed materials should contact Matt Emde, P.E., Project Manager, at (847) 377-7452 or

For more information contact:
Mr. Matt Emde, P.E.
Lake County Division of Transportation
600 W. Winchester Rd.
Libertyville, IL 60048
memde@lakecountyil.gov
Published in Daily Herald Feb. 27, 2025 (3810856)

LEGAL NOTICE IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT LAKE COUNTY, ILLINOIS, COUNTY OF LAKE, a body politic and corporate of Illinois, Plaintiff, vs. MERS, INC., SOLELY AS NOMINEE FOR ELECTRONIC REGISTRATION SYSTEMS, INC., partner for Pari Mortgage Inc.; and UNKNOWN OWNERS and NONRECORDED CLAIMANTS, Defendants,
General No.: 2024 CH 0000006, filed: February 14, 2024
Property ID: HEIRS OF SOFIA ALCALA, UNKNOWN OWNERS and NONRECORDED CLAIMANTS, that an action is now pending in the court as shown above for the Circuit Court of Lake County, Illinois, for the widening, reconstruction and improvement of Deerfield Road (County Hwy 11) from Illinois Route 21 (Milwaukee Avenue) to Saunders Road, and as more particularly described in the complaint. The following described property is of record now on file in the Office of the Clerk of the Circuit Court of Lake County. The entire legal description of said property is as follows:

Parcel 1039001
That part of Lot 1 in Mitchell C. Mack's First Addition to Deerfield Woodlands Subdivision, being a subdivision in the Southeast Quarter of Section 20, Township 43 North, Range 12 East of the Third Principal Meridian according to the plat thereof recorded January 14, 1959 as Document 1107911, in Book 32 of Plats, bearings and distances based on the Illinois State Plane Coordinate System, East Zone, NAD 83 (2011 Adjustment), with a combined scale factor of 0.9999642790, being described as follows:
Beginning at the southwest corner of said Lot 1; thence North 00 degrees 19 minutes 46 seconds East, 15.01 feet along the west line of said Lot 1 to a point on a line 15.00 feet north of and parallel with the south line of said Lot 1, said parallel line being a 29320.46 foot radius curve, concave southerly; thence easterly along said curve and parallel line 294.94 feet (the chord bears North 88 degrees 42 minutes 43 seconds East, 294.93 feet) to a point on the east line of said Lot 1, said southeasterly line being a 25.00 foot radius curve, concave northwesterly; thence southeasterly along said curve and southeasterly line 39.27 feet (the chord bears South 45 degrees 00 minutes 00 seconds East, 35.36 feet) to a point on the south line of said Lot 1, said south line also being the north right-of-way line of Deerfield Road (A.K.A. County Highway 11); thence South 89 degrees 42 minutes 31 seconds West along said south line a 29350.46 foot radius curve, concave southerly; thence westerly along said curve and south line 274.87 feet (274.84 feet record) and the chord bears south 88 degrees 42 minutes 31 seconds West, 274.87 feet) to the point of beginning, containing 0.101 acres, more or less.

Parcel 1039007EE
That part of Lot 1 in Mitchell C. Mack's First Addition to Deerfield Woodlands Subdivision, being a subdivision in the Southeast Quarter of Section 20, Township 43 North, Range 12 East of the Third Principal Meridian according to the plat thereof recorded January 14, 1959 as Document 1107911, in Book 32 of Plats, bearings and distances based on the Illinois State Plane Coordinate System, East Zone, NAD 83 (2011 Adjustment), with a combined scale factor of 0.9999642790, being described as follows:
Commencing at the southwest corner of said Lot 1; thence North 00 degrees 19 minutes 46 seconds East, 15.01 feet along the west line of said Lot 1 to a point on a line 15.00 feet north of and parallel with the south line of said Lot 1, said parallel line being a 29320.46 foot radius curve, concave southerly; thence easterly along said curve and parallel line 112.50 feet (the chord bears North 88 degrees 23 minutes 02 seconds East, 112.51 feet) to the point of beginning; thence North 01 degrees 36 minutes 58 seconds West, 15.00 feet to a point on a line 30.00 feet north of and parallel with the south line of said Lot 1, said parallel line being a 29320.46 foot radius curve, concave southerly; thence easterly along said curve and parallel line 180.00 feet (the chord bears North 88 degrees 50 minutes 25 seconds East, 180.00 feet) to a point on the southeasterly line of said Lot 1, said southeasterly line being a 25.00 foot radius curve, concave northwesterly; thence southwesterly along said curve and southeasterly line 5.20 feet (the chord bears South 16 degrees 32 minutes 08 seconds West, 5.2a feet) to a point on said line 15.00 feet north of and parallel with the south line of Lot 1 being a 29325.46 foot radius curve, concave southerly; thence westerly along said curve and parallel line 182.39 feet (the chord bears South 88 degrees 50 minutes 19 seconds West, 182.39 feet) to the point of beginning.
Said temporary easement containing 0.031 acres, more or less.

YOU ARE FURTHER NOTIFIED to file your appearance on or before April 18, 2025, and if you fail to do so, a default may be entered against you at any time before said time, this cause may be tried, and compensation determined, and judgment entered as prayed for in said Complaint without further notice.
Date: February 4, 2025
ANTHONY D. GALVAN Interim
CLERK OF THE CIRCUIT COURT
JAMIE HELTON
Assistant State's Attorney
18 North County St., Waukegan, IL 60085
18 North County St.
Published in Daily Herald Feb 13, 20, 27, 2025

Storage

Notice of Public Sale Self-Storage 1 of Lincoln Park
Notice of Public Sale of property in accordance with Illinois State Law, Section 4 of the Self-Service Storage Facility Act, and to satisfy landlord's lien. Sale is
Friday, March 21, 2025 at 2001 N. Elston Avenue, Chicago, IL 60614, (773-276-9080) at 11:00am. Due to the COVID-19 PANDEMIC the auction will take place online and not at the Self Storage 1 facility. Please log on to https://www.storagetreasures.com and follow the links to this sale.
Contents of all units of this Sale are purchased "as is" and "where is" for cash to the highest bidder. Seller reserves the right to refuse any bid. Changes made day of sale take precedence Notice of Public Sale Self-Storage 1 of over printed material. Property of the following tenants: Unit 2001 Jeffrey Bruce; Unit 2012 Bryan Shaffer; Unit 2021 Daniel Garza; Unit 2102 Marcel Taylor; Unit 2171 Marcel Taylor; Unit 2219 Iesha Smith; Unit 3400 Ana Franklin; Unit 4006 Chance Coon; Unit 5202 Lindsay Kaymen; Unit 5301 Jeffrey Bruce
Published in Daily Herald Feb 27, Mar 6, 2025 386439

Notice of Public Sale self-Storage 1 of Wrigleyville
Notice of Public Sale of property in accordance with Illinois State Law, Section 4 of the Self-Service Storage Facility Act, and to satisfy landlord's lien. Sale is
Friday, March 21, 2025 at 3839 N Sheffield Ave, Chicago, IL 60613, (773-276-9080) at 11:00am. Due to the COVID-19 PANDEMIC the auction will take place online and not at the Self Storage 1 facility. Please log on to https://www.storagetreasures.com and follow the links to this sale.
Contents of all units of this Sale are purchased "as is" and "where is" for cash to the highest bidder. Seller reserves the right to refuse any bid. Changes made day of sale take precedence Notice of Public Sale Self-Storage 1 of over printed material. Property of the following tenants: Unit 2001 Jeffrey Bruce; Unit 2012 Bryan Shaffer; Unit 2021 Daniel Garza; Unit 2102 Marcel Taylor; Unit 2171 Marcel Taylor; Unit 2219 Iesha Smith; Unit 3400 Ana Franklin; Unit 4006 Chance Coon; Unit 5202 Lindsay Kaymen; Unit 5301 Jeffrey Bruce
Published in Daily Herald Feb 27, Mar 6, 2025 386439

Notice of Public Sale of Personal Property
Metro Self Storage
Notice is hereby given that the undersigned self storage facility will sell by sealed bid to the highest bidder by bidding, in their entirety to the highest bidder to satisfy the lien of the Lessor, with Metro Storage LLC as managing agent for Lessor, for rental and other charges due from the undersigned. The said property is now stored at the self storage facility at the below address below. The sale will be conducted under the guidance of Christopher Ross (461.000289) on behalf of the facility's management. Units will be available for viewing one hour prior to the sale on the day of the sale. Sale date: Sale will be held on the premises on March 19, 2025 at 9:30 AM. The terms of the sale will be cash only to the highest bidder. A 10% buyer's premium will be charged on all units sold. At the sale, Metro Self Storage LLC reserves the right to withdraw any or all units, portial or entire, from the sale at any time before the sale or to refuse any bids. The property to be sold is described as "personl household goods and/or business equipment" and must be removed completely from the property within 48 hours or sooner.
Metro Self Storage – 539 West Colfax, Palatine, IL 60067, 847-209-7322
Unit 1001 Rebecca Briscoe, Unit 1434 Brivanna Davidd
Jasmine Briscoe, Unit 2102 Andrew James, Unit 2102 Robert Andrew James
Metro Self Storage – 1200 South Naltnor Blvd, West Chicago, IL 60185, 630-231-3200
Unit 2045 Jeffrey Slatterry, Unit 2045 James Slatterry, Unit 2045 James A Slatterry
Metro Self Storage – 1360 S Butterfield Road, Mundelein, IL 60060, 847-837-1000
Unit 2091 Micheal Avalos, Unit 2201 Elodia Yepez, Unit 2301 Donny Walley
Metro Self Storage – 1951 W Lake St Addison, IL 60101, 630-592-8343
Unit 1107 Jessica Prieto, Unit 1188 Jason Gonzalez, Unit 1188 Pinash Trion Pras Inc., Unit 2017 Leon Essex, Unit 2066 Christian De Lira, Unit 3066 Christian Delira, Unit 2233 Marissa Gooch, Unit 2376 Dreonne L. Clark.
Metro Self Storage – 1752 North Aurora Rd, Naperville, IL 60563, 630-355-5900
Unit 422 Ryan Kent, Unit 1026A Darian K. Middendorf
Published in Daily Herald Feb 27, Mar 6, 2025 (3806880)

All Other

STATE OF ILLINOIS COUNTY OF DU PAGE IN THE CIRCUIT COURT OF THE EIGHTEENTH JUDICIAL CIRCUIT, DUPAGE COUNTY, ILLINOIS IN THE MATTER OF: SOFIA ALCALA, Minor 2024JA000289
NOTICE IS HEREBY GIVEN TO: SALVADOR TORALVA , and any unknown father, and to all whom it may concern. NOTICE BY PUBLICATION Notice is Hereby that on the 18th day of December, 2024, a petition was filed under the Juvenile Court Act by Richard J. Daley Center, State's Attorney of DuPage County, Illinois, and DuPage County Juvenile Court Clerk, DuPage County entitled "IN THE INTEREST OF SOFIA ALCALA, a minor," and that in Courtroom 2002 of the DuPage County Judicial Center, 501 N. County Farm Road, Wheaton, IL on the 18th day of March, 2025, at the hour of 9:00 a.m., or as soon thereafter as this cause may be heard, a hearing will be held on the Petition for THE COURT HAS AUTHORITY IN THIS PROCEEDING TO TAKE FROM YOU THE CUSTODY AND GUARDIANSHIP OF THE MINOR, TO PERMANENTLY TERMINATE YOUR PARENTAL RIGHTS, AND TO APPOINT A GUARDIAN WITH POWER TO CONSENT TO ADOPTION. YOU MAY PERMANENTLY LOSE ALL PARENTAL RIGHTS TO YOUR CHILD. Unless you appear you will not be entitled to further written notices or publication notices of the proceedings in this case, including the filing of an amended petition or a motion to terminate parental rights. Now, unless you appear at the hearing and show cause against the petition, the allegations of the petition may stand admitted as against you and each of you, and an order or judgment entered. Dated 2/21/2025 CANDICE ADAMS Clerk of the Eighteenth Judicial Circuit Court of DuPage County ROBERT B. BERLIN Attorney for DuPage DuPage Attorney No. 06868 50 North County Farm Road Wheaton, IL 60187 (630) 407-8000 Firm ID: 4213-980793 (380798)

In the Circuit Court of the Nineteenth Judicial Circuit Lake County, Illinois
In the Interest of Andrew Gaibo Petitioner
vs.
Andrew Omar Ramirez, Respondent
Case No. 2024FA000524
Notice by Publication
The requisite affidavit for publication having been filed. NOTICE IS HEREBY GIVEN YOU, Andrew Omar Ramirez, respondent, that this case has been commenced in this court by the petitioner against you for Allocation of Parental Responsibilities and other relief.
UNLESS YOU file your answer or otherwise file your appearance in this case in the office of the Clerk of this court in the Lake County Courthouse, Waukegan, Illinois, on or before April 14, 2025, A JUDGMENT OR DECREE BY DEFAULT MAY BE TAKEN AGAINST YOU FOR THE RELIEF ASKED IN THE COMPLAINT.
Dated: February 13, 2025
Andrew Omar Ramirez
Lake County Circuit Clerk
Published in Daily Herald Feb. 13, 20, 27, 2025 (379578)

In the Circuit Court of the Nineteenth Judicial Circuit Lake County, Illinois
In the Interest of Alden Hembens, Petitioner
Walter Alberto Leon Romine, Respondent
Case No. 2024FA000124
Notice by Publication
The requisite affidavit for publication having been filed. NOTICE IS HEREBY GIVEN YOU, Walter Alberto Leon Romine, respondent, that this case has been commenced in this court by the petitioner against you for PARENTAL RESPONSIBILITIES and other relief.
UNLESS YOU file your answer or otherwise file your appearance in this case in the office of the clerk of this court in the Lake County Courthouse, Waukegan, Illinois, on or before April 14, 2025, A JUDGMENT OR DECREE BY DEFAULT MAY BE TAKEN AGAINST YOU FOR THE RELIEF ASKED IN THE COMPLAINT.
Dated: February 6, 2025
Walter Alberto Leon Romine
Lake County Circuit Clerk
Published in Daily Herald Feb 13, 20, 27, 2025 (379578)

All Other

Abandoned Newborn
Notice by
State of Illinois,
County of Cook,
In – Circuit Court of
Cook County, Illinois
County Division
In the Interest of: Baby Doe-
Respondent of baby Doe-
aka's "Boy Z Safe Haven".
Case Number: 2024-JA-
CO4008181-01 To the
UNKNOWN MOTHER,
UNKNOWN FATHER,
AND ALL WHOM IT MAY
CONCERN, file your
that a Petition Pursuant
to Illinois Newborn Infant
Protection Act was filed in
the Circuit Court of Cook
County, Illinois, for the
unnamed child, referred
to as John Doe aka's "Boy
Z Safe Haven" born on or
about February 10, 2024,
and relinquished to the
Carpentersville Fire
Department. Now there-
fore, to the
UNKNOWN MOTHER,
UNKNOWN FATHER,
AND ALL WHOM IT MAY
CONCERN, file your
appearance in this cause
this action or otherwise
file your appearance and
further, file your petition
for effects of consent, in
the Circuit Court of Cook
County, Room 1202,
Richard J. Daley Center,
50 West Washington
Street, Chicago, Illinois,
on or before April 16, 2024,
a default may be entered
against you at any time
after that day and the
ment entered in accor-
dance with the prayer of
the Petition. E-filing is
now mandatory for docu-
ments in civil cases with
limited exceptions. To e-
file, you must first create
an account with an e-filing
service provider. Visit
http://efile.illinoiscourts.
gov/service-providers.htm
to learn more and to
select a service provider.
If you need additional
help or have trouble e-
filing, visit
http://www.illinoiscourts.g
ov/faq/gethelpwithefiling.
asp or contact the Clerk.
Clerk.
Eugenia Miller Gillespie
Lattimore Law Group, LLC
Attorney for the Petitioner
6 E. Monroe Street,
Suite 2A
Chicago, IL 60603
Published in Daily Herald
Feb. 27, March 6, 13, 2025
(380997)

STATE OF ILLINOIS
COUNTY OF DU PAGE
IN THE CIRCUIT COURT
OF THE EIGHTEENTH
JUDICIAL CIRCUIT,
DUPAGE COUNTY, ILLI-
NOIS IN THE INTEREST
OF: GREEN YOU, A
Minor NO. 24JA00
NOTICE IS HEREBY
GREEN YOU GUSTAVO
PADILLA and any
unknown father and to
whom it may concern,
NOTICE BY PUBLICA-
TION Take Notice that on
the 18th day of December,
2024, a petition was filed
under the Juvenile Court
Act by ROBERT B.
BERLIN Attorney for
of DuPage County, Illi-
nois, in the Eighteenth
Judicial Circuit Court,
DuPage County entitled
"IN THE INTEREST OF
JAYLANI ALCALA, a
minor," and that in Court-
room 2002 DuPage County
Judicial Center, 505 N.
County Farm Road,
Wheaton, IL on the 18 th
day of March, 2025, at the
hour of 9:00 a.m., or as
soon thereafter as this
cause may be heard, a
hearing will be held upon
the Petition. THE COURT
HAS AUTHORITY IN
THIS PROCEEDING TO
TAKE FROM YOU THE
CUSTODY AND
GUARDIANSHIP OF
THE MINOR, TO
PERMANENTLY
TERMINATE YOUR
PARENTAL RIGHTS,
AND TO APPOINT A
GUARDIAN WITH
POWER TO CONSENT
TO ADOPTION. YOU
MAY PERMANENTLY
LOSE ALL PARENTAL
RIGHTS TO YOUR
CHILD. Unless you
appear you will not be
entitled to further written
notices or publication
notices of the proceedings
in this case, including the
filing of an amended peti-
tion or a motion to termi-
nate parental rights. Now,
unless you appear at the
hearing and show cause
against the petition, the
allegations of the petition
may stand admitted as
against you and each of
you, and an order or judg-
ment entered. Dated
2/21/2025 CANDICE
ADAMS Circuit Court
Clerk CANDICE ADAMS
Clerk of the Eighteenth
Judicial Circuit Court of
DuPage County ROBERT
B. BERLIN Attorney for
County of DuPage
Attorney No. 06868 50
North County Farm Road
Wheaton, IL 60187 (630) 407-8000 Firm
ID: 4213-980793 (380797)

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Arlington Porcelain Refinishing
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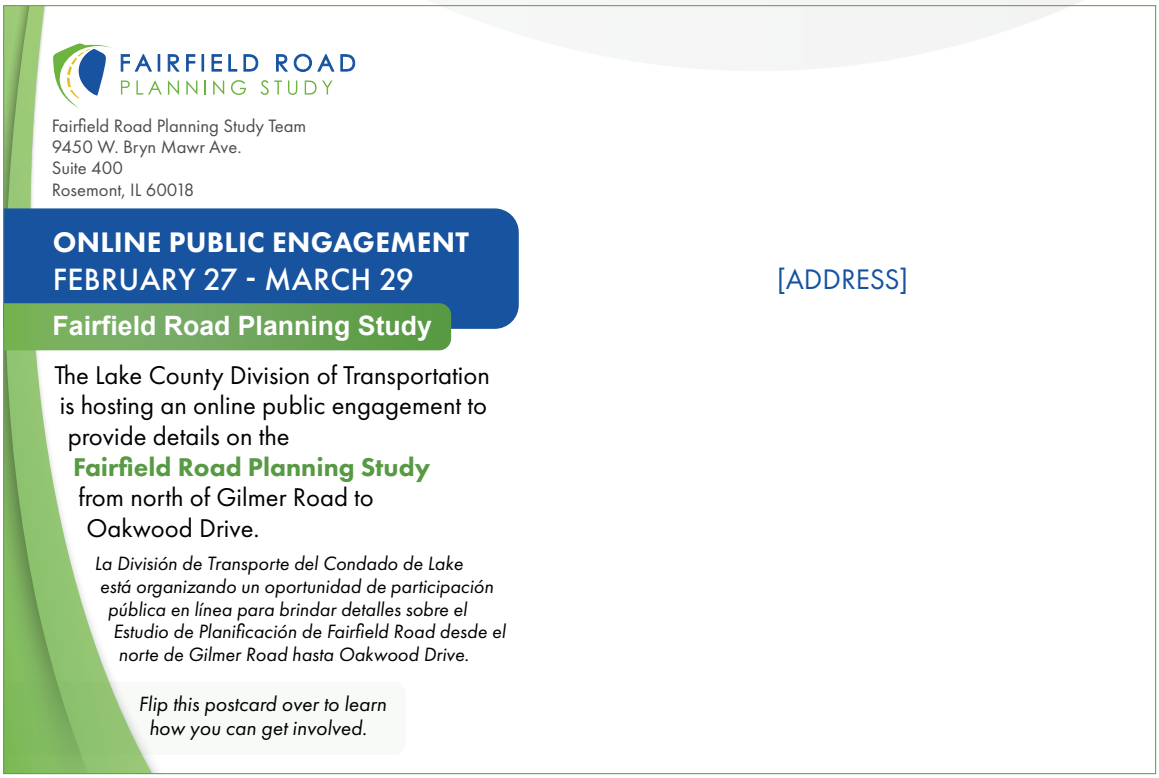
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FAIRFIELD ROAD
PLANNING STUDY

POSTCARD



FAIRFIELD ROAD
PLANNING STUDY

Fairfield Road Planning Study Team
9450 W. Bryn Mawr Ave.
Suite 400
Rosemont, IL 60018

ONLINE PUBLIC ENGAGEMENT
FEBRUARY 27 - MARCH 29

Fairfield Road Planning Study

The Lake County Division of Transportation is hosting an online public engagement to provide details on the **Fairfield Road Planning Study** from north of Gilmer Road to Oakwood Drive.

La División de Transporte del Condado de Lake está organizando un oportunidad de participación pública en línea para brindar detalles sobre el Estudio de Planificación de Fairfield Road desde el norte de Gilmer Road hasta Oakwood Drive.

Flip this postcard over to learn how you can get involved.

[ADDRESS]



FAIRFIELD ROAD
PLANNING STUDY

ONLINE PUBLIC ENGAGEMENT

ENGAGEMENT PURPOSE

- Inform the public of alternatives screening criteria
- Present alternatives being evaluated
- Share study process and schedule
- Gather public feedback

*The online public engagement will be open for viewing exhibits and public feedback from **February 27 through March 29**.*

Propósito de la reunión:
Informar al público sobre los criterios de selección de alternativas, Presentar alternativas en evaluación, compartir proceso de estudio y horarios, y recopilar comentarios del público.

*La participación pública en línea estará abierta para ver exhibiciones y recibir comentarios del público desde el **27 de febrero al 29 de marzo**.*

JOIN US ONLINE

*Scan with your smartphone or visit **FairfieldRoadStudy.com**.*

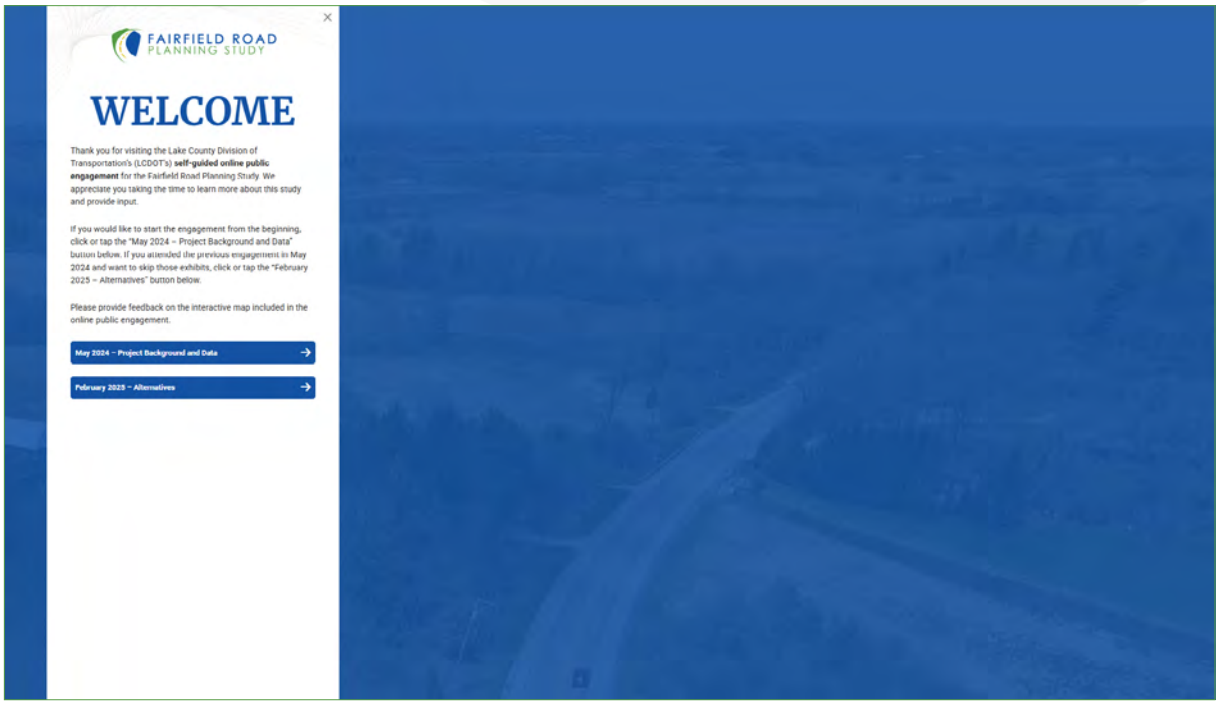
REQUEST PRINTED MATERIALS

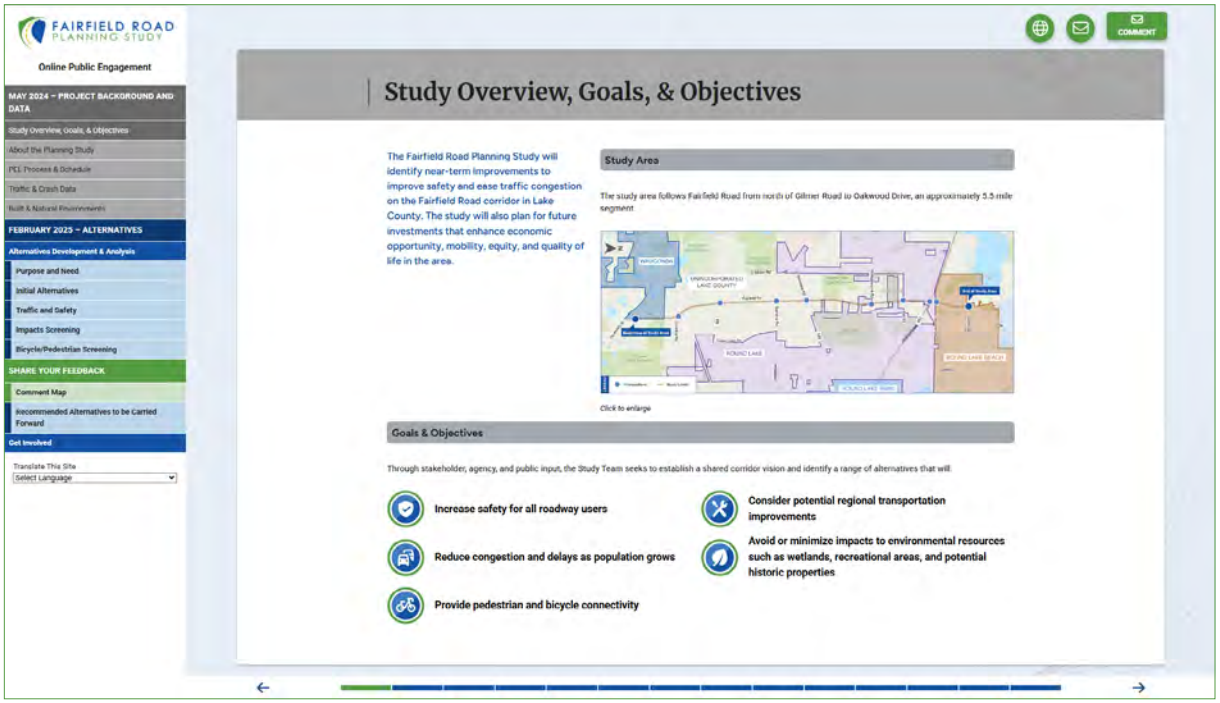
*Printed public engagement materials and comment forms will be provided upon request. To request printed materials, please call **(312) 470-9565**.*

CONTACT US TODAY!

