

May 10, 2021 to June 14, 2021



# **DEERFIELD ROAD PHASE I ENGINEERING STUDY**

(MILWAUKEE AVENUE TO SAUNDERS/RIVERWOODS ROAD)

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## **Public Hearing Summary**

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- Attachment A – Display Ads Certificate of Publication
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- Attachment I – Virtual Public Hearing Transcript
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# 1 EXECUTIVE SUMMARY

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The Virtual Public Hearing for the Deerfield Road Phase I Study was held on May 25, 2021, at 4 pm via GoToWebinar virtual platform. The purpose of the public hearing was to present and seek input on the Environmental Assessment (EA) and Preferred Alternative, as well as temporary use of Section 4(f) property (Cahokia Flatwoods Forest Preserve – Lake County Forest Preserve District). All public hearing materials, including the EA and Preferred Alternatives design, were available on the project website ([www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com)) beginning May 10, 2021.

To protect the health and safety of all participants due to COVID 19 pandemic, the public hearing was held virtually per FHWA temporary virtual public involvement guidance issued on March 12, 2021. This live event granted the public opportunity to head the project team make a presentation about the project and provide a 2-minute statement to a court reporter regarding the Preferred Alternative and EA and/or ask the project team questions. A formal question and answer session with the project team was held following the public comment period. The Virtual Public Hearing recording was posted to the project website on May 26, 2021 . The Virtual Project Hearing was attended by 89 people.

The Virtual Public Hearing was advertised via the local paper, Village websites, project website, social media, message boards, and individualized mailings.


The Lake County Division of Transportation (LCDOT) is the lead agency for the Engineering and Environmental Phase I Study to address the need for transportation related improvements to Deerfield Road from Milwaukee Avenue on the west to Saunders Road/Riverwoods Road on the east, a distance of approximately 2.0 miles. Within the project limits, Deerfield Road is under the maintenance and jurisdiction of LCDOT. Additional project reviews and approvals are required to assure compliance with LCDOT design standards and policies.

A total of 64 comments/questions were received during the Virtual Public Hearing and/or by the end of the comment period, June 14, 2021. Nine (9) comments were made via the public comment period during the Virtual Public Hearing, 23 questions were asked via the chat box during the Virtual Public Hearing, and 32 written comments/questions were received during the comment period from May 10, 2021 to June 14, 2021.

## 2 MEETING NOTIFICATIONS

### 2.1 DISPLAY ADS

The following advertisement ran in the Lake County News Sun newspaper on May 10, 2021, and May 20, 2021:



Lake County  
Division of Transportation

### Public Hearing

Scheduled by Lake County Division of Transportation  
For Improvement of Deerfield Road from Milwaukee Avenue (IL 21)  
to Saunders/Riverwoods Road

The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Portwine Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections. Lake County has prepared an Environmental Assessment (EA) for the project in accordance with the National Environmental Policy Act of 1968 and this public hearing is being held to address requirements of 23 U.S.C. 128 and 139, and the Council on Environmental Quality regulations.

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

- The proposed temporary use (0.32 acres) of the Cahokia Flatwoods Forest Preserve, which is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. Lake County Division of Transportation is seeking a Temporary Occupancy of Cahokia Flatwoods from the Federal Highway Administration (FHWA) per 23 CFR 774.13(d) as there will be no permanent adverse physical impacts, interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis. The proposed Temporary Occupancy consists of using an existing access drive to access the Deerfield Road bridge over the Des Plaines River.
- The proposed use of floodplain. In accordance with Executive Order 11988, Floodplain Management, the EA describes impacts to floodplain. The proposed project will impact 3.54 acre-feet of floodplain associated with the Des Plaines River and Thorngate Creek. The floodplain impact is proposed to be mitigated by providing two compensatory storage facilities.
- The proposed construction within the Des Plaines River floodway for the widening of the Deerfield Road bridge. A permit will be obtained for construction in regulated floodway.

To protect the health and safety of all participants, the public hearing will be held VIRTUALLY on Tuesday, May 25, at 4 p.m. This live event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. Participants can register to join the public hearing at any time by visiting the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). If you do not have access to the internet and would like to call into the public hearing, please contact the project team (contact information below). All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10<sup>th</sup>.

**Date:** Tuesday, May 25, 2021  
**Time:** 4:00 PM  
**Register:** [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

Comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team.

For those without internet access and/or would like to view hard copies of the public hearing materials, or for additional information, please visit the project website at [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com) or contact: Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or (847) 823-0500.

\*This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Victoria Watts at (830) 510-3944 ext.109. Persons planning to attend who will need a sign language interpreter, or other similar accommodations should notify the TTY/TTD number (800) 528-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for TeleBraille dial (877) 528-6670 at least five days prior to meeting.

The following advertisement ran in the Deerfield Review newspaper and in the Buffalo Grove Countryside newspaper on May 13, 2021, and May 20, 2021:

Lake County  
Division of Transportation

## Public Hearing

Scheduled by Lake County Division of Transportation  
For Improvement of Deerfield Road from Milwaukee Avenue (IL 21) to Saunders/Riverwoods Road

The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Rutwile Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections. Lake County has prepared an Environmental Assessment (EA) for the project in accordance with the National Environmental Policy Act of 1966 and this public hearing is being held to address requirements of 23 U.S.C. 128 and 139, and the Council on Environmental Quality regulations.

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

- The proposed temporary use (0.32 acres) of the Cahokia Wetlands Forest Preserve, which is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. Lake County Division of Transportation is seeking a Temporary Occupancy of Cahokia Wetlands from the Federal Highway Administration (FHWA) per 23 CFR 774.13(d) as there will be no permanent adverse physical impacts, interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis. The proposed Temporary Occupancy consists of using an existing access drive to access the Deerfield Road bridge over the Des Plaines River.
- The proposed use of floodplain. In accordance with Executive Order 11988, Floodplain Management, the EA describes impacts to floodplain. The proposed project will impact 3.54 acre-feet of floodplain associated with the Des Plaines River and Thomgate Creek. The floodplain impact is proposed to be mitigated by providing two compensatory storage facilities.
- The proposed construction within the Des Plaines River floodway to the widening of the Deerfield Road bridge. A permit will be obtained for construction in regulated floodway.

To protect the health and safety of all participants, the public hearing will be held VIRTUALLY on Tuesday, May 25, at 4 p.m. This live event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. Participants can register to join the public hearing at any time by visiting the project website at [DeerfieldRoadCorrndo.com](http://DeerfieldRoadCorrndo.com). If you do not have access to the internet and would like to call into the public hearing, please contact the project team (contact information below). All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10<sup>th</sup>.

**Date:** Tuesday, May 25, 2021  
**Time:** 4:00 PM  
**Register:** [www.DeerfieldRoadCorrndo.com](http://www.DeerfieldRoadCorrndo.com)

Comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorrndoComment@cbivel.com](mailto:DeerfieldRoadCorrndoComment@cbivel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team.

For those without internet access and/or would like to view hard copies of the public hearing materials, or for additional information, please visit the project website at [www.DeerfieldRoadCorrndo.com](http://www.DeerfieldRoadCorrndo.com) or contact: Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorrndoComment@cbivel.com](mailto:DeerfieldRoadCorrndoComment@cbivel.com) (847) 823-0600.

\*This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Victoria Watts at (800) 510-3944 ext.109. For persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 for TTY; TTY users (Spanish) (800) 901-0864 for TTY; and for TeleBraille dial (877) 526-8670 at least five days prior to meeting.

The certificates of publication are included as Attachment A.

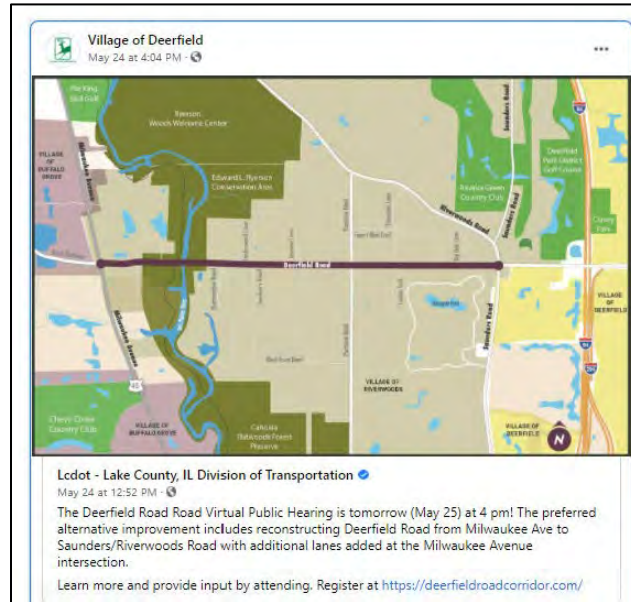
## 2.2 3RD PARTY OUTREACH

A range of additional 3<sup>rd</sup> party outreach was conducted to try reach all users of Deerfield Road, which included Facebook, Village newsletters, and e-blasts. The project team provided content to stakeholders to provide to their constituents, which included the Village of Riverwoods, Village of Deerfield, Village of Buffalo Grove, Stakeholder Involvement Group, and Lake County.

An announcement was included in a social media post on the Village of Riverwoods Facebook page on May 7, 2021.



An announcement was included in a social media post on the Village of Deerfield Facebook page on May 11, 2021 and May 24, 2021.



An announcement was included in a social media post on the Village of Buffalo Grove Facebook page on May 10, 2021.



An announcement and advertisement were included in the May/June 2021 edition of the Riverwoods Village Voice Newsletter is included as Attachment B.

DEERFIELD ROAD PROJECT

## Deerfield Road Project Status Update

May/June 2021-Project Update #19

By: Matthew Huffman, PE.  
Senior Project Manager,  
Christopher B. Burke Engineering, Ltd.

### Deerfield Road Public Hearing Scheduled

The Lake County Division of Transportation led Deerfield Road project is in its final stages of the Phase I Engineering Study. A Virtual Public Hearing has been scheduled for May 25th, 2021 to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. All public hearing materials, including the Environmental Assessment and Preferred Alternative design, will be available on the project website beginning May 10th.

The EA is a document that provides the purpose and need, range of alternatives, identification of the preferred alternative, and environmental impacts, benefits, and mitigation measures. The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Portwine Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections.

To protect the health and safety of all participants, the public hearing will be held virtually on Tuesday, May 25, at 4 PM. Participants can register to attend by visiting the project website at <https://www.deerfieldroadcorridor.com/>. This live Virtual Public Hearing will consist of a formal project presentation followed by a public comment period allowing any attendee a 2-minute statement to a court reporter and then a Q&A session with the project team. A recording of the Virtual Public Hearing will be posted to the project website.

Comments are encouraged throughout the course of the study, however, comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. The project study team is specifically seeking input on the Preferred Alternative and the EA. The

EA is also available for viewing on the project website or in-person at Village Hall. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team.

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will occur following Phase I completion. Construction funding has been obtained and is anticipated to begin in Fall 2023.

To receive e-mail notifications of all upcoming public meetings and to review the most up to date study information, register your e-mail at [www.deerfieldroadcorridor.com/contact](http://www.deerfieldroadcorridor.com/contact).



ATTEND THE  
**Virtual Public Hearing**



TUESDAY, MAY 25, 2021 | 4 PM

Register at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)



The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the **Environmental Assessment (EA)** and **Preferred Alternative**. The EA can be accessed on the project website beginning **May 10<sup>th</sup>**.





An advertisement was provided to members of the Stakeholder Involvement Group (SIG) to pass onto their constituents is included as Attachment B.

An announcement was included on the LCDOT website and e-blast to their list-serv:

Virtual Public Hearing on Deerfield Road Corridor to be held on Tuesday, May 25 at 4 pm

Equal Address  
Subscribe  
e.g. name@example.com

Lake County Illinois sent this bulletin at 05/10/2021 01:44 PM CDT

Share Bulletin

Facebook, Twitter, LinkedIn, Email

LAKE COUNTY TRANSPORTATION UPDATES

May 10, 2021

**Virtual Public Hearing on May 25 regarding Deerfield Road Corridor from Milwaukee Avenue (IL 21) to Saunders/Riverwoods Road**

**Lake County, IL** — The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative.

The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Portwine Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections. The preferred alternative addresses capacity, safety, drainage and non-motorized travel deficiencies, and accommodates future travel demand.

Lake County has prepared an Environmental Assessment (EA) for the project in accordance with the National Environmental Policy Act of 1968 and this public hearing is being held to address requirements of 23 U.S.C. 128 and 139, and the Council on Environmental Quality regulations.

All persons interested in the project are invited to attend the meeting to express their views and comment on the project.

To protect the health and safety of all participants, the public hearing will be held VIRTUALLY on Tuesday, May 25, at 4 p.m. This live event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. Participants can register to join the public hearing at any time by visiting the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10.

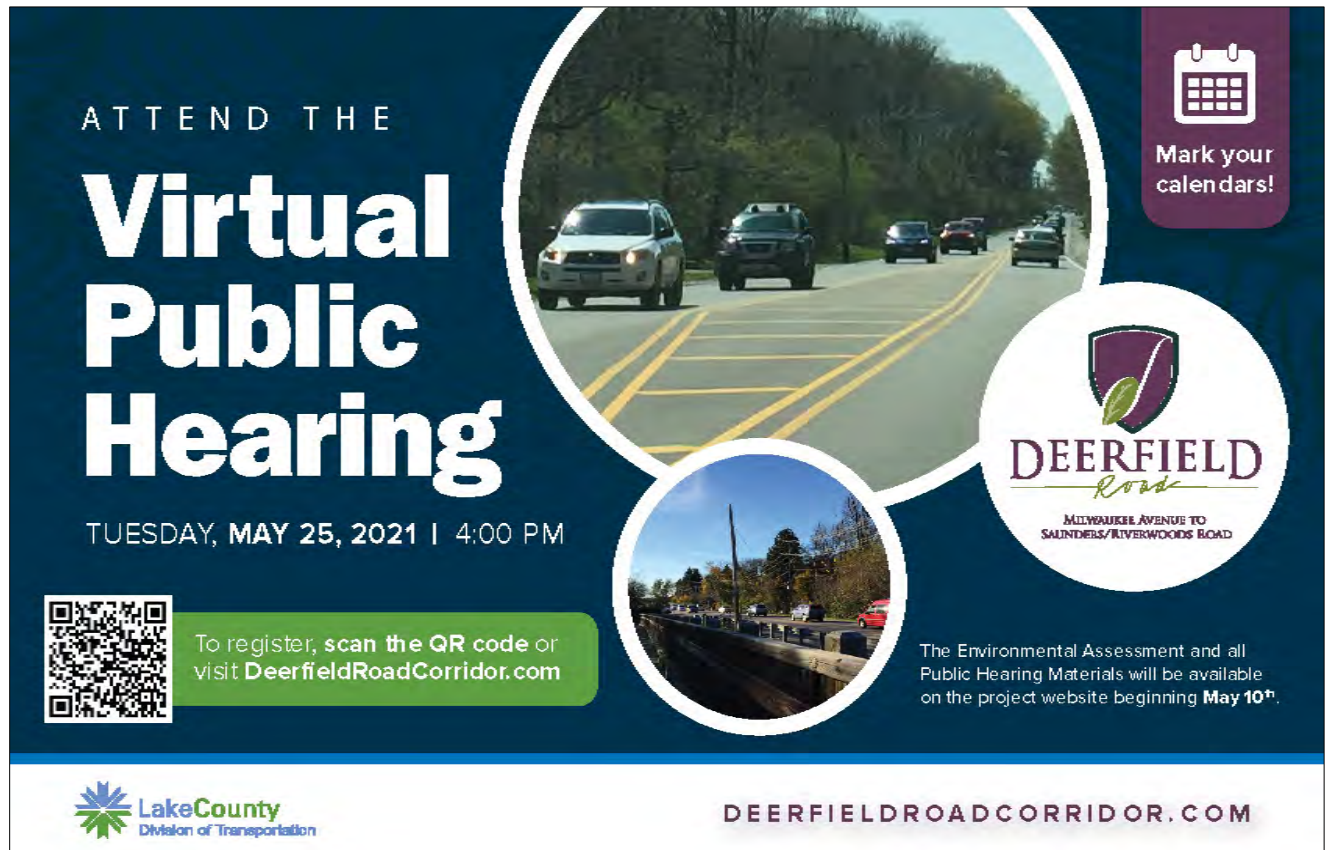
**Date: Tuesday, May 25, 2021**  
**Time: 4:00 PM**  
**Register: [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)**

Comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbhel.com](mailto:DeerfieldRoadCorridorComment@cbhel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team.

For those without internet access and/or would like to view hard copies of the public hearing materials, or for additional information, please visit the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com) or contact: Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbhel.com](mailto:DeerfieldRoadCorridorComment@cbhel.com) or (847) 823-0500.

## 2.3 POSTCARD

A postcard was sent to property owners near the project corridor as well as other interested stakeholders. 1,590 postcards were sent out on May 3, 2021, the week prior to the start of the release of the EA (May 10, 2021), which was approximately two and a half weeks prior to the Public Hearing (May 25, 2021). The general mailing area for the postcard is included as Attachment C.



ATTEND THE

# Virtual Public Hearing


TUESDAY, MAY 25, 2021 | 4:00 PM

To register, scan the QR code or visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

Mark your calendars!

DEERFIELD  
*Road*  
MILWAUKEE AVENUE TO  
SAUNDERS/RIVERWOODS ROAD

The Environmental Assessment and all Public Hearing Materials will be available on the project website beginning **May 10<sup>th</sup>**.

 Lake County  
Division of Transportation

DEERFIELDROADCORRIDOR.COM

The postcard features a dark blue background with white text and graphics. It includes a QR code, a calendar icon, and two circular images: one showing a road with cars and another showing a bridge over a stream. The Deerfield Road logo is prominently displayed on the right side.

# You're invited.



A Public Hearing will be held **virtually** on **Tuesday, May 25 at 4 p.m.** to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. All Public Hearing materials, including the Environmental Assessment and Preferred Alternative design, will be available on the project website beginning May 10<sup>th</sup> for public review. This is the final Public Engagement activity prior to the Phase I Engineering Study completion.

The purpose of the hearing is to **seek public input** on the proposed action to reconstruct Deerfield Road from US 45/IL 21 (Milwaukee Avenue) to Saunders/Riverwoods Road and to seek input on the EA. The EA, which describes the purpose and need, range of alternatives, preferred alternative, and environmental impacts, benefits, and mitigation measures, is available for viewing at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com) and village halls within the study area starting May 10<sup>th</sup>.

Interested persons may **register to attend the virtual public hearing at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)**. Attendees will have the opportunity to view a live presentation (beginning at 4 p.m.), provide their statement to a court reporter, and participate in a Q&A session with the project team representatives. **If you do not have access to the internet and would like to call into the public hearing, please contact the project team (contact information below).**



All comments received by **June 14, 2021** will be summarized within the Public Hearing record. If you are unable to attend the public hearing, a recording of the hearing will be made available at the project website. LCDOT encourages you to view the meeting recording and hearing materials and provide your comments via the project email ([DeerfieldRoadCorridor@cbbel.com](mailto:DeerfieldRoadCorridor@cbbel.com)) or hard copy comment forms, which can be picked up from Riverwoods Village Hall.

All correspondence regarding this project should be sent to:

**Matt Huffman**, Consultant Project Manager  
Christopher B. Burke Engineering  
9575 W. Higgins Road, Suite 600,  
Rosemont, IL 60018

Phone: (847) 823-0500  
Email: [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com)

**For hard copies of the public hearing materials,** please contact Matt Huffman at (847) 823-0500.

Attend the  
**Virtual Public Hearing!**

TO REGISTER, SCAN  
QR CODE OR VISIT



[DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

TUESDAY, MAY 25<sup>TH</sup>  
@ 4:00 p.m.

Review the  
Environmental  
Assessment and Public  
Hearing materials on  
the project website  
beginning  
May 10<sup>th</sup>.



