

Deerfield Road: Approach to identifying Preferred Alternative

Through the evaluation process, it became evident that Deerfield Road has two distinct “sections” within the corridor. Section A is the west portion of the corridor inclusive of the Milwaukee Avenue intersection and mostly commercial with high

volume access driveways. Section B is the east portion of the corridor; from the Des Plaines River to and inclusive of the Saunders/Riverwoods Road intersection. Section B consists of large lot residential with many low volume access driveways

and streets. Due to differing adjacent land use to Section A and Section B, each have unique transportation demands and needs, and therefore alternative concepts and a range of alternatives were developed for each.

MORE INFO 



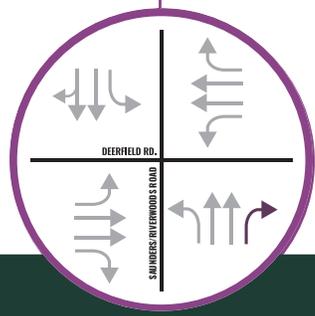
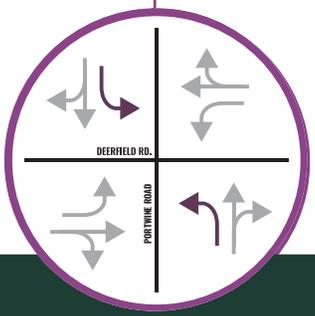
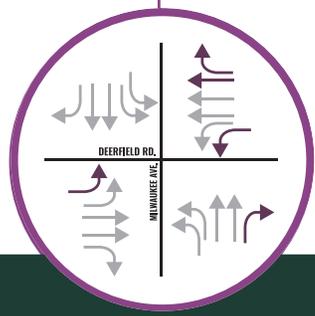
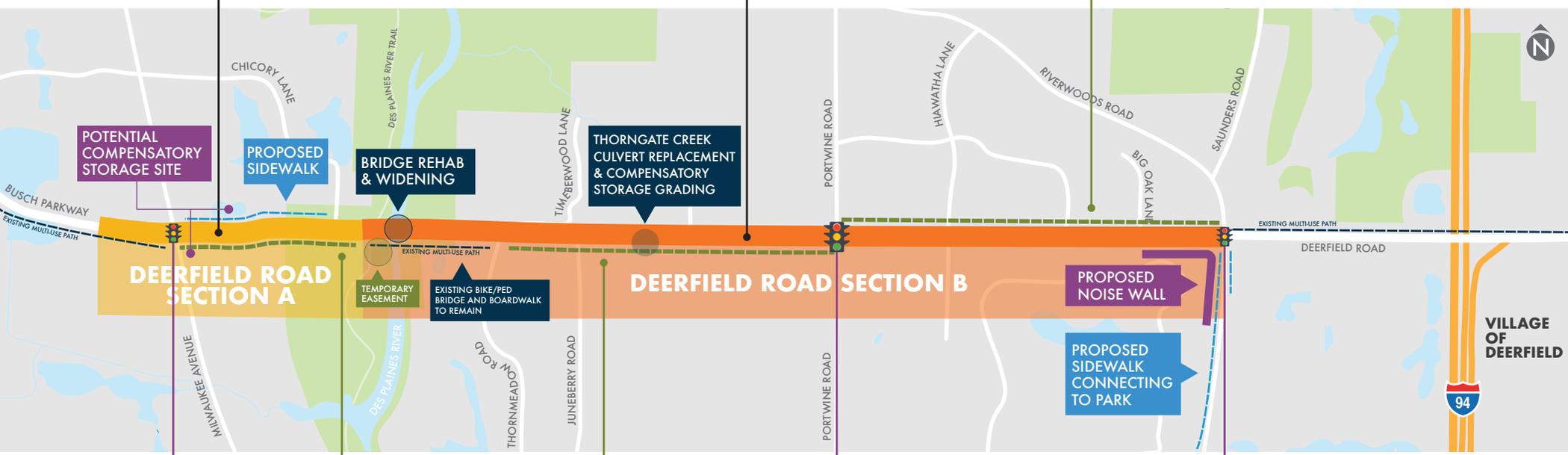
DEERFIELD ROAD - SECTION A
PREFERRED ALTERNATIVE:
8-LANE WITH CURB AND GUTTER



DEERFIELD ROAD - SECTION B
PREFERRED ALTERNATIVE:
3-LANE WITH CURB AND GUTTER



REPLACE EXISTING MULTI-USE PATH
CONNECTS EXISTING BIKE TRAIL SYSTEM



 = IMPROVED SIGNALIZED INTERSECTION

The Preferred Alternative

Specifically, the Preferred Alternative includes:

- An intersection improvement at Milwaukee Avenue, including two thru lanes, dual left turn lanes, and an exclusive right turn lane on the northbound, southbound, and eastbound approaches and three thru lanes, dual left turn lanes, and an exclusive right turn lane on the westbound approach.
- An intersection improvement at Portwine Road, including an exclusive left turn lane on the northbound and southbound approaches.
- An intersection improvement at Saunders/Riverwoods Road, including a right turn lane on the northbound approach
- They typical roadway section from Milwaukee Avenue to Saunder/Riverwoods Road includes two 11 feet wide travel lanes in each direction separated by a 12 feet wide two-way left turn lane and 3 feet wide bike friendly shoulders bounded by barrier curb and gutter
- A separate 8-foot wide multi-use path along the south side of the roadway from Milwaukee to Portwin and along the north side of the roadway from Portwine to Saunders/Riverwoods Road. The multi-use path will be a part of the regional Lake County Trail network.

Alternatives Considered

Section A Milwaukee Avenue Intersection

Twelve intersection alternatives were considered and evaluated for Section A. The selected alternative was selected for being the most efficient at addressing the transportation needs along Deerfield Road while having the lowest relative impacts and cost.

Section B Des Plaines River to Saunders/Riverwoods Road

For Section B, five alternatives were considered. The selected alternative provides the most efficient transportation improvement with the lowest comparative footprint which leads to the least environmental and socio-economic impacts; has the lowest amount of floodplain, floodway, wetlands, and vegetation/tree impacts; and has the lowest amount of property acquisition.

For more information on the alternatives development process, please review the Public Meeting #2 materials posted on the project website and Environmental Assessment Chapter 2.

BENEFITS



Evening westbound travel time is anticipated to **decrease 80%** (**36 minutes to 7 minutes**)



Overall delay at Milwaukee Avenue intersection is anticipated to **decrease 70%**



Turning movement deficiencies addressed at Portwine Road and Saunders/Riverwoods Road intersections



Non-motorized connections made between Milwaukee Avenue and Saunders/Riverwoods Road



Mobility is anticipated to improve from 0 to 30 acceptable evening gaps



Injury crashes are expected to **decrease by 50%**



Operational deficiencies addressed with pavement reconstruction



Drainage deficiencies addressed with new closed drainage system and improved Thorngate Creek Culvert.