Connect@FairfieldRoadStudy.com

MEETING

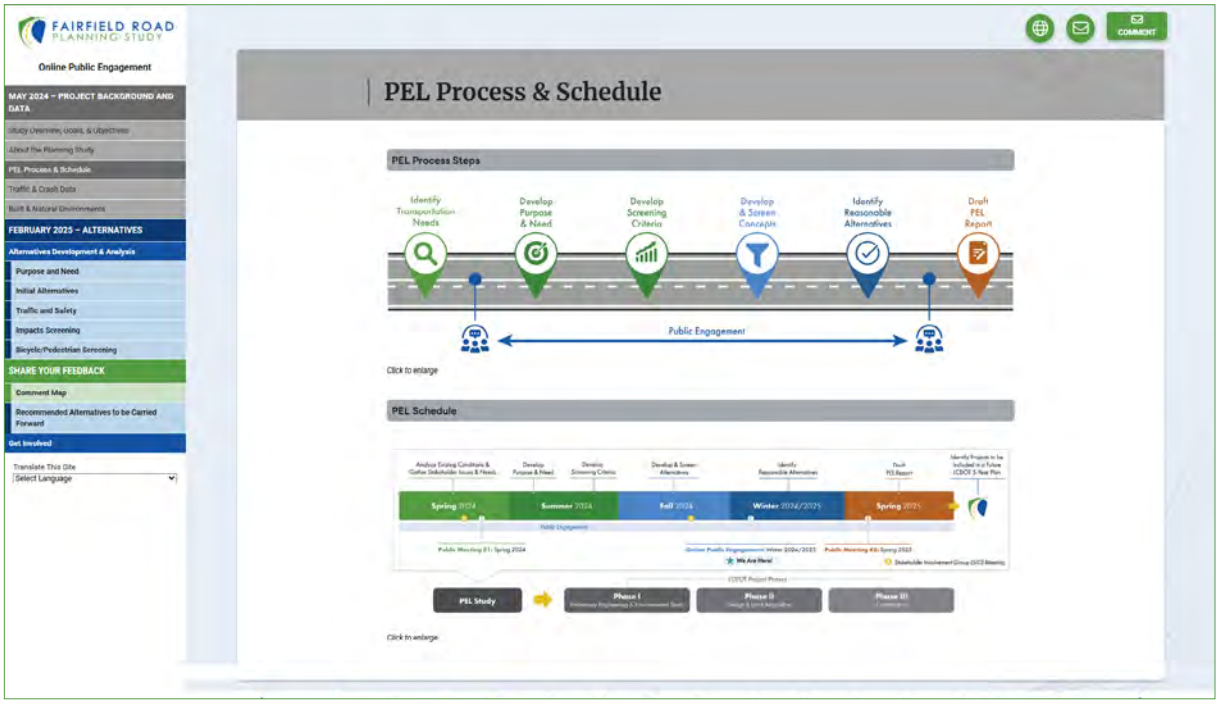

FAIRFIELD ROAD
PLANNING STUDY
WELCOME
Thank you for visiting the Lake County Division of Transportation's (LCDOT's) self-guided online public engagement for the Fairfield Road Planning Study. We appreciate you taking the time to learn more about this study and provide input.
If you would like to start the engagement from the beginning, click or tap the "May 2024 – Project Background and Data" button below. If you attended the previous engagement in May 2024 and want to skip those exhibits, click or tap the "February 2025 – Alternatives" button below.
Please provide feedback on the interactive map included in the online public engagement.
May 2024 – Project Background and Data
February 2025 – Alternatives


FAIRFIELD ROAD
PLANNING STUDY
Online Public Engagement
MAY 2024 – PROJECT BACKGROUND AND DATA
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SHARE YOUR FEEDBACK
Comment Map
Recommended Alternatives to be Carried Forward
Get Involved
Translate This Site
Select Language
COMMENT
Study Overview, Goals, & Objectives
The Fairfield Road Planning Study will identify near-term improvements to improve safety and ease traffic congestion on the Fairfield Road corridor in Lake County. The study will also plan for future investments that enhance economic opportunity, mobility, equity, and quality of life in the area.
Study Area
The study area follows Fairfield Road from north of Gilmer Road to Oakwood Drive, an approximately 5.5-mile segment.
Click to enlarge
Goals & Objectives
Through stakeholder, agency, and public input, the Study Team seeks to establish a shared corridor vision and identify a range of alternatives that will:
Increase safety for all roadway users
Reduce congestion and delays as population grows
Provide pedestrian and bicycle connectivity
Consider potential regional transportation improvements
Avoid or minimize impacts to environmental resources such as wetlands, recreational areas, and potential historic properties

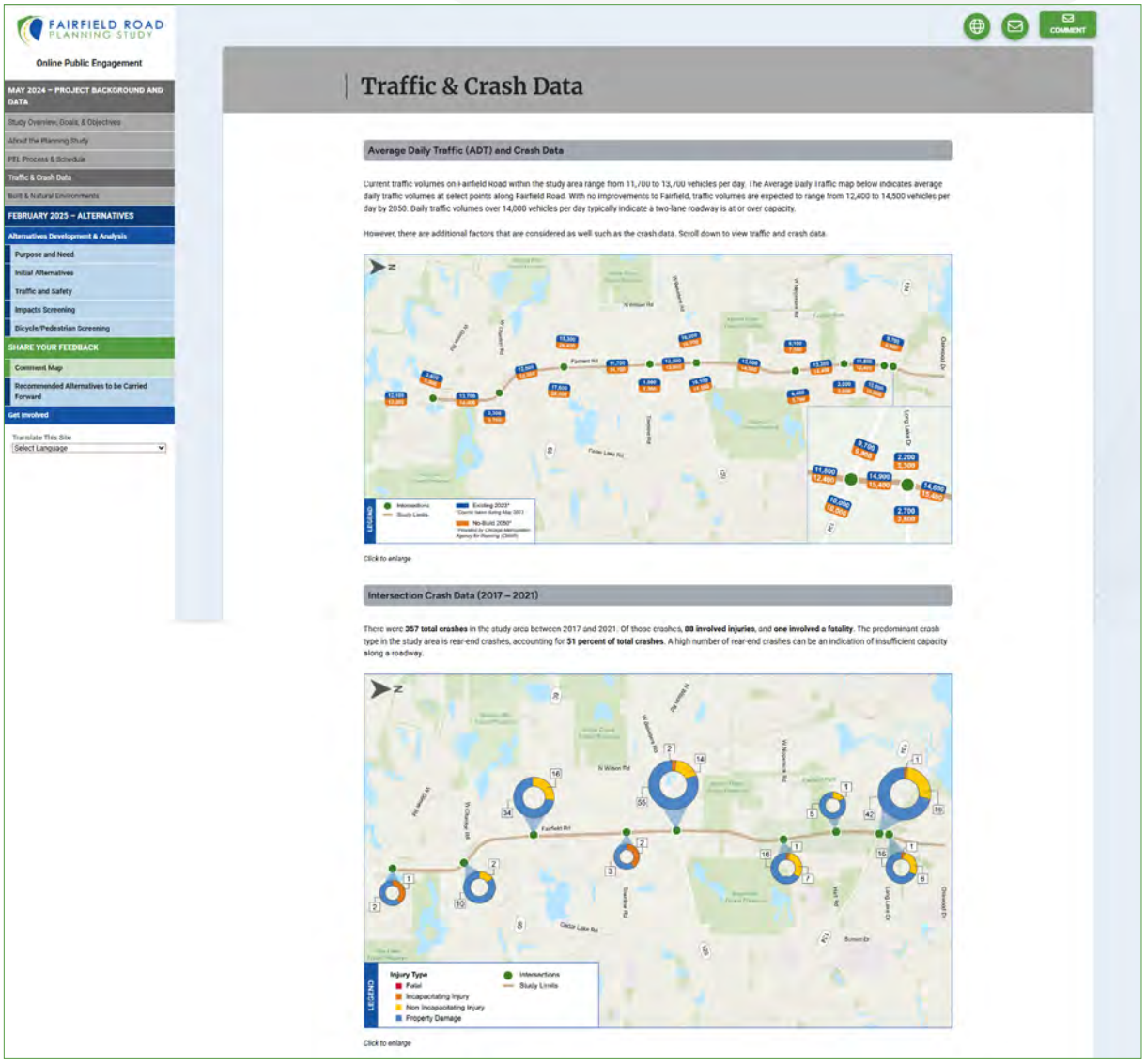
FAIRFIELD ROAD PLANNING STUDY

MEETING



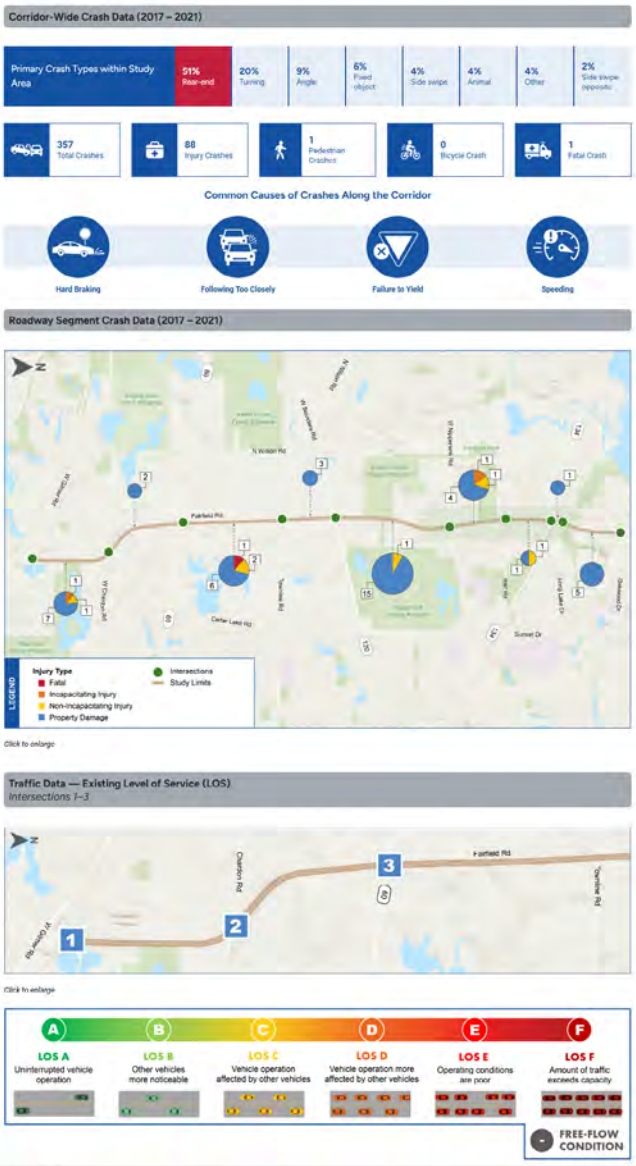


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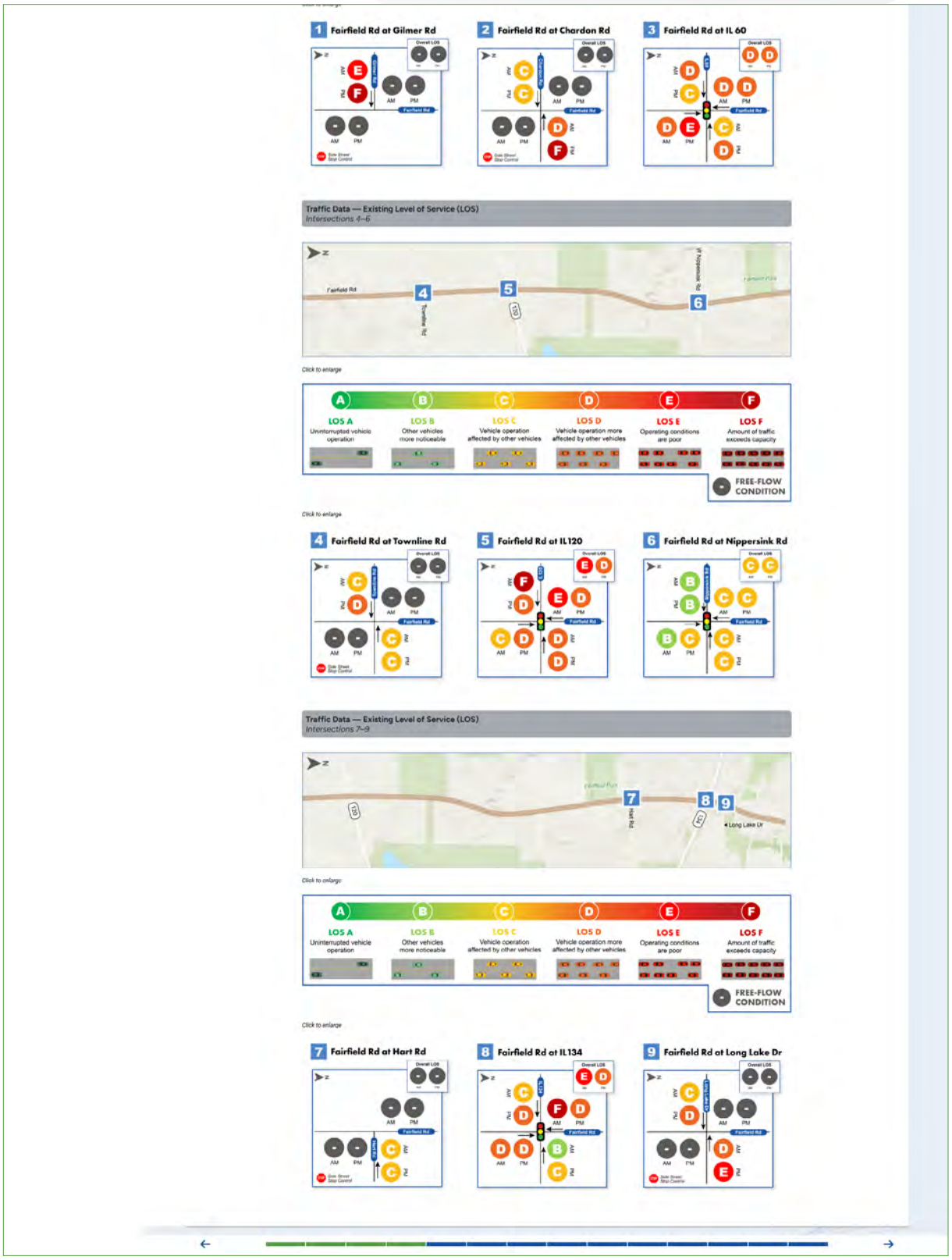

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Traffic & Crash Data
Average Daily Traffic (ADT) and Crash Data
Current traffic volumes on Fairfield Road within the study area range from 11,700 to 13,700 vehicles per day. The Average Daily Traffic map below indicates average daily traffic volumes at select points along Fairfield Road. With no improvements to Fairfield, traffic volumes are expected to range from 12,400 to 14,500 vehicles per day by 2050. Daily traffic volumes over 14,000 vehicles per day typically indicate a two-lane roadway is at or over capacity.
However, there are additional factors that are considered as well such as the crash data. Scroll down to view traffic and crash data.
Click to enlarge
Intersection Crash Data (2017 – 2021)
There were 357 total crashes in the study area between 2017 and 2021. Of those crashes, 89 involved injuries, and one involved a fatality. The predominant crash type in the study area is rear-end crashes, accounting for 51 percent of total crashes. A high number of rear-end crashes can be an indication of insufficient capacity along a roadway.
Injury Type
Fatal
Incapacitating Injury
Non Incapacitating Injury
Property Damage
Intersections
Study Limits
Click to enlarge

FAIRFIELD ROAD
PLANNING STUDY

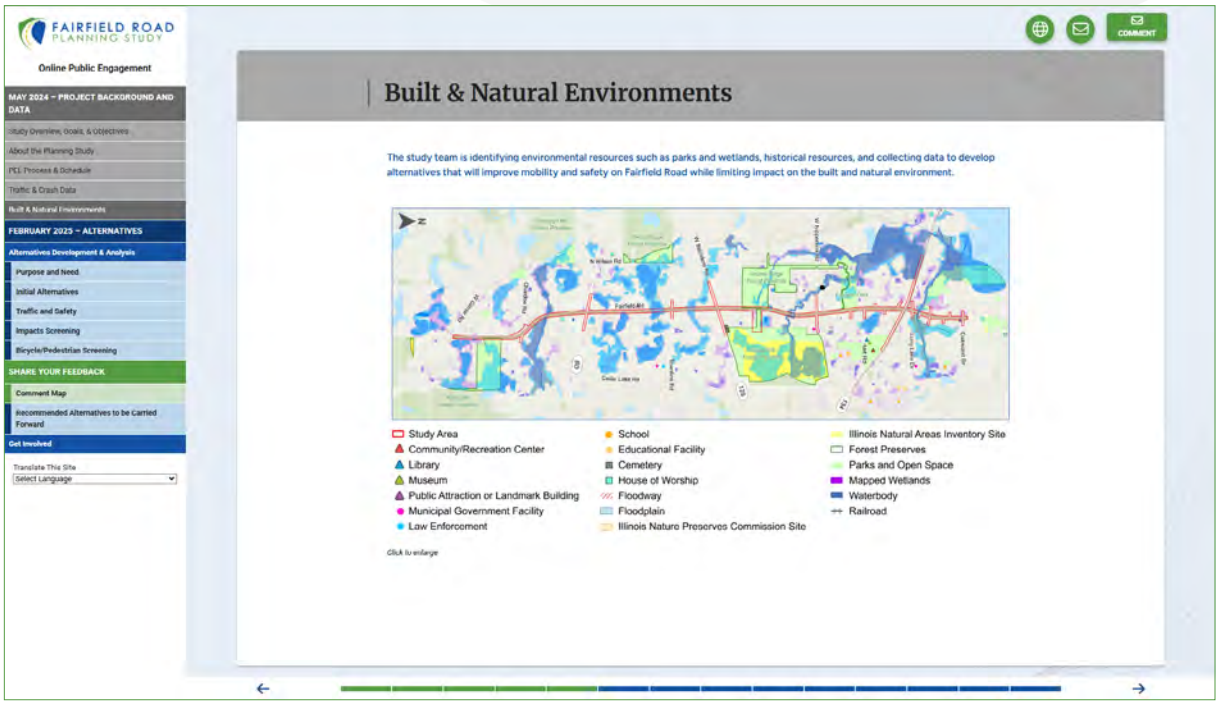
MEETING



MEETING

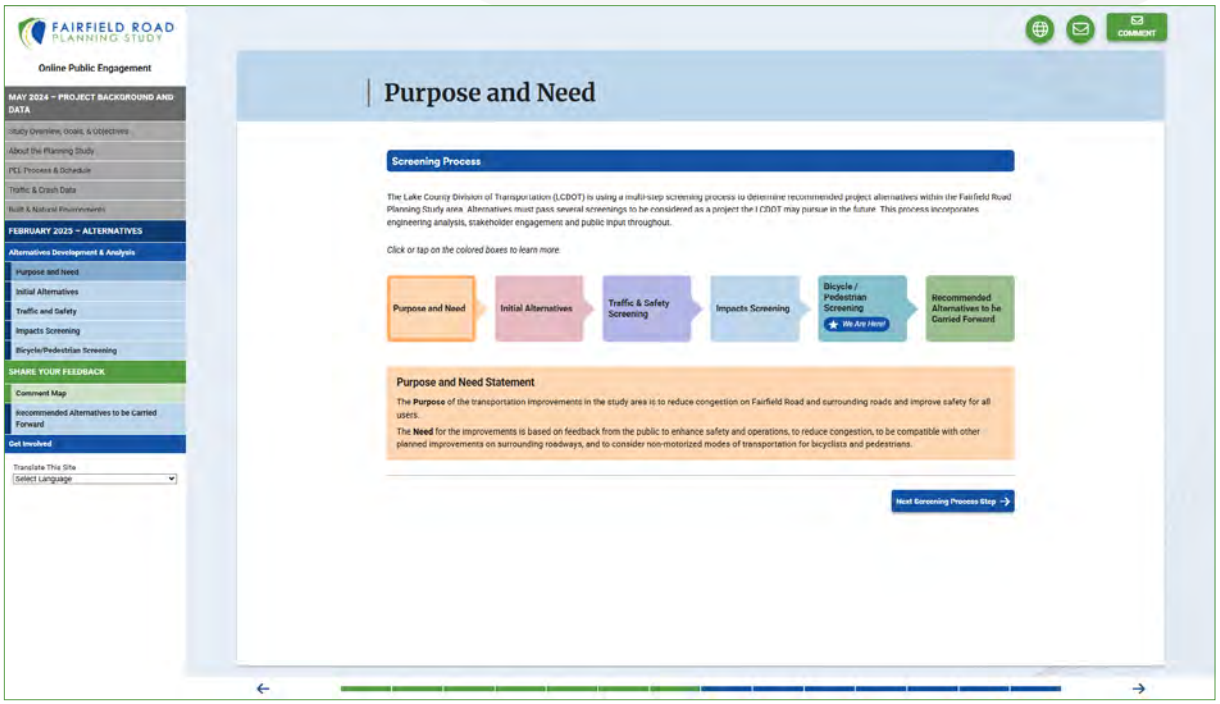

1 Fairfield Rd at Gilmer Rd
2 Fairfield Rd at Chardon Rd
3 Fairfield Rd at IL 60
Traffic Data — Existing Level of Service (LOS)
Intersections 4–6
Fairfield Rd
Townline Rd
IL 120
Nippersink Rd
Click to enlarge
LOS A
Uninterrupted vehicle operation
LOS B
Other vehicles more noticeable
LOS C
Vehicle operation affected by other vehicles
LOS D
Vehicle operation more affected by other vehicles
LOS E
Operating conditions are poor
LOS F
Amount of traffic exceeds capacity
FREE-FLOW CONDITION
4 Fairfield Rd at Townline Rd
5 Fairfield Rd at IL120
6 Fairfield Rd at Nippersink Rd
Traffic Data — Existing Level of Service (LOS)
Intersections 7–9
Hart Rd
IL 134
Long Lake Dr
7 Fairfield Rd at Hart Rd
8 Fairfield Rd at IL134
9 Fairfield Rd at Long Lake Dr

MEETING


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SHARE YOUR FEEDBACK
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Recommended Alternatives to be Carried Forward
Get Involved
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COMMENT
Built & Natural Environments
The study team is identifying environmental resources such as parks and wetlands, historical resources, and collecting data to develop alternatives that will improve mobility and safety on Fairfield Road while limiting impact on the built and natural environment.
Study Area
Community/Recreation Center
Library
Museum
Public Attraction or Landmark Building
Municipal Government Facility
Law Enforcement
School
Educational Facility
Cemetery
House of Worship
Floodway
Floodplain
Illinois Nature Preserves Commission Site
Illinois Natural Areas Inventory Site
Forest Preserves
Parks and Open Space
Mapped Wetlands
Waterbody
Railroad
Click to enlarge