Christopher B. Burke Engineering  
9575 W. Higgins Road, Suite 600  
Rosemont, Illinois 60018

Printed using soy based inks on recycled paper.

## 2.4 E-BLAST

An email invitation (E-Blast), shown below, was sent to all stakeholders included on the stakeholder mailing list with email addresses.



**You're Invited!**  
to a **VIRTUAL** Public Hearing

**TUESDAY, MAY 25, 2021 | 4:00 p.m.**

**Information:** The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements.

To protect the health and safety of all participants, the public hearing will be held VIRTUALLY on Tuesday, May 25, at 4 p.m. Participants can register to attend by visiting the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). If you do not have access to the internet and would like to call into the public hearing, please contact the project team (contact information below). All public hearing materials, including the Environmental Assessment and Preferred Alternative design, will be available on the project website beginning May 10<sup>th</sup>.

This live event will consist of a formal presentation beginning at 4 p.m. followed by an opportunity to provide a 2-minute statement to a court reporter regarding the Preferred Alternative and EA. A Q&A session with the project team will follow the public comment opportunity.

The project study team is specifically seeking input on the Preferred Alternative and the EA. The EA is a document that provides the purpose and need, range of alternatives, preferred alternative, and environmental impacts, benefits, and mitigation measures. It is available for review and comment at the project website and local municipalities within the study area.

**Attend the Virtual Public Hearing!**  
REGISTER AT [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

Review the Environmental Assessment and Public Hearing materials on the project website beginning May 10<sup>th</sup>.

**Leave a comment today!**

The project study team is specifically seeking input on the Preferred Alternative and the EA. The EA is a document that provides the purpose and need, preferred alternative, environmental impacts, benefits, and mitigation measures. It is available for review and comment on the project website or you can view a hard copy at Village Hall. A recording of the Virtual Public Hearing will be posted to the project website.

Comments are encouraged throughout the course of the study; however, comments received between **May 10 and June 14, 2021** will be specifically noted to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComments@cdot.com](mailto:DeerfieldRoadCorridorComments@cdot.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team.

For more information on the Deerfield Road project, please visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com).

All correspondence regarding this project should be sent to:  
**Matt Huffman, Consultant Project Manager**  
Christopher B. Burke Engineering  
3575 W. Higgins Road, Suite 500,  
Rosemont, IL 60018  
Phone: (847) 823-0500  
Email: [DeerfieldRoadCorridorComments@cbbeil.com](mailto:DeerfieldRoadCorridorComments@cbbeil.com)

For hard copies of the public hearing materials, please contact Matt Huffman at (847) 823-0500.

 Lake County  
Division of Transportation

[DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

## 2.5 NEWSLETTER

A project newsletter was posted on the project website, hard copies provided to the local agencies, and it was mailed out to those that live directly adjacent to the project corridor. A full version of the project newsletter is included as Attachment D.



**DEERFIELD Road**  
MILWAUKEE AVENUE TO  
SAUNDERS/RIVERWOODS ROAD

# Deerfield Road

Public Hearing Spring 2021 Newsletter

## Project Overview

The Deerfield Road study area is approximately two miles from Milwaukee Avenue on the west to Saunders/Riverwoods Road on the east. The study area is within the municipal limits of the Village of Riverwoods, the Village of Buffalo Grove, and the Village of Deerfield. Through the course of the study, numerous public involvement efforts have taken place including two public information meetings.

The project study team presented exhibits at the latest October 2018 public meeting that provided information regarding the study process, project location, study schedule, study limits, data collection results, environmental resources, and the preferred alternatives.

Following the October 2018 Public Meeting #2 where the preferred alternative was identified, the project team initiated more detailed design and analysis of the preferred alternative. This consists of design of the roadway, intersections, drainage system, structural elements, and assessment of effects on the environment.

**BE IN THE KNOW**  
about Deerfield Road!  
Visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

## Public Hearing Held Online

**COMMENTS RECEIVED BY JUNE 14, 2021 WILL BE ADDED TO PUBLIC HEARING RECORD**

A Public Hearing will be held **virtually on Tuesday, May 25 at 4 p.m.** to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative.

Scan the QR code or visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com) to register for the Public Hearing. All public hearing materials and the project's Environmental Assessment are available for review and comment on the project website.

**WHAT IS AN ENVIRONMENTAL ASSESSMENT?**

An Environmental Assessment or EA describes the purpose and need of the project, alternatives considered, the preferred alternative, anticipated environmental impacts including Section 4(f) (Public recreational lands) impacts, projected benefits and potential mitigation measures.

The EA is available for review at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). *Hard copies are available at local Village Halls.*

## Purpose & Need

The Purpose and Need was reviewed by the Stakeholder Involvement Group and approved by the Federal Highway Administration in Fall 2017.

The purpose of this study is to provide an improved transportation system to address capacity, safety, mobility, and operational deficiencies along Deerfield Road and improve non-motorized accommodations from Milwaukee Avenue (US 45/ IL 21) to Saunders/Riverwoods Road in Lake County, Illinois.

The needs for the project include capacity, safety, mobility, non-motorized and transit connections, and Operational Deficiencies.

## Preferred Alternative

The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Portwine Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections.


LakeCounty  
Division of Transportation

1

## 2.6 WEBSITE

The project website ([www.deerfieldroadcorridor.org](http://www.deerfieldroadcorridor.org)) included a dedicated Public Hearing webpage under the *Get Involved* section. The Public Hearing page included PDFs of the EA, exhibits boards, brochure, comment form, and recording of the live presentation. These materials were posted (with exception of the presentation recording) at the start of the Public Hearing comment period and release of the EA on May 10, 2021. The recording of the May 25, 2021 live Virtual Public Hearing was posted on the website on May 26, 2021. Questions or comments could be submitted electronically on this dedicated page. Below are screen shots of the website home page and the dedicated page on the website for the Virtual Public Hearing materials.





# DEERFIELD

*Road*

MILWAUKEE AVENUE TO SAUNDERS/RIVERWOODS ROAD

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Information Center
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**PUBLIC INVOLVEMENT**

---

**PUBLIC HEARING**

---

**STAKEHOLDER INVOLVEMENT GROUP**

---

**PUBLIC MEETINGS**

---


**OTHER PUBLIC INVOLVEMENT OPPORTUNITIES**

## GET INVOLVED

### Public Hearing

A Virtual Public Meeting was held May 25, 2021.

**PUBLIC MEETING RECORDING**




Review the Environmental Assessment and Public Hearing meeting materials below.

**MEETINGS & EVENTS**

JUNE 2021

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19



**DEERFIELD**  
*Road*  
MILWAUKEE AVENUE TO SAUNDERS/RIVERWOODS ROAD

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**NEWS & EVENTS**

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**ENVIRONMENTAL ASSESSMENT**

---

PROJECT REPORTS

---

NEWSLETTERS/FACT SHEETS

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MEETING MATERIALS

---

RELATED LINKS

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GLOSSARY

## INFORMATION CENTER

### Environmental Assessment

- Environmental Assessment
  - Appendix A
  - Appendix B
  - Appendix C
  - Appendix D
  - Appendix E

**SUPPLEMENTAL MATERIALS**

- Section 4(f) Temp Occupancy  
Documentation for the proposed use of the Cahokia Flatwoods Forest Preserve
- Traffic Noise Report  
This report assesses potential noise impacts with the project and provides recommendations of any mitigation such as noise walls. As a result of the federal traffic noise analysis process, there is one proposed noise wall at the southeast corner at the Saunders Road and Deerfield Road intersection adjacent to the Thorngate community. There are more resources in the project document library pertaining to the Traffic Noise Forum meeting and Traffic Noise Analysis Frequently Asked Questions.

Other supplemental materials include:

- Land Acquisition Exhibits  
Detailed property acquisition exhibits
- Land Acquisition Letter  
Letter that was mailed out to all affected property owners
- FHWA Federal Land Acquisition Document  
Federal Highway Administration land acquisition process document. The land acquisition process will begin following the completion of Phase I Engineering.

Visit the Federal Highway Administration website for more information on the land acquisition process. All historical project information can be found in the Information Center including reports, newsletters, fact



ENVIRONMENTAL ASSESSMENT  
DEERFIELD ROAD (FAU 1257)  
E. 2105 S. SAUNDERS/RIVERWOODS ROAD  
LAKE COUNTY, ILLINOIS  
MARCH 2021

**MEETINGS & EVENTS**

JUNE 2021

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

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**EXHIBIT BOARDS**



*Preferred Alternative*

**NEWSLETTER**




*Newsletter Insert*

**CONTACT US**

The study team is interested in hearing from you!

**SEND US YOUR QUESTIONS OR COMMENTS.**



**DEERFIELD**  
*Road*  
MILWAUKEE AVENUE TO SAUNDERS/RIVERWOODS ROAD

---

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### MEETINGS & EVENTS

+ JUNE 2021 +

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## CONTACT US

As the Deerfield Road Phase I Study progresses, we will regularly update this website to ensure you are kept informed of our progress. The study team is interested in hearing your ideas and opinions! If you have questions or comments about the study please contact us by completing the forms below or write us at the address provided on this page.

**Sign Up for Our Mailing List / Submit a Question or Comment**

**SUBMIT A QUESTION OR COMMENT**

If you would like to submit a question or a comment, please email [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or complete the following field:

Your Question or Comment

I'm not a robot

**Contact via Mail**

Written comments can be sent to Matt Huffman at:

Matt Huffman  
 Consultant Project Manager  
 9575 W Higgins Road  
 Suite 600  
 Rosemont, IL 60018

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June 2021
Deerfield Road Public Hearing
Version I

## 2.7 LAND ACQUISITION & ADJACENT PROPERTY OWNER MAILING

A certified mailing was sent to all property owners directly affected by the project with proposed property acquisition. The mailing consisted of a letter, newsletter, detailed land acquisition exhibit, and hard copy comment form. The mailing was sent out on May 6, 2021. Refer to Attachment E for a list of the property owners that received the mailing. For those property owners that are adjacent to the project but have no proposed acquisition, they were mailed a project newsletter. The land acquisition exhibits were also posted to the project website along with other information pertaining the land acquisition process. An example letter follows and mailing list included:



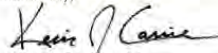
Following the comment period, the project team will be evaluating all input received and making necessary changes to the proposed improvement and EA. To document the changes to the EA, an Errata document will be prepared and LCDOT may recommend to the Federal Highway Administration (FHWA) that a Finding of No Significant Impact (FONSI) be issued for the project. The FHWA will review the EA, comments submitted on the EA (in writing or at a public hearing or meeting), and other supporting documentation, as appropriate. If the FHWA agrees with the LCDOT and IDOT's recommendations, it will issue a separate written FONSI incorporating by reference the EA and any other appropriate environmental documents. If FHWA determines the project will have a significant impact on the environment, then an Environmental Impact Statement will be required.

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will be ongoing for the next several years with the construction anticipated to start in late 2023 or early 2024. The formal land acquisition process will not begin until Phase I Engineering has been completed. Initial contact with affected property owners is anticipated to occur in Fall 2021.

This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Victoria Watts at (630) 510-3944 ex:109. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to meeting.

If you have any questions or need additional information, please contact Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or (847) 823-0500.

Sincerely,



Kevin J. Carrer, P.E.  
Director of Planning & Programming

[www.ci.deerfield.il.us](http://www.ci.deerfield.il.us)

## 2.8 PERSONALIZED LETTERS TO LOCAL ELECTED OFFICIALS

Informational letters were sent to public officials within the study area by mail and to Lake County Board members electronically on May 5, 2021. The mailing list is included as Attachment F. An example letter follows:



## 3 PUBLIC HEARING SUMMARY

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The Virtual Public Hearing for the Deerfield Road Phase I Study was held online via GoToWebinar on May 25, 2021 at 4pm. The purpose of the Virtual Public Hearing was to present and seek input on the final Deerfield Road project EA and Preferred Alternative. Interested persons were able to view all public hearing materials, including the EA and Preferred Alternatives design on the project website at the start of the comment period on May 10, 2021. The Virtual Public Hearing was conducted with a formal presentation of the project by the project team. This Virtual Public Hearing granted the public an opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and EA. A question and answer session with the project team followed the public comment opportunity. The Virtual Public Hearing was recorded and posted to the project website on May 26, 2021. The comment period was open until June 14, 2021.

### 3.1 VIRTUAL PUBLIC HEARING EXHIBITS

The project website included a separate Public Hearing webpage where the EA, Exhibits, and Newsletter were posted on May 10, 2021, and also solicited comments. The Virtual Public Hearing exhibits are described below and the full version of the exhibits are included as Attachment G:

- Project Overview
  - Project Location Exhibit
  - Overall Project Development Process Exhibit
  - Phase I Study Process and Timeline Exhibit
  - Public Involvement and Project Development Exhibit
  - EA Exhibit
  - Purpose and Need Exhibit
  - EA – Next Steps Exhibit
  - Average Daily Traffic Data Exhibit
  - Safety Exhibit
- Public Involvement
  - Context Sensitive Solutions (CSS) Exhibit
  - Stakeholder Involvement Group (SIG) Exhibit
  - Public Involvement – As of Today Exhibit
- Range of Alternatives
  - Alternatives Development Approach – Deerfield Corridor (Section A & Section B) & Termini Intersections Exhibit
  - Section A – Alternatives Development Exhibit
    - 11 Alternatives evaluated at the Deerfield Road at Milwaukee Avenue intersection
    - No-Build Alternative
  - Section B – Alternatives Development Exhibit
    - 5 Alternatives evaluated on Deerfield Road from Milwaukee Avenue intersection improvement to Saunders/Riverwoods Road
    - No-Build Alternative

- Preferred Alternative
  - Overall Preferred Alternative Summary Exhibit
    - Section A – Alternative 1D
      - 8-lane with curb and gutter on Deerfield Road at the Milwaukee Avenue intersection
      - Add westbound right turn lane
      - Add third westbound through lane on Deerfield Road
      - Add northbound right turn lane
      - Add dual eastbound and westbound left turn lanes on Deerfield Road
      - Proposed compensatory storage site on the north side of Deerfield Road
      - Proposed sidewalk on the north side of Deerfield Road from Milwaukee Avenue to Chicory Lane
      - Proposed multi-use path on the south side of Deerfield Road connecting to an existing bike trail system
    - Section B – Alternative 3
      - Reconstructed 3-lane roadway with center turn lane from the Milwaukee Avenue intersection to Saunders/Riverwoods Road
      - Curb and gutter
      - Multi-use path
      - New Drainage System
      - Rehabilitation and widening of the Deerfield Road bridge over the Des Plaines River
      - Existing bicycle/pedestrian bridge over the Des Plaines River and boardwalk on the south side of Deerfield Road to remain
      - Proposed multi-use path on the south side of Deerfield Road connecting to an existing bike trail system from Thornmeadow Road to Portwine Road
      - Replace the existing multi-use path on the north side of Deerfield Road from Portwine Road to Riverwoods/Saunders Road connecting to an existing multi-use path east of Riverwoods/Saunders Road
      - Add northbound and southbound left turn lanes at the Portwine Road intersection
      - Add northbound right turn lane at the Riverwoods/Saunders Road intersection
      - Proposed sidewalk on the west side of Saunders Road connecting to a park
      - Proposed Noise Wall south of Deerfield Road and west of Saunders Road
  - Detailed Preferred Alternative Exhibits
  - Preferred Alternative Evaluation Table Exhibit
- Section 4(f) Exhibit

- Temporary Easement required from the Cahokia Flatwoods Forest Preserve to utilize an existing access road to widen the existing Deerfield Road bridge over the Des Plaines River
  - Tree Impacts Exhibit
    - Anticipated Number of Tree Removals
  - Noise Wall & Potential Noise Wall Exhibit
  - Land Acquisition Exhibit
    - Property Acquisition
  - Comments & Questions Submittal Exhibit
    - Submit comments online through the project website
    - Submit comments via mail

### 3.2 VIRTUAL PUBLIC HEARING PRESENTATION

To protect the health and safety of all participants, the public hearing was held virtually via GoToWebinar. The Virtual Public Hearing presentation, public comments to court reporter, and questions/answer session were made live by the project team on May 25, 2021 at 4pm. This live, virtual event granted the public the opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and/or EA. A Question and Answer session with the project team followed the public comment opportunity. The PowerPoint presentation is included as Attachment H.

All attendees were given an opportunity to make a comment during the 2-minute statement session of the Virtual Public Hearing to a court reporter or ask a question and the project team provided answers during the Question and Answer session. Registration was required to access the Virtual Public Hearing. For those that did not have a microphone on their computer or wanted to call in by phone, instructions were provided upon registration for utilizing your phone. For those that did not have internet access, they were instructed in the advertisements to contact the project team to obtain a phone number and access code to access the meeting. The Virtual Project Presentation was recorded and posted to the Virtual Public Meeting website on May 26, 2021.

Eight project team members participated in the Virtual Project Presentation:

1. Tracy Morse	2. Kevin Carrier	3. Chuck Gleason
4. Matt Huffman	5. Pete Knysz	6. Marty Worman
7. Eddie Burke	8. Ilene Dailey	9. Mike Matkovic

The Virtual Public Hearing was attended by 89 people. The Virtual Public Hearing participants list is included below:

