

Meeting Minutes

Date of Meeting: Tuesday, November 15, 2016

Time of Meeting: 3 p.m. – 5 p.m.

Meeting Location: Lake Villa Township Office

Regarding: Lake County Division of Transportation (LCDOT)
Fairfield Road and Monaville Road Intersection Improvement
LCDOT Section #15-00120-06-CH
Stakeholder Involvement Group meeting #2 summary

Attending: See attached

Based on interest indicated by the community at the first public meeting, LCDOT formed a Stakeholder Involvement Group (SIG) for the Fairfield/Monaville intersection improvement project. The first SIG meeting was held on October 12, 2016. This meeting was the second convening of the SIG. The attached attendance list indicates who attended from the member list.

Benesch provided all attendees with updates to their SIG binders containing a SIG 1 meeting summary, an agenda, and the presentation slides. The meeting consisted of a presentation followed by a group discussion. The design team explained that the goals of the meeting were to review preliminary design concepts, understand the impacts associated with making changes to the designs, and to discuss criteria by which the design concepts will be evaluated. The design team also explained that the final “Preferred Design” would be selected by the Lake County Division of Transportation based on input from the SIG, considerations for environmental resources, and engineering requirements, while meeting IDOT/FHWA regulations.

The design team presented two concepts for discussion. It was noted that the “do nothing” alternative is also considered during the evaluation process.

The first intersection improvement concept presented was the installation of a traffic signal. Left-turn lanes would be installed for all approaches. The intersection would be widened to accommodate large truck turning movements. Additionally, due to the existing skew angle of the intersecting roadways, the intersection would be further widened to make room for safe acute angle turns. The design team anticipates the need for right-of-way acquisition (both permanent acquisition and temporary construction easements) in all four corners of the intersection for this design concept.

The second intersection improvement concept presented was the installation of a single-lane roundabout. The design team noted that the east and west legs of the intersection would be realigned to encourage slow approach speeds and to ensure proper entry into the circulating lane. The south leg would remain straight to minimize impacts to the adjacent residential and commercial properties. The roundabout installation would require right-of-way acquisition (both permanent acquisition and temporary construction easements) in all four corners of the intersection. Next the team discussed the effects of moving the center of the roundabout to the northeast or northwest. While there is vacant property in the northeast quadrant of the intersection, shifting the center of the roundabout to the northeast would necessitate the realignment of the four approach legs to enter the roundabout

properly, thereby impacting the occupied properties more severely and potentially requiring one or more full-parcel acquisitions.

The group discussed the potential impacts to the forest preserve. While any impact to Forest Preserve property would need to be documented as a "Section 4(f)" impact (with appropriate justification) to meet federal stipulations, it is not unprecedented that the Lake County Forest Preserve permits the acquisition of property by the Lake County Division of Transportation for a transportation use.

The group next discussed the criteria by which the design concepts will be compared. Establishing evaluation criteria is essential for making a proper decision between the "do nothing", the traffic signal, and the roundabout design alternatives. The group reviewed and discussed the following evaluation criteria:

- "Decrease crash potential"
 - As discussed in SIG 1, a major consideration for this improvement is the reduction of crashes and "near misses" at the intersection.
 - Traffic signals typically provide an approximate crash reduction of 5% to 45% compared to an all-way stop. There are 32 conflict points at a conventional intersection.
 - Roundabouts typically provide an approximate crash reduction of 60% to 70% compared to an all-way stop. Roundabouts reduce the number of conflict points from 32 to 8, and generally reduce the severity of crashes compared to a conventional intersection.
- "Improve intersection operations"
 - The design team completed operational analysis of the intersection concepts based on future (2040) traffic volumes. Under the existing condition (all-way stop), the average delay per vehicle during the busiest hour of the day is approximately 61 seconds. In the future condition with traffic volumes projected to year 2040, this delay is estimated to be roughly 150 seconds. In the future condition with a traffic signal, the delay could be reduced to roughly 28 seconds. In the future condition with a roundabout, the delay could be reduced to roughly 16 seconds. The design team noted these analysis results are preliminary and are based on traffic data taken earlier this year, while the Grand Avenue closure was in place.
- "Minimize right-of-way-acquisition" – this criterion will look at the bottom line numbers of anticipated right-of-way acquisition associated with each design concept.
- "Minimize damages to residential property" – this criterion accounts for the quality of the right-of-way to be acquired with regard to residential property.
- "Minimize environmental resource impact" – this criterion accounts for the quality of the right-of-way to be acquired with regard to Forest Preserve property and wetlands.
- "Accommodate adjacent access" – this criterion considers how each design option works with the existing and potential future driveways that are near the intersection.
- "Enhance Appearance" (aesthetic considerations)
- "Improve driver comfort"

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- “Accommodate Economic Growth” – this criterion considers the potential long-term growth in the northeast quadrant of the intersection as well as the continued success of the existing businesses on the south leg of Fairfield Rd.

Finally, the group reviewed the project schedule. The design team will be holding Public Meeting 2 in early 2017. The alternatives will be presented to the public for comment at this meeting. After Public Meeting 2, the SIG group will reconvene.

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PLEASE SIGN IN

Fairfield & Monaville Intersection Improvement
Stakeholder Involvement Group Meeting # 2
Lake Villa Township Office, 37908 N Fairfield Rd, Lake Villa, IL 60046
Tuesday, November 15, 2016, 3 p.m.



v	Name	SIG Member	Affiliation
	Bessa, Daryl	Resident	
✓	Dresser, Loreen	Resident	
✓	Johnson, Julie	Resident	
✓	Kern, Mary	Resident	
	Planasch, Justin	Resident	
✓	Proper, George	Resident	
	Ryan, Susan	Resident	
✓	Jorgensen, Jim	Lake Villa Township - Highway Commissioner	
✓	McCollum, Glenn	Village of Lake Villa - Director of Public Works	
	Reich, Beth	Grant Community High School	
✓	Seebach, Randy	Lake County Forest Preserve - Director of Planning and Land Preservation	
	Pryde, Christopher	Lake Villa Fire Department	
✓	Slazes, Frank	Lake Villa Fire Department	
	Somerville, Craig	Lake Villa Police Department - Chief of Police	
	Burke, Mike	Lake County Division of Transportation	
MB	Emde, Matt	Lake County Division of Transportation	
ME	Karry, Emily	Lake County Division of Transportation	
EL	Trigg, Paula	Lake County Division of Transportation	
	Thady, Ryan	Benesch	
RT	Coad, Colin	Benesch	
CC			