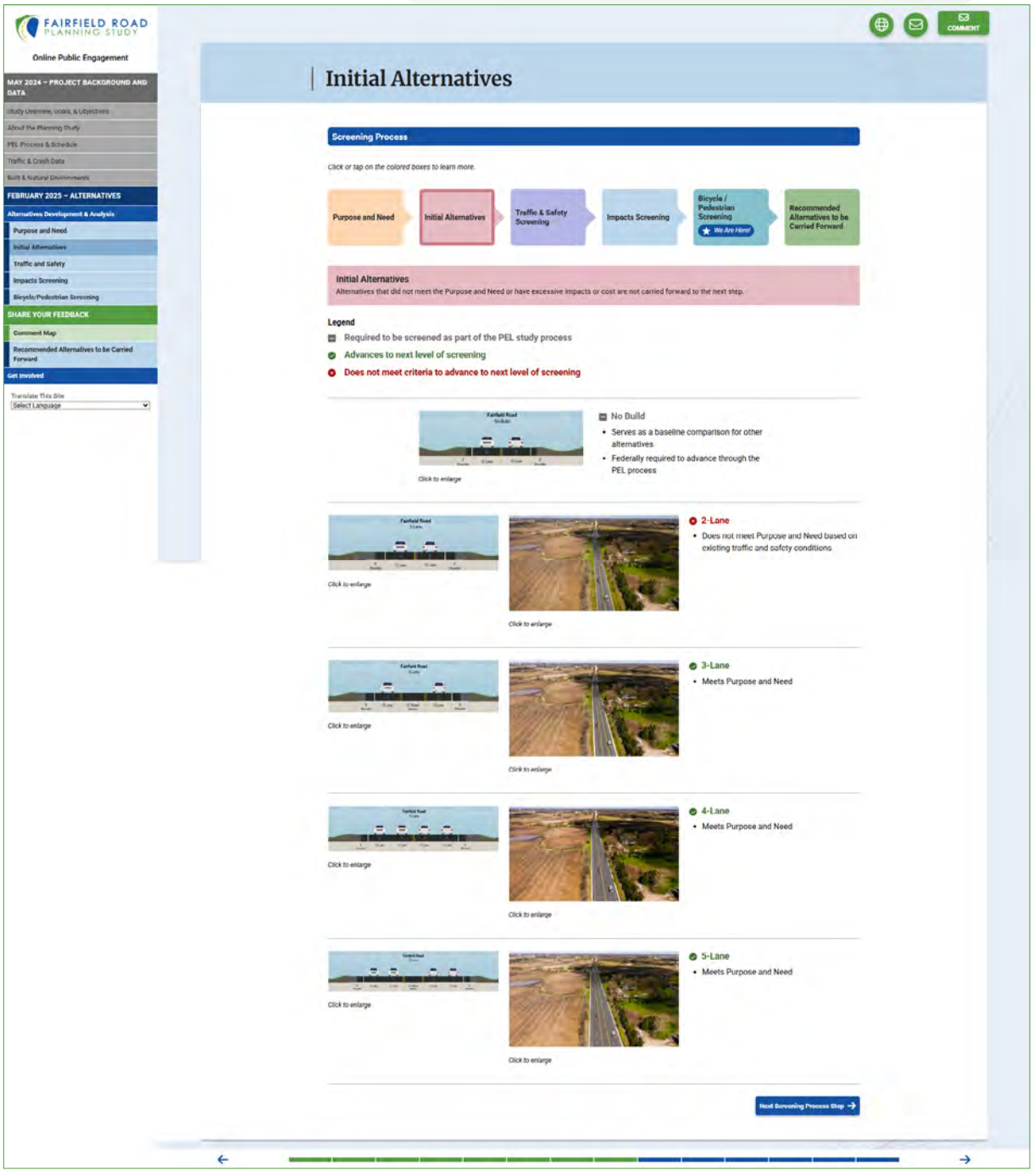

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Alternatives Development & Analysis
The development of alternatives involves identifying potential solutions to the transportation needs identified through engineering analysis, stakeholder engagement and public input. Alternatives are informed by existing traffic, safety, and environmental conditions data. From that point, alternatives are screened based on criteria developed with stakeholder and public input. This stage of the PEL Study process identifies recommended alternatives that may be further developed in future Phase I studies.
Screening Process
Click or tap on the colored boxes to learn more.
Purpose and Need
Initial Alternatives
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Impacts Screening
Bicycle / Pedestrian Screening
We Are Here!
Recommended Alternatives to be Carried Forward
Review Screening Process

MEETING


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SHARE YOUR FEEDBACK
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Purpose and Need
Screening Process
The Lake County Division of Transportation (LCDOT) is using a multi-step screening process to determine recommended project alternatives within the Fairfield Road Planning Study area. Alternatives must pass several screenings to be considered as a project the LCDOT may pursue in the future. This process incorporates engineering analysis, stakeholder engagement and public input throughout.
Click or tap on the colored boxes to learn more.
Purpose and Need
Initial Alternatives
Traffic & Safety Screening
Impacts Screening
Bicycle / Pedestrian Screening
We Are Here!
Recommended Alternatives to be Carried Forward
Purpose and Need Statement
The Purpose of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.
The Need for the improvements is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.
Next Screening Process Step

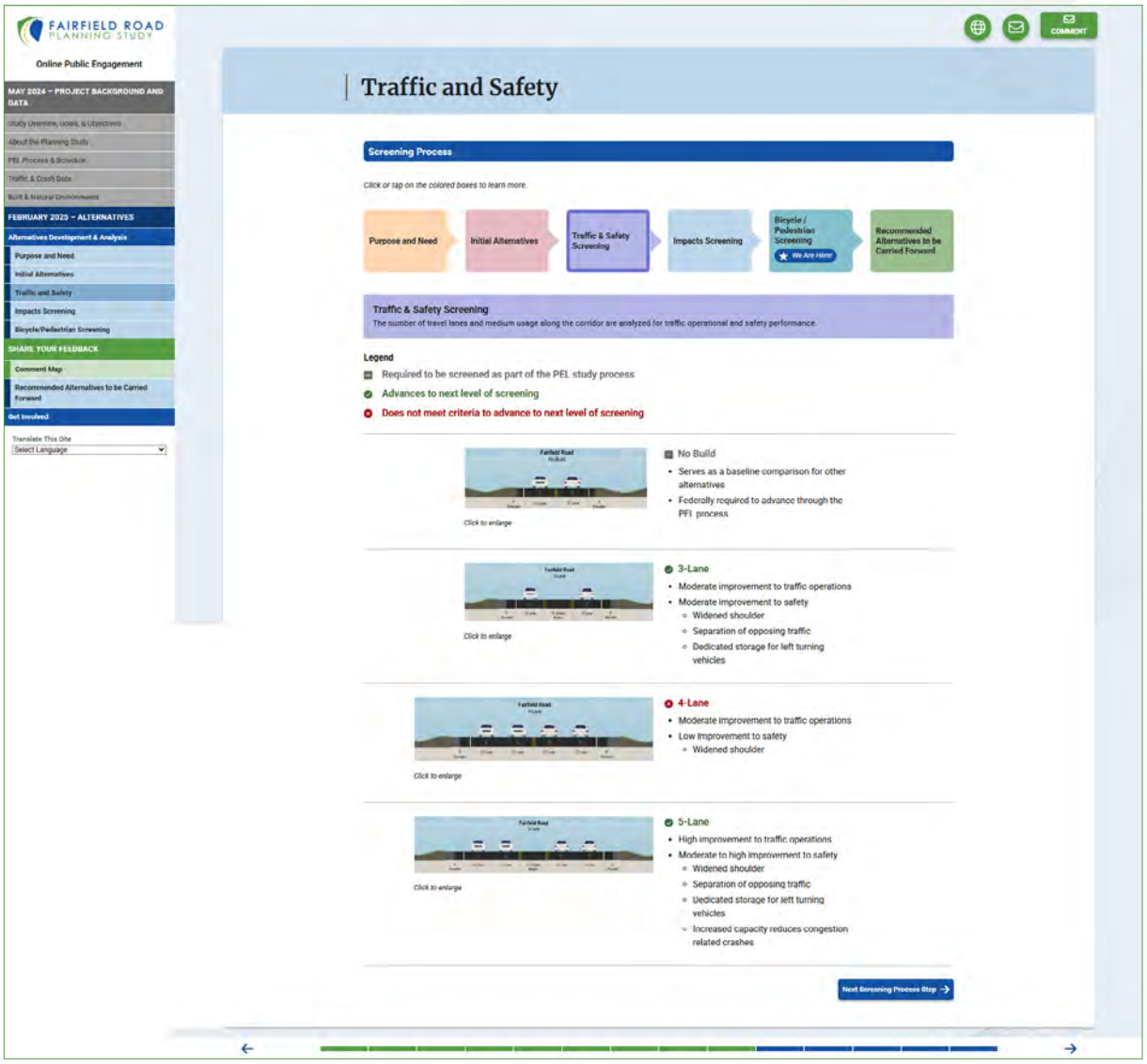
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PLANNING STUDY

MEETING

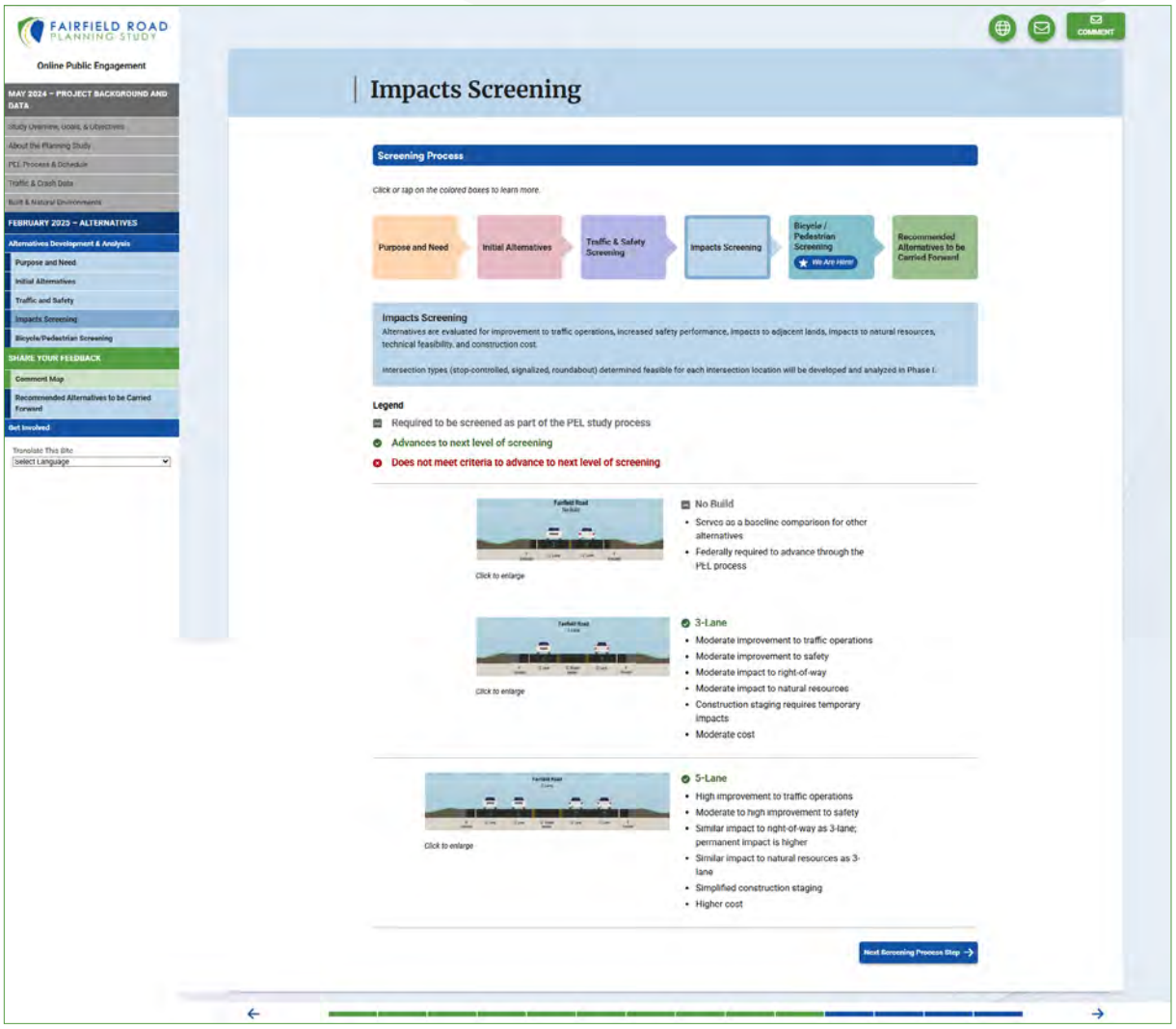


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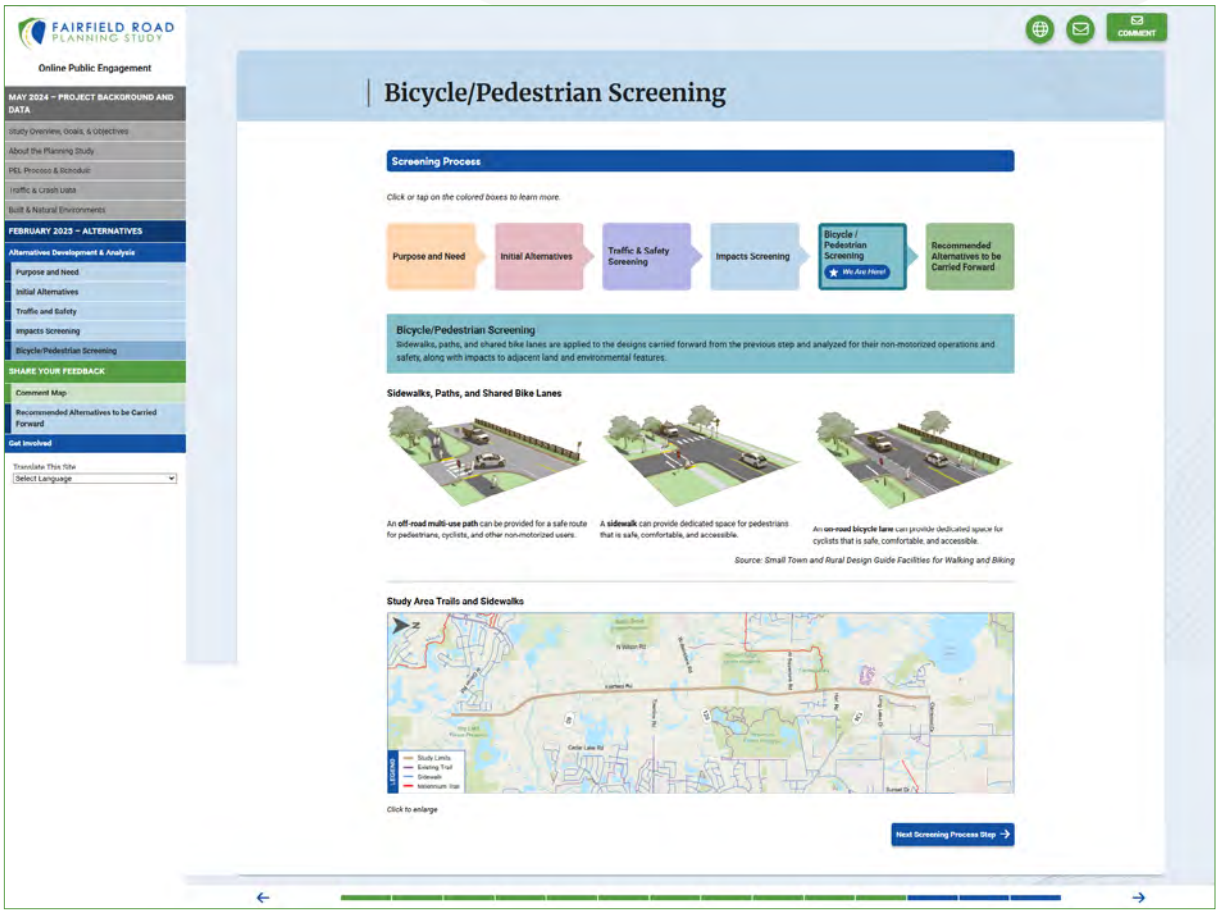
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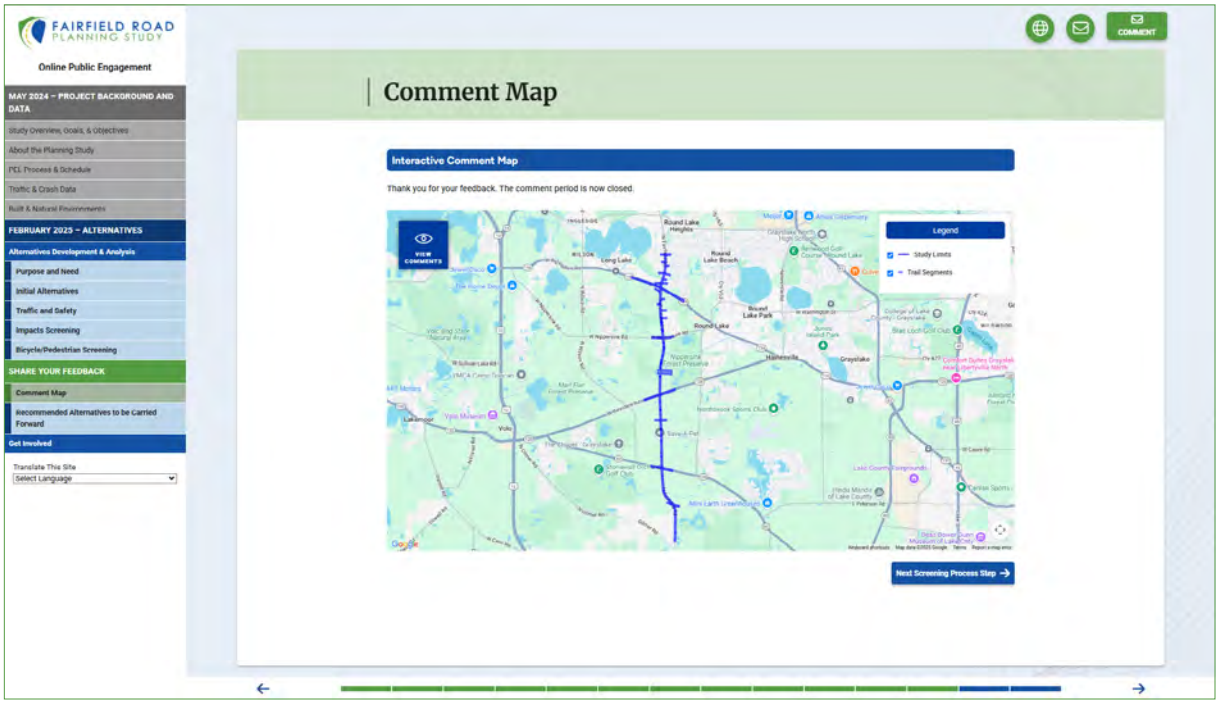


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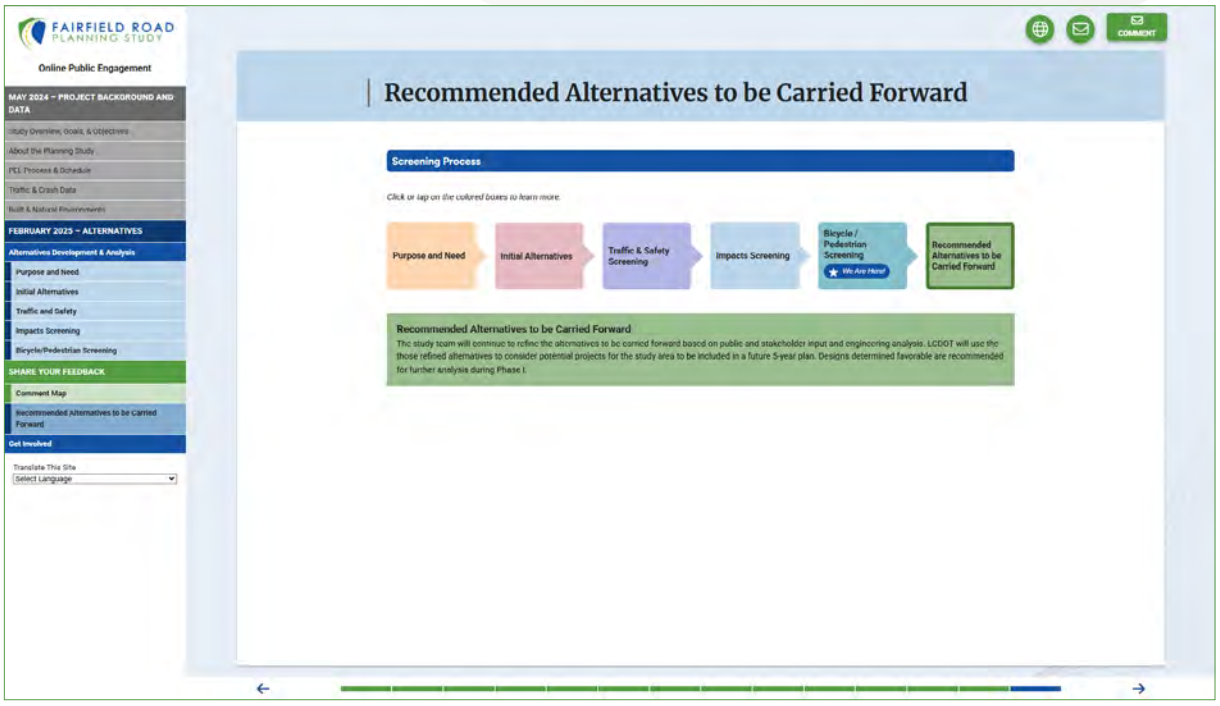

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Screening Process
Click or tap on the colored boxes to learn more.
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We Are Here!
Recommended Alternatives to be Carried Forward
Impacts Screening
Alternatives are evaluated for improvement to traffic operations, increased safety performance, impacts to adjacent lands, impacts to natural resources, technical feasibility, and construction cost.
Intersection types (stop-controlled, signalized, roundabout) determined feasible for each intersection location will be developed and analyzed in Phase I.
Legend
Required to be screened as part of the PEL study process
Advances to next level of screening
Does not meet criteria to advance to next level of screening
Click to enlarge
No Build
Serves as a baseline comparison for other alternatives
Federally required to advance through the PEL process
Click to enlarge
3-Lane
Moderate improvement to traffic operations
Moderate improvement to safety
Moderate impact to right-of-way
Moderate impact to natural resources
Construction staging requires temporary impacts
Moderate cost
Click to enlarge
5-Lane
High improvement to traffic operations
Moderate to high improvement to safety
Similar impact to right-of-way as 3-lane; permanent impact is higher
Similar impact to natural resources as 3-lane
Simplified construction staging
Higher cost
Next Screening Process Step

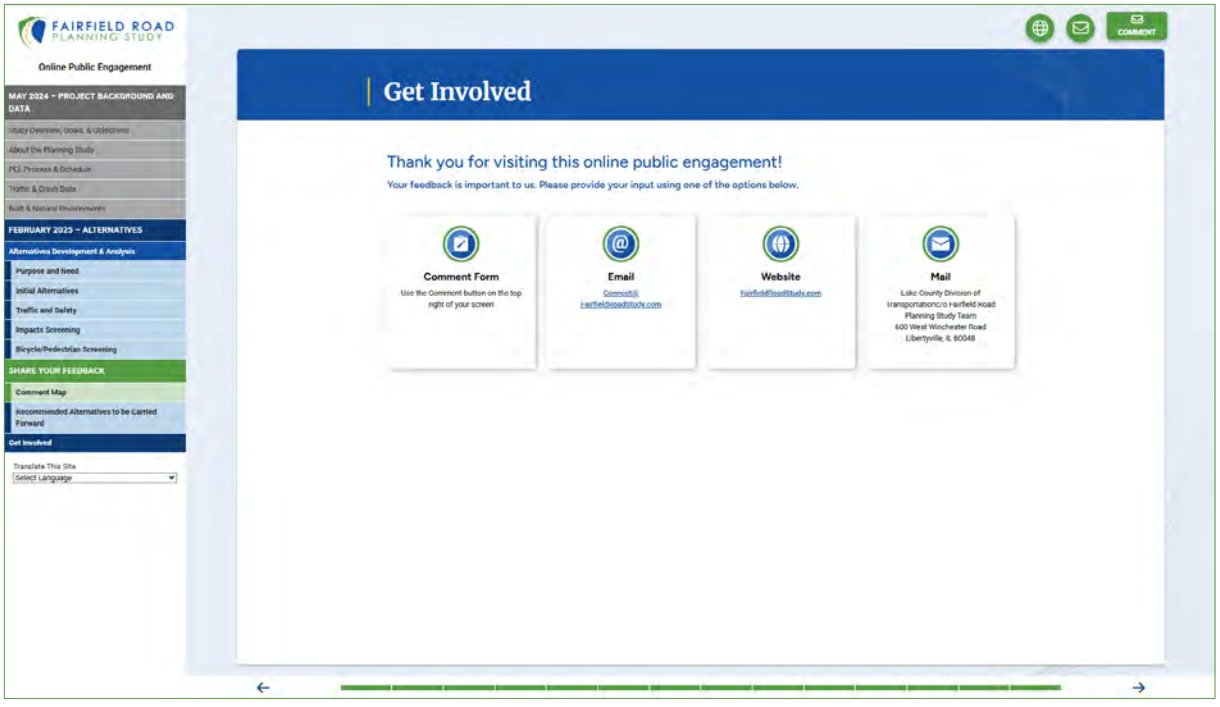
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Screening Process
Click or tap on the colored boxes to learn more.
Purpose and Need
Initial Alternatives
Traffic & Safety Screening
Impacts Screening
Bicycle / Pedestrian Screening
We Are Here!
Recommended Alternatives to be Carried Forward
Bicycle/Pedestrian Screening
Sidewalks, paths, and shared bike lanes are applied to the designs carried forward from the previous step and analyzed for their non-motorized operations and safety, along with impacts to adjacent land and environmental features.
Sidewalks, Paths, and Shared Bike Lanes
An off-road multi-use path can be provided for a safe route for pedestrians, cyclists, and other non-motorized users.
A sidewalk can provide dedicated space for pedestrians that is safe, comfortable, and accessible.
An on-road bicycle lane can provide dedicated space for cyclists that is safe, comfortable, and accessible.
Source: Small Town and Rural Design Guide Facilities for Walking and Biking
Study Area Trails and Sidewalks
Study Limits
Existing Trail
Sidewalk
Millennium Trail
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Next Screening Process Step


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VIEW COMMENTS
Legend
Study Limits
Trail Segments
Next Screening Process Step

MEETING


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Bicycle / Pedestrian Screening
We Are Here!
Recommended Alternatives to be Carried Forward
Recommended Alternatives to be Carried Forward
The study team will continue to refine the alternatives to be carried forward based on public and stakeholder input and engineering analysis. IDOT will use the those refined alternatives to consider potential projects for the study area to be included in a future 5-year plan. Designs determined favorable are recommended for further analysis during Phase I.