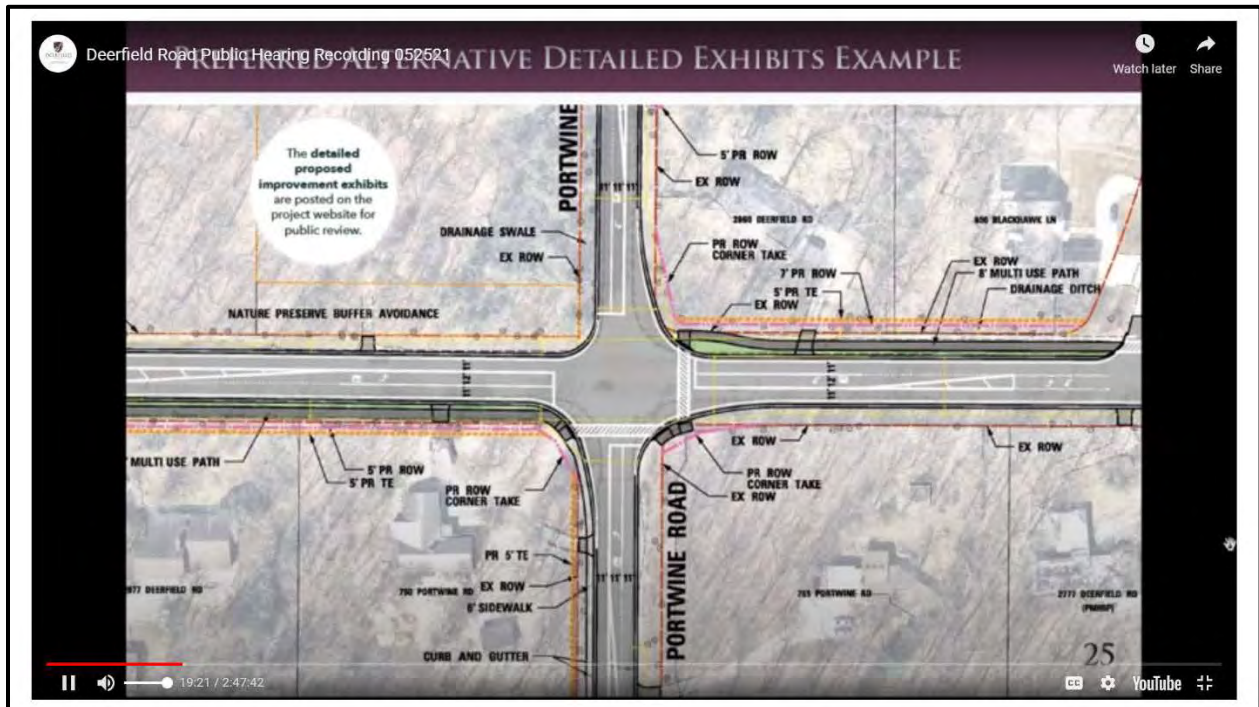
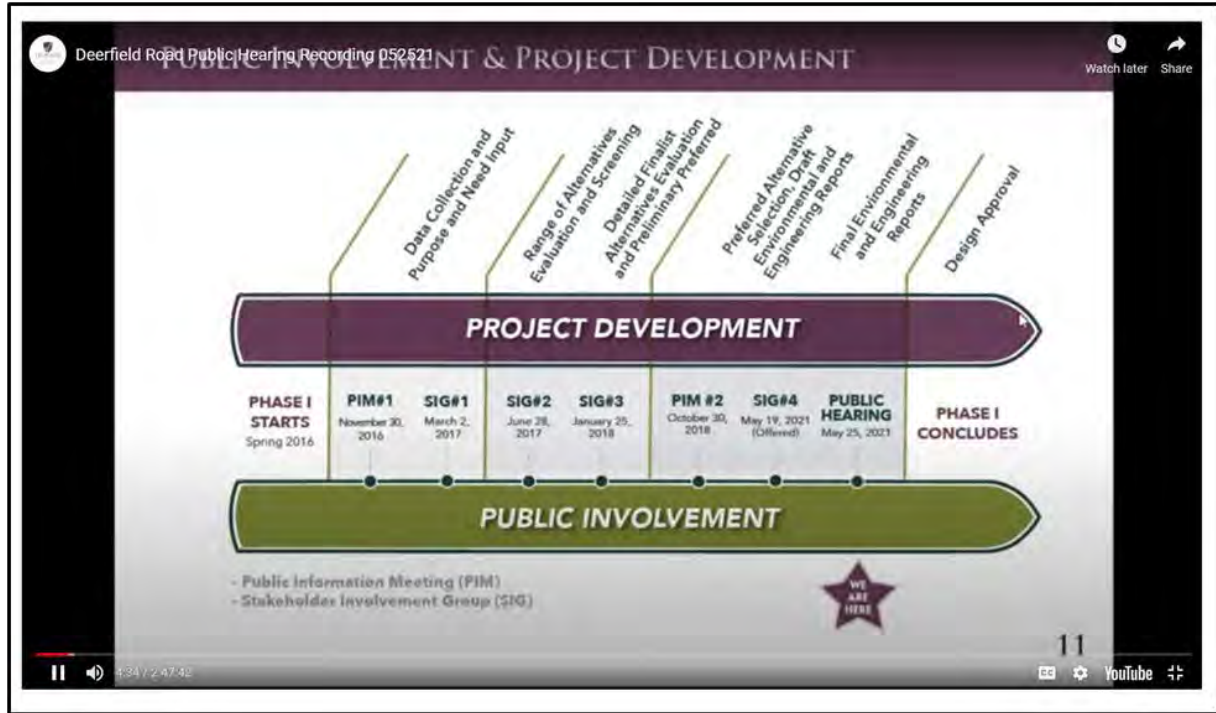
1. Marah Altenberg	2. Dan Angspatt	3. Tom Auer
4. Jeffrey Berman	5. Karl Blalock	6. Letizia Bratta
7. Krista Braun	8. Laurie Breitkopf	9. Robert Brzezona
10. Tim Buzard	11. Alex Carr	12. Jennifer Chan
13. Mathew Ciss	14. Michael Clayton	15. Scott Czaplicki
16. Scott Czaplicki	17. Sophia Domnenko	18. Kate Daniels
19. Sandy De Lisle	20. Dave De Lisle	21. Phil Dlouhy
22. John Flanagan	23. Mike Ford	24. John Fortmann
25. David Franco	26. Barbara Fuhrmann	27. Donald Fuhrmann
28. Patrick Glenn	29. Andrew Goodman	30. Peter N. Gountanis
31. Dimitre Guenov	32. Sheldon Halterman	33. Oliver Haschke



34. Judy Herbstman	35. Henry Hollander	36. Earle Horwitz
37. Rick Jamerson	38. Mark Jette	39. Wayne Ji
40. Barry Jilin	41. Mike KRASUCKI	42. David Kleinwachter
43. Kristina Kolodziejczyk	44. Andrew Kuby	45. Jack Lahart
46. Dina Levin	47. Arkady Livitz	48. Ann Maine
49. Olivia Masek	50. Randi Mayer	51. June Melber
52. Hugh Merrill	53. Darren Monico	54. Griselda Monsiváis
55. Garrett Moran	56. Barbara Morton	57. Payton Muhs
58. Lucienne Mulvihill	59. Rita Ori	60. Molly Orman
61. Steven Peck	62. Anders Raaum	63. William Raffensperger
64. Rand Roel	65. Kathryn Romanelli	66. Anthony Rubino
67. John Salinger	68. Phillip Santos	69. Laura Schaffer
70. David Schoenfeld	71. Dana Shiery	72. David Shimberg
73. Roger and Louise Simonson	74. Josh Sitrick	75. Morton Skidelsky
76. Matthew Smith	77. Beth Snyderman	78. Constance Storer
79. Ron Tomaszewski	80. Cathy Valente	81. Ben Vander Wal
82. Kathryn Waitzman	83. Victoria Watts	84. Albert Weiss
85. Tom Witt	86. Kurt Woolford	87. Amy Yuen
88. Sam Ziedman.	89. Ramona Olson	

Photographs/screenshots from the formal Virtual Project Hearing Presentation can be viewed below:





### 3.2.1 Public Comment Period

A two minute comment period was provided to those that wanted to make a public statement in front of the entire Public Hearing audience. Participants wishing to make a public comment indicated to the project team via the “raise hand” feature within GoToWebinar. A total of 9 attendees made public comments: Jeffrey Berman, Steven Peck, Sophia Domnenko, Phil Dlouhy, Molly Orman, Kenneth Olson, Randi Mayer, Dan Angstatt, and Laura Schaffer. A general summary of the comments are provided below and the full comments can be found in the Public Hearing transcript located in Attachment I, starting on page 55 of the transcript:

- Support for a transportation improvement along Deerfield Road, but would have like the preferred improvement to be 4 or 5 lanes.
- Significant need for a westbound right turn lane at Milwaukee Avenue.
- The noise wall should not be installed as part of this project, as electric vehicles will lower future noise levels.
- The noise wall affect the character and look of Riverwoods.
- The EA does not address impacts to Thorngate residents for loss of daylight and echo from the proposed noise wall.
- Why does the proposed path not continue along the south side of Deerfield Road between Portwine Road and Saunders Road?
- Concern for loss of trees and vegetation along the corridor. New trees should be planted as part of the project.
- The speed limits should be reduced along Deerfield Road, which will lower noise levels.
- Support for the proposed center turn lane and will benefit those living along and accessing Deerfield Road.

### 3.2.2 Question & Answer Session

A question and answer sessions was provided following the public comment period. Public Hearing attendees could type in questions into the “chat box”, which the project team would answer. Some questions may have been responded directly in the chat box by the project team. A total of 23 questions were asked and responded to during the public hearing, which documented in Attachment I (Public Hearing Transcript) starting on page 77. The questions asked are listed below.

1. Have you assessed the necessity of this project in light of the post-pandemic life, meaning more people working from home that live along the corridor and the traffic is notably less?
2. Why is Hoffman Road not included on the map?
3. You indicated that much of the congestion was due to the Milwaukee Road intersection. Why then do we need to add a turn lane and curb? Can't we just improve that intersection?
4. So how many feet total are proposed to be added to the north side of Deerfield Road? How many feet total?
5. Why is a bike-friendly shoulder required in the area where the multi-use path is present? Requiring bikes to use the multi-use path could allow for a reduced footprint.
6. Are there drainage ditches not going to happen from Hoffman to just past Jasmine?
7. Why isn't land being taken equally? Land should be taken equally from both sides of Deerfield Road not just from the north side.

8. What is the proposed speed limit on Deerfield Road, Section B, following the completion of the project?
9. What is the impact on permanent structure pavement, curb, alignment, sign, et cetera at the southwest corner of Milwaukee and Deerfield?
10. In regard to the traffic noise report, the receptor R11, used to justify the sound wall for the Thorngate was placed along 36 feet from the pavement. Why? On the opposite side of the street R12 was placed over double the distance away, thus the reduced noise level. There are several properties on the north side that are close to the road as well.
11. I'd like to know, regarding property line fence and big trees, who will be responsible for removing the existing fence and large trees and replacing with a new fence at the new property line?
12. How much closer is the westbound traffic lane to 1 Big Oak Lane after reconstruction?
13. Can some parts of the plans be altered or changed at this point in time, such as not building the sound wall at Thorngate?
14. When temporary easement impacts a fence to a backyard, a fence for dogs, what accommodations will be made to secure the yard during construction?
15. There is a beautiful berm at Forest Glen and Deerfield Road right where a drainage ditch and stormwater BMP opportunity is proposed. Why are drainage needs and multiuse path taking precedence to maintaining the beauty of that property when the other properties have been provided protection?
16. If driveway density doesn't meet the criteria to reduce speed, why can't a speed reduction be a solution for increased noise level?
17. Is there a design yet planned for the wall?
18. What is the main purpose of middle lane, is it bidirectional can still choose 2-lane design so that has less impact on current residents on the north side of Deerfield Road?
19. Were bushes and foliage considered instead of the wall?
20. Instead of spending the million dollars on the noise wall, have you considered spending money on replacing the windows in homes which border Deerfield Road instead? That's how noise was abated near runways at O'Hare airport.
21. Have real estate appraisers in the village of Riverwoods been consulted to determine the impact of the noise wall on property values in Riverwoods?
22. Will the wall reflect noise?
23. Help me understand how creating a million dollar wall will benefit the adjacent homeowners?

### **3.3 PUBLIC HEARING TRANSCRIPT**

A court reporter was present to transcribe the entire Virtual Public Hearing, including the formal presentation, comment period and Q&A session. The public hearing attendee list and public hearing transcript are included as Attachment I.

## **4 COMMENTS & QUESTIONS**

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A total of 32 written comments/questions were received by the close of the 4-week comment period from May 10, 2021 to June 14, 2021. Agency comments were received by IEPA pertaining the Environmental Assessment. General topics of comments received included:

- Drainage concerns along the project corridor at a variety of locations
- Restructuring/reconfiguration of drainage system west of Forest Glen Trail
- In favor of buttons to activate walk signal at traffic lights
- Mid-block crossing at Timberwood to Juneberry to provide access from the neighborhood to the north to the multi-use path on the south side of Deerfield Road
- Concerned with bike safety at night; how much room will be allowed for cyclists to exist alongside traffic without collision, especially at night.
- Concern with access to eastbound Deerfield Road from the Shoppes at Riverwoods
- Concern with visibility turning east out of Chicory Lane during rush hours.
- Would like to see speed limit reduced
- Concerned with tree impacts
- Concerned with property impacts such as fencing and drainage
- Desire no improvements to Deerfield Road
- Do not add the left turn lane on Portwine Road because it will encourage people to use Portwine as a cut-through
- Support for project due to growing/developing area around Deerfield Road
- Include multi-use path from Milwaukee Avenue to the Des Plaines River Trail to provide access to the path network in Buffalo Grove
- Accessibility onto/off of Deerfield Road from side streets will be challenging
- Accessibility to Colonial Court/Shoppes of Riverwoods
- Desired signal at Chicory Lane
- Why not extend 4-lanes between Milwaukee and Saunders/Riverwoods Road; was 2 westbound lanes and one eastbound lane studied?
- Consider dredging Thorngate Creek, which has accumulated a large amount of silt
- Thorngate Creek backs up and overflows and needs to be addressed with this project.
- Consider installing bicycle detection at the Portwine Road intersection for NB and SB movements.
- Can animals be funneled to certain locations using a fence so they can cross at specific locations of Deerfield Road that could be signed?

All questions and comments received are included as Attachment J.

## 5 RESPONSES

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During the Virtual Public Hearing, 23 questions were asked by attendees. Responses to those questions can be found in the public hearing transcript included as Attachment I (starting on page 77). Responses to written comments/questions received during the comment period were facilitated via the Frequently Asked Questions (FAQ) documents, one for the general project and another specifically addressing questions pertaining the proposed noise wall, and both are included in Attachment K. Questions received pertaining specific property or project questions were responded to individually.

Attachment A  
Display Ads Certificate of Publication

# CHICAGO TRIBUNE

media group

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Images Inc - CU00036406  
1250 E Diehl Rd, Ste 401  
Naperville, IL 60563-9389

Bill To:

Images Inc - CU00036406  
1250 E Diehl Rd, Ste 401  
Naperville, IL 60563-9389

## Certificate of Publication:

Order Number: 6946282  
Purchase Order: Deerfield Road Public Hearing

State of Illinois - Lake

**Chicago Tribune Media Group** does hereby certify that it is the publisher of the Lake County News-Sun. The Lake County News-Sun is a secular newspaper, has been continuously published Daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Waukegan, Township of Waukegan, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 2 time(s) in the Lake County News-Sun, namely one time per week or on 2 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 5/10/2021, and the last publication of the notice was made in the newspaper dated and published on 5/20/2021.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

PUBLICATION DATES: **May 10, 2021, May 20, 2021.**

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Lake County News-Sun

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

20th Day of May, 2021, by

**Chicago Tribune Media Group**



---

Jeremy Gates

# CHICAGO TRIBUNE

media group

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Naperville, IL 60563-9389

**Bill To:**

Images Inc - CU00036406  
1250 E Diehl Rd, Ste 401  
Naperville, IL 60563-9389

## Certificate of Publication:

Order Number: 6946295  
Purchase Order: Deerfield Road Public Hearing

State of Illinois - Lake

**Chicago Tribune Media Group** does hereby certify that it is the publisher of the Deerfield Review. The Deerfield Review is a secular newspaper, has been continuously published Weekly for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Deerfield, Township of Moraine, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 2 time(s) in the Deerfield Review, namely one time per week or on 2 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 5/13/2021, and the last publication of the notice was made in the newspaper dated and published on 5/20/2021.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

PUBLICATION DATES: **May 13, 2021, May 20, 2021.**

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Deerfield Review

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

20th Day of May, 2021, by

**Chicago Tribune Media Group**



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Jeremy Gates



# CHICAGO TRIBUNE

media group

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Naperville, IL 60563-9389

**Bill To:**

Images Inc - CU00036406  
1250 E Diehl Rd, Ste 401  
Naperville, IL 60563-9389

## Certificate of Publication:

Order Number: 6946295  
Purchase Order: Deerfield Road Public Hearing

State of Illinois - Lake

**Chicago Tribune Media Group** does hereby certify that it is the publisher of the Buffalo Grove Countryside. The Buffalo Grove Countryside is a secular newspaper, has been continuously published Weekly for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Buffalo Grove, Township of Vernon, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 2 time(s) in the Buffalo Grove Countryside, namely one time per week or on 2 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 5/13/2021, and the last publication of the notice was made in the newspaper dated and published on 5/20/2021.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

PUBLICATION DATES: **May 13, 2021, May 20, 2021.**

---

Buffalo Grove Countryside

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

20th Day of May, 2021, by

**Chicago Tribune Media Group**



---

Jeremy Gates

Attachment B  
3<sup>rd</sup> Party Outreach



# Riverwoods

V I L L A G E V O I C E

Riverwoods Village Voice  
May/June 2021  
Volume 25/Issue 3  
VillageofRiverwoods.com



## Our Wonderful Wetland Habitats

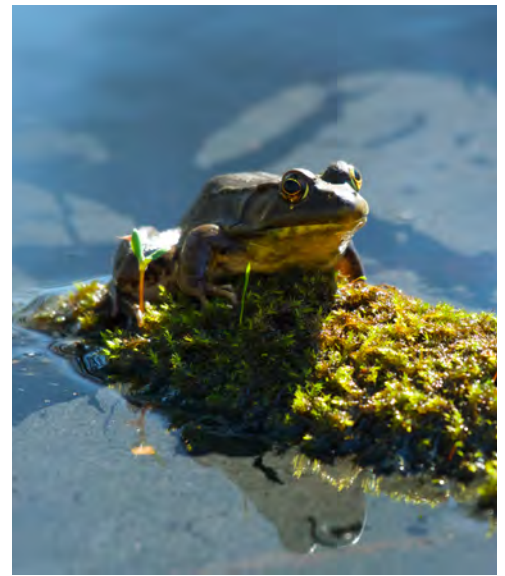
*Riverwoods Preservation Council*

Riverwoods is a unique community made up of a variety of ecological landscapes, one of which is wetlands. If you are a lucky property owner with a bog, a swamp, a pond, or an even larger wetland area in Riverwoods then there are a few things that you should know. First of all, your wetland is protected. And it is an ecosystem of life that is an integral part of the nature and beauty of Riverwoods. So don't touch that wetland until you know exactly what you are responsible for.

As identified in the Lake County Wetland Inventory and in the Natural Plant Communities Inventory of Riverwoods completed by Applied Ecological Services, there are numerous floodplain and flatwoods wetlands in Riverwoods that vary in size and quality. Some high quality flatwoods harbor rare and even endangered plant species. The Northern flatwood is a rare natural plant community in the Chicago region and is considered globally threatened.

### **But just what is a wetland?**

By definition, a wetland is defined



by the Army Corps of Engineers as an area that exhibits three criteria: hydric soil (permanently or seasonally saturated by water), dominance by wetland plants, and wetland hydrology (movement of water in relation to the land).

### **The ecological importance of wetlands cannot be over-estimated.**

Wetlands are some of the world's most productive ecosystems, and their importance has been compared to that of rain forests and coral reefs because they produce enough food to support a remarkable level of biodiversity, including a variety of microbes, plants, insects, amphibians, reptiles, birds, fish, and mammals. In Riverwoods wetlands

Continued on page #10



# Thank You for the Opportunity to Serve

## VILLAGE GOVERNMENT

All Village Board Meetings are held at the Village Hall at 300 Portwine Road.

Meetings are open to the public and residents are encouraged to attend.

### Riverwoods Village Board

1st and 3rd Tuesdays at 7:30pm. May 18, June 1, 15 and July 6 and 20.

### Riverwoods Plan Commission

1st Thursdays at 7:30pm. May 6, June 3 and July 1.

## GET INVOLVED IN RIVERWOODS

### Riverwoods Preservation Council (RPC)

David Shimberg, President  
RiverwoodsRPC@gmail.com

### Riverwoods Residents Association (RRA)

Jill Kaplan  
847-945-0062

### Riverwoods Book Club

June Melber  
847-940-7086  
argos501@aol.com

### Plant Sale Committee

Sheila Hollander  
847-945-4879

### Brushwood Center at Ryerson Woods

Catherine Game  
Executive Director  
cgame@brushwoodcenter.org

I want to start my term as Mayor by thanking our Mayor John Norris. John is a most definitely a tough act to follow. Looking back over his time in office – from Trustee to Mayor - there are many accomplishments.

I will summarize what Trustee Haber listed at Mayor Norris' last full meeting on April 20: Most visible of the accomplishments during Mayor Norris' term are the building of Village Hall, the creation of the Campus and the acquisition of public space, specifically the land across from Village Hall. His service to the Village included the passage of the Woodlands Preservation Ordinance, the expansion of the sewer system to South Riverwoods and of other water systems with additional fire hydrants to improve fire protection.

Importantly, John also worked to secure an alternate municipal water source from Northbrook at considerable savings to the Village. As Mayor, John also developed the first financial budget and increased transparency of the operations of the Village.