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Libertyville, IL 60048

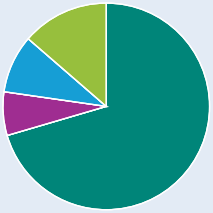
FAIRFIELD ROAD
PLANNING STUDY

APPENDIX B

February 27 to April 7, 2025

Online Public Engagement Comments

FAIRFIELD ROAD
PLANNING STUDY



- 31 **Theme A**: Bicycle/Pedestrian Safety and Connectivity
- 3 **Theme B**: Vehicle Safety and Driver Behavior
- 4 **Theme C**: Property Impacts and Driveway Access
- 6 **Theme D**: Traffic Operations and Congestion

POLL QUESTIONS



QUESTION 1

What is your top priority along Fairfield Road **north** of IL 120?

47% Off-Road Multi-Use Path **14%** Paved Shoulder
18% On-Road Bike Lane with Curb **9%** Sidewalk **12%** None



QUESTION 2

What is your top priority along Fairfield Road **south** of IL 120?

46% Off-Road Multi-Use Path **18%** Paved Shoulder
21% On-Road Bike Lane with Curb **4%** Sidewalk **11%** None

QUESTION 3 Alternatives are evaluated for improvement to traffic operations, increased safety performance, impacts to adjacent lands, impacts to natural resources, technical feasibility, and construction cost. What additional screening criteria should be included, if any?

	DATE	QUESTION 1	QUESTION 2	QUESTION 3
	Apr 3, 2025	Sidewalk	Off-road multi-use path	
A	Apr 2, 2025	Off-road multi-use path	Paved Shoulder	Connecting as many paths to each other to minimize riding in traffic.
	Apr 2, 2025	Off-road multi-use path	Off-road multi-use path	
	Apr 1, 2025	Sidewalk	Sidewalk	
	Apr 1, 2025	Sidewalk	Sidewalk	
	Mar 31, 2025	Off-road multi-use path	Off-road multi-use path	
A B	Mar 29, 2025	On-road bike lane with curb	On-road bike lane with curb	I use Fairfield daily from Lake Villa to Wauconda. The hazard of bicyclists during the season with little curb room, the flooding potential south of 120, the bottleneck northbound to 60, the sharp angle of Chardon along with lack of adequate traffic control at that intersection, and the frequently witnessed 50+ mph speeding are all elements of driver fatigue and potential collisions.
	Mar 29, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 29, 2025	Sidewalk	Sidewalk	
	Mar 28, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 27, 2025	On-road bike lane with curb	Off-road multi-use path	
	Mar 27, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 27, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 25, 2025	Paved Shoulder	Paved Shoulder	
	Mar 25, 2025	None	None	
	Mar 24, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 24, 2025	Off-road multi-use path	Sidewalk	
A	Mar 23, 2025	Off-road multi-use path	Off-road multi-use path	Whatever it is that you do, make sure that the people who bicycle along Fairfield Road are no longer in the road causing extremely unsafe and dangerous conditions, while ensuring that a curb does not bisect the road and the paved area along the side, such that if a vehicle were to need to pull to the right, it would not need to jump a concrete curb.
	Mar 21, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 21, 2025	None	None	
	Mar 21, 2025	None	None	
	Mar 21, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 20, 2025	Paved Shoulder	Paved Shoulder	
	Mar 20, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 20, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 20, 2025	Sidewalk	Paved Shoulder	
	Mar 19, 2025	None	None	

FAIRFIELD ROAD
PLANNING STUDY

POLL QUESTIONS

	DATE	QUESTION 1	QUESTION 2	QUESTION 3
	Mar 19, 2025	None	None	
	Mar 19, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 18, 2025	None	Paved Shoulder	
	Mar 18, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 17, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 17, 2025	Off-road multi-use path	Off-road multi-use path	
C	Mar 16, 2025	Paved Shoulder	On-road bike lane with curb	There is a need to add lanes to Fairfield Rd, but it also needs to be considered that there are private driveways along the area of study. Taking account of the speed limit, rate of traffic and potential expansion of the road, these private driveways will become inherently more dangerous to exit and enter. This parties deserve the same or more consideration than those parties driving through the area.
A C	Mar 15, 2025	On-road bike lane with curb	On-road bike lane with curb	- Impacts to residential properties along right of way. - Bicycle accessibility.
	Mar 14, 2025	Off-road multi-use path	Off-road multi-use path	
C	Mar 14, 2025	Paved Shoulder	Paved Shoulder	I would like to just point out any widening of Fairfield Rd in between 60 and 120 on the West side will impact me being able to access my property along with Save A Pet entry. I would really appreciate a live conversation before anything happens in this area.
	Mar 14, 2025	Sidewalk	On-road bike lane with curb	
	Mar 14, 2025	On-road bike lane with curb	On-road bike lane with curb	
	Mar 14, 2025	Off-road multi-use path	Off-road multi-use path	
A	Mar 13, 2025	Off-road multi-use path	Off-road multi-use path	Underpasses for crossing busy streets would be ideal
	Mar 13, 2025	On-road bike lane with curb	On-road bike lane with curb	
	Mar 12, 2025	Paved Shoulder	Paved Shoulder	
	Mar 10, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 10, 2025	Paved Shoulder	None	
D	Mar 10, 2025	Off-road multi-use path	Off-road multi-use path	Intersection of Fairfield and 134 should have left turn arrows to turn onto Fairfield. 134 can get backed up trying to turn left since sometimes there is no green arrow for a safe turn.
A	Mar 8, 2025	Off-road multi-use path	Off-road multi-use path	Bicycle connectivity.
D	Mar 7, 2025	Off-road multi-use path	Off-road multi-use path	Economic vitality for future development, allow for curb cuts to commercial uses.
	Mar 7, 2025	On-road bike lane with curb	On-road bike lane with curb	
A	Mar 6, 2025	On-road bike lane with curb	On-road bike lane with curb	I would prefer that an on-road bike lane DID NOT have a curb. As a cyclist, a curb would prevents bikes from escaping the roadway if a vehicle were to get too close.
A	Mar 6, 2025	Off-road multi-use path	Off-road multi-use path	What access does off road multi use path provide, what other paths and non vehicle paths does this provide access to. Also has anyone considered usage by alternative non-highway vehicles like golf carts. Many communities plan this in Johnsburg, Peachtree City, Georgia, etc.
	Mar 6, 2025	Off-road multi-use path	None	

FAIRFIELD ROAD
PLANNING STUDY

POLL QUESTIONS

	DATE	QUESTION 1	QUESTION 2	QUESTION 3
	Mar 5, 2025	Sidewalk	Off-road multi-use path	
	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	
	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	
A	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	Please there are so many cyclists protect this healthy habit with safety and give us a wide paved on road bike lane.
	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	
A	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	On road bike lane with curb functions like off road multiuse in many cases. The main thing is creating safe connections to all the wonderful lake county trail heads, neighborhoods. Some of traffic is very high speed and we have witnessed many close calls with motorists and cyclists having a near miss.
A	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	I don't know if this is already included in "improvement to traffic operations", but you should also consider how the changes will affect how people will choose to travel. For example, converting a car lane into a bike lane would allow less car traffic, but if it's a nice protected bike lane and lots of people choose to use it to bike instead of driving, then it could increase the overall throughput of the road when measured in number of people (and it should be measured in people, not cars).
A C	Mar 5, 2025	Off-road multi-use path	Off-road multi-use path	Inclusivity. Access to forest preserves by multi-use path. Possible access to small business close to the areas of north and south Fairfield Road.
	Mar 5, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 5, 2025	On-road bike lane with curb	On-road bike lane with curb	
B	Mar 5, 2025	Off-road multi-use path	Off-road multi-use path	The law of induced demand will mean that traffic will increase if the road is widened. To decrease car speeds and intersection safety, prioritize physical obstacles (speed bumps, roundabouts, road narrowing, bollards, etc.) that force drivers to slow down, rather than expecting them to follow speed limit laws. Additionally, widening the road will only incentivize higher driving speeds, which will lead to more fatal accidents.
	Mar 5, 2025	Off-road multi-use path	Off-road multi-use path	
A	Mar 5, 2025	Off-road multi-use path	Off-road multi-use path	I think that at a lot of the crossings car drivers are only looking at other cars and not at pedestrians. I think raised crossings might help.
	Mar 4, 2025	Off-road multi-use path	On-road bike lane with curb	
	Mar 4, 2025	Off-road multi-use path	Paved Shoulder	
	Mar 4, 2025	Paved Shoulder	Paved Shoulder	
A	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	I ride a bike down Fairfield every 4-6 times a week from Monoville Rd to IL-120 at 3AM, the current conditions are unacceptable due to traffic issues and almost non existent shoulders on road. A dedicated pathway or bicycle lane would be of great benefit. It would reduce the risk of an accident and injury to both bikers and pedestrians. Whereas a bicycle lane would be beneficial, an off road multi-use pathway would be better.
	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	

POLL QUESTIONS

	DATE	QUESTION 1	QUESTION 2	QUESTION 3
	Mar 4, 2025	None	None	
	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	
A	Mar 4, 2025	Off-road multi-use path	Paved Shoulder	Visibility
	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 4, 2025	Paved Shoulder	Off-road multi-use path	
	Mar 4, 2025	None	Paved Shoulder	
A	Mar 4, 2025	Off-road multi-use path	Off-road multi-use path	Multi use path pulls slower bike and pedestrian traffic away from the roadway. A bike lane eliminates the pedestrian use and is more suited for city streets. I'd like to see the 3 or 5 lane option with multi use path.
	Mar 4, 2025	Sidewalk	Paved Shoulder	
A	Mar 3, 2025	Paved Shoulder	Paved Shoulder	No more use of rumble strips along the side of roads. This is very dangerous for cyclists. Rumble strips in the center of the road are are a good safety feature but putting them in close proximity to where cyclists are riding is very dangerous. I've personally witnessed 2 accidents with cyclists going onto the rumble strips and falling. Fortunately there were only road rash injuries, but if cars were closer it could have been fatal.
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	Sidewalk	Sidewalk	
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
A	Mar 3, 2025	Sidewalk	Paved Shoulder	Most of this proposed construction is in a very rural area, where the likelihood of pedestrians is somewhere between slim and none. The highest likelihood for pedestrians is the area north of IL 134 and south of 134 to Nippersink; then Nippersink to IL 120. here's basically nothing south of 120 - where would the pedestrians come from? Since you seem to have some obsession the past few years to be spending our tax dollars on "non motorized" alternatives you REALLY need to be obtaining usage data / statistics similar to what you have for the actual roadways, which is why your department exists inn the first place. Obviously FAP 342 / IL 53 North should be built as it was planned over Fifty Years Ago ~ This is what the Lake County Voters overwhelmingly voted for in the referendum several years back.
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	
	Mar 3, 2025	None	None	
A	Mar 3, 2025	None	None	For the love of God! Please stop using money for bike lanes or walking paths! Especially in this area you are asking about. Half the time bikers are STILL on the road. I don't feel there is a need for any of this north or south of 120.
	Mar 3, 2025	None	None	

FAIRFIELD ROAD
PLANNING STUDY

POLL QUESTIONS

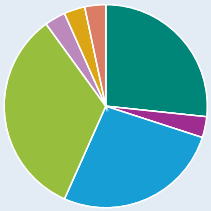
	DATE	QUESTION 1	QUESTION 2	QUESTION 3
A B	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	The problem with the multi use paths is that when they cross a driveway, shopping center entrance/exit, or a cross road, drivers do NOT stop at the white line, but rather drive through to the roadway which they are pulling onto. If there is a lot of cross traffic for the path segment, it's preferable to ride on the roadway.
A	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	I think this project should also keep in mind how it is connecting our great network of trains, bike paths, and nature areas. Fairfield Road is the perfect place to connect the Millenium Bike Path (at Fairfield Park to the Chain O' Lakes Bike Path (via Grant Woods). Safer and more easily accessible cycling routes would greatly increase the utility of these nature areas and allow for more opportunities to safely bike to and from these areas.
	Mar 3, 2025	Paved Shoulder	On-road bike lane with curb	
A	Mar 3, 2025			I am a local resident for 33 years: Keep all bicycles off the road system. Keep all electric carts off the road system. Painted lines dont save lives!
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
D	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	Please have Chardonnay Road intersect with Fairfield at a 90 degree angle to enhance safety!
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
	Mar 3, 2025	None	None	
	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
A D	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	I ride 4-5K miles per year through Lake, Cook, McHenry and many Wisconsin counties. I have two complaints with what I see: 1. Curbing is often installed with no thought to the impact of shoulder use. A good shoulder will be made almost useless by curbing and rumble strips. Not always but too often. 2. Lack of coordination between government units on a project. A beautiful new section will be done and abruptly revert to an older section under a different gov. department w/o out any kind of transition between the two. It would be nice if everyone could improve the road at the same time, but to fail to make a decent transition from new to old is just risky.
D	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	Unintended consequences of improvements. Does increased capacity lead to more traffic? Yes it does. At what point can we no longer expand? In 2080 will there be a 10 lane freeway formerly known as Fairfield? Also - as someone who's lived in the area for 20 years. The increase in noise attributable to traffic has increased notably. Cars and bikes with modified exhausts (or no muffler) are to blame. The noise pollution is bad and these plans will make it worse. Placement and enforcement of noise laws would be helpful. Thanks. Joe

FAIRFIELD ROAD
PLANNING STUDY

POLL QUESTIONS

	DATE	QUESTION 1	QUESTION 2	QUESTION 3
A	Mar 3, 2025	Paved Shoulder	Paved Shoulder	Safety for cyclists riding on the road. Safe speeds for vehicles. Currently cars are driving very fast on the study area roads. With increased capacity, these speeds will increase and thus any crashes will result in more injuries and fatalities, for drivers and cyclists.
A	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	Ability to support alternative methods of transportation, including bicycles. Opportunity for expansion for future mass transit.
A D	Mar 3, 2025	None	None	Do not add 3rd line, 4th line to Fairfield. It will turn it into a highway. The traffic noise for the adjacent sleeping neighborhoods will be unbearable. The Adjacent and nearby properties to the 2 line Fairfield road are already suffering from substantial traffic noise from cars and trucks that are speeding at 60 miles per hour, exceeding the 45 mph speed limit. Adding a bicycle/pedestrian sidewalk or another line to existing 2 line road where the cars and trucks are sleeding at 60 mph would be a fool's errand and waisting of our taxpayers money. Please don't build "a state highway" in my backyard. Simply fix the potholes and reduce the speed limit from 45 mph to 30 mph, maybe then cars and trucks would only speed at 50 mph and not 60 mph. Sincerely, Very concerned resident!
A	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	On road bike lane with or without curb would be a nice feature and would only add incremental cost if done at the same time as expanding to 3/4 lane road.
	Mar 3, 2025	None	None	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
A	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	If safety is the top listed goal, then nothing less than separated bike/ped infastructure will accomplish it. This corridor must include an off-road multi-use path for the entire length of the study corridor. Road are for ALL people, not just those that drive cars.
A	Mar 3, 2025	Off-road multi-use path	On-road bike lane with curb	- Promote ease of walking/biking options (especially north of Route 134) - Inter-connection with other trails - both current and planned.
A	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	On the long run it would be the best to have an off road multi-use path along Fairfield Rd for an optimal investment use.
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
	Mar 3, 2025	None	None	
	Mar 3, 2025	Paved Shoulder	Paved Shoulder	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
A	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	Anything biking isn't my priority, but anything safety is. A bike lane as part of the 5 lane plan is perfect for the present and future.
	Mar 3, 2025	On-road bike lane with curb	On-road bike lane with curb	
	Mar 3, 2025	Off-road multi-use path	Off-road multi-use path	
	Feb 13, 2025	Sidewalk	Paved Shoulder	
	Feb 13, 2025	Multi-Use Path	Paved Shoulder	
	Jan 13, 2025	Sidewalk	Multi-Use Path	

FAIRFIELD ROAD
PLANNING STUDY



- 8 **Theme A**: Bicycle/Pedestrian Safety and Connectivity
- 1 **Theme B**: Avoid Adding Lanes
- 8 **Theme C**: Add Vehicle Capacity and/or Improve Traffic Operations
- 10 **Theme D**: Improve Intersection Safety and Operations
- 1 **Theme E**: Freight Traffic Impacts
- 1 **Theme F**: Limit Impacts to the Environment
- 1 **Theme G**: Other

COMMENT FORM

C	DATE	NAME	EMAIL	ZIP
	Mar 27, 2025	Mark Mayo	mayconsultant@msn.com	60073

COMMENT

Frequent user of Fairfield Road between Rt 134 and Old McHenry Road. Suggestions: 1) Close Cardon Road exit onto Fairfield Road- dangerous alignment esp cars turning south from Chardon to Fairfield and recent 2- person fatality. Traffic better served by diverting Chardon Rd westbound traffic onto Rt 60 where a safer left turn can be accomplished; 2) Need to expand intersection Rt 60 and Fairfield to allow a right turn lane northbound on Fairfield and provide 2 lanes northbound straight at/before Rt 60 extending north of Rt 60; 3) need for right turn lane and two land straight traffic flow at northbound Fairfield at Rt 120 (difficult due to trailer park but traffic is backed up 3 light changes during afternoon rush hours); 4) Need to stop use of side street by CVS Pharmacy at Rt 134 as used as a shortcut when trains are crossing at Fairfield & Rt 135 (cars speed by and blow the 3-way stop sign by Gerber Collision shop; 5) Consider left turn signals at east & westbound Rt 134 at Fairfield as near accidents occur daily when light first changes from red to green (understand need to coordinate with train signal). Hope comments help.

D

D	DATE	NAME	EMAIL	ZIP
	Mar 21, 2025	Melissa Redmond	mredmondm@gmail.com	60073

COMMENT

The traffic light at 134 and Fairfield is a nightmare; the timing should be changed improve traffic flow headed north and south.

C	DATE	NAME	EMAIL	ZIP
	Mar 19, 2025	Bob Jadrich	whistl22@gmail.com	60073

COMMENT

I know the focus is pedestrian and bicycle safety but how that be determined without addressing how the train crossing is going to be built as that will greatly impact everything dealing with the 134 and Fairfield intersection.

D

D	DATE	NAME	EMAIL	ZIP
	Mar 12, 2025	Ernie Schaal	ernieschaal@gmail.com	60084

COMMENT

Completely unnecessary to do anything with Fairfield itself. The problem is 120 and 60. Doing anything with Fairfield is wasteful at best. The proposed construction is borderline insanity and the funds are needed elsewhere. This should be extreme low priority.

E	DATE	NAME	EMAIL	ZIP
	Mar 10, 2025	Janet Smart	janetasmart@yahoo.com	60030

COMMENT

The 120 Fairfield is a high traffic with trucks unable to stop in time after coming up the hill the off road multi use path would be the most appropriate for the bicyclists and for the future expansion of the promotion of the area for outdoor amusement activities.

D	DATE	NAME	EMAIL	ZIP
	Mar 5, 2025	Lisa Blackburn	lisagm19@gmail.com	60030

COMMENT

Something significant needs to be done at Fairfield/Chardon as there are still accidents weekly.

A	DATE	NAME	EMAIL	ZIP
	Mar 5, 2025	Westin Morrill	westin.morrill@gmail.com	60084

COMMENT

Please be sure to include bike lanes with signage and road surface color/markings to aid drivers to better see cyclists.

FAIRFIELD ROAD
PLANNING STUDY

COMMENT FORM

A	DATE	NAME	EMAIL	ZIP
	Mar 4, 2025	Robert Bleck	rbleck@bleckarchitects.com	60048

COMMENT

Regarding bicycling use, having a shoulder is very useful for riders and for not impeding traffic. However most recent improvements include a rumble strip. Granted this is useful for keeping drivers alert to their position,however they make shoulder use difficult if not impossible in their typical design. Yes there is a smooth interval but it isn't long enough to transition smoothly at 20-28mph which is a typical pace for sport cyclists. I would suggest a smooth interval at least as long as the current rumble strip. Believe it or not, we cyclists want to cooperate with drivers. Please make the design of the pavement in a way that we can be cooperative.

A	DATE	NAME	EMAIL	ZIP
	Mar 4, 2025	Sue Ulrey	sueulrey@gmail.com	60044

COMMENT

Thank you for including bicyclists and pedestrians in your planning. I'm impressed and enlightened by all the facts and figures your planning includes. I appreciate your efforts.

D	DATE	NAME	EMAIL	ZIP
	Mar 4, 2025	Mary Connelly	mjceagle@gmail.com	60041

COMMENT

Fairfield and 134. Always a back up. The timing of the lights is too fast especially south on Fairfield at the railroad tracks. Sometimes the backup is 2 blocks long. A left turn light would help.

G	DATE	NAME	EMAIL	ZIP
	Mar 4, 2025	Rob Skiera	rlskiera@sbcglobal.net	60084

COMMENT

Throwing money will not prevent accidents. You state the majority are rear end collisions. Idiots on phones will not stop their dangerous acts simply because you throw taxpayer money at a problem. Look at the educasystem for how well that works in Chicago.

F	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Jennifer Schramm	jennifer.schramm711@gmail.com	60073

COMMENT

It is extremely important to limit impact to wetlands. Migration routes run right through this corridor and dwindling crane populations need their breeding grounds.

C	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Doug Kearney	doug.kearney@sbcglobal.net	60073

COMMENT

South of 60 does not need any sidewalks / paths - there's nothing around / no one would use them. Between 60 and 120 also has nothing around to need paths; but it does desperately need improved drainage on the west side, where it always floods. North of 120, especially around 134 and north is where pedestrians will be roaming around. Also need to improve the signals at 134 and the tracks, including much longer n/b left turn lane to w/b134.

FAIRFIELD ROAD
PLANNING STUDY

COMMENT FORM

C	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Terri Zumbrook	llilly115@yahoo.com	60073

COMMENT

The intersection of Fairfield and Rt. 134 needs to be redone at the railroad crossing, but I bet you thought of that, right? However, once that becomes a way to avoid being held up by the trains, Fairfield through RLB is going to become a bigger north south route and the existing road will not be able to handle the traffic through to Rollins. Preservation of the wetlands and the rest of the natural environment along Fairfield and 134 should remain a high priority.

D

C	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Nicolette Seymour	nickyseymour350@hotmail.com	60046

COMMENT

Since there are not good alternatives for North South Travel for my area (Rte 45 is plagued with lights) there is only 12 area of concern for me in this study area as I drive this way often... At 134, that intersection needs some major attention. The back ups are ridiculous and if there is any trains it is even worse. Keep the traffic moving on Fairfield it seems the lights are not programed well. Maybe if there were additional funds, more overpasses like the one at Gilmer to make Fairfield more of a freeway then a country road. NO MORE STOP LIGHTS.

D

A	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Elliot Rossen	erossen@comcast.net	60035

COMMENT

I am a fast recreational cyclist who advocates for safe streets for all and represents a 75-member cycling club, VCR. I'm on the board of the Active Transportation Alliance, one of the largest ped/bike/transit advocacy groups in the country. I'm also the chair of the Highland Park Transportation Advisory Group. This stretch of Fairfield Road is frequently used by groups of road cyclists. It's great that you're considering a wider shoulder as the current one is quite bad. Currently the small and broken-up shoulder is dangerous for on road cyclists for most of the study area. This whole stretch of Fairfield needs at least a 4' paved shoulder, preferable 5'. Is there any way you can have 5' of the 8' total be paved? In addition, the shoulder needs to be maintained and kept clear of gravel, glass, car parts, and any other dangerous things. This is especially true in the spring after winter debris is evident. I also support separate ped/bike trails for those uncomfortable riding on the road.

B	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	N/A	april20april@yahoo.com	60047

COMMENT

Do not add 3rd line, 4th line to Fairfield road. It will turn it into a highway. The traffic noise for the adjacent sleeping neighborhoods will be unbearable. The Adjacent and nearby properties to the 2 line Fairfield road are already suffering from substantial traffic noise from cars and trucks that are speeding at 60 miles per hour, exceeding the 45 mph speed limit. Adding a bicycle/pedestrian sidewalk or another line to existing 2 line road where the cars and trucks are sleeding at 60 mph would be a fool's errand and waisting of our taxpayers money. Please don't build "a state highway" in my backyard. Build the state highway through commercial and business districts and not through sleeping neighborhoods.Simply fix the potholes and reduce the speed limit from 45 mph to 30 mph, maybe then cars and trucks would only speed at 50 mph and not 60 mph.