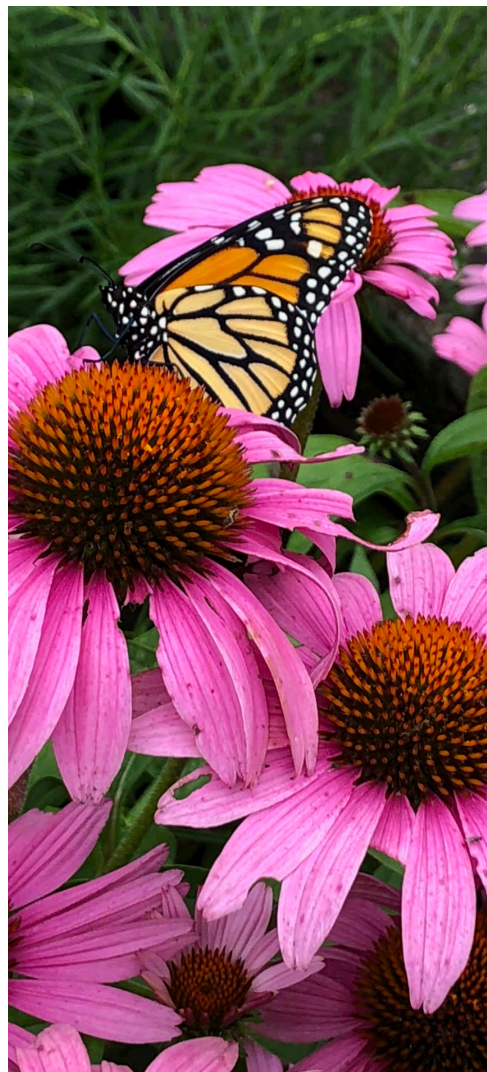
All in all, Mayor John Norris left our Village with a legacy that's going to be difficult to match and we are all grateful for his commitment and service to Riverwoods.

It's now our turn to continue to move our Village forward. As a community, we will move forward preserving that which has been left to us, and where and when possible, improving our stewardship of our special environment and the services to Riverwoods residents.

I thank Mayor John Norris for his service and his gracious and generous help in the transition to a new Mayor. I thank the residents of Riverwoods for the opportunity and honor to serve as Mayor.

Respectfully,

Kris Ford  
Mayor of Riverwoods



## Director of Community Services

# Welcome Summer!

By Russell Kraly

Summer is around the corner at last! The older I get, it seems winter lasts longer and longer!

By the time you read this, Mayor Norris will be riding off into the sunset and retirement. I've been privileged to work with him when he was a Trustee and the last year as a Mayor. His dedication and vision over almost two decades was instrumental in shaping the future of the Village. A new administration is always exciting, and I'm looking forward to working with Mayor Ford and the Trustees.

New projects are on everyone's minds: landscaping (bringing in more than 10 yards of soil), new roofs, siding, windows, patios/decks, pools, fences....etc. Don't forget to get your permits before starting these projects. The Village Board has approved a new Fee Schedule for all projects, it's online for you to get an idea of the cost of what you plan to do.

If your project involves removal of trees or impacting the trees in any way, you need to have a plan addressing these issues. Our ecologist, Steve Zimmerman, will help you with this or any questions about the removal of trees. Even if you think the tree is dead, it must be documented before you remove it. Fines are assessed if you do not get documentation and the approval from Steve.

I hope everyone has a great summer, it definitely has to be an improvement over last year.....Just stay safe and healthy!!

## Police Report

# Resident Telephone Notification System

The Village of Riverwoods contracts with the Blackboard Connect service for resident notification. With this service, the Village is able to send personalized voice messages and \*email alerts to residents and businesses within minutes with specific information about time-sensitive or common-interest issues such as boil order alerts, missing persons, criminal activity, road closures, and public service announcements.

As a resident or business, you can opt-in to emergency messages, non-emergency messages or both. The information supplied will be sent to the Blackboard Connect system. If you have not been receiving notifications, you are not in our database. If you have only been receiving voice messages, we do not have a valid email address for you. We know that your personal information is important; all usage of your personal information will be in compliance with the Village Privacy Policy.

To register, update existing entries, or for more information, go to <https://villageofriverwoods.com> and click on Notification System under Public Safety at the top of the Village homepage.

If you don't have internet access or would like assistance, call the Police Department Records Section at 847-945-1130 between 8:30a.m. and 1:30p.m. M-F.

\*Many of the current entries only contain telephone numbers. If you would like to receive email alerts, please update your current entry, or contact us with your email address.

For questions contact:  
Bruce Dayno, Riverwoods Chief of Police  
847-945-1130  
[bdayno@villageofriverwoods.com](mailto:bdayno@villageofriverwoods.com)

## RIVERWOODS VILLAGE BOARD OF TRUSTEES

**Kris Ford**  
Mayor/Board President  
847-945-3990  
[kford@villageofriverwoods.com](mailto:kford@villageofriverwoods.com)

## VILLAGE TRUSTEES

**Michael Clayton**  
Economic Dev./Finance/ Capital Planning  
224-813-1263  
[mclayton@villageofriverwoods.com](mailto:mclayton@villageofriverwoods.com)

**Liliya Dikin**  
847-945-3990  
[ldikin@villageofriverwoods.com](mailto:ldikin@villageofriverwoods.com)

**Andrew Eastmond**  
847-945-3990  
[aeastmond@villageofriverwoods.com](mailto:aeastmond@villageofriverwoods.com)

**Michael Haber**  
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847-940-1957  
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**Henry Hollander**  
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847-945-4879  
[hhollander@villageofriverwoods.com](mailto:hhollander@villageofriverwoods.com)

**Rick Jamerson**  
Police/Building  
847-370-6565  
[rjamerson@villageofriverwoods.com](mailto:rjamerson@villageofriverwoods.com)

## COMMUNITY SERVICES

**Russ Kraly**  
Director of Community Services  
847-945-3990  
[rkraly@villageofriverwoods.com](mailto:rkraly@villageofriverwoods.com)

**Bruce Dayno**  
Chief of Police  
847-945-1130  
[bdayno@villageofriverwoods.com](mailto:bdayno@villageofriverwoods.com)

**Tom Krueger**  
Fire Chief  
Lincolnshire/Riverwoods  
Fire Protection District  
847-634-2512



# Riverwoods Village Board of Trustees Meeting Notes

The following is a summary of ordinances, resolutions, and non-routine matters considered by the Board of Trustees from the meeting minutes of March 2, 16 and April 6. Read the entirety of these minutes, including the current Police Reports and Plan Commission Reports on the Village of Riverwoods website at [www.villageofriverwoods.com](http://www.villageofriverwoods.com).

April 6

## INFORMATION ITEMS FROM THE PRESIDENT

**Village Finances** – Mr. Kyle Cratty of Lauterbach & Ames, LLP made a financial presentation and discussed highlights of the FY20 preliminary report. Covid-19 had an impact on Village revenues. There was an 8.5% decline in overall revenues. Sales tax was down 40% and home rule sales tax was down 30%. Hotel/motel tax was down 67%, permit fees were down 41% and police fines and fees were down between 31% and 39%. Online sales tax was up 36% and most of the losses for the year were made up with very strong interest revenue. The overall general fund expenses were down \$53,000 for the fiscal year. The American Recovery Act has allocated \$440,077 for the Village.

The FY21 assessment expects a slow return to 100% sales tax. The budget is at 75% of the 2020 budget. Income taxes increased 2% based on Illinois Municipal League projections. Effective January 1, 2021, the use tax will be classified as sales tax. Property tax will be up 51% due to the increase for the police. Overall revenues are up \$97,000 over budget primarily due to a timing difference on property tax collections. Expenditures are down \$37,000. Water and sewer funds are performing better than what is budgeted.

March 16

## INFORMATION ITEMS FROM THE PRESIDENT

**NSSRA Update** – Kris Ford provided an update on the NSSRA renovations. The proposed estimate for the Village’s remaining contribution from 2019 was good as the funds were more than adequate and the bids came in favorably. The Foundation had a \$2 million goal that was exceeded by \$200,000. Construction has started and the NSSRA was able to cover roof repairs as well as wish list items. Ms. Ford hopes the construction will be completed during the Fall. NSSRA has moved their programs virtual but unfortunately had to let some employees go. If desired, Ms. Ford can arrange a tour of the construction site for the Trustees. The Northbrook facility will be going up for sale. Riverwoods will not see a contribution increase for at least a year.

## Village partnership with Brushwood

– Trustee Clayton explained the relationship with Brushwood and many of the planned programs and benefits that were designed to complement the traditional Village activities. Unfortunately, we have had to rethink the approach due to Covid. Participation at activities such as the nature walk, nature symposium, and outdoor exhibitions has been good. A geocaching family activity was launched today at the Woodland Preserve and Ryerson. We plan to have other activities including storytelling and a sounds of nature concert for children in the future.

## Village Water

– Mayor Norris noted there were a few changes, including water connection charges and meter fees. Mr. Huvad explained there have been a number of questions from residents about connecting to municipal water. Mr. Glenn shared the water connection map which includes properties currently on water and those not on water. There

are a few properties in Special Service Areas (SSA) that have paid the connection fees. There are some properties that have water available but are not connected and could pay the connection fees. There are some properties that are not in SSAs and are not connected to water.

Mr. Glenn estimated the water main extensions to be just shy of \$14 million. 368 properties would get new service and 87 properties would be connected. Completion of the water section would average \$30,220 which represents a 30% increase from the current fee that was established in 2011. Mayor Norris explained this is the traditional way the connection fees have been determined. Mr. Glenn noted the fee amount in other areas is higher, due to significantly higher densities and developer-installed connections.

The Trustees discussed the following:

- Would future SSAs have a connection fee higher or lower than what is required? Mr. Huvad explained the connection charge is borrowed for each SSA and has been added to the consolidated water fund. Should the connection charge be defined based on a formula approach?

- Could the Village perform a Phase I Engineering Study to possibly qualify for Federal funding? Mr. Glenn noted the funding for utility projects is through the State revolving fund program. It is a time consuming and burdensome process. Mr. Glenn noted the Village could also have easement challenges.

- The cost has gone up 3% per year on a non-compounding basis. Should the Fee Schedule include the 3% escalation; or, should the Trustees schedule a reevaluation of what the water fee should be on a regular basis?

- The original goal was to get as many people on municipal water as possible. Those that did not want to connect should have realized the cost could increase due to economies of scale. Mr. Huvad explained there were costs associated for the water main, reservoir, pumping station, etc. where everyone paid in equally. The Village could base the connection fee based on the cost to get it into a specific area divided by the number of homes.

- If someone has water at their lot as part of prior SSA, should they pay a \$30,000 connection fee instead of the connection charge when the SSA was formed? If they were part of SSA, they paid the fee whether they wanted to connect or not. A new owner would not have paid a fee, if the former owner paid the fee from the SSA. Mayor Norris noted fewer houses can be charged a connection fee. Mr. Huvad explained at this point, the Village has a mature system. By forming a SSA, people would bring their costs down. If they are on a water main, they cannot be part of an SSA and would have to be charged the fee. There is no opportunity to band with others to pay less.

- Some residents opted out of connecting and have had use of their money while other residents cannot be part of an SSA and were not able to connect at a lesser rate.

- The Trustees asked how many people want to hook up to water. They believe there are a lot of people in Vernon Woods that want to hook up to municipal water. The water main was more than \$1 million and nine people wanted water. The lots were very large. People will not connect to the water main for \$100,000 per lot. There are 104 houses in Vernon Woods, 30 are in SSA 24 and have water available.

- The Trustees questioned whether people with large lots should pay more. People had the option to connect and take advantage of economies of scale during the push to bring water to the entire Village. Mayor Norris noted in late 1990s and early 2000s, the Village was very aggressive in trying to get municipal water everywhere.

- Another issue is for people buying a house and want water. Mayor Norris indicated the Village receives 2-3 inquiries a week asking if a house has water and sewer and if the new homeowner could get it. Mr. Huvad suggested the Board could think about a project where Village gets water for anyone that does not have it and charges people through a rate structure (not an SSA). Mayor Norris noted that would be a policy decision. There was formerly a referendum on water, but it failed. That is why Village went to SSAs.

## Gaming Business in the Shoppes of Riverwoods

– Trustee Hollander, Mayor Norris, Ms. Ford and Mr. Huvad spoke with individuals that want to open a gaming business in the former Chase Bank at the Shoppes of Riverwoods. They are looking to add six (6) slot machines and serve liquor to meet State requirements. There would be no carry out service on liquor. They want to be open until 1 or 2 am. They asked about the potential revenue, which would be about \$5000 - \$8000 per year plus \$1000 per year per machine, or less than \$20,000 for the Village. Part of the problem is the concept of having gambling in the Village. The company is looking for a sense of the Board regarding looking favorably on this and a liquor license.

Mayor Norris asked them to provide a history of other types of businesses that move in once their shop is set up.

Trustee Hollander noted the Shoppes

## RIVERWOODS VILLAGE VOICE

Riverwoods Village Voice is published bimonthly by the Village of Riverwoods. It’s purpose is to provide a communication forum and information for residents. The views expressed in the newsletter are not necessarily those of the Mayor or members of the Board of Trustees.

Editor: Jackie Borchew.  
Any resident wishing to become a newsletter staff volunteer please call the Village Hall at 847-945-3990 and leave your name and phone number.

## SEND IN THOSE LETTERS!

Letters from residents and Riverwoods homeowners’ associations are invited and encouraged. Preferred length: approximately 250 words or less, typed. All letters must include the author’s name, address and phone number. Letters may be printed, space permitting, but may be edited for grammar, clarity and length. If controversial topics are addressed, the editor will seek opposing viewpoints for balance.

Deadline for the July/August issue:  
June 20, 2020  
Send to:  
Editor  
Riverwoods Village Voice  
300 Portwine Road  
Riverwoods, IL 60015  
[Jackie@borchew.com](mailto:Jackie@borchew.com)



are not what we anticipated five years ago and we need to reevaluate the situation. Trustee Jamerson noted there are a couple on Dundee Road west of Milwaukee and was unsure if anyone checked with the Wheeling Police Department to see if there are any issues.

Trustee Haber is less concerned about gaming parlor than empty stores. Trustee Chamberlain is concerned about other tenants and how it may affect them. A gaming parlor is the opposite of a dentist and health care tenants. She understands the Village is not getting sales tax from them, but wants healthy businesses. Trustee Hollander said the businesses surrounding other locations see significant increased business. Mr. Huvard noted they said they increase business to convenience type stores. Mayor Norris asked them to make a full presentation to get a better feel for it. Ms. Ford would like to hear from Chief Dayno about security. Chief Dayno has not spoken to Wheeling. Several years ago, there was discussion. He spoke with other chiefs who said it was insignificant.

*New Business*

**POLICE OFFICERS**

Chief Dayno explained the Department currently has eight (8) full-time officers and eight (8) part time officers. The

full-time officers are what is allotted. He would like to get to 10 part-time officers. The reason the Village supplements the full-time officers is we want two officers on the roads at all times. Chief Dayno is asking for the addition of a 9th full-time officer, which would lessen reliance on part-time officers. The salary for a full-time officer at step 3, is \$79,040 per year; adding IMRF, FICA and health makes the total cost \$117,668. The cost for a part-time officer to fill in at 2080 hours is \$61,048. The cost would be \$56,620. Subtracting over time amount when a part officer not available, (\$22,500) would bring the cost to hire a full-time officer to \$34,120. Mayor Norris noted Chief Dayno is having difficulty getting part-time officers to apply and even more difficulty finding part-time officers that meet the Village's standards. Chief Dayno noted the full-time officers would be happy to have someone else in the department.

The Board voted to approve the request to increase the number of full-time sworn police officers to nine.

*March 2*

*Old Business*

**AUTOMATIC METER READING (AMR) SERVICE**

Mr. Glenn explained thta according to Midwest Meter, Inc., the regional authorized supplier for the current Badger meter infrastructure, this system is nearing the end of its useful life. Replacement gateways are no longer being manufactured, and we can reasonably expect support to end in the next few years. Badger meter is migrating to a cellular system.

Mr. Glenn noted there is an opportunity to collect inventory information on the water meters including serial numbers, meter size, service line material, etc. In

addition, the Illinois Environmental Protection Agency (IPEA) requires a back flow cross connection survey every three years. A recent survey received a low response, and the IEPA discovered hazards. HBK Water Meter Service would query each individual directly to get a more robust response rate as well as identify hazards (which will lead to better enforcement). The amount includes \$10,000 for contingencies.

Trustee Jamerson received and completed the survey. As people move from wells to municipal water, the Village will find more situations where people have irrigation systems or boilers that were connected. Trustee Chamberlain understands the new meters function through cell service. She expressed concern because cell service in Riverwoods is problematic. Mr. Glenn noted they did a propagation study and found the coverage is adequate. The upgrades would be structured so the Village is not buying all of the meters; rather, would do a pilot study throughout the Village to see the meters up and running with reporting. Trustee Jamerson noted cell phone calls take more bandwidth than a text message, so the meters would not be using as much bandwidth that would be needed for a call. Additionally, the cellular carriers are putting 5G antennas everywhere.

The Board voted to authorize the contract with Midwest Meter, Inc. and HBK Water Meter Service, Inc. in an amount not to exceed \$345,000 for the upgrade of the automated meter reading system and performance of the service material, inventory and cross-connection inspections.

**STANDING COMMITTEE REPORTS**

**Police & Building** – Trustee Jamerson noted that the Village is down year over year on permits.

The electric aggregation program is coming to an end in August. He has had several residents contact him about Community Solar. Trustee Jamerson did some research and the consortium with Deerfield and nine other municipalities has already begun. The limited research shows there are no large-scale programs accepting municipalities at this time. He will get a new electric aggregation quote.

The Village power consumption for pumping stations and lift stations is also up in August. Trustee Jamerson will go out for quotes on that as well. Mayor Norris explained the last contracts have options for renewable sources. Trustee Hollander suggested adding a blurb in the Village Voice, as well as letting the community know of a resolution. Mayor Norris suggested sending out an email blast as well.

**Roads & Land Use** – Trustee Hollander reported that there has been recent interest in annexation to the Village. Trustee Hollander, Kris Ford and Trustee Clayton looked at three locations. The Sales Barn may annex to Riverwoods once it is sold. They asked the Flannigans about the 37 acres and the response was it would be dealt with when the property was developed, hopefully within the next 4-6 weeks. They are also waiting on more information from the Mulch Center.

**Economic Development, Finance & Capital Planning** – Trustee Clayton added that annexing the 37 acres is an important opportunity for the Village, as it gives access to Speedway across the street.



**Village Stewards for the Woodlands**

We need your help to save our woodlands, our most valuable resource. As a part of the Village's programs to protect our woodlands, we are looking for residents to volunteer as Village Stewards for the woodlands. This special group will help the Village with ideas and be trained to communicate with residents about the value of our woodlands. If you are interested or want more information, please call the Village Hall directly at 847-945-3990.

**Riverwoods Residents Association**

**Join and Make a Difference**

The Riverwoods Residents Association (RRA) forms a support network within our Village. Membership is \$25 per family and includes two vehicle stickers. Mail your check to RRA, P.O. Box 341, Deerfield, IL 60015. For more information contact Jill Kaplan at jedma1@yahoo.com or call her directly at 847-945-0062.

**MEMBERSHIP FORM**

Name \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

Address \_\_\_\_\_

# of extra stickers at \$5 each \_\_\_\_\_

Amount Enclosed \_\_\_\_\_

# Deerfield Road Project Status Update

May/June 2021-Project Update #19

By: Matthew Huffman, P.E.  
Senior Project Manager,  
Christopher B. Burke Engineering, Ltd.

## Deerfield Road Public Hearing Scheduled

The Lake County Division of Transportation led Deerfield Road project is in its final stages of the Phase I Engineering Study. A Virtual Public Hearing has been scheduled for May 25th, 2021 to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. All public hearing materials, including the Environmental Assessment and Preferred Alternative design, will be available on the project website beginning May 10th.

The EA is a document that provides the purpose and need, range of alternatives, identification of the preferred alternative, and environmental impacts, benefits, and mitigation measures. The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Portwine Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections.

To protect the health and safety of all participants, the public hearing will be held virtually on Tuesday, May 25, at 4 PM. Participants can register to attend by visiting the project website at <https://www.deerfieldroadcorridor.com/>. This live Virtual Public Hearing will consist of a formal project presentation followed by a public comment period allowing any attendee a 2-minute statement to a court reporter and then a Q&A session with the project team. A recording of the Virtual Public Hearing will be posted to the project website.

Comments are encouraged throughout the course of the study, however, comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. The project study team is specifically seeking input on the Preferred Alternative and the EA. The

EA is also available for viewing on the project website or in-person at Village Hall. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team.

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will occur following Phase I completion. Construction funding has been obtained and is anticipated to begin in Fall 2023.

To receive e-mail notifications of all upcoming public meetings and to review the most up to date study information, register your e-mail at [www.deerfieldroadcorridor.com/contact](http://www.deerfieldroadcorridor.com/contact).

ATTEND THE  
**Virtual Public Hearing**

TUESDAY, MAY 25, 2021 | 4 PM

Register at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the **Environmental Assessment (EA)** and **Preferred Alternative**. The EA can be accessed on the project website beginning **May 10<sup>th</sup>**.



## Want to Save a Million Dollars

With the proposed upcoming and likely unneeded \$35 to \$40 million, single lane expansion of Deerfield Road through Riverwoods, its engineers are including a Berlin-style, concrete wall along the south side of Deerfield Road and the east side of Saunders Road, to quell a noise problem that will abate with time without any further expense.

The small group of solicited residents who were exposed to this noise-wall proposal was shown only the positive side of a two-faced coin.

Using an old, outdated, traffic-noise model for computer-generated future noise levels, the engineers propose constructing a 15-foot-high noise-reflecting wall to shield a limited number of Thorngate subdivision residents from road noise predicted for decades to come without regard to future reality.

A letter and questionnaire was sent out to affected Thorngate property owners soliciting their desire for a noise wall to seal off their properties from unrealistic projected future noise levels from the roadway expansion. As a result, Christopher B. Burke Engineering Ltd. of Rosemont, IL described its noise study report and recommendations last September to a group of 11 people representing only 9 involved properties in the "affected area."

Based on the responses from a very small group of owners, the engineers are proposing a million-dollar wall to deflect a problem that will diminish in the future without any further action.

The engineer's one-sided presentation did not accurately predict what the noise levels would be on Deerfield Road in the future and did not

describe the downsides of a concrete wall, such as increased deflected noise levels on homes across the road, the negative effect on property values, destruction of the woodland nature of the environment, separation from the rest of the village, build-up of snowdrifts behind the wall, lower light levels, effect on animal life, etc.

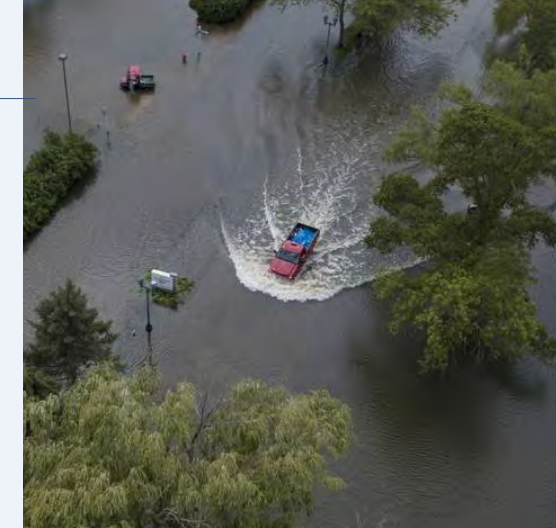
The consequential result is a proposed noise reflection wall unlike any other in southern Lake County, per the design engineer, Mathew Huffman. This wall will be an experiment with all the Village residents as guinea pigs.

Within the last year, General Motors, Ford, Volvo, and the other major automobile manufacturers have announced plans to convert their entire passenger fleets to battery power by 2030 as reported in the Chicago Tribune on March 3, 2021. This by itself will dramatically reduce road noise levels without any further noise abatement measures.

There was virtually no discussion of any less imposing noise-reduction alternatives that are both available and commonly used elsewhere to reduce road noise, such as different berm designs, addition of trees and shrubs, quieter road materials, and, of course, lowering the speed limit to match that through Deerfield, east of Rte. 294.

Everyone in Riverwoods should be prepared to voice their opinion on this next, and likely, last public hearing regarding this project is on May 25th (virtual) and May 26th (in person, but the details have not yet been determined).

Phil Dlouhy P.E.  
Studio Lane Resident



## Floodplain Information

By Pat Glenn  
Riverwoods Village Engineer

Spring (and winter) rains can sometimes bring flooding. While we do have some floodplains in Riverwoods, they are generally limited to two areas of the Village. FEMA Floodplain Maps and information are available at the Village Hall. Please come in during regular office hours and see if you are affected. We would like to remind you that flood insurance is mandatory if building in the floodplain and using a federally regulated/insured bank for a loan. Come in and our Building Department staff will be happy to help you with this information. The Village Engineer can also help you get Elevation Certificates. They already have information on file for some areas of the Village, and for a nominal fee will be able to help you get one for your property if needed. Site visits are also available to properties upon request.

Please call the Building Department if you have any questions at 847-945-3990.



## Spring—An Opportunity for Renewal

By Riverwoods Preservation Council

Spring in Riverwoods is a special time. Our Virginia Blue Bells are in full bloom, while the Oaks are slowly taking their time-honored place overseeing the woodlands. Nature doesn't seem concerned about the global pandemic, politics or social inequities. Our expanding native perennial garden is reappearing, while the persistent dandelions display their tenacity. Our seedlings (at least

some of them) are sprouting, as we prepare to enjoy the Riverwoods Community Garden.

Spring is an opportunity for renewal, for seedlings to incubate, waiting for the earth to warm, and for Riverwoods' residence to get out of their "hibernation" and into nature. As another Earth Day has come and gone, there is a unique opportunity as a Riverwoods residence to be conscious of our responsibility to care for this planet by planting a native tree (or three).

This Spring of 2021, we welcome our new Mayor Kris Ford along with our new Trustees. Change isn't always a comfort zone, but it is what keeps us on our toes to embrace, adapt and reflect. On behalf of the Riverwoods Preservation Council, we look forward to continued collaboration with the Village.

We also want to thank Mayor John Norris, Trustees Chamberlain and Goldstein for your years of service, and your support, inclusion and collaboration with RPC, they leave behind a legacy that leaves a strong foundation for the future.

RPC looks forward to continuing to execute on our commitment to the ecology and environmental issues impacting Riverwoods. Enjoy the beautiful woodlands and the opportunities that this community affords each of us. Oh, and don't forget to get the latest version of In Your Own Backyard. If you have a new neighbor, ask them if they have a copy. Village Hall has a copy for each new homeowner.

### Wetlands; continued from the cover

serve residents by:

- protecting and improving water quality
- providing fish and wildlife habitats
- providing food and water for many species of animals
- storing water to provide flood protection
- reducing erosion downstream
- maintaining surface-water flow in streams during dry periods

In the past, as homes, commercial buildings, roads, and parking lots were developed, wetlands were destroyed or their function disrupted because impervious surfaces prevented water from infiltrating into the soil. Expensive stormwater control and water purification facilities and equipment had to be built, but these devices are not as good as the natural wetlands. Now ecologists and environmental engineers are attempting to return to the natural system by re-introducing wetlands into areas where they once existed. The determination of the existence of a wetland requires a wetland delineation, which is an onsite survey by a qualified professional who takes into account soil, vegetation and hydrology indicators. Because disturbance of floodplain and wetland areas is restricted, suspected areas must be officially examined and delineated prior to any construction. Wetlands here fall under the jurisdiction of the Lake County Stormwater Ordinance (for isolated wetlands) or the U.S. Army Corp of Engineers (for wetlands connected to navigable waterways). Filling a wetland is strictly prohibited and must be mitigated if filling during a construction project is unavoidable. Wetlands provide tremendous



environmental benefits, but they are not immune to human impact. They need protection and management if they are to perform their ecological functions.

Activities prohibited in wetland resource areas that may be subject to fines (some are allowed, but only with a permit) are removing vegetation, burning, dumping yard waste such as leaves, grass, etc, or other waste products (including manure), constructing animal paddocks, dumping dirt or other fill, draining or pumping water to or from a wetland, or removing beaver dams.

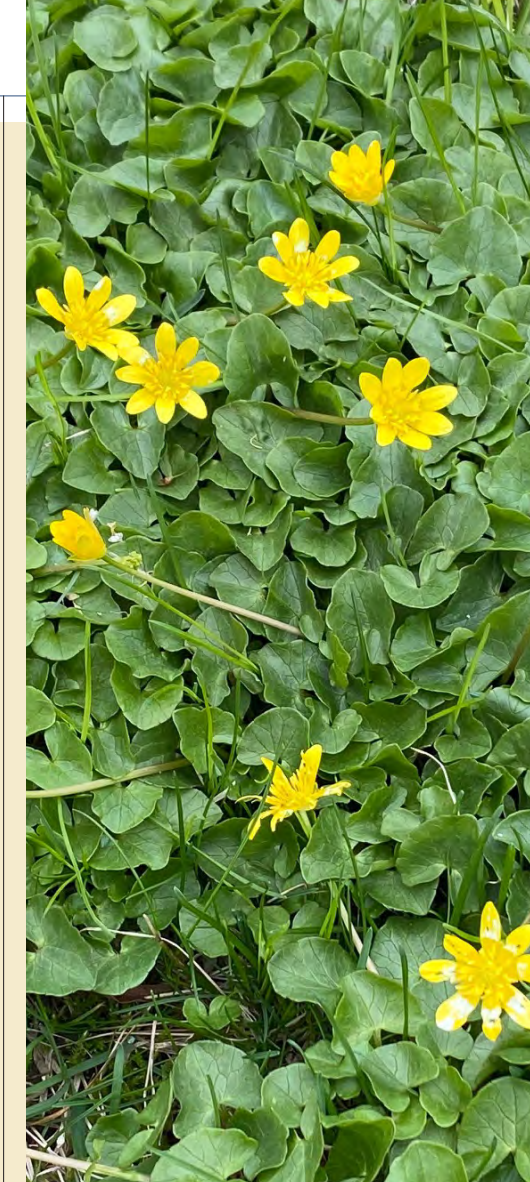
Wetlands function best in a natural state. Do not clear them or clean them up. Wildlife often thrives in areas with brush piles, rotting logs, and other things some people might consider untidy.

## A Pretty Little Menace

Spring in Riverwoods means the appearance of many colorful wildflowers, but not all these wildflowers are innocuous. There is a robust spring ephemeral called lesser celandine that was introduced into the U.S. as an ornamental garden plant but is becoming a serious invasive along the floodplain of the Des Plaines River and in many other parts of the northeast U.S. This species emerges before most native species, which allows it to dominate an area. It displaces native plants and the ground is left barren and susceptible to erosion during the plant's dormancy phase. Since lesser celandine growing anywhere in the U.S. is a non-native it doesn't have any predators or diseases to keep it in check as would happen in its native homeland.

Some lesser celandine facts:

- the yellow flower generally has 8 petals, symmetrically arranged around a darker center
- the flowers can be up to 3 inches wide on a stem that can be up to one foot tall
- the usually dark green leaves are shiny and heart- or kidney-shaped
- it's most often found in moist or wet areas, in both sun and shade
- deer don't seem to like to eat lesser celandine
- it's also known as fig buttercup or pilewort
- the flower, but not the leaves, can be confused with marsh marigold, a native plant
- the foliage dies back after flowering, to disappear by June



Eradication methods include spring applications of weedkiller (following instructions on the label) when the temperatures are above 50 degrees or, in the case of small clumps, hand digging the plant, being careful to remove all the underground tubers. Wetting the ground before hand digging makes for an easier job of weeding. Removed material must be bagged up - not put in a compost pile. Re-treatment in following years is usually necessary. Removal of the flowers before the seeds set helps prevent the spread of this invasive.





and virtual programs. Visit [www.brushwoodcenter.org](http://www.brushwoodcenter.org) for Symposium updates throughout the summer.

The 38th annual Smith Nature Symposium memorializes the significant civic legacy of Hermon Dunlap and Ellen Thorne Smith, who donated their land and cabin to help form Ryerson Woods. Proceeds from the Smith Nature

Symposium support Brushwood Center's COVID-19 response and our work to advance equitable access to healing through nature and the arts.

May 7 - August 22

**THIRD COAST DISRUPTED: ARTISTS + SCIENTISTS ON CLIMATE**

ART EXHIBITION, MAY 7 – AUGUST 22  
VIRTUAL OPENING RECEPTION, MAY 6, 7 P.M.  
Visit the Brushwood Gallery to view this exhibition of newly commissioned artworks culminating a yearlong conversation between artists and scientists centered on climate change impacts and solutions in the Chicago region. The exhibition was created through a collaboration between Columbia College Chicago, DePaul University's Institute for Nature and Culture, and Terracom.

May 12, 22, & 25

**CLIMATE WALKS**

Enjoy intimate trail walks to learn of climate impacts in our area. Bring your mask and meet us at Ryerson Woods

**Woods, Waters & Wildflowers with Third Coast Disrupted Scientist Philip Willink**

MAY 12, 6:30-7:30 P.M.

**Climate Impacts on Birds with Audubon Great Lakes**

MAY 22, 10-11 A.M.

Please register for all programs at: [www.brushwoodcenter.org](http://www.brushwoodcenter.org)

Announcing the 2021 Smith Nature Symposium Series: **Climate Justice and Healing**  
May - October 2021



**Awards Ceremony**  
August 14, 2021

LIVE STREAMED WITH MASTERS OF CEREMONIES BILL KURTIS AND DONNA LA PIETRA

The 38th Annual Smith Nature Symposium explores climate justice and healing through the power of community. Learn from artists, scientists, community leaders, and environmental justice activists, and join the call for change. Join the first month of the Smith Nature Symposium Series with art, music, nature walks,

**From Disruption to Healing with Third Coast Disrupted Artist Barbara Cooper**  
MAY 25, 6:30-7:30 P.M.

May 19

**IMPROVING YOUR BACKYARD HABITAT**

VIRTUAL PRESENTATION MAY 19 AT 7PM  
VIA ZOOM

Learn how to use shrubs, trees, & native plants in all seasons, plus ways to improve habitat for birds, pollinators, other wildlife, and more in Riverwoods! Join this evening presentation with Peggy Simonsen, with Citizens for Conservation, and the Riverwoods Preservation Council.

May 22

**NATURE IN CONCERT: THE MUSIC OF BIRD MIGRATION**

LIVE-STREAMED AT 7 P.M., MAY 22

Enjoy classical music, bluegrass, and lively conversation with Scott Judd, birder and musician, and Vladimir Kulenovic, Brushwood Center's Director of Music and Wellness, during this evening celebrating the magic of May bird migration!

May 27

**COLLABORATIVE CONVERSATIONS: ANTI-RACISM AND THE ENVIRONMENT**

BEGINNING MAY 27 AT 5:30 P.M.

Join this six-part monthly discussion series, hosted via Zoom, exploring environmental inequity in Lake County and surrounding areas through connection, empathy, and anti-racist action.

Through May

**SUPPORT YOUTH VOICES THROUGH SOCIAL MEDIA**

Student ambassadors from Brushwood Center's Anti-Racism and the Environment Youth Cohort developed a social media campaign and tools to promote awareness of environmental justice in Lake County and the importance of the Illinois Clean Energy Jobs Act. Help amplify these young leaders' voices by sharing our facebook and instagram posts.



## Geocaching for Kids!

Geocaching is often described as the "world's largest treasure hunt". It involves looking for caches, or hidden stashes of objects. Participants use global positioning system (GPS) devices or smartphones to look for coordinates (the longitude and latitude) of caches. Caches usually have two or three parts: a waterproof container, a logbook to list the people who visit the cache, and fun nature facts. Once found, geocachers will sign the log book and place the cache exactly where they found it for the next person to discover. Some caches are meant to have participants take an object and leave an object, while others are just meant to be a fun discovery and a great way to practice skills like way-finding. Common materials found inside caches might include foreign currency, keychains, ornaments, or booklets. Valuable objects, food, or other items that could be easily damaged are not allowed in geocaching.

### Brushwood Center's Geocaching

In partnership with the Village of Riverwoods, Brushwood Center created two caches to help folks explore nature. Geocaching is a fun, family-friendly activity and a great way to learn new skills. Enjoy a nice spring walk as you locate our caches at the following coordinates:

42°10'46.2"N, 87°54'48.3"W

42°10'01.9"N, 87°52'58.4"W



## Brushwood Plant Exchange

*Take a Plant, Leave a Plant*

Thinning out your flower beds? Plant too many tomatoes? Share those extra plants with your Lake County neighbors! Beginning May 1, Brushwood Center will host an outdoor Plant Exchange. Pick up free plants and seeds, and donate extra plants from your own garden.

The Plant Exchange will be located on the stone porch on the south side of Brushwood Center. Accepted plants include natives, veggies or fruits, herbs, perennials, annuals, house plants\* or seed packets. Invasive species (seeds or plants) are not accepted. Donated plants can be in any kind of pot or container and should be labeled with whatever information you have (name, care info, etc.). Plants can be dropped off or picked up anytime, and all plants are available for free – you do not need to donate to take a plant. Plants or seeds only – no other garden supplies are currently accepted.

\*Plants will be kept outside, so please wait to bring anything especially tender until after May 15.



## In the Kitchen with Pastry Chef Gale Gand

### Lemon Krinkle Cookies

Makes 2 Dozens

- 1/2 cup unsalted butter, softened
- 1 cup granulated sugar
- 1/2 teaspoon vanilla extract
- 1 egg
- 1 lemon, zested
- 2 tablespoons fresh lemon juice
- 1/4 teaspoon salt
- 1/4 teaspoon baking powder
- 1/4 teaspoon baking soda
- 1 1/2 cups flour
- 1/2 cup powdered sugar

Preheat oven to 350 degrees. Line 2 baking sheets with parchment paper.

In a large bowl, cream butter and sugar together until light and fluffy. Mix in vanilla, egg, lemon zest, and juice. Scrape sides and mix again. Stir in all dry ingredients slowly until just combined,



### Big Apple Pancake

Serves 4

- 3 tablespoons unsalted butter
- 2 large apples, peeled, cored, and sliced 1/4-inch thick
- 1/4 cup light brown sugar, packed
- 3 eggs
- 1 teaspoon granulated sugar
- Pinch salt
- 1/2 cup whole, 2% fat, or 1% fat milk
- 1/2 cup all-purpose flour
- 1/4 teaspoon cinnamon
- 2 lemon wedges

Preheat the oven to 450 degrees.

In a large ovenproof skillet (preferably with curved sides), melt 2 tablespoons of the butter over medium heat. Add the apple slices and cook, stirring, until tender, about 10 minutes. Add 2 tablespoons of the brown sugar and stir to combine.

In a medium bowl, whisk together the eggs, granulated sugar, salt, milk, and flour. Pour this batter over the apples in the skillet, transfer to the oven, and bake until puffy, about 10 minutes.

Meanwhile, in a small bowl, mix the cinnamon and remaining 2 tablespoons brown sugar. Cut the remaining 1 tablespoon butter into pieces. When the pancake puffs, remove from the oven, dot with butter, sprinkle with cinnamon sugar, and return to the oven to bake until browned, about 10 minutes more. As the pancake comes out of the oven, squeeze the lemon wedges over the top. Serve in wedges right out of the pan.

excluding the powdered sugar. Scrape sides of bowl and mix again briefly. Refrigerate dough for one hour to make it easier to handle.

Pour powdered sugar onto a large plate. Roll balls a little smaller than a walnut and roll in powdered sugar. Place on a parchment paper lined baking sheet 2 inches apart and repeat with remaining dough. Bake for 9-11 minutes or until cookies are cracked on top, opaque, not wet looking but still very blonde. Peel off the parchment paper before serving. The best part of Lemon Drizzle Cake is the end pieces.