A	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Julio Arteaga	julio@arteagaland.com	60073

COMMENT

Hello, I am a resident of Round Lake who lives along Fairfield Rd. Just my opinion, I would like to see an off-road multi-use path.

C	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Derek Akin	derek.akin@yahoo.com	60047

COMMENT

As a resident of Hawthorn Woods, off of Gilmer and Schwerman, I feel there needs to be more lanes to help reduce traffic. Or better routing of IL 60 / 83 as that would to help reduce traffic along Gilmer. Do not add "roundabouts" as I have not met one person who likes them, except "road planners".

FAIRFIELD ROAD
PLANNING STUDY

COMMENT FORM

A	DATE	NAME	EMAIL	ZIP
	Mar 3, 2025	Glenn Zika	glenn.zika@comcast.net	60002

COMMENT
Add path along nippersink to connect to existing east and west

D	DATE	NAME	EMAIL	ZIP
	Jun 2, 2024	Laura Ensign	ensign.laura@yahoo.com	60073

COMMENT
The turn from Fairfield onto Chardon is very sharp and dangerous (especially with a car right behind you going fast). I'd love to see a change made there to make it safer.

A	DATE	NAME	EMAIL	ZIP
	May 30, 2024	Lizbeth Rios	riosliz26@yahoo.com	60030

COMMENT
I just moved to Unincorporated Grayslake which my home is right on Fairfield Rd. A sidewalk, shared path, and enhanced crossing is what that area needs to connect to trails, parks, local business, neighboring areas. I think the pandemic has taught us that isolation is the worst and connecting to nature, getting to know the community is much needed. Adding a pedestrian friendly walking path is what Fairfield Rd needs.

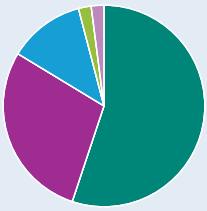
C	DATE	NAME	EMAIL	ZIP
	May 17, 2024	Doug Lawson	dwestl12@msn.com	60073

COMMENT
Additional comment: Add turn lane in both directions for Save A Pet entrance (Fairfield Rd between Townline Rd and Rt 60). This would help minimize crashes, improve traffic flow, and be a benefit to the business. Thanks!

A	COMMENT
	In addition to my other comments, please add this: Possibly add a bicycle lane on southbound Fairfield Rd from Falcon Blvd to the entrance of Fairfield Park? This would allow bicycle traffic from the neighborhoods served by Falcon Blvd a safer path to the existing paved trail in Fairfield Park. Thanks again for asking.

C	COMMENT
D	Unfortunately I will not be able to attend the public meeting for the Fairfield Rd study on 05/16/24, but since I drive Fairfield Rd daily and have for over 30 years, I most definitely have some ideas. I have three types of suggestions for safety and traffic flow: Traffic signal improvements; Intersection lighting; Turn lane additions. Of the three, the signal improvements (1) and intersection lighting (2) will likely be the easiest and/or quickest to implement, and likely be the less expensive enhancements. Traffic signal improvements: My sole suggestion is to add synchronized left-turn-only signals for north and southbound Fairfield Rd at Rt 134.I know there are grade crossing concerns due to the rail line at that intersection, however that location is a constant traffic bottleneck. If left-turn-only signals were installed, then both directions on Fairfield Rd could execute left turns simultaneously without affecting the grade crossing any more than the current signal configuration. More importantly, both north and southbound thru-lanes on Fairfield Rd could be given simultaneous green lights once the left-turn-only signals go red. This would vastly improve traffic flow on Fairfield Rd around the clock but especially during morning and evening rush times. Intersection lighting: All intersections in the study area should have adequate overhead streetlights, especially at signalized intersections. All lights should be modern LEDs. Turn lane additions: Right turn lane on southbound Fairfield Rd at Long Lake Dr.; Right turn lanes on north and southbound Fairfield Rd at Rt 120; Right turn lane on northbound Fairfield Rd at Townline Rd; Right turn lane on northbound Fairfield Rd at Rt 60. Perhaps southbound also. One final item, depending upon your accident and traffic data: Should the intersection of Chardon Rd and Fairfield Rd be relocated slightly south to minimize the angle of the intersection? Thanks so much for inviting public input. Fairfield is one of my favorite routes because it is scenic and usually free-flowing. I know traffic is constantly increasing however, so improving flow and reducing accidents is important. One side note: The planned realignment of Cedar Lake Rd will also improve traffic flow through the area, including that on Fairfield Rd. Again my thanks, and please keep the updates coming. Doug Lawson. Round Lake.

FAIRFIELD ROAD
PLANNING STUDY



- 27 **Theme A**: Bicycle/Pedestrian Connectivity
- 13 **Theme B**: Safety
- 5 **Theme C**: Traffic
- 1 **Theme D**: Environmental
- 1 **Theme E**: Other Considerations

COMMENT MAP

	DATE	TOPIC	COMMENT	LAT	LONG
B	Mar 28, 2025	Safety	Safety issues with this intersection due to difficult visibility for cars coming from the east to turn onto Fairfield.	42.305501433816886	-88.1073050896384
A	Mar 28, 2025	Bicycle/ Pedestrian Connectivity	Great to be able to connect to future trail along Nippersink. Avon Township Highway Dept (Bob Kula) has been seeking funding to continue bike trail along Nippersink.	42.349884554276194	-88.11105888800778
A	Mar 28, 2025	Bicycle/ Pedestrian Connectivity	Need safe way for southbound cyclists to turn left onto Hart Rd.	42.357195506412005	-88.11192867773953
A	Mar 28, 2025	Bicycle/ Pedestrian Connectivity	So important to have a safe cycling & walking trail from Oakwood south to Route 120.	42.37186883334181	-88.11010047756094
B	Mar 26, 2025	Safety	Please add some signage to not block entrance to residential homes or some sort of safety right of way. As many drivers think that looking at their phones is a priority versus driving, they end blocking the entrances to homes.	42.314496418036036	-88.11132050195742
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Provide a pedestrian crossing to allow residents access to the Fairfield park and Millenium trail.	42.35541163979047	-88.11151846930802
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please extend the scope of the project to allow a multipurpose path the forest preserve.	42.335253074113915	-88.1120233605995
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please provide access to the forest preserve with a multipurpose path.	42.34137545907145	-88.11187315689466
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please extend the scope of the project to the Nippersink Forest Preserve and provide a pedestrian crossing and multipurpose path to allow access to the forest preserve.	42.350139634070246	-88.11084247979885
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please extend the scope of the project to the Round Lake Library and provide multipurpose path with pedestrian crossing to allow access to the library, aquatic center, park district, and downtown Round Lake.	42.35748396801939	-88.11178173961133
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please provide a pedestrian crossing with paths to allow access access to the Metra station and downtown Round Lake.	42.36345523072821	-88.11170888787156
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please extend the scope of the project to the Round Lake Metra station. People need a multipurpose path to access the station and downtown Round Lake.	42.363455230728185	-88.11170888787156
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please extend the scope of the project to Long Lake Metra station. This corridor needs a multipurpose path or sidewalk and a pedestrian crossing for the people to access the station.	42.36460489747795	-88.11144245452839
A	Mar 10, 2025	Bicycle/ Pedestrian Connectivity	Please provide multipurpose path with pedestrian crossings along the entire stretch of Fairfield Road. The communities that live along the corridor are currently disconnected from everything making walking and biking trips impossible. There is no way to access Metra, library, aquatic center and the rest of the town.	42.372254212507585	-88.11002624816852

COMMENT MAP

	DATE	TOPIC	COMMENT	LAT	LONG
B	Mar 10, 2025	Safety	Please add a pedestrian crossing here. People do not have any safe way to to access the store and gas station on the east side for Fairfield Road.	42.36730802610083	-88.11036957092243
B	Mar 10, 2025	Safety	Please add pedestrian crossing here. Currently there are no crossings south of Rollins Road causing people to cross the road at random dangerous locations.	42.3722#######4794	-88.11006916351276
B	Mar 10, 2025	Safety	Please extend the scope of the project north to Rollins Road. This is necessary to extend the planned sidewalk/multiuse path and provide safe infrastructure for pedestrians and bicyclists. Doing that will allow residents to reach the nearest Pace bus stop, Grant Woods and businesses along Rollins Road. The current narrow sidewalk attached to the curb is a safety hazard for people walking and biking the corridor.	42.37231762262515	-88.10998333282429
C	Mar 10, 2025	Traffic	There should be a left turn arrow on 134 turning onto Fairfield. This area gets backed up in the afternoon and sometimes nobody can make a safe left turn since there is no arrow to turn left going either way.	42.363485875372206	-88.11195967672896
E	Mar 10, 2025	Other Considerations	There is empty land on the northwestern corner of 120 and Fairfield. I would hope that would be taken into consideration when laying out the road. Affordable housing is hard to find. Displacing anyone much less seniors and the disabled when there is empty land on the other side would seem unnecessary. 120 is a truck route for not only the transfer station but for many other companies. A roundabout would cause the trucks to find another route. Driving them to Route 60 is a more residential area. Keeping it as a light is the best option.	42.33531045739592	-88.11226472575666
A	Mar 9, 2025	Bicycle/ Pedestrian Connectivity	Any work on the Fairfield corridor needs to include provision for a future Millennium Trail tunnel connecting Kestrel Ridge Forest Preserve with Nippersink Forest Preserve. I discussed this with representatives from both LCDOT and LC Forest Preserves who were at the open house. I indicated that I believe a tunnel under Fairfield could have drainage to the north along the ROW toward the Manitou Creek crossing, and that the elevation change from the tunnel area to the creek crossing would be sufficient to allow this drainage.	42.34115481701592	-88.11135541057255
B	Mar 9, 2025	Safety	Safety concerns here for cyclists & motor vehicles	42.36434459684735	-88.11184251149642
B	Mar 7, 2025	Safety	After crossing the train tracks (heading North on Farefield) there always are vehicles attempting to turn left onto Fairfield. There is always a line of traffic heading South on Fairfield waiting to cross the train tracks and these vehicles trying to turn left onto Fairfield are hard to see and read if they going to actually turn.	42.364575880064535	-88.11168951957895
A	Mar 7, 2025	Bicycle/ Pedestrian Connectivity	Need safe way to cross Fairfield and Route 120 for pedestrians and bicyclists	42.335021160112476	-88.11213862228276
B	Mar 7, 2025	Safety	Design of intersection needs to be evaluated here.	42.357299890030085	-88.11164178383164
C	Mar 6, 2025	Traffic	Won't more lanes make cars go faster? That doesn't seem safer.	42.350080286394444	-88.11092337909068

FAIRFIELD ROAD
PLANNING STUDY

COMMENT MAP

	DATE	TOPIC	COMMENT	LAT	LONG
D	Mar 6, 2025	Environmental	I would love to see a way to safely cross between these two natural areas and access them on foot.	42.34124732807272	-88.11193300301612
B	Mar 6, 2025	Safety	If the road gets much wider it will be hard to cross on foot to get to my mailbox on the other side. I worry for elderly people trying to cross to get their mail with cars going 50+mph.	42.347190809923006	-88.11093881157095
A	Mar 6, 2025	Bicycle/ Pedestrian Connectivity	I have to walk over this bridge pretty often and it's really scary. I don't feel comfortable walking on the side of the road, so I walk on the other side of the metal barricade, and there's a good 20+ foot drop to the creek and only a couple of feet of space to walk on. The asphalt is crumbling in places and with plants growing in the summer it's pretty precarious. If there was safe pedestrian and biking infrastructure I would bike here.	42.34612885830751	-88.11045105618273
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	Sidewalk or multi-use path for pedestrians to access forest preserves. Walking paths.	42.349874562809354	-88.11036084985543
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	Multi use path for bicycling, walking, some connectivity to forest preserves.	42.31629844658236	-88.11053890014838
C	Mar 5, 2025	Traffic	Add some rumble strips heading south on Fairfield Road here alerting drivers.	42.31587797887603	-88.11131137634467
C	Mar 5, 2025	Traffic	Add some rumble strips heading north on Fairfield Road (intersection of Route 60 and Fairfield Road).	42.315037035035516	-88.11128991867255
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	Pedestrian multiuse path or sidewalk for local residents to visit the Forest Preserves close to the area and small business to the east of Route 60.	42.31522431360677	-88.1109888069596
B	Mar 5, 2025	Safety	Safety for entrance/exits to private driveways	42.314610318228084	-88.11106631827994
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	Connecting to the existing sidewalk on the north side of Mayfield would be great.	42.367363787112694	-88.11097363362865
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	The asphalt 'sidewalk' right along the road gets a good amount of use. Would be awesome if there was a less scary way for people to walk along here and cross Fairfield. I think the pedestrian proximity to the road makes some drivers slow down though, so keeping the road narrow would be nice too.	42.369417807821115	-88.10995171199397
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	There are pedestrian crossings here, but you have to walk/bike on the shoulder of either Fairfield/Nippersink to get to them. There's an existing path connected to Wagonwood Road, could you add a sidewalk/offroad path to connect to that path and the sidewalk on the northside of Nippersink?	42.35023930299955	-88.11022520816384
B	Mar 5, 2025	Safety	Frequent bus stops on route. It would be beneficial to add some sort bus stop/wide shoulder here, as well as a place for children to cross safely.	42.29894769957735	-88.10632442710444

FAIRFIELD ROAD
PLANNING STUDY

COMMENT MAP

	DATE	TOPIC	COMMENT	LAT	LONG
A	Mar 5, 2025	Bicycle/ Pedestrian Connectivity	Pedestrians and cyclists occasionally cross here. It would be safer to be able to easily walk or bike to the Millennium trail from any of the neighborhoods without having to walk/bike on the shoulder of Fairfield. Connecting an off road path to old Farm Road would be fantastic.	42.35386406151437	-88.11147112107612
B	Mar 5, 2025	Safety	Widening the road will make it less safe for pedestrians living in the area.	42.305548975122896	-88.10702096255002
B	Mar 3, 2025	Safety	There needs to be a light at both ends of the ramp between Fairfield and Gilmer after you screwed it up so bad. Try to get on Gilmer in the morning then try again to get onto Fairfield in the evening.	42.2984526965715	-88.10694322307111
A	Mar 3, 2025	Bicycle/ Pedestrian Connectivity	I would like to see the project connect the Round Lake train station and Grant Woods Forest Preserve Fairfield entrance. Would be a great way to allow access to the miles of bike trail in the preserve via the train, which is very bike friendly.	42.372160582986595	-88.10997800948925
C	Mar 3, 2025	Traffic	There needs to be a left hand turn signal for the east bound lane of 134 to turn onto Fairfield.	42.36385532158617	-88.1120930643797
A	Mar 3, 2025	Bicycle/ Pedestrian Connectivity	This stretch of Fairfield Road is frequently used by groups of road cyclists. It's great that you're considering a wider shoulder as the current one is quite bad. Currently the small and broken-up shoulder is dangerous for on road cyclists for most of the study area. This whole stretch of Fairfield needs at least a 4' paved shoulder, preferable 5'. Is there any way you can have 5' of the 8' total be paved? In addition, the shoulder needs to be maintained and kept clear of gravel, glass, car parts, and any other dangerous things. This is especially true in the spring after winter debris is evident. I also support separate ped/bike trails for those uncomfortable riding on the road.	42.33899030092148	-88.1117497416258
A	Mar 3, 2025	Bicycle/ Pedestrian Connectivity	Currently the small and broken-up shoulder is dangerous for on road cyclists for most of the study area. This whole stretch of Fairfield needs at least a 4' paved shoulder, preferable 5'. Is there any way you can have 5' of the 8' total be paved? In addition, the shoulder needs to be maintained and kept clear of gravel, glass, car parts, and any other dangerous things. this is especially true in the spring after winter debris is evident.	42.344826852421264	-88.1114064188719
A	Mar 3, 2025	Bicycle/ Pedestrian Connectivity	Connect trail to Hart Rd. to the east	42.3545893451416	-88.11217873482667
A	Mar 3, 2025	Bicycle/ Pedestrian Connectivity	Add path on hart to connect to existing to the east	42.35741963742034	-88.1109284424101

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING SUMMARY

Fairfield Road Planning and Environmental Linkages Study

Public Information Meeting #2
Lake County Division of Transportation

Date: June 16, 2025

Report Date: August 1, 2025

FAIRFIELD ROAD
PLANNING STUDY

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Figure 1. Study Area 1

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Appendix A. Public Information Meeting Materials

- Newspaper Legal Notices and Publication Certifications
- Public Official Invite Letters
- Postcard
- Email Blast
- Sign-In Sheets
- Handout
- Exhibits

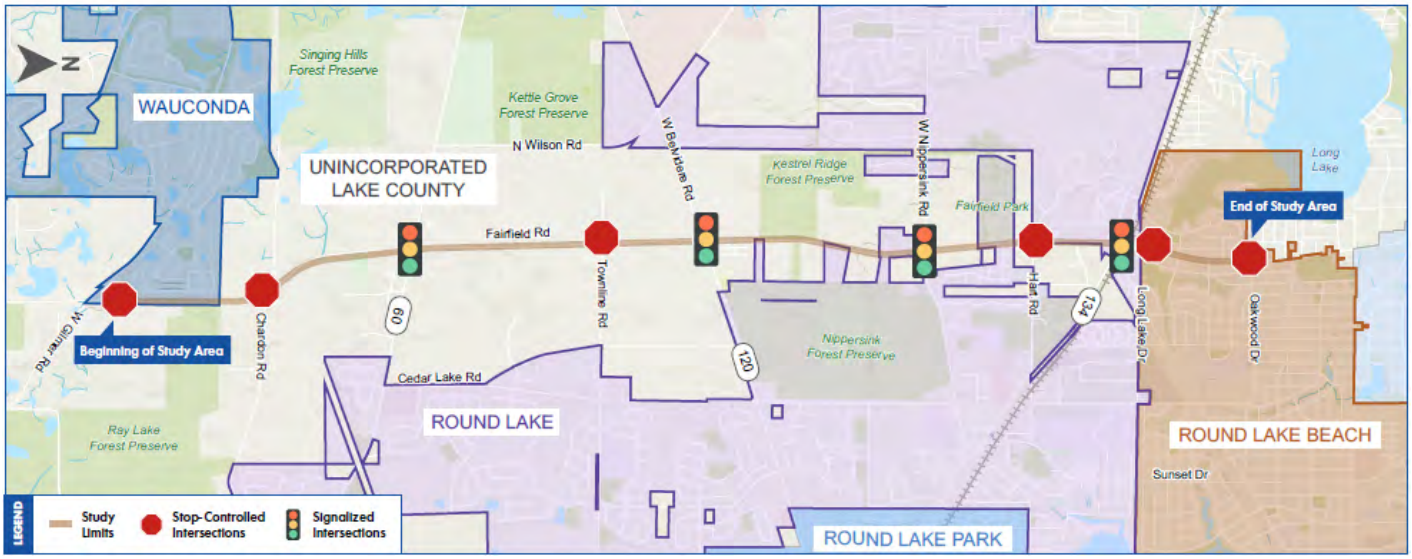
Appendix B. June 16, 2025 Public Information Meeting Comments

FAIRFIELD ROAD
PLANNING STUDY

1. INTRODUCTION

The Lake County Division of Transportation (LCDOT) is leading the Fairfield Road Planning and Environmental Linkages (PEL) Study with the goals of improving safety, mobility, and bicycle and pedestrian connectivity along Fairfield Road from North of Gilmer Road to Oakwood Drive in Lake County, Illinois. Public feedback will help further refine the Alternatives to Be Carried Forward as part of the PEL Study.

Figure 1. Study Area



2. PUBLIC INFORMATION MEETING

LCDOT sponsored a Public Information Meeting to review the study, inform the public of the alternatives to be carried forward, and obtain public input.

2.1 PUBLIC INFORMATION MEETING – JUNE 16, 2025

On June 16, 2025, Public Information Meeting #2 was held at the Rolek Community Center from 5 p.m. to 7 p.m. Approximately 63 individuals attended the Public Information Meeting. Division staff and consultant staff from HDR were available to discuss project information and answer questions. An existing conditions video with audio narration was played on a loop throughout the meeting. Project information handouts were provided to attendees in both English and Spanish. Exhibits reviewed the study, presented past public feedback, and displayed mainline alternatives to be carried forward and showed various intersection configurations that may be assessed during potential future Phase I studies. Information was provided to the public explaining how attendees can get involved and stay informed, the commenting process, and how this feedback is incorporated into the study.

Written feedback was collected at the meeting through comment forms. The Fairfield Planning Study video, handout, and exhibits are available on the project website, www.fairfieldroadstudy.com, for the public and stakeholders who were unable to attend the public information meeting. Redacted sign-in sheets and copies of the handout and exhibits displayed at the public information meeting are provided in **Appendix A**.

2.1.1 ADVERTISEMENT

Legal notices (English and Spanish versions) for the Public Information Meeting were posted in the Lake County edition of the Daily Herald newspaper. Legal notices were posted two times, once on 05/26/2025, and once on 06/09/2025.
A postcard advertising the public information meeting was mailed to 376 property owners and occupants in the study area. Letters advertising the public information meeting were mailed to 80 stakeholders including elected officials, local government units, resource agencies, school districts, religious institutions, and tribal groups. LCDOT sent an email blast and social media post advertising the meeting to their distribution. The legal notice, postcard, email blast, and public official invite letter are provided in **Appendix A.**

2.1.2 COMMENTS

Attendees were encouraged to ask questions and provide input on the study information. The official public comment period for the Public Information Meeting ended on July 16, 2025. 10 comment forms were returned at the Public Information Meeting and 3 email comments were received after the public information meeting during the comment period. Comments are shown in **Appendix B.** Summarized comments are included in **Table 1.**

Table 1: Public Information Meeting Comment and Response Summary

SUMMARY COMMENT	
Concerns about Roundabouts being considered as potential intersection solutions, particularly at Chardon Road.	Intersection design alternatives for Chardon Road and other intersections along the corridor will be reviewed more in depth during the Phase I studies for each section. Roundabouts will be reviewed along with other intersection design options. It is worth noting that, Federal Highway Administration data shows that roundabouts are proven to reduce serious injury and fatal crashes at intersections by nearly 90 percent.
Bicycle and pedestrian connectivity needs to be prioritized along the corridor.	Bicycle and pedestrian connectivity will be improved along the corridor. Shared-use paths, sidewalks and bicycle-friendly shoulders have been identified as alternatives to be implemented as part of the Phase I studies for each section of the corridor.
Concern about potential added travel lanes impact to adjacent properties	The Phase I studies for each section of the corridor will further refine alternatives identified through the PEL study process, aiding in avoiding or reducing impacts to adjacent property as well as the built and natural environment as much as possible.

FAIRFIELD ROAD
PLANNING STUDY

APPENDIX A

June 16, 2025

Public Information Meeting Materials

FAIRFIELD ROAD
PLANNING STUDY

NEWSPAPER LEGAL NOTICES AND PUBLICATION CERTIFICATIONS

PUBLIC INFORMATION MEETING NOTIFICATION
Lake County Division of Transportation
Fairfield Road Planning and Environmental Linkages (PEL) Study

The Lake County Division of Transportation is hosting an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning and Environmental Linkages Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

The Public Information Meeting will be conducted in an open-house format with display boards and graphics available to help convey the alternatives being investigated. The project team members will be available to answer questions and receive comments. The meeting is scheduled at the following time and location:

Date: Monday, June 16, 2025
Time: 5:00 p.m. to 7:00 p.m. (Open House Format)
Location: Rolek Community Center, 814 Hart Road, Round Lake, IL 60073

The Public Information Meeting will be accessible to persons with disabilities, and materials will also be available in Spanish. Anyone in need of special assistance or printed materials should contact:

Mr. Chuck L. Gleason
Project Manager
Lake County Division of Transportation
600 W. Winchester Road
Libertyville, IL 60048
Phone: 847-377-7447
Email: cgleason@lakecountyil.gov

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CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Lake County
Daily Herald

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I further certify that the **Lake County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 05/26/2025, 06/09/2025 in said **Lake County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 290374 *LAKE*

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

AVISO DE REUNIÓN DE INFORMACIÓN PÚBLICA
División de Transporte del Condado de Lake
Estudio de planificación vial y vínculos ambientales (PEL) de Fairfield

La División de Transporte del Condado de Lake organiza una reunión informativa pública presencial de puertas abiertas para presentar las alternativas y solicitar comentarios sobre el Estudio de Planificación Vial y Vínculos Ambientales de Fairfield, desde el norte de Gilmer Road hasta Oakwood Drive. El objetivo del proyecto es modernizar la ruta para mejorar la seguridad, la movilidad y la conectividad no motorizada. Esta es la segunda y última reunión informativa pública de este estudio.