Gale Gand is a pastry chef and was a founder and partner in the Michelin two-star restaurant, Tru, in Chicago. She hosted Food Network's long running show "Sweet Dreams", is the author of eight cook books, and worked with Julia Child on her book and PBS series, "Baking with Julia". Gale teaches cooking classes all over the country and is an artisanal soda pop maker producing Gale's Root Beer which is sold nationally. She has received two James Beard Awards, has been inducted into the American Academy of Chefs and Chicago Chefs Hall of Fame and was schooled in Paris at La Varenne. Gale appears at many food and wine festivals across the country and is a professional Pie and Food Competition Judge. She is the mother of three and plays the ukulele. Fun fact-She once made a Peach Cobbler for Aretha Franklin. For more info on Gale go to: [www.galegand.com](http://www.galegand.com).



## Mosquito Season is Approaching. Don't be their Dinner!

By Southlake Mosquito Abatement District (SLMAD)

It truly takes a village to control mosquito populations. Mosquitoes can be major summer pests, as Riverwoods residents know well.

A little maintenance in your landscape may help limit breeding areas.

- Where water pools in your yard, some pet-safe larvicide may keep mosquitoes from breeding.
- Encourage friends and neighbors to reduce mosquito habitats in their own yards as well.
- Water may pool just in your neighbor's yard after a rain, but the

mosquitoes that breed there will be over to your house to visit.

These tips and other are covered in the SLMAD brochure, "Stop Growing Mosquitoes in Your Backyard" that you will find inserted in this issue of the Village Voice.

So be sure to take a look and save for when you really need those tips this summer!

Southlake Mosquito Abatement District can help—go to [www.clarkeportal.com/hotline](http://www.clarkeportal.com/hotline) or visit [slmad.org](http://slmad.org).



VILLAGE OF  
**RIVERWOODS**

Village of Riverwoods  
300 Portwine Road  
Riverwoods, Illinois  
60015-3898

PRESORTED  
STANDARD  
US POSTAGE

**PAID**

PERMIT #63  
DEERFIELD, IL  
60015-3898



ATTEND THE  
**Virtual  
Public  
Hearing**

TUESDAY, MAY 25, 2021 | 4 PM

Register at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)



**Deerfield Road Corridor Project  
Virtual Public Hearing  
May 25 / 4pm**

The Lake County Division of Transportation is conducting a Public Hearing to present and seek input on the **Environmental Assessment (EA)** and **Preferred Alternative**. The EA can be accessed on the project website beginning **May 10<sup>th</sup>**.

**From:** [Matthew Huffman](#)  
**To:** [Matthew Huffman](#)  
**Bcc:** [phil@rosenthallawgroup.com](mailto:phil@rosenthallawgroup.com)  
**Subject:** RE: Deerfield Road, SIG Update and Public Hearing Announcement  
**Date:** Thursday, May 6, 2021 9:20:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Dear Stakeholder Involvement Group Member,

We hope this email finds all of you well during this challenging past year with COVID. It has been some time since we last reached out and we apologize for the delay in communication with you all. As you may have suspected, the Deerfield Road project development slowed down a little bit due to the COVID pandemic. We have all adapted and have been conducting nearly all of our project development activities and coordination efforts virtually. We are nearing the completion of Phase I Engineering (Planning Phase of the project), which culminates with a final Public Hearing to seek input on the Preferred Alternative and Environmental Assessment.

Following Public Meeting #2 in October 2018, which announced the preferred alternative for the project, the project team has spent the last several years designing the preferred alternative and preparing various engineering documents/reports as well as assessing the environmental effects, obtaining necessary environmental clearances, and preparing the Environmental Assessment report. A draft Environmental Assessment report was submitted to IDOT and the Federal Highway Administration (FHWA) in December 2019 and we just received their approval over the last several months. The next step is to hold a Public Hearing to seek public comments/input on the preferred alternative design and the Environmental Assessment report.

Please mark your calendars for Tuesday, May 25, 2021 at 4:00pm for the Public Hearing, which will be held virtually. This live, virtual event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. Participants can register to join the public hearing at any time by visiting the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021  
Time: 4:00 PM  
Register: [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10<sup>th</sup>. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10<sup>th</sup>, the beginning of the comment period. Any property owners along the corridor that have proposed property acquisition will receive a special mailing providing them detailed information about the proposed acquisition from their property. About 1,600 post cards are being mailed out within the project study area.

Comments received between May 10 and June 14, 2021, will be specifically added to the public

hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com). For those that would like to view hard copies of the public hearing materials we are asking them to contact Matt Huffman at 847-823-0500 to make arrangements.

**Lake County and the Project Team will be offering a virtual SIG meeting on Wednesday, May 19<sup>th</sup> at 6 pm via Zoom to provide a Public Hearing preview and answer any questions the SIG may have about the preferred alternative design and Environmental Assessment. We will only hold the meeting if there is enough interest from the SIG, so please RSVP by Wednesday, May 12<sup>th</sup> to [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com) if you are interested in attending.**

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will be ongoing for the next several years with the construction anticipated to start in late 2023 or early 2024. The formal land acquisition process will not begin until Phase I Engineering has been completed. Initial contact with affected property owners is anticipated to occur in Fall 2021.

If you have any questions or concerns, please reach out to myself (contact information below) or Chuck Gleason, Lake County DOT project manager, at 847-377-7447 or [cgleason@lakecountyiil.gov](mailto:cgleason@lakecountyiil.gov).

With Regards,  
The Deerfield Road Project Study Team

**Matt Huffman, P.E.**

*Senior Project Manager - Phase I Engineering Department*

**Christopher B. Burke Engineering, Ltd.**

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

Office: (847) 823-0500 Cell: (847) 804-7615 Fax: (847) 823-0520

E-Mail: [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)



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"You cannot escape the responsibility of tomorrow by evading it today."

- Abraham Lincoln

**From:** [Matthew Huffman](#)  
**To:** [Matthew Huffman](#)  
**Cc:** "[Gleason, Chuck L.](#)"; "[Tracy Morse](#)"; "[Victoria Watts](#)"; [Cathy Valente](#); [Peter Knysz](#); [Phil Santos](#)  
**Bcc:** "[jberman@vbg.org](#)"; "[steven.byers@illinois.gov](#)"; "[lbreitkopf@comcast.net](#)"; "[bdayno@riverwoods-il.net](#)"; "[sandy.delisle@gmail.com](#)"; "[BFrank@lakecountvill.gov](#)"; "[pglenn@gha-engineers.com](#)"; "[dglenner@hhmgt.net](#)"; "[will124@aol.com](#)"; "[michael\\_walczak@baxter.com](#)"; "[hhollander@riverwoods-il.net](#)"; "[rjamerson@riverwoods-il.net](#)"; "[tkrueger@lrfpd.org](#)"; "[rphillips@deerfield.il.us](#)"; "[bmeltzer@mpsllaw.com](#)"; "[dmonico@vbg.org](#)"; "[araaum@federallife.com](#)"; "[kmr512@comcast.net](#)"; "[phil@rosenthallawgroup.com](#)"; "[erossen@comcast.net](#)"; "[dshimberg@gmail.com](#)"; "[m.skidelsky@gmail.com](#)"; "[jsloot@LCFPD.org](#)"; "[perfectpowerinc@gmail.com](#)"; "[alweiss45@gmail.com](#)"  
**Subject:** RE: Deerfield Road, SIG Update and Public Hearing Announcement  
**Date:** Friday, May 7, 2021 10:56:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
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[Deerfield\\_3rdPartyAds\\_FINAL\\_300x600.jpg](#)  
[Deerfield\\_3rdPartyAds\\_FINAL\\_1200x630.jpg](#)

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Hello Stakeholder Involvement Group,  
From the very long email sent yesterday, we noted that the Environmental Assessment and Public Hearing materials will be released on Monday, May 10<sup>th</sup>, 2021 with the Virtual Public Hearing on May 25<sup>th</sup>, 2021. All the information will be posted to the project website.

If possible, we would ask that you communicate with your constituents/residents about the Deerfield Road Public Hearing on Monday, May 10<sup>th</sup>. Attached are some .jpg advertisement images of varying sizes (all have the same content) that can be used for your website or social media channels.

Thank you and please reach out to us with any questions or concerns.  
Deerfield Road Project Study Team

**Matt Huffman, P.E.**

*Senior Project Manager - Phase I Engineering Department*

**Christopher B. Burke Engineering, Ltd.**

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

Office: (847) 823-0500 Cell: (847) 804-7615 Fax: (847) 823-0520

E-Mail: [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)



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"You cannot escape the responsibility of tomorrow by evading it today."

- Abraham Lincoln

---

**From:** Matthew Huffman

**Sent:** Thursday, May 6, 2021 9:17 AM

**To:** Matthew Huffman <mhuffman@cbbel.com>

**Cc:** Gleason, Chuck L. <CGleason@lakecountyil.gov>; Tracy Morse <tracy.morse@imagesinc.net>; Victoria Watts <Victoria.Watts@imagesinc.net>; Cathy Valente <cathy.valente@imagesinc.net>; Peter Knysz <pknysz@cbbel.com>

**Subject:** Deerfield Road, SIG Update and Public Hearing Announcement

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Time: 4:00 PM

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The Deerfield Road Project Study Team

**Matt Huffman, P.E.**

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E-Mail: [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)



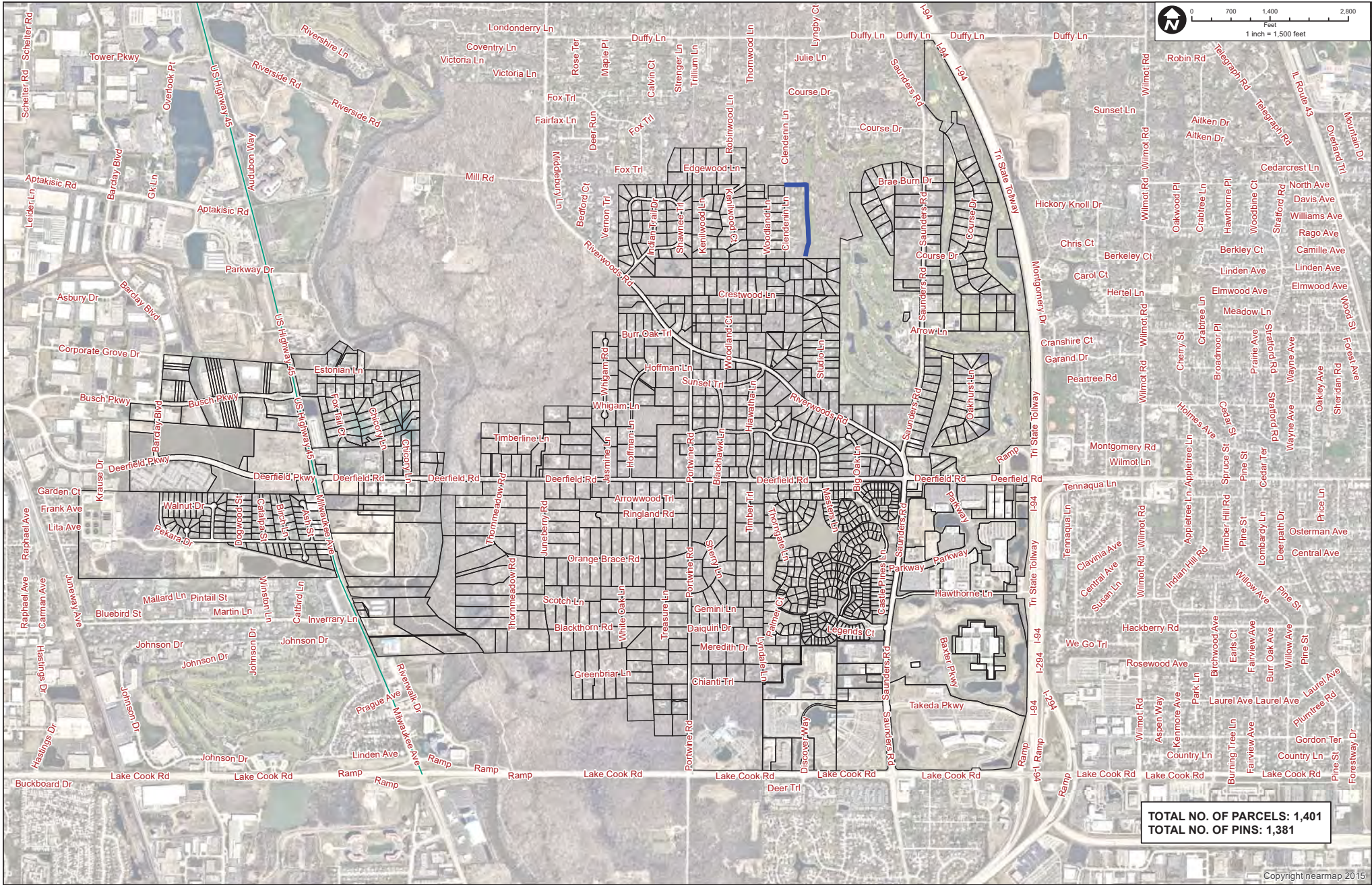
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- **Abraham Lincoln**



Attachment C  
General Mailing



**TOTAL NO. OF PARCELS: 1,401**  
**TOTAL NO. OF PINS: 1,381**

ATTEND THE

# Virtual Public Hearing

TUESDAY, MAY 25, 2021 | 4:00 PM



Mark your calendars!



The Environmental Assessment and all Public Hearing Materials will be available on the project website beginning **May 10<sup>th</sup>**.



To register, scan the QR code or visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)



[DEERFIELDROADCORRIDOR.COM](http://DEERFIELDROADCORRIDOR.COM)

# You're invited.



Christopher B. Burke Engineering  
9575 W. Higgins Road, Suite 600  
Rosemont, Illinois 60018



A Public Hearing will be held **virtually** on **Tuesday, May 25 at 4 p.m.** to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. All Public Hearing materials, including the Environmental Assessment and Preferred Alternative design, will be available on the project website beginning May 10<sup>th</sup> for public review. This is the final Public Engagement activity prior to the Phase I Engineering Study completion.

The purpose of the hearing is to **seek public input** on the proposed action to reconstruct Deerfield Road from US 45/IL 21 (Milwaukee Avenue) to Saunders/Riverwoods Road and to seek input on the EA. The EA, which describes the purpose and need, range of alternatives, preferred alternative, and environmental impacts, benefits, and mitigation measures, is available for viewing at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com) and village halls within the study area starting May 10<sup>th</sup>.

Interested persons may **register to attend the virtual public hearing at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)**. Attendees will have the opportunity to view a live presentation (beginning at 4 p.m.), provide their statement to a court reporter, and participate in a Q&A session with the project team representatives. **If you do not have access to the internet and would like to call into the public hearing, please contact the project team (contact information below).**



All comments received by **June 14, 2021** will be summarized within the Public Hearing record. If you are unable to attend the public hearing, a recording of the hearing will be made available at the project website. LCDOT encourages you to view the meeting recording and hearing materials and provide your comments via the project email ([DeerfieldRoadCorridor@cbbel.com](mailto:DeerfieldRoadCorridor@cbbel.com)) or hard copy comment forms, which can be picked up from Riverwoods Village Hall.

Attend the **Virtual Public Hearing!**

**TO REGISTER, SCAN QR CODE OR VISIT**   
[DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

**TUESDAY, MAY 25<sup>TH</sup>**  
@ 4:00 p.m.

Review the **Environmental Assessment and Public Hearing materials** on the project website beginning **May 10<sup>th</sup>**.

All correspondence regarding this project should be sent to:

**Matt Huffman**, Consultant Project Manager  
Christopher B. Burke Engineering  
9575 W. Higgins Road, Suite 600,  
Rosemont, IL 60018

Phone: (847) 823-0500

Email: [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com)

**For hard copies of the public hearing materials**, please contact Matt Huffman at (847) 823-0500.

Attachment D  
Newsletter and Comment Form

## Project Overview

The Deerfield Road study area is approximately two miles from Milwaukee Avenue on the west to Saunders/Riverwoods Road on the east. The study area is within the municipal limits of the Village of Riverwoods, the Village of Buffalo Grove, and the Village of Deerfield. Through the course of the study, numerous public involvement efforts have taken place including two public information meetings.

The project study team presented exhibits at the latest October 2018 public meeting that provided information regarding the study process, project location, study schedule, study limits, data collection results, environmental resources, and the preferred alternatives.

Following the October 2018 Public Meeting #2 where the preferred alternative was identified, the project team initiated more detailed design and analysis of the preferred alternative. This consists of design of the roadway, intersections, drainage system, structural elements, and assessment of effects on the environment.

**BE IN THE KNOW**  
about Deerfield Road!

Visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)

## Public Hearing Held Online

**COMMENTS RECEIVED BY JUNE 14, 2021 WILL BE ADDED TO PUBLIC HEARING RECORD**



A Public Hearing will be held **virtually** on **Tuesday, May 25 at 4 p.m.** to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative.

**Scan the QR code** or **visit [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)** to register for the Public Hearing. All public hearing materials and the project's Environmental Assessment are available for review and comment on the project website.

### WHAT IS AN ENVIRONMENTAL ASSESSMENT?

An Environmental Assessment or EA describes the purpose and need of the project, alternatives considered, the preferred alternative, anticipated environmental impacts including Section 4(f) (Public recreational lands) impacts, projected benefits and potential mitigation measures.

The EA is available for review at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). *Hard copies are available at local Village Halls.*

## Purpose & Need

The Purpose and Need was reviewed by the Stakeholder Involvement Group and approved by the Federal Highway Administration in Fall 2017.

The purpose of this study is to provide an improved transportation system to address capacity, safety, mobility, and operational deficiencies along Deerfield Road and improve non-motorized accommodations from Milwaukee Avenue (US 45/ IL 21) to Saunders/Riverwoods Road in Lake County, Illinois.

The needs for the project include capacity, safety, mobility, non-motorized and transit connections, and Operational Deficiencies.

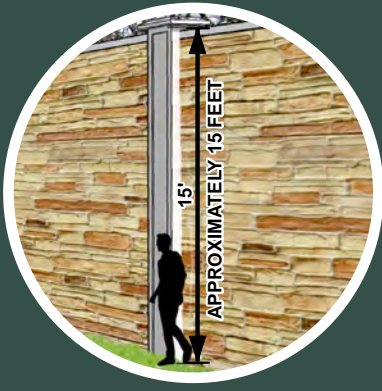
## Preferred Alternative

The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Minor intersection improvements will be made at the Portwine Road (northbound and southbound left turn lane) and Saunders/Riverwoods Road (northbound right turn lane) intersections.

# Noise Wall

The entire project area was evaluated for traffic noise and based on the analysis, only one location warranted a noise wall per the IDOT Noise Policy.

The potential noise wall would be located approximately along the existing roadway right-of-way along the south side of Deerfield Road and the west side of Saunders Road and is proposed to be 15 feet in height.



## WHAT CRITERIA ARE CONSIDERED?

A noise barrier may be proposed when a **traffic noise impact occurs**, and a noise barrier is determined to be **feasible** and **reasonable**.

To be **feasible**, it will achieve at least a 5 dB(A) traffic noise reduction for at least two receptors.

To be **reasonable**, it must meet the following criteria:

- Must achieve at least an 8 dB(A) reduction for at least one benefited receptor.
- The estimated build cost per benefited receptor must be less than or equal to the allowable cost per benefited receptor.
- If noise abatement measures are determined to be feasible and achieve

the first two reasonableness criteria, the benefited receptor viewpoints (i.e. vote) must be considered. If the majority of the viewpoints are in favor of the noise barrier, then the noise barrier would be considered "likely to be implemented."

- If a noise barrier is not considered feasible or reasonable for an area, the noise barrier abatement measure will not be implemented as part of the project.

**Only benefited receptors of the noise wall are allowed to vote. For this potential noise wall, there are 37 benefited receptors. There was a 61% vote response, with 89% percent voting in favor of including the noise wall in the project. The noise wall is being carried forward into the next phase of engineering for further analysis.**



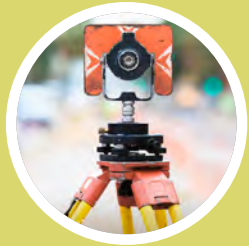
## DID YOU KNOW?

A Noise Forum was held on September 19, 2019 for the proposed installation of a noise wall. The meeting was attended by 11 people representing 9 properties.



All traffic noise analysis materials, including a frequently asked questions document, are posted on the project website.

# Land Acquisition



Land acquisition is required for this project and will include a total of **3.03 acres of fee simple right-of-way acquisition**, **6.40 acres of permanent easement**, and **4.51 acres of temporary construction easement** from a total of 67 properties is proposed with the project.

A temporary easement is where underlying ownership is retained by the property owner, but access is temporarily allowed only during construction for items such as grading work, driveway construction, and other minor improvements.

## WHAT IS THE LAND ACQUISITION PROCESS?

The land acquisition process will begin following the completion of Phase I Engineering, which is anticipated in Summer 2021. One of the first steps of the next phase of engineering will be to make any refinements to the proposed property acquisition in order to minimize impacts to adjacent properties. The steps following are:

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An appraisal and independent review appraisal are made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain, in which property owners are compensated fair market value for the acquired property.

# Use of Lake County Forest Preserve District Lands



Construction of the Preferred Alternative requires temporary occupancy (0.32 acres) of Lake County Forest Preserve land, including Cahokia Flatwoods Forest Preserve, Des Plaines River Trail and Des Plaines River Water Trail. Specific impacts include:

- Construction access to widen the existing Deerfield Road bridge over the Des Plaines River
- Replacement of an existing access driveway at Cahokia Flatwoods Forest Preserve
- Replacement of an existing culvert under the Des Plaines River Trail

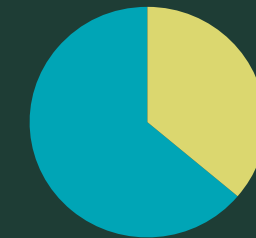
The Lake County Forest Preserve District is considering to allow the temporary occupancy, which requires that the following conditions be met:

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land
- Scope of the work must be minor, i.e., both the nature and the magnitude of the changes of the property are minimal
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property
- The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project
- There must be documented agreement of the officials with jurisdiction over the resource



## Desirable Tree Species:

**1,018** trees will potentially be removed



370 desirable species  
648 other species

- American sycamore 🌳
- Basswood 🌳
- Black walnut 🌳
- Bur oak 🌳
- Common hackberry 🌳
- Hawthorn 🌳
- Hophornbeam/Ironwood 🌳
- Pin oak 🌳
- Red oak 🌳
- Shagbark hickory 🌳
- Swamp white oak 🌳
- White oak 🌳
- White pine 🌳
- Yellowbud hickory 🌳

## SECTION 4(f)



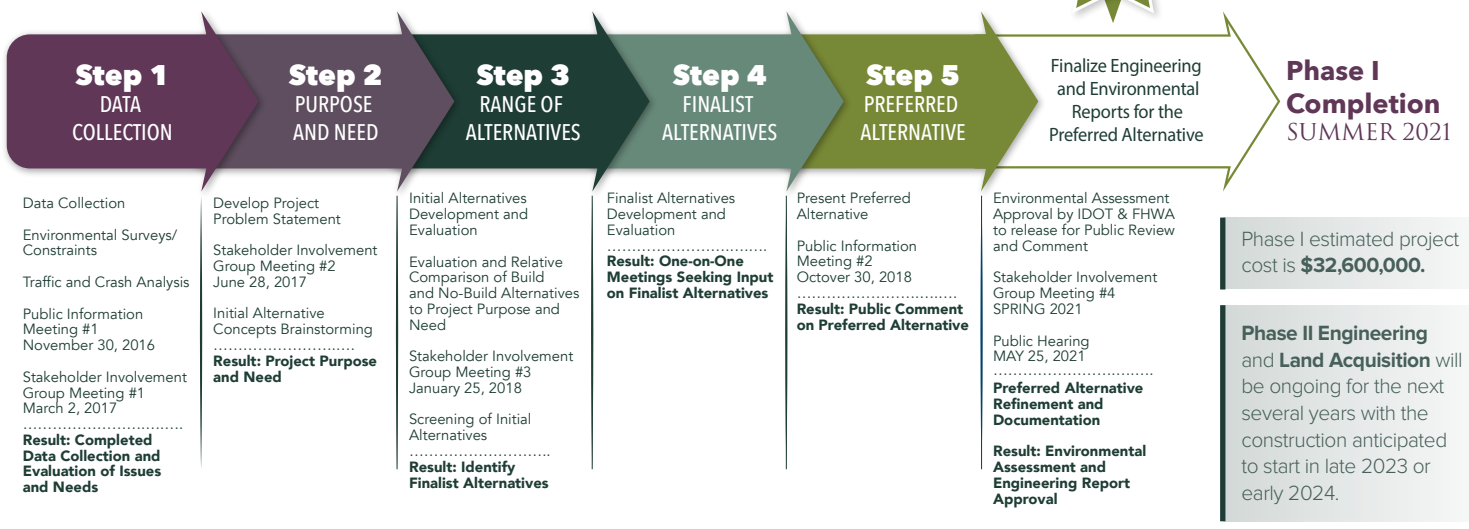
## WHAT IS SECTION 4(F)?

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 protects historic sites and publicly owned parks, recreational areas, and wildlife and waterfowl refuges.

The Section 4(f) documentation for the proposed use of Forest Preserve properties is located on the project website, DeerfieldRoadCorridor.com.

*Design refinements will be made during the next phase of engineering to reduce property and tree impacts.*

# Phase I Study Process



## MAINTENANCE OF TRAFFIC

The project team is planning to maintain one lane in each direction during construction of the project. No long-term detours are anticipated.

Review the **Environmental Assessment & Public Hearing materials** on the project website beginning **May 10<sup>th</sup>**.

## Next Steps

Following the Public Hearing and EA review period, the project team will then address comments and make any necessary changes to the proposed improvement and EA. To document the changes following the EA review, comment period and the public hearing, an Errata to the EA document will be prepared. Specifically, the EA Errata will:

- Reflect changes to the proposed improvement or mitigation measures resulting from comments received on the EA or at the public hearing, and the effect of the changes
- Include any necessary findings, agreements, or determinations for compliance with wetland requirements, historic/cultural regulations, and public lands/resources (Section 4(f)) regulations
- Incorporate pertinent comments received on the EA and the responses to those comments
- Include public hearing summary

After the public comment period concludes, LCDOT and IDOT may recommend to the FHWA that a Finding of No Significant Impact (FONSI) be issued for the project. The FHWA will review the EA, comments submitted on the EA (in writing or at a public hearing or meeting), and other supporting documentation, as appropriate. If the FHWA agrees with the LCDOT and IDOT's recommendations, it will issue a separate written FONSI incorporating by reference the EA and any other appropriate environmental documents. If FHWA determines the project will have a significant impact on the environment, then an Environmental Impact Statement will be required.



## SUBMIT A COMMENT!

The project study team is specifically seeking input on the following:

- Preferred Alternative Design
- Environmental Assessment

We encourage comments throughout the course of the study, however, comments received by **June 14, 2021**, will be specifically added to the public hearing record.

Here's how you can submit your comment:

### By mail:

**Matt Huffman**, Consultant Project Manager  
 Christopher B. Burke Engineering  
 9575 W. Higgins Road, Suite 600,  
 Rosemont, IL 60018

### By website:

[DeerfieldRoadCorridor.com/Contact](http://DeerfieldRoadCorridor.com/Contact)

# 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** 



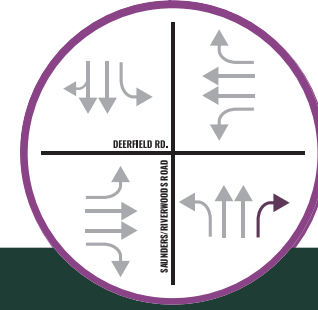
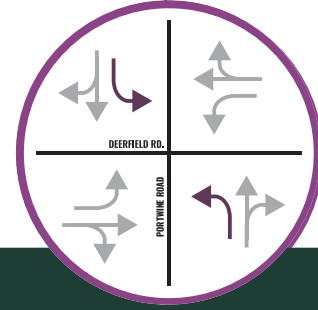
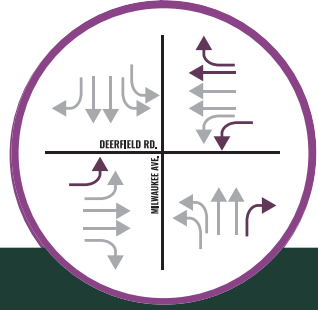
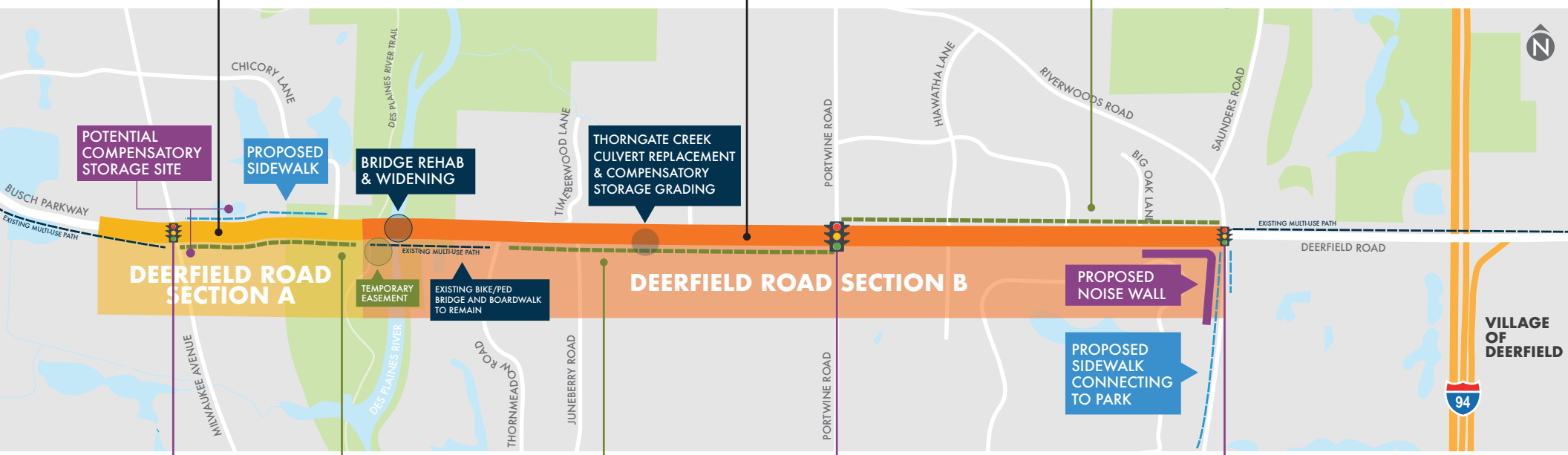
**DEERFIELD ROAD - SECTION A**  
PREFERRED ALTERNATIVE:  
8-LANE WITH CURB AND GUTTER



**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.

*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.*

## 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.

# 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.



# *Comment Form*

place  
stamp  
here

**Matt Huffman  
Christopher B. Burke Engineering, Ltd.  
9575 W Higgins Road  
Ste 600  
Rosemont, IL 60018**

Attachment E  
Land Acquisition Letter and Exhibits



**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 6, 2021

«Prefix» «Tax First\_Name» «Tax Last\_Name»

«Taxpayer Address 1»

«Taxpayer Address 2»

RE: <Site Address 1> (PIN: <PIN>)

Dear <Taxpayer Name>:

The Lake County Division of Transportation (LCDOT) cordially invites you to attend the Public Hearing regarding improvements to Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road. To protect the health and safety of all participants, the public hearing will be held VIRTUALLY on Tuesday, May 25, at 4 p.m. All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10<sup>th</sup>.

The purpose of this Public Hearing is to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. The preferred alternative improvement consists of reconstructing Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road with additional lanes added at the Milwaukee Avenue intersection and 3-lane curbed roadway from the Des Plaines River to Saunders/Riverwoods Road with multi-use path and drainage improvements. Additionally, the project team is seeking public input on the proposed temporary use of 0.32 acres of the Cahokia Flatwoods Forest Preserve and the proposed use of floodplain and floodway. The EA is a document that provides the purpose and need, range of alternatives, preferred alternative, and environmental impacts, benefits, and mitigation measures.

You are also receiving this letter to notify you that there is anticipated land acquisition from your property related to the proposed transportation improvements. Generally, the permanent land acquisition is needed for drainage purposes and temporary land acquisition is needed for grading and driveway replacement. Information on the land acquisition process will be presented during the Public Hearing and is also available on the project website starting May 10<sup>th</sup>. Enclosed you will find a project newsletter and detailed exhibit showing the current proposed land acquisition from your property based on the Phase I Engineering design. In the early stages of Phase II Engineering, the project team will evaluate possible reductions to the proposed land acquisition. We ask that if you have detailed questions about the proposed property acquisition to contact the project team directly and not raise these detailed design questions during the Virtual Public Hearing.

This live, virtual event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. Participants can register to join the public hearing at any time by visiting the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021  
Time: 4:00 PM  
Register: [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

Comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team. For those without internet access and/or would like to view hard copies of the public hearing materials, or for additional information, please visit the project website at [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com) or contact: Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or (847) 823-0500.

Following the comment period, the project team will be evaluating all input received and making necessary changes to the proposed improvement and EA. To document the changes to the EA, an Errata document will be prepared and LCDOT may recommend to the Federal Highway Administration (FHWA) that a Finding of No Significant Impact (FONSI) be issued for the project. The FHWA will review the EA, comments submitted on the EA (in writing or at a public hearing or meeting), and other supporting documentation, as appropriate. If the FHWA agrees with the LCDOT and IDOT's recommendations, it will issue a separate written FONSI incorporating by reference the EA and any other appropriate environmental documents. If FHWA determines the project will have a significant impact on the environment, then an Environmental Impact Statement will be required.

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will be ongoing for the next several years with the construction anticipated to start in late 2023 or early 2024. The formal land acquisition process will not begin until Phase I Engineering has been completed. Initial contact with affected property owners is anticipated to occur in Fall 2021.

This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Victoria Watts at (630) 510-3944 ex:109. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to meeting.

If you have any questions or need additional information, please contact Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or (847) 823-0500.

Sincerely,



Kevin J. Carrier, P.E.

Director of Planning & Programming

PIN	SITE ADDRESS 1	SITE ADDRESS 2	TAXPAYER NAME	TAX PAYER ADDRESS 1	TAX PAYER ADDRESS 2
16-30-303-006	1 BIG OAK LN	VILLAGE OF RIVERWOODS, IL 60015	WAYNE JI	1 BIG OAK LN	RIVERWOODS IL 60015-2401
15-35-100-286	20899 N IL ROUTE 21	VILLAGE OF RIVERWOODS, IL 60015	RIVERWOODS LAND VENTURE LLC	1 N LA SALLE ST STE 2100	CHICAGO IL 60602-3918
15-25-301-025	1 TIMBERLEAF LN	VILLAGE OF RIVERWOODS, IL 60015	ALBERT L & SHERRIE ROSE WEISS	1 TIMBERLEAF LN	RIVERWOODS IL 60015-2442
15-25-300-015	1 TIMBERWOOD LN	VILLAGE OF RIVERWOODS, IL 60015	TOM & JACQUELINE FOURKAS	1 TIMBERWOOD LN	RIVERWOODS IL 60015-2463
16-31-100-003	2175 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	ANIL K ABBOTT	1 VERNON TRL	RIVERWOODS IL 60015-1600
15-26-300-021	1105 MILWAUKEE AVE	VILLAGE OF RIVERWOODS, IL 60015	TOM KLEIN	1105 MILWAUKEE AVE	RIVERWOODS IL 60015-3512
16-30-303-020	15 BIG OAK LN	VILLAGE OF RIVERWOODS, IL 60015	JAMES R & LUCINENNE Y MULVIHILL	15 BIG OAK LN	RIVERWOODS IL 60015-2401
16-30-303-019	16 BIG OAK LN	VILLAGE OF RIVERWOODS, IL 60015	GRACE, JULIE	16 BIG OAK LN	DEERFIELD IL 60015-2401
16-30-303-018	17 BIG OAK LN	VILLAGE OF RIVERWOODS, IL 60015	THOMAS F & CHRISTINA AUER	17 BIG OAK LN	RIVERWOODS IL 60015-2401
16-30-303-017	18 BIG OAK LN	VILLAGE OF RIVERWOODS, IL 60015	BETTY H LINDQUIST TTEE UTD 6/3/02	18 BIG OAK LN	RIVERWOODS IL 60015-2401
15-35-200-019	15501 W DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	LAKE COUNTY FOREST PRESERVE DISTRICT	1899 W WINCHESTER RD	LIBERTYVILLE IL 60048-5367
15-26-405-012	3680 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	CASIMIR & OLGA SKORA	2 CHICORY LN	RIVERWOODS IL 60015-3544
16-30-303-016	20 BIG OAK LN	VILLAGE OF RIVERWOODS, IL 60015	ALICJA GRZYCH	20 BIG OAK LN	RIVERWOODS IL 60015-2401
16-31-100-032	777 SAUNDERS RD	VILLAGE OF RIVERWOODS, IL 60015	ANIL & UPASANA ABBOTT	20945 SAUNDERS RD	RIVERWOODS IL 60015-2512
15-25-409-009	2720 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	MIKE & NANCY SCHALL	21275 W LAKEVIEW CT	MUNDELEIN IL 60060-9636
15-25-407-026	2400 FOREST GLEN TRL	VILLAGE OF RIVERWOODS, IL 60015	SOL & BETH SNYDERMAN	2400 FOREST GLEN TRL	RIVERWOODS IL 60015-2408
15-25-410-017	2421 FOREST GLEN TRL	VILLAGE OF RIVERWOODS, IL 60015	BARBARA VALERIO	2421 FOREST GLEN TRL	RIVERWOODS IL 60015-2427
15-25-410-013	2600 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	BO R & CHERYL J WIDMAN	2600 DEERFIELD RD	RIVERWOODS IL 60015-3808
15-25-410-012	2620 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	Yael LLC	2620 DEERFIELD RD	RIVERWOODS IL 60015-3808
15-25-300-019	0 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	ANDREW G ERICKSON	27 ARCHER AVE	SPRINGFIELD IL 62704-5315
15-36-200-001	2759 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	LESTER L WALLACE TRUSTEE	2759 DEERFIELD RD	RIVERWOODS IL 60015-3809
15-25-409-008	2760 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	WONG REVOCABLE FAMILY TRUST	2760 DEERFIELD RD	RIVERWOODS IL 60015-3810
15-36-100-008	2825 ARROWWOOD TRL	VILLAGE OF RIVERWOODS, IL 60015	IHOR SHEVTSOV & LILIYA POPVYCH	2825 ARROWWOOD TRL	RIVERWOODS IL 60015-3701
15-25-408-004	2860 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	SHIELA J & FERDINANDO A ROSSIGNUOLO	2860 DEERFIELD RD	RIVERWOODS IL 60015-3812
15-36-102-006	2977 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	TED FALKIEWICZ	2977 DEERFIELD RD	RIVERWOODS IL 60015-3707
15-36-102-005	2999 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	SHANA MALLIN	2999 DEERFIELD RD	RIVERWOODS IL 60015-3707
16-31-101-046	0 DEER RUN DR	VILLAGE OF RIVERWOODS, IL 60015	PARKWAY NORTH OWNERS ASSOCIATION	3 PARKWAY NORTH BLVD STE 150	DEERFIELD IL 60015-2541
15-26-405-010	0 CHICORY LN	VILLAGE OF RIVERWOODS, IL 60015	VILLAGE OF RIVERWOODS	300 PORTWINE RD	RIVERWOODS IL 60015-3831
15-36-102-004	3059 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	SHANKAR & TEJOMAI VUYYURU	3059 DEERFIELD RD	RIVERWOODS IL 60015-3709
15-36-102-003	3069 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	JO ANNE T INGEBRIGTSEN-KEPLINGER,TRUSTEE	3069 DEERFIELD RD	RIVERWOODS IL 60015-3709
15-36-102-002	3079 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	YEGOR AZAROV & LESYA BLYZNIUK	3079 DEERFIELD RD	RIVERWOODS IL 60015-3709
15-36-100-002	3115 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	DAVID NAMGALARI	3115 DEERFIELD RD	RIVERWOODS IL 60015-3768
15-36-101-003	3155 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	Y RABINOVITCH N VDOVTCHENKO	3155 DEERFIELD RD	RIVERWOODS IL 60015-3768
15-36-101-002	3195 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	DANIEL GRANICK	3195 DEERFIELD RD	RIVERWOODS IL 60015-3768
15-25-301-041	6 TIMBERWOOD LN	VILLAGE OF RIVERWOODS, IL 60015	INDEPENDENCE ASSET LLC	32263 SANDPIPER DR	MILLSBORO DE 19966-4452
15-26-300-052	1055 MILWAUKEE AVE	VILLAGE OF RIVERWOODS, IL 60015	DEERWAUKEE REAL ESTATE LP	3315 ALGONQUIN RD STE 600	ROLLING MEADOWS IL 60008-3252
15-26-400-027	3340 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	EDWARD A & COLLEEN HEIN	3340 DEERFIELD RD	RIVERWOODS IL 60015-3780
15-26-400-026	3360 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	RAJAT RAI	3360 DEERFIELD RD	RIVERWOODS IL 60015-3780
15-26-400-025	3380 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	ARKADY & MARGARITA LIVITZ	3380 DEERFIELD RD	RIVERWOODS IL 60015-3780
15-26-400-024	3420 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	HARLEY H SHIMBERG	3420 DEERFIELD RD	RIVERWOODS IL 60015-3781
15-26-400-022	3440 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	KENNETH R & RAMONA A OLSON	3440 DEERFIELD RD	RIVERWOODS IL 60015-3781
15-26-400-038	3580 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	ALEXANDER & LIANA VERDE	3580 DEERFIELD RD	RIVERWOODS IL 60015-3537
15-26-400-019	3620 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	ALEKSANDR & SOPHIA DOMNENKO	3620 DEERFIELD RD	RIVERWOODS IL 60015-3539
15-26-300-041	3700 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	ZEFERINO BALDERAS DIAZ	3700 DEERFIELD RD	RIVERWOODS IL 60015-3557
15-26-300-019	3750 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	FEDERAL LIFE INSURANCE COMPANY	3750 DEERFIELD RD	RIVERWOODS IL 60015-3565
15-25-410-016	2540 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	THE EUGENIE V ROTMAN TRUST	4425 N SEMINOLE DR	GLENVIEW IL 60026-7308
15-25-408-003	845 PORTWINE RD	VILLAGE OF RIVERWOODS, IL 60015	COMMUNITY SAVINGS BANK	4801 W BELMONT AVE	CHICAGO IL 60641-4330
15-35-100-003	3705 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	BRENTWOOD HEALTHCARE REAL ESTATE LLC	5454 FARGO AVE	SKOKIE IL 60077-3210
15-35-105-004	3725 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	BRUCE K HUVARD	630 DUNDEE RD STE 120	NORTHBROOK IL 60062-2749
16-31-100-002	2201 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	BUCHANAN ENERGY (N), LLC	7315 MERCY RD	OMAHA NE 68124-2313
15-36-200-003	745 PORTWINE RD	VILLAGE OF RIVERWOODS, IL 60015	RICHARD A & ANGELA F MEIER	745 PORTWINE RD	RIVERWOODS IL 60015-3705