La Reunión de Información Pública se llevará a cabo en formato de puertas abiertas, con paneles informativos y gráficos disponibles para difundir las alternativas que se están investigando. Los miembros del equipo del proyecto estarán disponibles para responder preguntas y recibir comentarios. La reunión está programada en el siguiente horario y lugar:

Fecha: lunes, 16 de junio de 2025
Hora: 17:00 a 19:00 horas
(Formato de puertas abiertas)
Ubicación: Centro Comunitario Rolek,
814 Hart Road, Round Lake, IL 60073

La Reunión de Información Pública será accesible para personas con discapacidad y el material también estará disponible en español. Si necesita asistencia especial o materiales impresos, comuníquese con:

Sr. Chuck L. Gleason
Gerente de Proyecto
División de Transporte del Condado de Lake
600 W. Winchester Road
Libertyville, IL 60048
Teléfono: 847-377-7447
Correo electrónico: cgleason@lakecountyil.gov

Published in Daily Herald, May 26, June 9, 2025 (290375)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Lake County
Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Lake County DAILY HERALD**. That said **Lake County DAILY HERALD** is a secular newspaper, published in Libertyville, Lake County, State of Illinois, and has been in general circulation daily throughout Lake County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Lake County DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 05/26/2025, 06/09/2025 in said **Lake County DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 290375 *LAKE*

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC OFFICIAL INVITE LETTERS

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Charles Riddle, P.E.
District Local Roads and Streets Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

To Mr. Charles Riddle, P.E.:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

The Public Information Meeting will be conducted in an open-house format with display boards and graphics available to help convey the alternatives being investigated. The project team members will be available to answer questions and receive comments. The meeting is scheduled for the following time and location:

Date:	Monday, June 16, 2025
Time:	5:00 p.m. to 7:00 p.m. (Open House Format)
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The Public Information Meeting will be accessible to persons with disabilities, and materials will also be available in Spanish. Anyone in need of special assistance or printed materials should contact Chuck Gleason, Project Manager, at cgleason@lakecountyil.gov or (847) 377-7447.

Enclosed is a copy of the display ad which will appear in the May 26, 2025, and June 9, 2025, editions of the Daily Herald. A notification postcard with the above information is being mailed to residents along the corridor and other stakeholders interested in the project.

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

Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

The Honorable Brian Brubaker
Mayor
Village of Round Lake
442 N Cedar Lake Road
Round Lake, IL 60073

To The Honorable Brian Brubaker:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Dr. Kevin Myers
Superintendent
Mundelein High School District 120
1350 W Hawley Street
Mundelein, IL 60060

To Dr. Kevin Myers:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Kurt Woolford, P.E., CFM, LEED AP
Executive Director
Lake County Stormwater Management Commission
500 W. Winchester Road
Libertyville, IL 60048

To Mr. Kurt Woolford, P.E., CFM, LEED AP:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Kurt Baumann
Round Lake Village Engineer
Baxter and Woodman
442 N Cedar Lake Road
Round Lake, IL 60073

To Mr. Kurt Baumann:

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Chief David Wermes
Chief of Police
Wauconda Police Department
311 S Main Street
Wauconda, IL 60084

To Chief David Wermes:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Kevin Middleditch
General Manager
Durham School Services
211 S IL Route 83
Grayslake, IL 60030

To Mr. Kevin Middleditch:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

The Honorable Laura Faver Dias
State Representative, 62nd District
10 N Lake Street, Suite 112
Grayslake, IL 60030

To The Honorable Laura Faver Dias:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Brandy Schroff
Village Administrator
Village of Round Lake
442 N Cedar Lake Road
Round Lake, IL 60073

To Ms. Brandy Schroff:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Louis Garcia
Director of Transportation
Round Lake Area Schools 116
884 N. Nippersink Road
Round Lake, IL 60073

To Mr. Louis Garcia:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Edward Gallagher
Community Relations Representative
Pace Suburban Bus
550 W. Algonquin Road
Arlington Heights, IL 60005

To Mr. Edward Gallagher:

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Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Allison Matson
Village Administrator
Village of Wauconda
101 N Main Street
Wauconda, IL 60084

To Ms. Allison Matson:

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Manager of Complex Projects

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

The Honorable Bill Foster
U.S. House of Representatives
11th District of Illinois
2000 W. Galena Blvd., Suite 303
Aurora, IL 60506

To The Honorable Bill Foster:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Chief David Prus
Chief of Police
Round Lake Police Department
741 W Townline Road
Round Lake, IL 60073

To Chief David Prus:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Dr. Lynn Glickman
Superintendent of Schools
Community Consolidated School District 46
565 Frederick Road
Grayslake, IL 60030

To Dr. Lynn Glickman:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Date:	Monday, June 16, 2025
Time:	5:00 p.m. to 7:00 p.m. (Open House Format)
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The Public Information Meeting will be accessible to persons with disabilities, and materials will also be available in Spanish. Anyone in need of special assistance or printed materials should contact Chuck Gleason, Project Manager, at cgleason@lakecountyil.gov or (847) 377-7447.

Enclosed is a copy of the display ad which will appear in the May 26, 2025, and June 9, 2025, editions of the Daily Herald. A notification postcard with the above information is being mailed to residents along the corridor and other stakeholders interested in the project.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Diana O'Kelly
Township Supervisor
Fremont Township
22385 W IL Route 60
Mundelein, IL 60060

To Ms. Diana O'Kelly:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Jacob Mann
Public Works Director
Village of Wauconda
302 Slocum Lake Road
Wauconda, IL 60084

To Mr. Jacob Mann:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Katherine Herdus
Area Programmer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

To Ms. Katherine Herdus:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

The Honorable Dan McConchie
State Senate, 26th District
795 Ela Road, Suite 208
Lake Zurich, IL 60047

To The Honorable Dan McConchie:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Alex Ty Kovach
Executive Director
Lake County Forest Preserves
1899 W. Winchester Road
Libertyville, IL 60048

To Mr. Alex Ty Kovach:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Geoff Perry
Round Lake Beach Village Engineer
Gewalt Hamilton Assoc.
625 Forest Edge Drive
Vernon Hills, IL 60061

To Mr. Geoff Perry:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Chris Bouchard
Acting Wauconda Village Engineer
HMG Engineers
975 Campus Drive
Mundelein, IL 60060

To Mr. Chris Bouchard:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

The Honorable Brad Schneider
U.S. House of Representatives
10th District of Illinois
111 Barclay Blvd, Suite 200
Lincolnshire, IL 60069

To The Honorable Brad Schneider:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Jeff Green
Lakeside Transportation
333 Washington Blvd
Mundelein, IL 60060

To Mr. Jeff Green:

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Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Chief Curt Hanselman
Fire Chief
Wauconda Fire Protection District
109 W Liberty Street
Wauconda, IL 60084

To Chief Curt Hanselman:

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Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Eric Waggoner
Director
Lake County Planning, Building & Development
500 W. Winchester Road, Unit 101
Libertyville, IL 60048

To Mr. Eric Waggoner:

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Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Dr. Donn Mendoza
Superintendent
Round Lake Area Schools 116
884 N. Nippersink Road
Round Lake, IL 60073

To Dr. Donn Mendoza:

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Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Kevin Kleinjan
Director of Planning
Lake County Forest Preserves
1899 W. Winchester Road
Libertyville, IL 60048

To Mr. Kevin Kleinjan:

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Division of Transportation

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Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
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Fairfield Road Planning Study

May 19, 2025

Sherriff John Idleburg
Lake County Sheriff's Office
25 S. Martin Luther King Jr. Avenue
Waukegan, IL 60085

To Sherriff John Idleburg:

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Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Katelyn Dote
Senior Legislative & Community Affairs Liaison
Metra
547 W. Jackson Blvd, Suite 1400
Chicago, IL 60661

To Ms. Katelyn Dote:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Enclosed is a copy of the display ad which will appear in the May 26, 2025, and June 9, 2025, editions of the Daily Herald. A notification postcard with the above information is being mailed to residents along the corridor and other stakeholders interested in the project.

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

Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Elise Richard
Lakeside Transportation
333 Washington Blvd
Mundelein, IL 60060

To Ms. Elise Richard:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

The Public Information Meeting will be conducted in an open-house format with display boards and graphics available to help convey the alternatives being investigated. The project team members will be available to answer questions and receive comments. The meeting is scheduled for the following time and location:

Date:	Monday, June 16, 2025
Time:	5:00 p.m. to 7:00 p.m. (Open House Format)
Location:	Rolek Community Center 814 Hart Road, Round Lake, IL 60073

The Public Information Meeting will be accessible to persons with disabilities, and materials will also be available in Spanish. Anyone in need of special assistance or printed materials should contact Chuck Gleason, Project Manager, at cgleason@lakecountyil.gov or (847) 377-7447.

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

Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Bob Kula
Highway Director
Avon Township
389 W Main Street
Hainesville, IL 60073

To Mr. Bob Kula:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

The Honorable Jeff Sode
Mayor
Village of Wauconda
101 N Main Street
Wauconda, IL 60084

To The Honorable Jeff Sode:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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

Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Jose Rios, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

To Mr. Jose Rios, P.E.:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Alicia Dodd
Highway Commissioner
Fremont Township
22376 W Erhart Road
Mundelein, IL 60060

To Ms. Alicia Dodd:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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

Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Cheryl Burns
Assistant Director of Transportation
Fremont School District 79
28855 N Fremont Center Road
Mundelein, IL 60060

To Ms. Cheryl Burns:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Chief Greg Formica
Fire Chief
Greater Round Lake Fire Protection District
409 W Nippersink Road
Round Lake, IL 60073

To Chief Greg Formica:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Ms. Katie Gamroth
Executive Director
Round Lake Area Park District
814 Hart Road
Round Lake, IL 60073

To Ms. Katie Gamroth:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 984-5888

Fairfield Road Planning Study

May 19, 2025

Mr. Austin McFarlane
Director
Lake County Public Works
650 W. Winchester Road
Libertyville, IL 60048

To Mr. Austin McFarlane:

The Lake County Division of Transportation (LCDOT) invites you to attend an in-person, open house Public Information Meeting to present the alternatives and solicit feedback for the Fairfield Road Planning Study from north of Gilmer Road to Oakwood Drive. The scope of the project is to modernize the route to enhance safety, improve mobility, and increase non-motorized connectivity. This is the second and final Public Information Meeting for this study.

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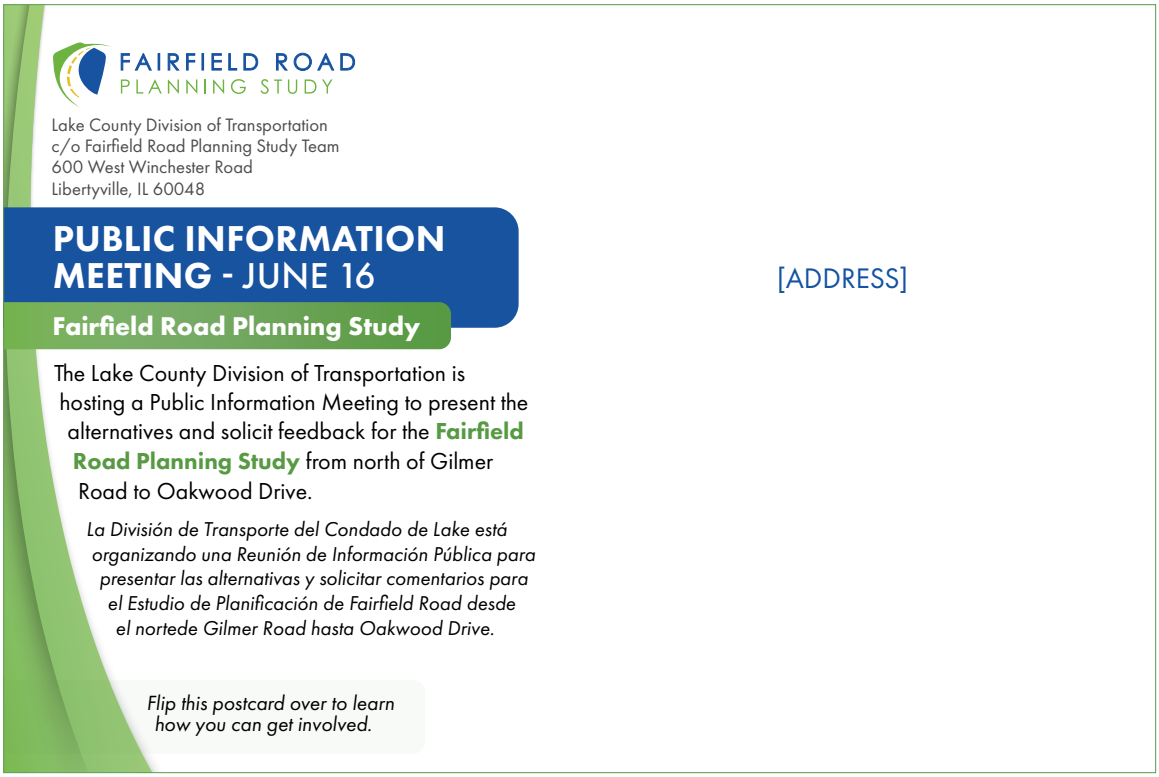
If you have any questions or need additional information, please contact Chuck Gleason, Project Manager at cgleason@lakecountyil.gov or (847) 377-7447.

Sincerely,

Julian Rozwadowski, P.E.
Manager of Complex Projects

Enclosure

POSTCARD



FAIRFIELD ROAD
PLANNING STUDY

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

PUBLIC INFORMATION MEETING - JUNE 16

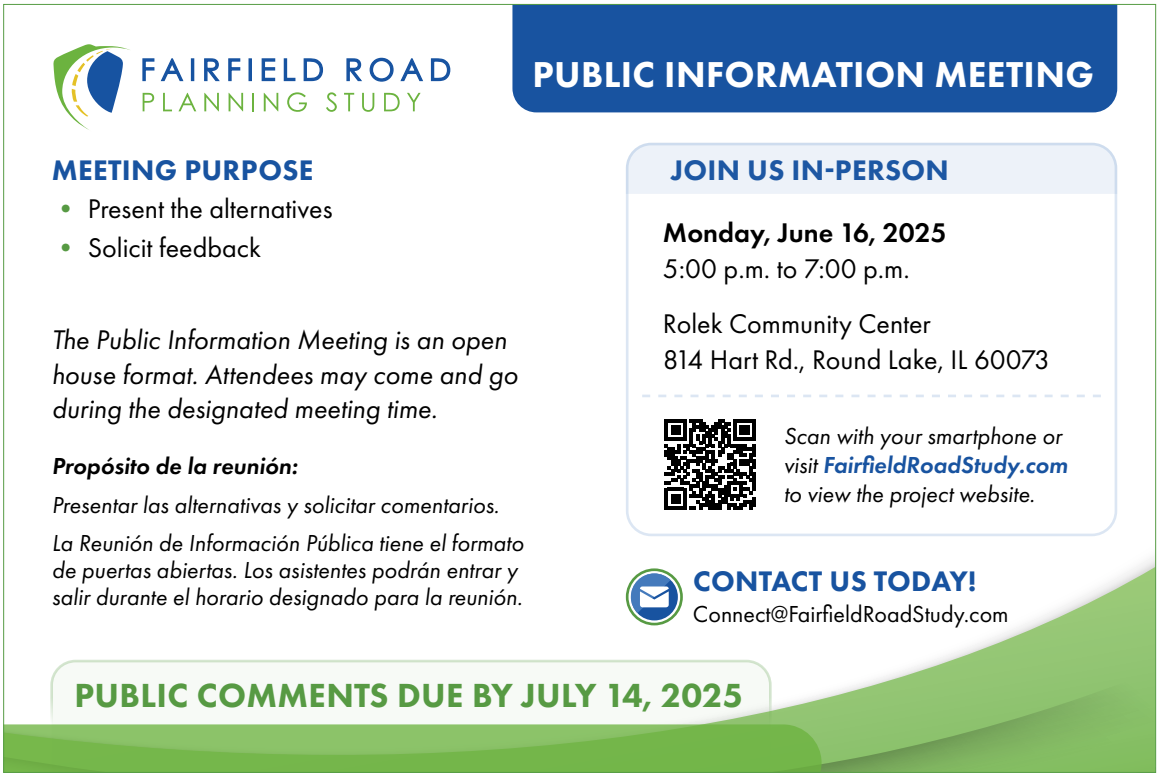
Fairfield Road Planning Study

The Lake County Division of Transportation is hosting a Public Information Meeting to present the alternatives and solicit feedback for the **Fairfield Road Planning Study** from north of Gilmer Road to Oakwood Drive.

La División de Transporte del Condado de Lake está organizando una Reunión de Información Pública para presentar las alternativas y solicitar comentarios para el Estudio de Planificación de Fairfield Road desde el nortede Gilmer Road hasta Oakwood Drive.

Flip this postcard over to learn how you can get involved.

[ADDRESS]



FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING

MEETING PURPOSE

- Present the alternatives
- Solicit feedback

The Public Information Meeting is an open house format. Attendees may come and go during the designated meeting time.

Propósito de la reunión:

Presentar las alternativas y solicitar comentarios.

La Reunión de Información Pública tiene el formato de puertas abiertas. Los asistentes podrán entrar y salir durante el horario designado para la reunión.

JOIN US IN-PERSON

Monday, June 16, 2025
5:00 p.m. to 7:00 p.m.

Rolek Community Center
814 Hart Rd., Round Lake, IL 60073

*Scan with your smartphone or visit **FairfieldRoadStudy.com** to view the project website.*

CONTACT US TODAY!
Connect@FairfieldRoadStudy.com

PUBLIC COMMENTS DUE BY JULY 14, 2025

FAIRFIELD ROAD
PLANNING STUDY

EMAIL BLAST

May 20, 2025

Public Meeting for Fairfield Road Planning Study

The Lake County Division of Transportation (LCDOT) is hosting an open house public meeting from 5 - 7 p.m. on Monday, June 16, at the Rolek Community Center, 814 Hart Road, Round Lake, to present the alternatives and solicit feedback on the Fairfield Road Planning Study. Everyone is invited to attend!

The purpose of this project is to modernize the Fairfield Road corridor from Oakwood Drive in Round Lake Beach to Gilmer Road in Wauconda for potential roadway, intersection and non-motorized improvements.

View the location map and more information about the meeting below.

FAIRFIELD ROAD
PLANNING STUDY

Location Map
Fairfield Road - Phase 1 Study



About the Meeting

Attendees will be able to see firsthand the alternatives under consideration along Fairfield Road. The meeting will be conducted in an open house format, so you may attend any time between 5 p.m. and 7 p.m. Exhibits will be on display and project team members will be available to discuss the study and answer questions.

Date: Monday, June 16, 2025
Time: 5 - 7 p.m.
Location: Rolek Community Center, 814 Hart Road, Round Lake, IL 60073

This meeting will be accessible to individuals with disabilities and materials will also be available in Spanish. Anyone needing special assistance should contact Chuck Gleason, Project Manager, at least five days prior to the meeting via email or at 847-377-7447.

LCDOT encourages the public to provide feedback on the project. Written comments and questions can be submitted during the meeting. Those unable to attend will be able to submit comments online through this feedback form.

stay connected

To stop receiving emails on this topic, manage your subscriber preferences here.

FAIRFIELD ROAD
PLANNING STUDY

SIGN-IN SHEETS

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

63

Name & Address	Representing	E-mail Address	Phone number	I'd like more information Y/N
Lauren Stevens 33222 N Fairfield RL			[redacted]	
Bruce D Jolly 33222 N. Fairfield RL			" "	
Hunter Lindemann 33268 N Fairfield RARL			[redacted]	
David Pryzbyla 179 Wagonwood Rd			[redacted]	
Pat Klemens 24 N. Alleghany GL				
DOUG & PAULETTE LAWSON 1406 W REMINGTON, RL				
Ane Olivares	RLAPD	[redacted]		

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

Name & Address	Representing	E-mail Address	Phone number	I'd like more information (Y/N
Laura Evenson 24085 W. Grandon Rd. Grayslake IL 60030	self	[redacted]	[redacted]	
ANGIE CEVALLOS 33430 N. VALLEY VIEW ROUND LAKE 60073	SELF	[redacted]	[redacted]	Y
Anne M Stone 33386 N. Valley View Dr. Round Lake, IL 6073	Self	[redacted]	[redacted]	Yes
Andy & Judy Sargent 25633 W/L Route 60 Grayslake IL 60030	Self	[redacted]	[redacted]	Y
Peter Meyer 2473 N Lancaster Ln Round Lake Beach, IL 60073	Village of RLB	[redacted]	[redacted]	Y
Paula Arthen 659 west Railroad Round Lake	ACE Harvard	[redacted]	[redacted]	
Jon Robinson 199 Wagonwood K Round lake IL 60073	Self	[redacted]	[redacted]	Y

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

Name & Address	Representing	E-mail Address	Phone number	I'd like more information Y/N
Carolina Schottland 958 School Court Round Lake, IL 60073	Village of Round Lake	[redacted]	[redacted]	Y
JOHN ZAJICEK 24430 W. HWY 120 GRAYSLAKE, IL 60030	CHAIN O LAKES Mobile Home	[redacted]	[redacted]	Y
Dennis + Janice Berry 30780 N Fairfield Ln Grayslake IL 60030			[redacted]	Y
Liborio Montesinos.			[redacted]	
Ian Blackburn 30495 N. Fairfield Rd Grayslake, IL 60030	Home	[redacted]	[redacted]	Y
JANET Smart 32531 N. Center Lane Grayslake IL 60030	Chain O Lakes Mobile Homes	[redacted]	[redacted]	Y
MARC + SUSAN COOPERMAN 838 APACHE TRAIL LAKE VILLA, IL 60046		[redacted]		Y

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

Name & Address	Representing	E-mail Address	Phone number	I'd like more information Y/N
James Braun	RLAPD	[redacted]	[redacted]	Y.
Ashok Bhatia	Chinmaya Mission	[redacted]	[redacted]	Y
KEVIN KLEINJAN	LCFPD	[redacted]	[redacted]	Y
Ken Jaks	LCFPD	[redacted]	[redacted]	N
Susan Pribyl	MCWA	[redacted]		Y
Grant Benjamin	MCWA	[redacted]	[redacted]	Y
Kurt Baumann	B&W	[redacted]		

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

Name & Address	Representing	E-mail Address	Phone number	I'd like more information Y/N
CHRIS SWANSON 31804 N. FAIRFIELD RD, GRAYSLAKE	SELF	[redacted]		Y
Anastasia & AJ Strine	RLA Bicycle Club Self		[redacted]	X
KEVIN STRINE	Self	[redacted]	[redacted]	Y
KEN + DIANE REGNER	SELF	[redacted]	[redacted]	Y
Chris & Frank Mendralla	Self	[redacted]	[redacted]	Y
BOB & PAM ROSS 60030 31980 FAIRFIELD RD GRAYSLAKE IL	SELF	[redacted]		
CINDY JAROSCH 1635 TURTLE CREEK LN RDLK	Self			

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

Name & Address	Representing	E-mail Address	Phone number	I'd like more information Y/N
BILL FIALKOWSKE 24809 CHARDON RD GRAYSLAKE IL 60030	HOME OWNER		[redacted]	
JOHN GASS	LAKE COUNTY BOARD	[redacted]	[redacted]	
PHIL RAMBO	SELF	[redacted]	[redacted]	
Ann Kruewaldt				
Mark Mayo	Self	[redacted]		
Vincent Jordan	Self	[redacted]	[redacted]	
Cesar Sanchez	Self	[redacted]	[redacted]	

LakeCounty
Division of Transportation

FAIRFIELD ROAD PLANNING STUDY
(North of Gilmer Road to Oakwood Drive)
FINAL PUBLIC INFORMATION MEETING
June 16, 2025

Name & Address	Representing	E-mail Address	Phone number	I'd like more information Y/N
Tim & Donna Cardwell [redacted]				
Ken & Barb Lantz [redacted]				
Richard & Jackie Homan [redacted]				
Tony & Kathi Barrett [redacted]				
SANDY MILLER [redacted]				
Brian Frank [redacted]	SMC			

FAIRFIELD ROAD
PLANNING STUDY

HANDOUT: ENGLISH

INTERSECTION IMPROVEMENTS BEING CONSIDERED

STOP CONTROLLED | ROUNDABOUT | SIGNALIZED | RE-ALIGNMENT

Intersections	Additional Turn Lanes on Fairfield Road	Additional Turn Lanes on Minor Street	Improvement to Traffic Signals	Traffic Signal Installation	Roundabout
Fairfield Road at Gilmer Road				●	●
Fairfield Road at Chardon Road	●	●		●	●
Fairfield Road at IL Route 60			●		
Fairfield Road at Townline Road	●				●
Fairfield Road at IL Route 120	●	●	●		
Fairfield Road at Nippersink Road			●		●
Fairfield Road at Hart Road		●		●	●
Fairfield Road at IL Route 134	●		●		
Fairfield Road at Long Lake Drive				●	●

COMMENTS OR QUESTIONS

Please visit the project website at **www.FairfieldRoadStudy.com** for materials shown at the public information meeting. Questions and comments may be submitted during this public information meeting using the comment form provided, mailed to LCDOT at the address indicated below, sent to the project email address **Connect@FairfieldRoadStudy.com**, or sent through the project website, **www.FairfieldRoadStudy.com**. Comments received by July 14, 2025 will become part of the official public information meeting record.

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

Connect@FairfieldRoadStudy.com | FairfieldRoadStudy.com

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING #2

Monday, June 16, 2025 | 5:00 p.m. to 7:00 p.m.

Rolek Community Center, 814 Hart Rd., Round Lake, IL 60073

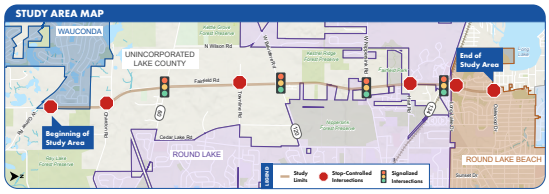
WELCOME

The Lake County Division of Transportation (LCDOT) welcomes you to the second public information meeting concerning the Fairfield Road Planning Study. This public information meeting is an open house format, and we invite you to view the corridor video, examine the exhibits on display, talk with study team members, and provide feedback.

PURPOSE OF PUBLIC MEETING

- About the Study
- Findings of the Study
- Next Steps

STUDY AREA MAP



ABOUT THE STUDY

PEL is a federal study process name that stands for Planning and Environment Linkages and provides a collaborative approach to transportation decision-making. It brings together experts, community members, and organizations to consider potential transportation improvements, and what the resulting impacts would be. The Fairfield Road PEL study has analyzed current and future traffic and safety data along with community, environmental, and economic considerations on Fairfield Road from north of Gilmer Road to Oakwood Drive in Lake County. The PEL study has determined project purpose and need as well as a range of improvement alternatives to be carried forward for further study as potential future projects.

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FAIRFIELD ROAD
PLANNING STUDY

STUDY GOALS & OBJECTIVES

Through stakeholder, agency, and public input, the Study Team seeks to establish a shared corridor vision and identify a range of alternatives that will:

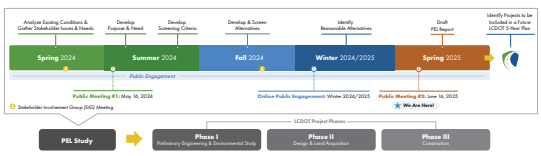
- Draft Purpose and Need with federal and state concurrence
- Screening of alternatives
- Basic description of the environmental setting
- Decision on methodologies for analysis
- Allows project to be eligible for potential state and federal funding

STUDY PROCESS

PEL is a study process that is typically used to identify transportation issues, priorities, and environmental concerns. It can be applied to make planning decisions and for planning analysis. These decisions and analyses, for example, can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives.



STUDY SCHEDULE



ROADWAY ALTERNATIVES TO BE CARRIED FORWARD

NO BUILD



- Serves as a baseline comparison for other alternatives
- Federally required to advance through the PEL process

3-LANE ALTERNATIVE



- Moderate improvements to traffic mobility
- Increases safety
- Moderate impacts to adjacent property and natural resources
- Improvements to bicycle and pedestrian safety via non-motorized alternatives

5-LANE ALTERNATIVE



- High improvements to traffic mobility
- Increases safety
- Higher impacts to adjacent property and natural resources
- Improvements to bicycle and pedestrian safety via non-motorized alternatives

NON-MOTORIZED ALTERNATIVES TO BE CARRIED FORWARD

Source: Small Town and Rural Design Guide Facilities for Walking and Biking







FAIRFIELD ROAD
PLANNING STUDY

HANDOUT: SPANISH

MEJORAS EN LAS INTERSECCIONES QUE SE ESTÁN CONSIDERANDO

CONTROLADO POR PARADA | ROTONDA | SEÑALIZADO | REORDENACIÓN

Intersecciones	Carriles de Giro Adicionales en Fairfield Road	Carriles de Giro Adicionales en la Calle Secundaria	Mejora de los Semáforos	Instalación de Semáforos	Rotonda
Fairfield Road en Gilmer Road				●	●
Fairfield Road en Chardon Road	●	●		●	●
Fairfield Road en IL Route 60			●		
Fairfield Road en Townline Road	●				●
Fairfield Road en IL Route 120	●	●	●		
Fairfield Road en Nippersink Road			●		●
Fairfield Road en Hart Road		●		●	●
Fairfield Road en IL Route 134	●		●		
Fairfield Road en Long Lake Drive				●	●

COMENTARIOS O PREGUNTAS

Visite el sitio web del proyecto **www.FairfieldRoadStudy.com** para consultar los materiales que se exhibirán en la reunión informativa pública. Puede enviar preguntas y comentarios durante esta reunión informativa pública mediante el formulario de comentarios proporcionado, enviarlos por correo postal a LCDOT a la dirección que se indica a continuación, enviarlos a la dirección de correo electrónico del proyecto **Connect@FairfieldRoadStudy.com**, o enviarlos a través del sitio web del proyecto, **www.FairfieldRoadStudy.com**. Los comentarios recibidos antes del 14 de julio de 2025 formarán parte del registro oficial de la reunión informativa pública.

División de Transporte del Condado de Lake
c/o Equipo de estudio de planificación de Fairfield Road
600 West Winchester Road
Libertyville, IL 60048

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FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

REUNIÓN PÚBLICA N.° 2

Lunes, 16 de Junio de 2025 | 5:00 p.m. a 7:00 p.m.

Rolek Community Center, 814 Hart Rd., Round Lake, IL 60073

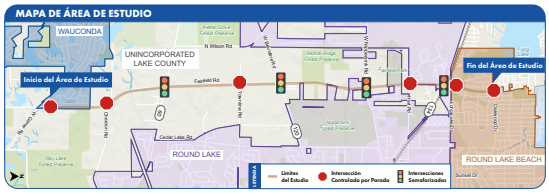
BIENVENIDO

La División de Transporte del Condado de Lake (LCDOT) te da la bienvenida a la segunda reunión pública de información sobre el Estudio de Planificación Vial de Fairfield. Esta reunión pública tiene un formato de puertas abiertas, y te invitamos a ver el video del corredor, examinar las exhibiciones en display, hablar con los miembros del equipo del estudio y brindar comentarios.

PROPÓSITO DE LA REUNIÓN PÚBLICA

- Acerca del Estudio
- Resultados del Estudio
- Próximos Pasos

MAPA DE ÁREA DE ESTUDIO



SOBRE EL ESTUDIO

PEL es un nombre de proceso de estudio federal que significa Vínculos de Planificación y Medio Ambiente y proporciona un enfoque colaborativo para la toma de decisiones en transporte. Reúne a expertos, miembros de la comunidad y organizaciones para considerar posibles mejoras en el transporte y cuáles serían los impactos resultantes. El estudio PEL de Fairfield Road ha analizado datos actuales y futuros de tráfico y seguridad, así como consideraciones comunitarias, ambientales y económicas en Fairfield Road, desde al norte de Gilmer Road hasta Oakwood Drive en el condado de Lake. El estudio PEL ha determinado el propósito y la necesidad del proyecto, así como una gama de alternativas de mejora que se llevarán a cabo para un estudio adicional como posibles proyectos futuros.

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FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

OBJETIVOS Y METAS DE ESTUDIO

A través de la participación de las partes interesadas, la agencia y el público, el equipo de estudio busca establecer una visión compartida del corredor e identificar una variedad de alternativas que:

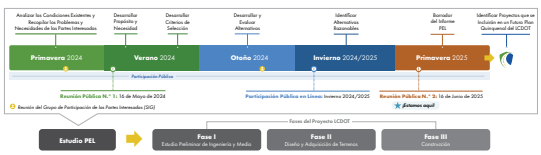
- Proyecto de Propósito y Necesidad con la concurrencia federal y estatal
- Selección de alternativas
- Descripción básica del entorno ambiental
- Decisión sobre metodologías de análisis
- Permite que el proyecto sea elegible para posible financiación estatal y federal

PROCESO DE ESTUDIO

PEL es un proceso de estudio que se utiliza típicamente para identificar problemas de transporte, prioridades y preocupaciones ambientales. Puede aplicarse para tomar decisiones de planificación y para análisis de planificación. Estas decisiones y análisis, por ejemplo, pueden utilizarse para identificar y priorizar futuros proyectos, desarrollar el propósito y la necesidad de un proyecto, determinar el tamaño o la longitud del proyecto y/o desarrollar y refinar una gama de alternativas.



CRONOGRAMA DE ESTUDIO



ALTERNATIVAS VIAL QUE SE LLEVARÁN ADELANTE

SIN CONSTRUCCIÓN

- Sirve como referencia de comparación para otras alternativas
- Obligado por el gobierno federal a avanzar a través del proceso



3-CARRILES ALTERNATIVA



- Mejoras moderadas en la movilidad del tráfico
- Aumenta la seguridad
- Mayores impactos en propiedades adyacentes y recursos naturales
- Mejoras en la seguridad de ciclistas y peatones mediante alternativas no motorizadas

5-CARRILES ALTERNATIVA



- Grandes mejoras en la movilidad del tráfico
- Aumenta la seguridad
- Mayores impactos en propiedades adyacentes y recursos naturales
- Mejoras en la seguridad de ciclistas y peatones mediante alternativas no motorizadas

ALTERNATIVAS NO MOTORIZADAS QUE SE IMPULSARÁN

Fuente: Guía de Diseño para Pueblos Pequeños y Zonas Rurales. Instalaciones para Caminar y Andar en Bicicleta.







FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

ENGLISH



FAIRFIELD ROAD
PLANNING STUDY

WELCOME

Thank you for visiting the Lake County Division of Transportation's open house for the **Fairfield Road Planning Study**. We appreciate you taking time to learn more about this study and provide input.

WE HOPE YOU WILL:

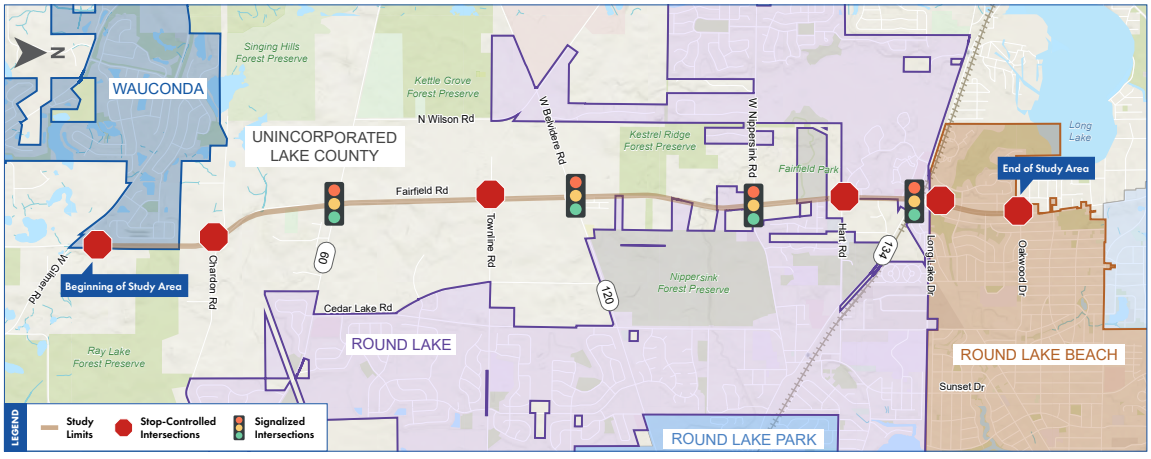
- Sign-in
- Take a Look at the Exhibits
- Watch the Video
- Ask Questions!
- Provide Feedback

WHAT YOU WILL LEARN ABOUT:

- About the Study
- Findings of the Study
- Next Steps

LOCATION MAP & STUDY AREA

FAIRFIELD ROAD
PLANNING STUDY



The study area follows Fairfield Road from north of Gilmer Road to Oakwood Drive, an approximately 5.5 mile segment.

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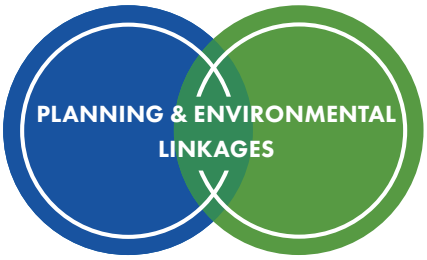
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WHAT IS A PEL STUDY?

FAIRFIELD ROAD
PLANNING STUDY

A PEL or Planning and Environmental Linkages Study is a planning study that provides for:

- A collaborative approach to decision-making
- Early consideration of:
  - Environmental resources
  - Community context
  - Future development plans



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WHY USE A PEL STUDY?

FAIRFIELD ROAD
PLANNING STUDY

A PEL Study will be conducted to enable the following:

- Draft Purpose and Need with federal and state concurrence
- Screening of alternatives
- Basic description of the environmental setting
- Decision on methodologies for analysis
- Allows project to be eligible for potential state and federal funding

The PEL will develop a roadmap for the corridor and identify potential future projects.

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FAIRFIELD ROAD
PLANNING STUDY

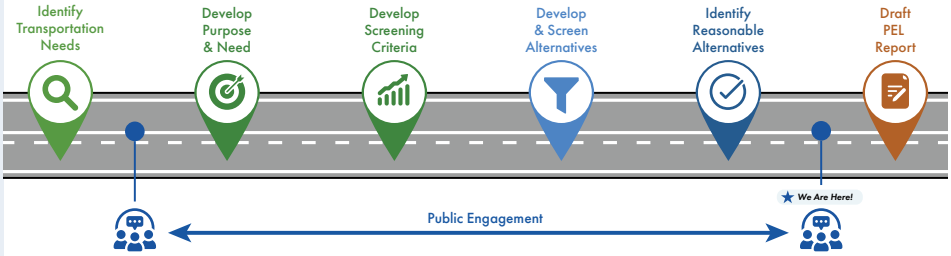
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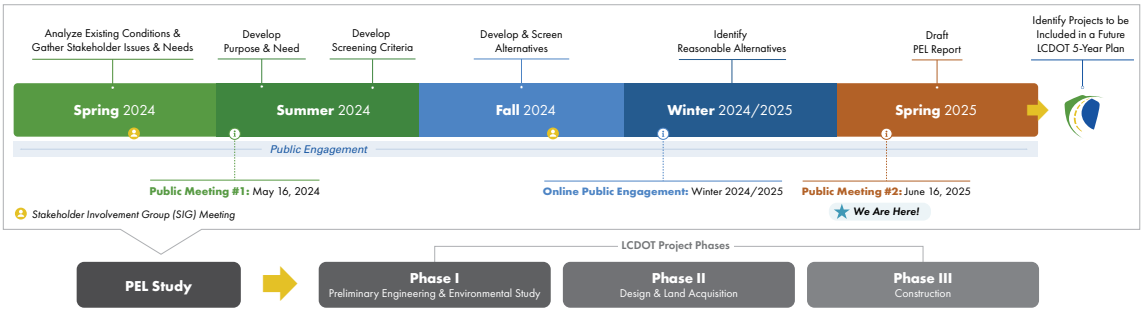
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STUDY SCHEDULE AND PROCESS

FAIRFIELD ROAD
PLANNING STUDY

WHAT ARE THE STEPS IN THE PEL PROCESS?





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PURPOSE AND NEED

FAIRFIELD ROAD
PLANNING STUDY

The **Purpose** of the transportation improvements in the study area is to reduce congestion on Fairfield Road and surrounding roads and improve safety for all users.

The **Need** for the improvements is based on feedback from the public to enhance safety and operations, to reduce congestion, to be compatible with other planned improvements on surrounding roadways, and to consider non-motorized modes of transportation for bicyclists and pedestrians.

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EXHIBITS

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FEEDBACK WE'VE RECEIVED

FAIRFIELD ROAD PLANNING STUDY

- Traffic safety concerns exist at multiple intersections in the corridor, particularly at Chardon Rd., Gilmer Rd., and IL Route 60, IL Route 120, and IL Route 134.
- Traffic control measures such as a 4-way-stop traffic signal or roundabout should be considered.
- Excessive vehicle speed on the corridor is an issue.
- Traffic volumes make traveling the corridor difficult, especially in peak hours.
- Bicycle and pedestrian connectivity and safety should be a priority. Consider adding multi-use paths.
- Flooding or drainage issues are an existing concern and should be prioritized in the study.
- Freight traffic volume on Fairfield Road and IL 120 creates challenges.
- Care should be taken to avoid or minimize environmental impacts from potential projects.

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FEEDBACK BY THE NUMBERS

FAIRFIELD ROAD PLANNING STUDY

Online Engagement Poll Questions Responses:



QUESTION 1
What is your bicycle/pedestrian facility preference north of IL 120?
47% Off-Road Multi-Use Path 14% Paved Shoulder
18% On-Road Bike Lane with Curb 9% Sidewalk 12% None

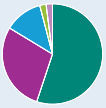


QUESTION 2
What is your bicycle/pedestrian facility preference south of IL 120?
46% Off-Road Multi-Use Path 18% Paved Shoulder
21% On-Road Bike Lane with Curb 4% Sidewalk 11% None

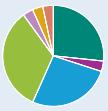
Alternatives are evaluated for improvement to traffic operations, increased safety performance, impacts to adjacent lands, impacts to natural resources, technical feasibility, and construction cost. What additional screening criteria should be included, if any?



Online Engagement Interactive Map Comments



Online Engagement Comments



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EXHIBITS

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SCREENING PROCESS

FAIRFIELD ROAD
PLANNING STUDY

Screening Methodology Development
Purpose & Need, Design Criteria, Screening Process Development

- The goals of the project, design requirements, and process to determine the recommended designs for further analysis during Phase I.

Level 0
Purpose & Need, High Impact Check

- Alternatives that did not meet the Purpose and Need or have excessive impacts or cost are not carried forward to the next step.

Level 1
Mainline Screening - Traffic Operation & Safety

- The number of travel lanes along the corridor are analyzed for traffic operational and safety performance.

Level 2
Corridor Screening - Traffic Operation & Safety, Impacts

- Intersection geometry is applied to the designs carried forward from the previous step and further assessed for traffic operational and safety performance, along with impacts to adjacent land and environmental features.
- Intersection types (stop-controlled, signalized, roundabout) determined feasible for each intersection location are listed for development and analysis in Phase I, which is a a future engineering project.

Level 3
Non-Motorized Facilities Screening

- Sidewalks, paths, and shared bike lanes are applied to the designs carried forward from the previous step and analyzed for their non-motorized operations and safety, along with impacts to adjacent land and environmental features.

Recommended Alternatives to be Carried Forward

- Designs determined favorable are recommended for further analysis during Phase I, which is a a future engineering project.

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ROADWAY ALTERNATIVES NOT CARRIED FORWARD





2-Lane

- Does not meet Purpose and Need based on existing traffic and safety conditions





4-Lane

- Moderate improvement to traffic operations
- Low improvement to safety
- Increased risk for rear-end crashes for vehicles making left turns as well as head-on and sideswipe crashes

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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

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ROADWAY ALTERNATIVES TO BE CARRIED FORWARD



No Build

- Serves as a baseline comparison for other alternatives
- Federally required to advance through the PEL process





3-Lane

- Moderate improvements to traffic mobility
- Increases safety
- Moderate impacts to adjacent property and natural resources
- Improvements to bicycle and pedestrian safety via non-motorized alternatives



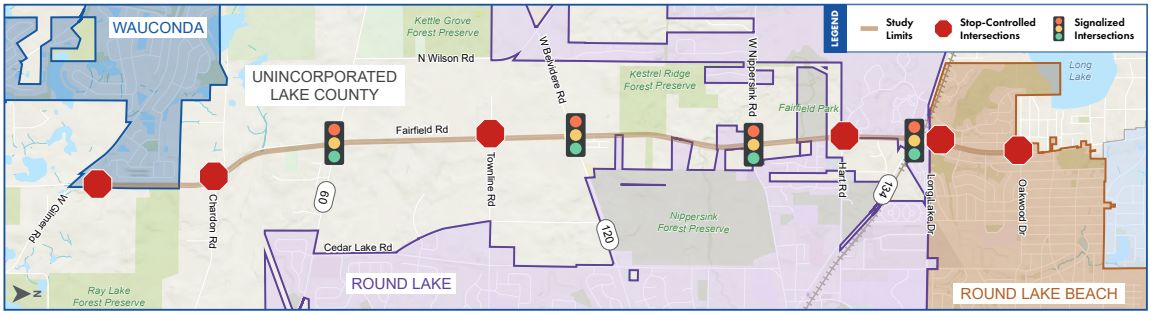


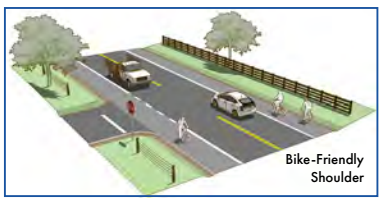
5-Lane

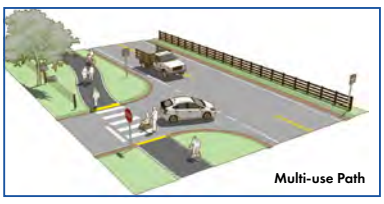
- High improvements to traffic mobility
- Increases safety
- Higher impacts to adjacent property and natural resources
- Improvements to bicycle and pedestrian safety via non-motorized alternatives

Non-motorized improvements like bike path and sidewalk are being considered with all alternatives.
See the Non-Motorized Alternatives Board for additional information.

NON-MOTORIZED ALTERNATIVES TO BE CARRIED FORWARD









Source: Small Town and Rural Design Guide Facilities for Walking and Biking

FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

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INTERSECTION IMPROVEMENTS BEING CONSIDERED

STOP CONTROLLED | ROUNDABOUT | SIGNALIZED | RE-ALIGNMENT

INTERSECTION IMPROVEMENTS CONSIDERED

Intersections	Additional Turn Lanes on Fairfield Road	Additional Turn Lanes on Minor Street	Improvement to Traffic Signals	Traffic Signal Installation	Roundabout
Fairfield Road at Gilmer Road				●	●
Fairfield Road at Chardon Road	●	●		●	●
Fairfield Road at IL Route 60			●		
Fairfield Road at Townline Road	●				●
Fairfield Road at IL Route 120	●	●	●		
Fairfield Road at Nippersink Road			●		●
Fairfield Road at Hart Road		●		●	●
Fairfield Road at IL Route 134	●		●		
Fairfield Road at Long Lake Drive				●	●

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WHAT'S NEXT

FAIRFIELD ROAD
PLANNING STUDY

Upon completion of this meeting and the public comment period, the PEL report will be finalized and posted to the website. The report will guide programming of county funds for future engineering and construction phases of projects along the corridor.
These future engineering studies will include a comprehensive analysis of the alternatives carried forward, including intersection and non-motorized alternatives, and determine the preferred alternative for each segment. Additional stakeholder and public outreach, including public meetings, will be part of these future engineering studies.



ANTICIPATED NEAR TERM IMPROVEMENTS (ANTICIPATE 1-2 YEARS)

- Finalize PEL Report (2025)
- Initiate preliminary engineering study from N. of Gilmer Road to N. of IL 60
- Resurface the roadway from IL 60 to Nippersink Road (2026)

ANTICIPATED LONGER TERM IMPROVEMENTS (ANTICIPATE 3-5 YEARS)

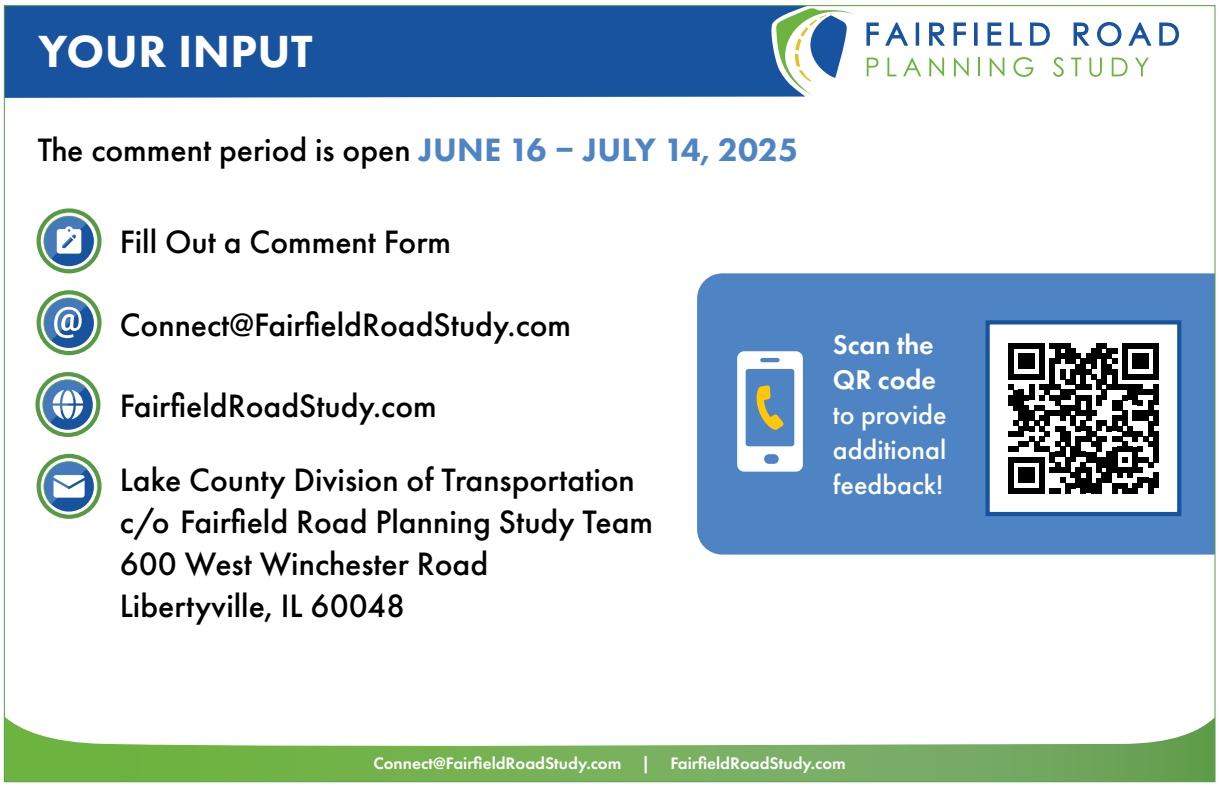
- Initiate preliminary engineering study (N. of IL 60 to N. of IL 120)
- Initiate preliminary engineering study (N. of IL 120 to N. of IL 134)

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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

ENGLISH



FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

SPANISH



FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

BIENVENIDO

Gracias por visitar la jornada de puertas abiertas de la División de Transporte del Condado de Lake para el **Estudio de Planificación Vial de Fairfield**. Agradecemos su tiempo para informarse mejor sobre este estudio y brindar sus comentarios.

ESPERAMOS QUE LO HAGAS:

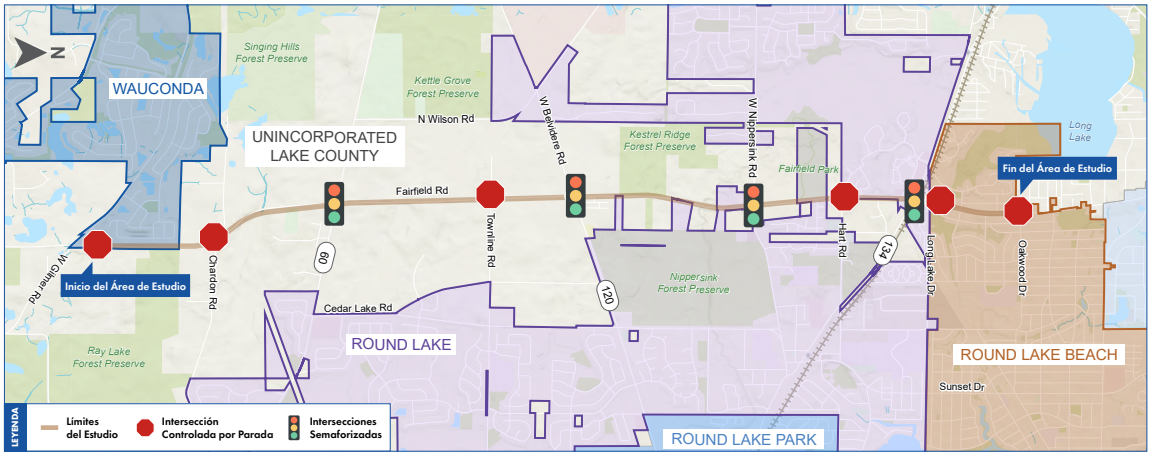
- Iniciar Sesión
- Echaun Vistazo a las Exposiciones
- Mira el Video
- ¡Hacer las Cuestiones!
- Proporcionar Retroalimentación

LO QUE APRENDERÁS SOBRE:

- Acerca del Estudio
- Resultados del Estudio
- Próximos Pasos

MAPA DE UBICACIÓN Y ÁREA DE ESTUDIO

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO



El área de estudio sigue Fairfield Road desde el norte de Gilmer Road hasta Oakwood Drive, un segmento de aproximadamente 5,5 millas.

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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

SPANISH

¿QUÉ ES UN ESTUDIO PEL?

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

Un PEL o Estudio de Planificación y Vínculos Ambientales es un estudio de planificación que proporciona lo siguiente:

- Un enfoque colaborativo para la toma de decisiones
- Consideración temprana de:
  - Recursos ambientales
  - Contexto comunitario
  - Planes de desarrollo futuros



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¿POR QUÉ UTILIZAR UN ESTUDIO PEL?

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

Se realizará un estudio PEL para permitir lo siguiente:

- Proyecto de Propósito y Necesidad con la concurrencia federal y estatal
- Selección de alternativas
- Descripción básica del entorno ambiental
- Decisión sobre metodologías de análisis
- Permite que el proyecto sea elegible para posible financiación estatal y federal

El PEL elaborará una hoja de ruta para el corredor e identificará posibles proyectos futuros.

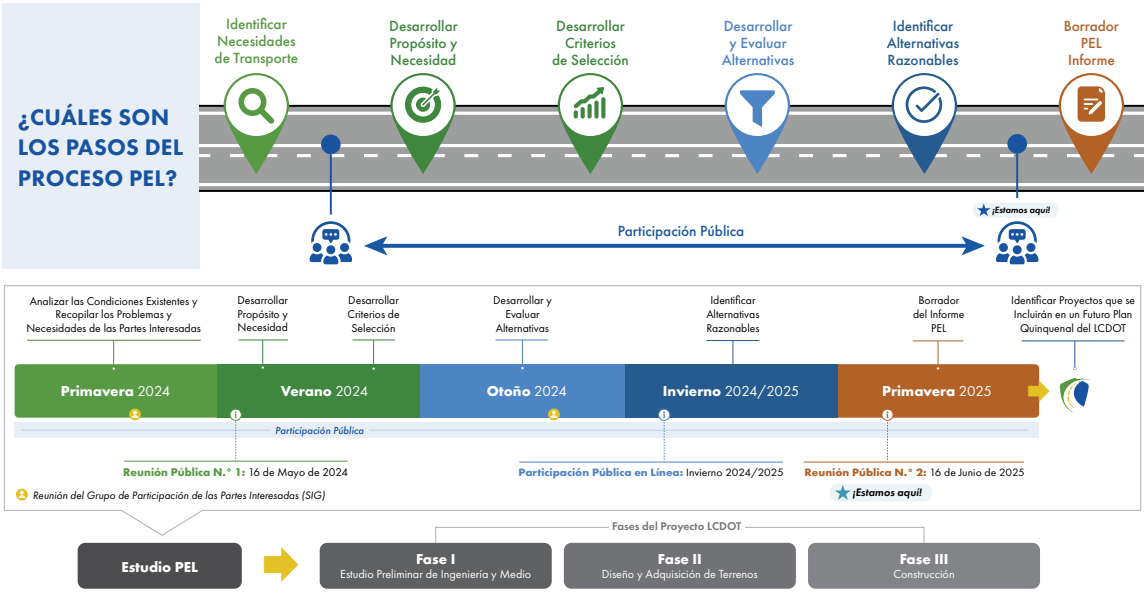
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EXHIBITS

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CRONOGRAMA Y PROCESO DE ESTUDIO

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO



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PROPÓSITO Y NECESIDAD

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

El **Propósito** de las mejoras de transporte en el área de estudio es reducir la congestión en Fairfield Road y las carreteras circundantes y mejorar la seguridad de todos los usuarios.

La **Necesidad** de las mejoras se basa en la opinión pública para mejorar la seguridad y las operaciones, reducir la congestión, ser compatible con otras mejoras planificadas en las carreteras circundantes y considerar modos de transporte no motorizados para ciclistas y peatones.

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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

SPANISH

COMENTARIOS QUE HEMOS RECIBIDO

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PLANIFICACIÓN DEL ESTUDIO

- Existen preocupaciones sobre la seguridad vial en varias intersecciones del corredor, en particular en Chardon Rd., Gilmer Rd., y las rutas 60, 120 y 134 de Illinois.
- Se deben considerar medidas de control de tráfico, como un semáforo de cuatro vías o una rotonda.
- La velocidad excesiva de los vehículos en el corredor es un problema.
- El volumen de tráfico dificulta el tránsito por el corredor, especialmente en horas punta.
- La conectividad y la seguridad para ciclistas y peatones deben ser una prioridad. Considere la posibilidad de añadir senderos multiuso.
- Los problemas de inundaciones o drenaje son una preocupación existente y deben priorizarse en el estudio.
- El volumen de tráfico de mercancías en Fairfield Road y la IL 120 genera desafíos.
- Se debe tener cuidado para evitar o minimizar los impactos ambientales de posibles proyectos.

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RETROALIMENTACIÓN EN NÚMEROS

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

Participación en línea
Respuestas a las preguntas de la encuesta:



PREGUNTA 1
¿Cuál es su preferencia de instalaciones para bicicletas y peatones al norte de IL 120?

47% Sendero Todoterreno de Usos Múltiples **14%** Arcén Pavimentado
18% Carril Bici en Carretera con Bordillo **9%** Acera **12%** Ninguno



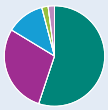
QUESTION 2
¿Cuál es su preferencia de instalaciones para bicicletas y peatones al SUR de IL 120?

46% Sendero Todoterreno de Usos Múltiples **18%** Arcén Pavimentado
21% Carril Bici en Carretera con Bordillo **4%** Acera **11%** Ninguno

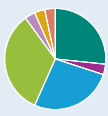
Se evalúan alternativas para mejorar las operaciones de tránsito, aumentar la seguridad vial, el impacto en terrenos adyacentes, el impacto en los recursos naturales, la viabilidad técnica y el costo de construcción. ¿Qué criterios de selección adicionales deberían incluirse, si corresponde?



Participación en Línea
Comentarios del Mapa Interactivo



Comentarios Sobre la Participación en Línea



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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

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PROCESO DE SELECCIÓN

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PLANIFICACIÓN DEL ESTUDIO

Desarrollo de una Metodología de Detección
Propósito y Necesidad, Criterios de Diseño, Desarrollo del Proceso de Selección

- Los objetivos del proyecto, los requisitos de diseño y el proceso para determinar los diseños recomendados para su posterior análisis durante la Fase I.

Nivel 0
Propósito y Necesidad, Verificación de Alto Impacto

- Las alternativas que no cumplieron con el Propósito y la Necesidad o que tienen impactos o costos excesivos no se trasladan al siguiente paso.

Nivel 1
Inspección de la Línea Principal: Operación y Seguridad del Tráfico

- Se analiza el número de carriles de circulación a lo largo del corredor para evaluar el desempeño operativo y de seguridad del tráfico.
- La geometría de la intersección se aplica a los diseños transferidos del paso anterior y se evalúa en detalle para determinar el rendimiento operativo y de seguridad del tráfico, junto con los impactos en los terrenos adyacentes y las características ambientales.

Nivel 2
Inspección de Corredores: Operación y Seguridad del Tráfico, Impactos

- Los tipos de intersecciones (con control de parada, señalizadas, rotonda) que se determinaron como viables para cada ubicación se enumeran para su desarrollo y análisis en la Fase I, que es un futuro proyecto de ingeniería.

Nivel 3
Detección de Instalaciones No Motorizadas

- Se aplican aceras, senderos y ciclovías compartidas a los diseños del paso anterior y se analizan sus operaciones no motorizadas y su seguridad, junto con los impactos en el terreno adyacente y las características ambientales.

Alternativas Recomendadasque Se Implementarán

- Los diseños considerados favorables se recomiendan para un análisis más profundo durante la Fase I, que es un futuro proyecto de ingeniería.

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ALTERNATIVAS DE CARRETERAS QUE NO SE LLEVAN A CABO





2-Carriles

- No cumple con el Propósito ni la Necesidad según las condiciones de tráfico y seguridad existentes





4-Carriles

- Mejora moderada en las operaciones de tráfico
- Poca mejora en la seguridad
- Mayor riesgo de colisiones traseras para vehículos que giran a la izquierda, así como colisiones frontales y laterales

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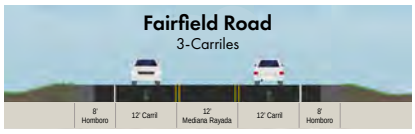
SPANISH

ALTERNATIVAS VIAL QUE SE LLEVARÁN ADELANTE



Sin Construcción

- Sirve como referencia de comparación para otras alternativas
- Obligado por el gobierno federal a avanzar a través del proceso





3-Carriles

- Mejoras moderadas en la movilidad del tráfico
- Aumenta la seguridad
- Mayores impactos en propiedades adyacentes y recursos naturales
- Mejoras en la seguridad de ciclistas y peatones mediante alternativas no motorizadas





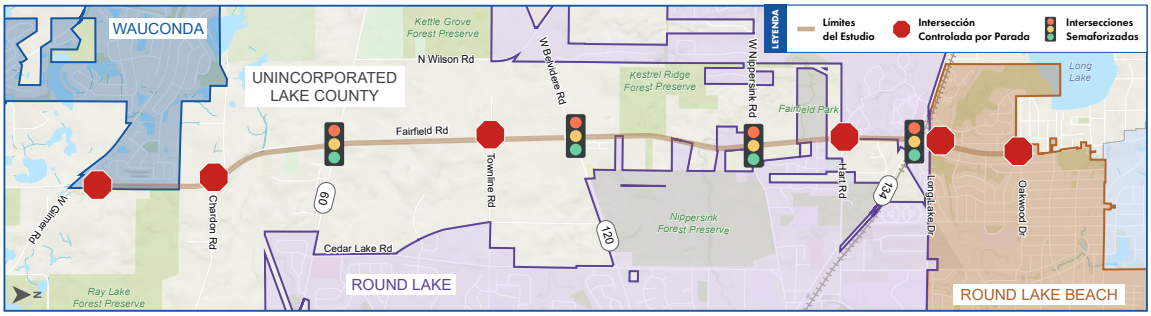
5-Carriles

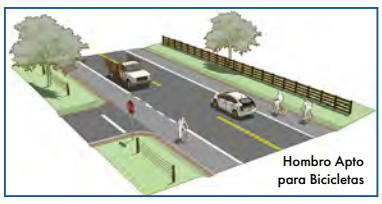
- Grandes mejoras en la movilidad del tráfico
- Aumenta la seguridad
- Mayores impactos en propiedades adyacentes y recursos naturales
- Mejoras en la seguridad de ciclistas y peatones mediante alternativas no motorizadas

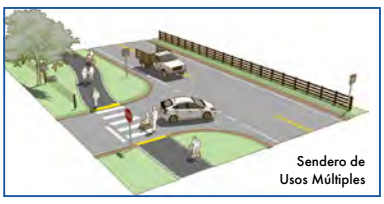
Se están considerando mejoras no motorizadas, como ciclovías y aceras, con todas las alternativas. Consulte el Panel de Alternativas No Motorizadas para obtener más información.

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ALTERNATIVAS NO MOTORIZADAS QUE SE IMPULSARÁN









Fuente: Guía de Diseño para Pueblos Pequeños y Zonas Rurales. Instalaciones para Caminar y Andar en Bicicleta.

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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

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MEJORAS EN LAS INTERSECCIONES QUE SE ESTÁN CONSIDERANDO

CONTROLADO POR PARADA | ROTONDA | SEÑALIZADO | REORDENACIÓN

MEJORAS EN LAS INTERSECCIONES CONSIDERADAS

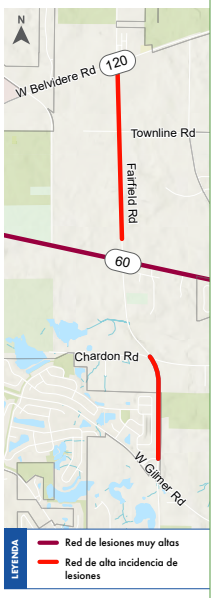
Intersecciones	Carriles de Giro Adicionales en Fairfield Road	Carriles de Giro Adicionales en la Calle Secundaria	Mejora de los Semáforos	Instalación de Semáforos	Rotonda
Fairfield Road en Gilmer Road				●	●
Fairfield Road en Chardon Road	●	●		●	●
Fairfield Road en IL Route 60			●		
Fairfield Road en Townline Road	●				●
Fairfield Road en IL Route 120	●	●	●		
Fairfield Road en Nippersink Road			●		●
Fairfield Road en Hart Road		●		●	●
Fairfield Road en IL Route 134	●		●		
Fairfield Road en Long Lake Drive				●	●

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QUÉ SIGUE

FAIRFIELD ROAD
PLANIFICACIÓN DEL ESTUDIO

Tras la finalización de esta reunión y del período de comentarios públicos, se finalizará el informe PEL y se publicará en el sitio web. El informe orientará la programación de los fondos del condado para las futuras fases de ingeniería y construcción de los proyectos a lo largo del corredor. Estos futuros estudios de ingeniería incluirán un análisis exhaustivo de las alternativas implementadas, incluyendo las alternativas de intersección y no motorizadas, y determinarán la alternativa preferida para cada segmento. Se realizarán actividades adicionales de divulgación con las partes interesadas y el público, incluyendo reuniones públicas, como parte de estos futuros estudios de ingeniería.



MEJORAS PREVISTAS A CORTO PLAZO (ANTICIPAR 1-2 AÑOS)

- Finalizar el Informe PEL (2025)
- Iniciar estudio preliminar de ingeniería desde el norte de Gilmer Road hasta el norte de IL 60
- Vuelva a pavimentar la carretera desde IL 60 hasta Nippersink Road (2026)

MEJORAS PREVISTAS A LARGO PLAZO (ANTICIPAR 3-5 AÑOS)

- Iniciar estudio preliminar de ingeniería (N. de IL 60 a N. de IL 120)
- Iniciar estudio preliminar de ingeniería (N. de IL 120 a N. de IL 134)

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FAIRFIELD ROAD
PLANNING STUDY

EXHIBITS

SPANISH



FAIRFIELD ROAD
PLANNING STUDY

APPENDIX B

June 16, 2025

Public Information Meeting Comments

Date: 6/26/2025

Name: Grant Benjamin

Email: [redacted]

ZIP [redacted]

I travel on the study area section of Fairfield road three to four times each week. Some of those trips also involve routes on to the cross roads identified in the study area. So I know this study area very well.

One to two times per week my travel is by bicycle which gives me a very intimate familiarity with shoulder and traffic conditions, potholes, pinch points, and traffic patterns.

Thus, my top recommendation is to include a pedestrian / bicycle path parallel to the roadway.

There are several stretches of this study area which are over a mile between traffic lights, so traffic is usually speeding. I support having traffic circles to "calm" traffic along those stretches, particularly at Townline and Chardon Road intersections (both of which currently have visibility challenges).

Since there is significant truck traffic on Fairfield throughout the study area, having four lanes on Fairfield at least at major traffic lights would help reduce "cycle failures" because cars and light trucks could get by larger, slower truck acceleration when the light turns green.

Finally, because I frequently ride the multi-use Forest Preserve trails on both the east and west sides of Fairfield through Kestrel Ridge and Nippersink Forest Preserves, I strongly recommend planning for a grade-separation Millennium Trail tunnel under Fairfield, as we already have to the west under Wilson Road. Talking with other area residents who also bicycle both trails, I believe a trail tunnel would be well-used for both transportation and recreation. In speaking with Forest Preserve staff, I understand the challenge is drainage of a tunnel. I am very aware of the elevation profiles of the roadway and ditches at and near where a tunnel would be located (both from frequent bicycling that stretch as well as on Lake County Maps Online), and suggest future tunnel drainage tiles could be routed to the north along the right-of-way toward the Manitou Creek crossing, which is at least 20 feet lower elevation (~782' road surface elevation at the trail crossing, ~760' at Manitou Creek).

Thanks for your consideration of my comments!

Date: 6/26/2025

Name: Susan Pribyl

Email: [redacted]

ZIP: [redacted]

Thank you for your continued work on this important project.

Note: I cycle this entire section of Fairfield Rd frequently, at least 2x per week.

For non-motorized improvements, either a multi-use path or bike-friendly shoulder is needed. If the bike-friendly shoulder is chosen, try to avoid the use of curbs so that cyclists have a safe way to move entirely off the road if necessary. A multi-use path would allow for pedestrians and I do see folks currently trying to walk along Fairfield, especially the section north of Route 134 to Oakwood Drive.

The 3-lane alternative for the roadway with the center striped median would be excellent.

A roundabout at Fairfield & Townline would work well as Townline is not a high traffic road but it is currently difficult at times to turn out onto Fairfield.

Fairfield & Long Lake Drive is a challenge for improvements due to the railroad crossing but either a traffic signal or roundabout is needed. - A roundabout at Chardon would have a "calming" effect on traffic and help to reduce serious accidents at the intersection.

Date: 6/17/2025

Name: John Zajicek

Email: [redacted]

ZIP: [redacted]

Dear Lake County Department of Transportation Study Team:

I am the President of our family business located on the northeast corner of Route 120 and Fairfield Road, unincorporated Grayslake. We have been in the mobile home business at this location for over 60 years and we provide sustainable affordable housing that is mainly made up of seniors, disabled, and low-income people.

There is currently a shortage of affordable housing in Grayslake and the surrounding communities which are not funded by the government. We provide that. With the current plans for the expansion of Fairfield Road and the future expansion of Route 120, we hope you consider the negative impact certain designs will have on our residents and business.

In no particular order, below are some of our concerns:

1. Economics- 3 of the 4 corners are vacant land. Having the expansion of Fairfield Road to the west (and Route 120 to the south) would save the taxpayer money by not only retaining the amount of affordable housing but also the cost of not having to relocating the seniors, disabled, and low-income people. This is on top of the cost saving by not having to acquire improved property vs. vacant. In other words, this would not only benefit our business and the current residents but also reduce eminent domain cost, relocation costs and the disruption of homeowners.

2. Air Quality and Noise- Expanding Fairfield to the west would decrease the air and noise pollution to current residential homes.

3. Political/Social- Removing any affordable housing in Lake County is an unpopular move as it is a difficult market for identifying and replacing affordable sustainable housing.

4. Vegetation- Our community has many mature trees and an abundance of nicely placed mature landscaping. In keeping with the intent of Lake County and the implication of its name, we believe a better alternative is to expand the road in the open fields to the west of Fairfield. This would not disrupt the residential homes or the mature and nice-looking landscape.

5. Turn lanes- We hope you keep your draft design concept regarding having a center turn lane. This design would allow not affect our main entrance on Fairfield Road nor our emergency entrance (also used to move homes in and out). If the design changes to a "right in and right out only", this would not only have a major impact on our residence heading south but also have a major health and safety impact on ambulances that are driving to the hospitals. In closing, we are a small family business that caters to affordable housing and have been operating at the same location since 1962. Expanding Fairfield Road to the vacant land to the west will make the most economic and political sense with the least impact on the residents or our business.

If you have any questions or would like to talk about this further, please call me at 815-235-2260.

Thanks for your consideration,

John Zajicek, President
Chain O'Lakes Mobile Homes, Inc

Cc: Jant A. Smart
Mayor Brubaker

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: SANDRA MILLER

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

SERIOUSLY CONCERNED WITH PUTTING A ROUNDABOUT AT CHARDON. THE TRAFFIC AT EVENING RUSH HOUR STARTS TO BACK UP PAST CHARDON GOING NORTH AT 3:00 - 3:15 PM. THEY WOULD ALL BE STUCK AT THE ROUND ABOUT.

Comment Period Open June 16 – July 16, 2025.

Comments may be submitted during the meeting, mailed, or emailed to:

Lake County Division of Transportation
c/o Fairfield Road Planning Study Team
600 West Winchester Road
Libertyville, IL 60048

or

Project Website:
FairfieldRoadStudy.com

Project Email:
Connect@FairfieldRoadStudy.com

Disclaimer: Names will be included in project documents for the official public record. However, addresses, email addresses, and phone numbers will be redacted.

FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: Cesar Sanchez

Address: [redacted]

City/State/Zip: [redacted]

Email [redacted] **Phone:** [redacted]

Please provide your comments:

I am excited to see the extra lanes to alleviate traffic during morning commute. I think this will be a good benefit for our community.

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PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: David Pryzbyla

Address: [redacted]

City/State/Zip [redacted]

Email: _____ **Phone:** [redacted]

Please provide your comments:

Cool Glad you are starting with the area around Chardon.

For Bike / Side paths north of Rt 120 would make the best use of it.

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: CHRIS SWANSON

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

I LIVE AT THE HOUSE NEXT TO SAVE-A-PET. A 3 TO 5 LANE EXPANSION THAT TAKES ANY LAND FROM MY SIDE WILL PREVENT ME FROM ENTERING OR LEAVING MY PROPERTY. I HAVE A SMALL ENTRANCE & ITS ALREADY HARD TO GET A TRUCK & TRAILER OUT. PLUS THERE IS CONSIDERABLE WATER ISSUES THAT HAVE OCCURRED THE LAST 15 YRS. SMC IS AWARE OF THE ISSUE. PLEASE CALL ME WITH QUESTIONS.

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PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: John Wasik

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

Build a tunnel under Fairfield to connect Wiggenstaff and Heather Ridge forest preserves

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FAIRFIELD ROAD
PLANNING STUDY

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COMMENT FORM

Round abouts were meant to be huge what is now they work as next to these teeny things are nothing but an aggravation and a driver's skill test - add landscaping which elevates the facts - its awful -

Contact Information

Name: Janet Smart

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

Fairfield & Townline

Most definately no roundabout

Also would it be cost effective to move the entrance / egress / egress on the east side of Fairfield to the South with a stop sign would slow traffic & give a better site pattern & right now the cars can "hide" in the hill - you think you are @ the top of hill & seeing everything but you're not - landscapers' horse trailers cannot make the round abouts

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: Cindy Jarosch

Address: [redacted]

City/State/Zip: [redacted]

Email: _____ **Phone:** _____

Please provide your comments:

Nobody knows what they're doing in a RB - esp a roundabout.
No roundabouts.
I like the additional turn lanes, esp. @ 60 (but at 134 it's an extra lane would not work. Good @ 120 & 60.
HUGE - multi-use path!

Comment Period Open June 16 – July 16, 2025.

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: Ian Blackburn

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

My concerns lie with the intersection @ Chardon & Fairfield. It sounds like a roundabout is the most likely solution. My worry is that this will lead to heavy accelerations with each vehicle after they come through the circle. Alternatively, if the intersection were just squared up & turn lanes added, we would have much of the same safety elements without the need to slow traffic, and then force motorists to regain speed everytime the pass by. Please contact me if you have any questions or need clarification.

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PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: [redacted]

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

GLAD YOU'RE LOOKING AT THIS PROJECT, IN COMBINATION WITH THE CEDAR LAKE ROAD EXTENSION/THRU WAY, IT SHOULD HELP WITH TRAFFIC, AND WITH BIKE TRAFFIC. LOOKING FORWARD TO CONTINUING UPDATES.

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FAIRFIELD ROAD
PLANNING STUDY

PUBLIC INFORMATION MEETING | JUNE 16, 2025
COMMENT FORM

Contact Information

Name: Holly Harta Lindemann

Address: [redacted]

City/State/Zip: [redacted]

Email: [redacted] **Phone:** [redacted]

Please provide your comments:

Thank-you for keeping us informed

Comment Period Open June 16 – July 16, 2025.

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