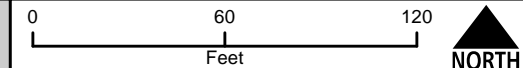
15-36-102-007	750 PORTWINE RD	VILLAGE OF RIVERWOODS, IL 60015	LAUREN EPSTEIN	750 PORTWINE RD	RIVERWOODS IL 60015-3765
16-31-107-006	0 SAUNDERS RD	VILLAGE OF RIVERWOODS, IL 60015	FOSTER/PREMIER, INC	750 W LAKE COOK RD STE 190	BUFFALO GROVE IL 60089-2084
15-36-101-001	765 JUNE BERRY RD	VILLAGE OF RIVERWOODS, IL 60015	BRUCE B & PATRICIA P BERKSON	765 JUNE BERRY RD	RIVERWOODS IL 60015-3719
15-36-201-009	765 PORTWINE RD	VILLAGE OF RIVERWOODS, IL 60015	DAVID SCHOENFELD	765 PORTWINE RD	RIVERWOODS IL 60015-3705
15-35-202-001	775 THORNMEADOW RD	VILLAGE OF RIVERWOODS, IL 60015	DAVID & SANDRA DELISLE	775 THORNMEADOW RD	RIVERWOODS IL 60015-3752
16-31-107-004	781 LINKS CT	VILLAGE OF RIVERWOODS, IL 60015	JOSE RODRIGUEZ	781 LINKS CT	RIVERWOODS IL 60015-3820
15-36-202-024	783 BUNKER CT	VILLAGE OF RIVERWOODS, IL 60015	PANAGIOTIS N & EFTHYMIA GOUNTANIS	783 BUNKER CT	RIVERWOODS IL 60015-3824
15-35-103-028	1549 DEERFIELD PKWY	VILLAGE OF BUFFALO GROVE, IL 60089	SDG BUFFALO GROVE LLC	790 ESTATE DR STE 200	DEERFIELD IL 60015-4879
15-25-408-008	800 BLACKHAWK LN	VILLAGE OF RIVERWOODS, IL 60015	MARILYN & RICH MERRIFIELD	800 BLACKHAWK LN	RIVERWOODS IL 60015-2403
15-25-410-004	815 HIAWATHA LN	VILLAGE OF RIVERWOODS, IL 60015	MICHAEL D & SUSAN F GREEN	815 HIAWATHA LN	RIVERWOODS IL 60015-2415
15-25-409-007	805 BLACKHAWK LN	VILLAGE OF RIVERWOODS, IL 60015	RIVERWOODS REALTY INC	836 N DAMEN AVE	CHICAGO IL 60622-7129
15-25-410-014	2580 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	MARLENE L ALOMIA	9221 AUSTIN AVE	MORTON GROVE IL 60053-1502
15-35-105-003	3725 DEERFIELD RD	VILLAGE OF RIVERWOODS, IL 60015	CUBESMART LP	PO BOX 320099	ALEXANDRIA VA 22320-4099
15-35-103-027	1525 DEERFIELD PKWY	VILLAGE OF BUFFALO GROVE, IL 60089	JPMORGAN CHASE & CO	PO BOX 561305	DALLAS TX 75356-1305



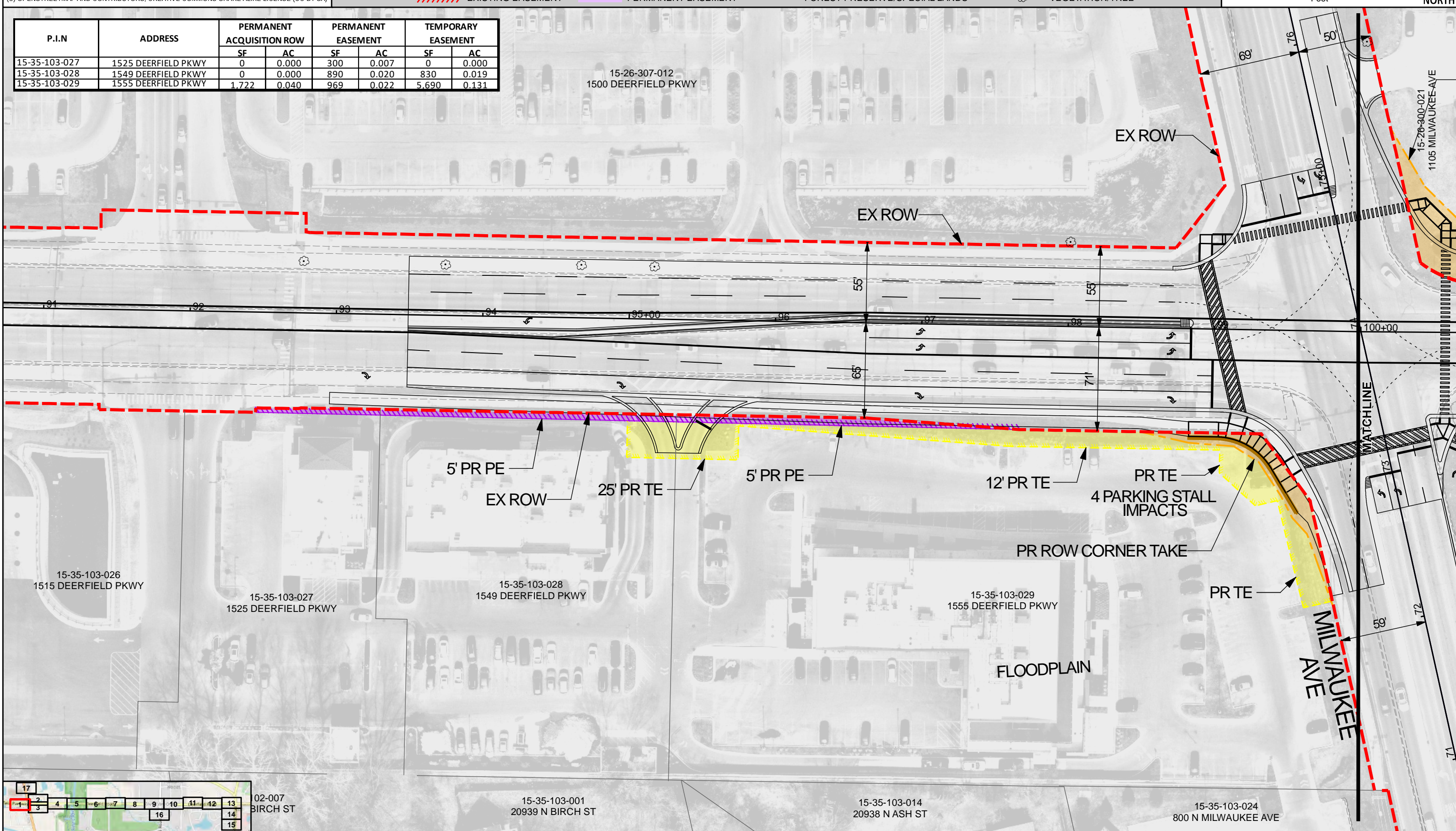
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**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PROPOSED RETAINING WALL
- EXISTING EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- VEGETATION/TREE



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-35-103-027	1525 DEERFIELD PKWY	0	0.000	300	0.007	0	0.000
15-35-103-028	1549 DEERFIELD PKWY	0	0.000	890	0.020	830	0.019
15-35-103-029	1555 DEERFIELD PKWY	1,722	0.040	969	0.022	5,690	0.131



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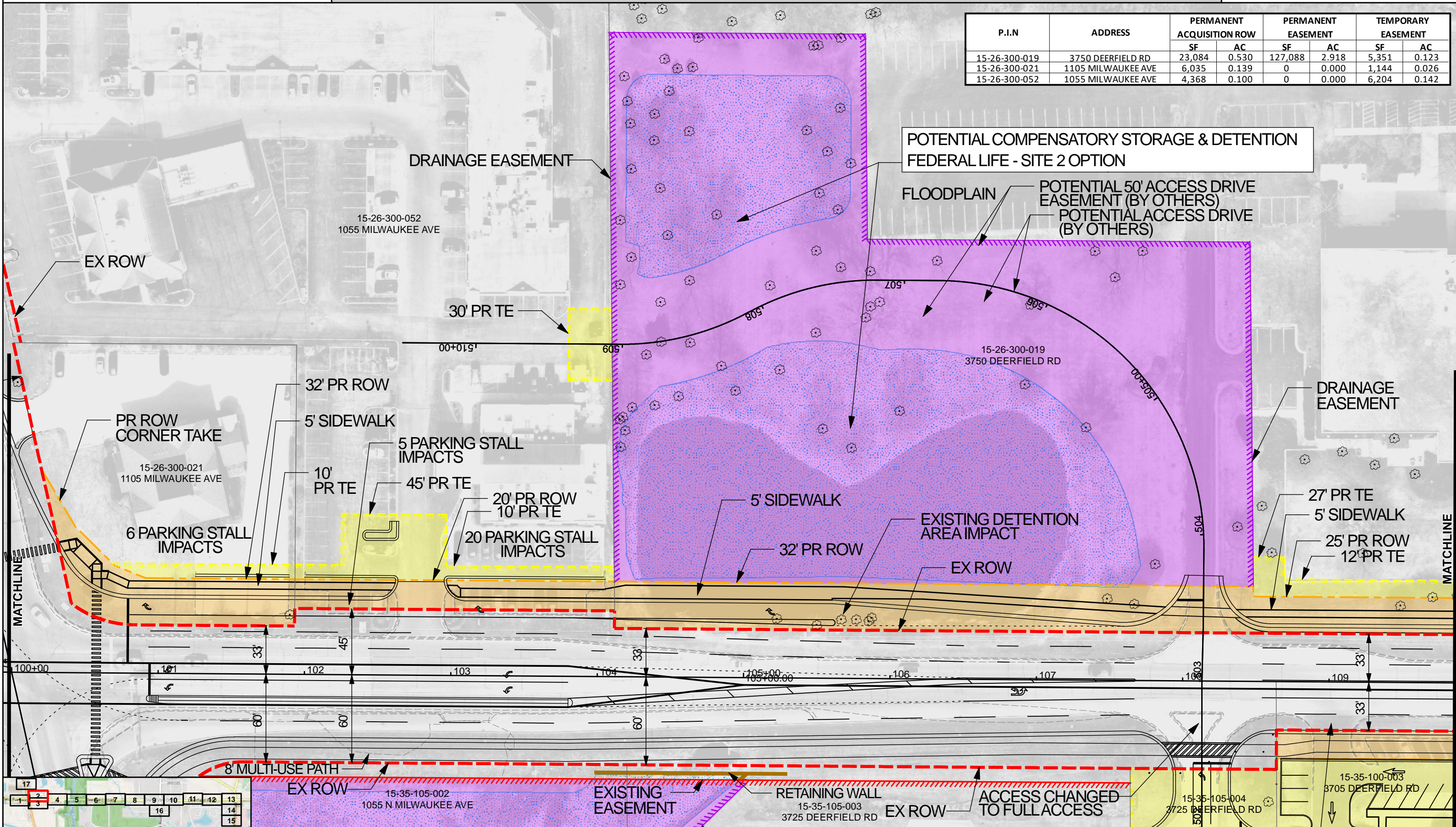
**DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION INFORMATION**  
 PROPERTY ACQUISITION FOLLOWS THE FEDERAL UNIFORM ACT AND GENERALLY INCLUDES DETERMINATION OF OWNERSHIP, APPRAISAL, AND NEGOTIATION. OWNERS WILL BE COMPENSATED FOR THE PROPOSED PROPERTY ACQUISITION BASED ON CURRENT MARKET VALUE IN ACCORDANCE WITH REQUIREMENTS OF IDOT. THERE ARE THREE TYPES OF LAND ACQUISITION:

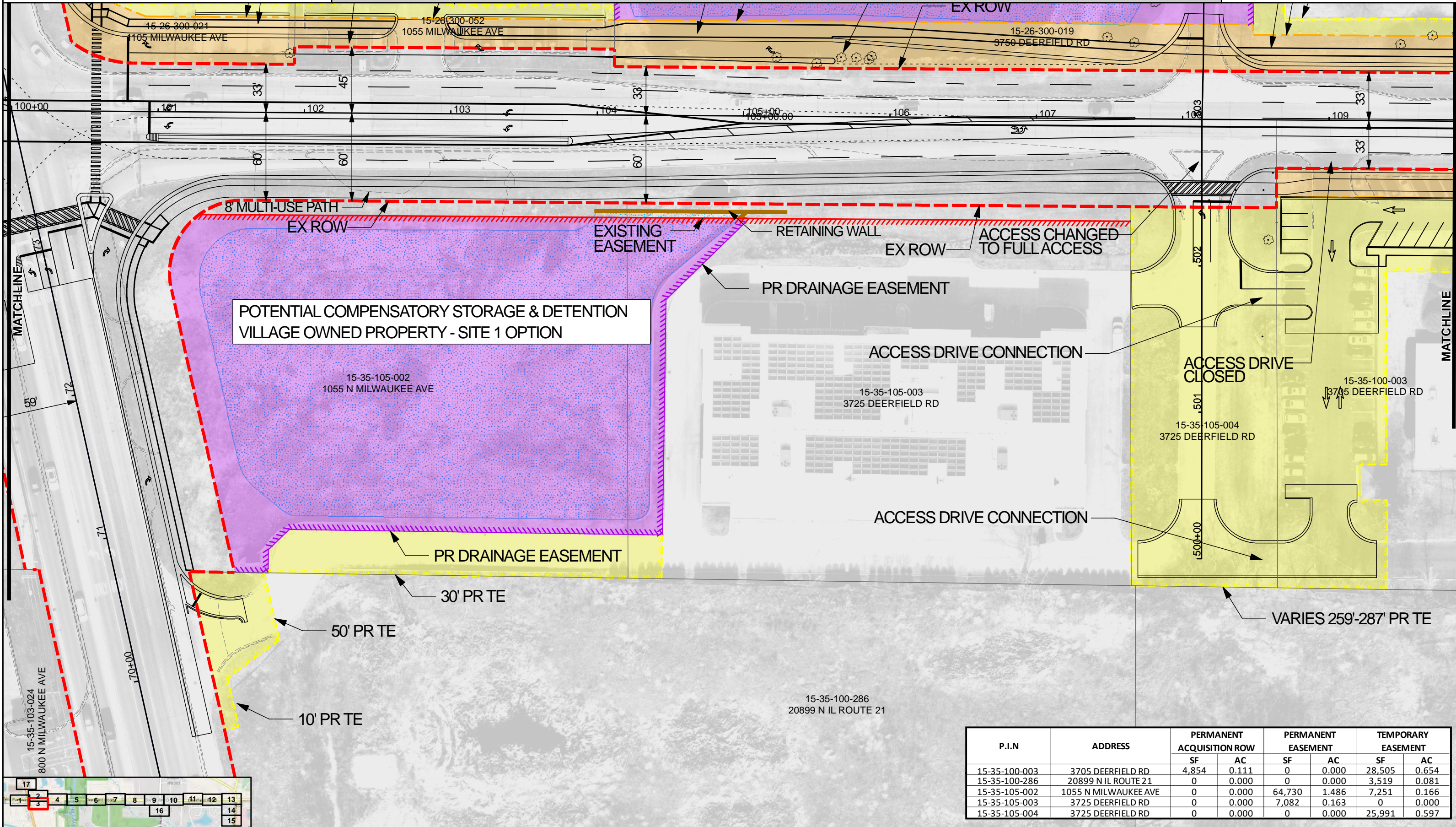
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- TEMPORARY EASEMENTS (YELLOW)** - UNDERLYING OWNERSHIP IS RETAINED BY THE PROPERTY OWNER BUT ACCESS IS TEMPORARILY ALLOWED ONLY DURING CONSTRUCTION FOR ITEMS SUCH AS GRADING, DRIVEWAY CONSTRUCTION, AND OTHER MINOR IMPROVEMENTS.

TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

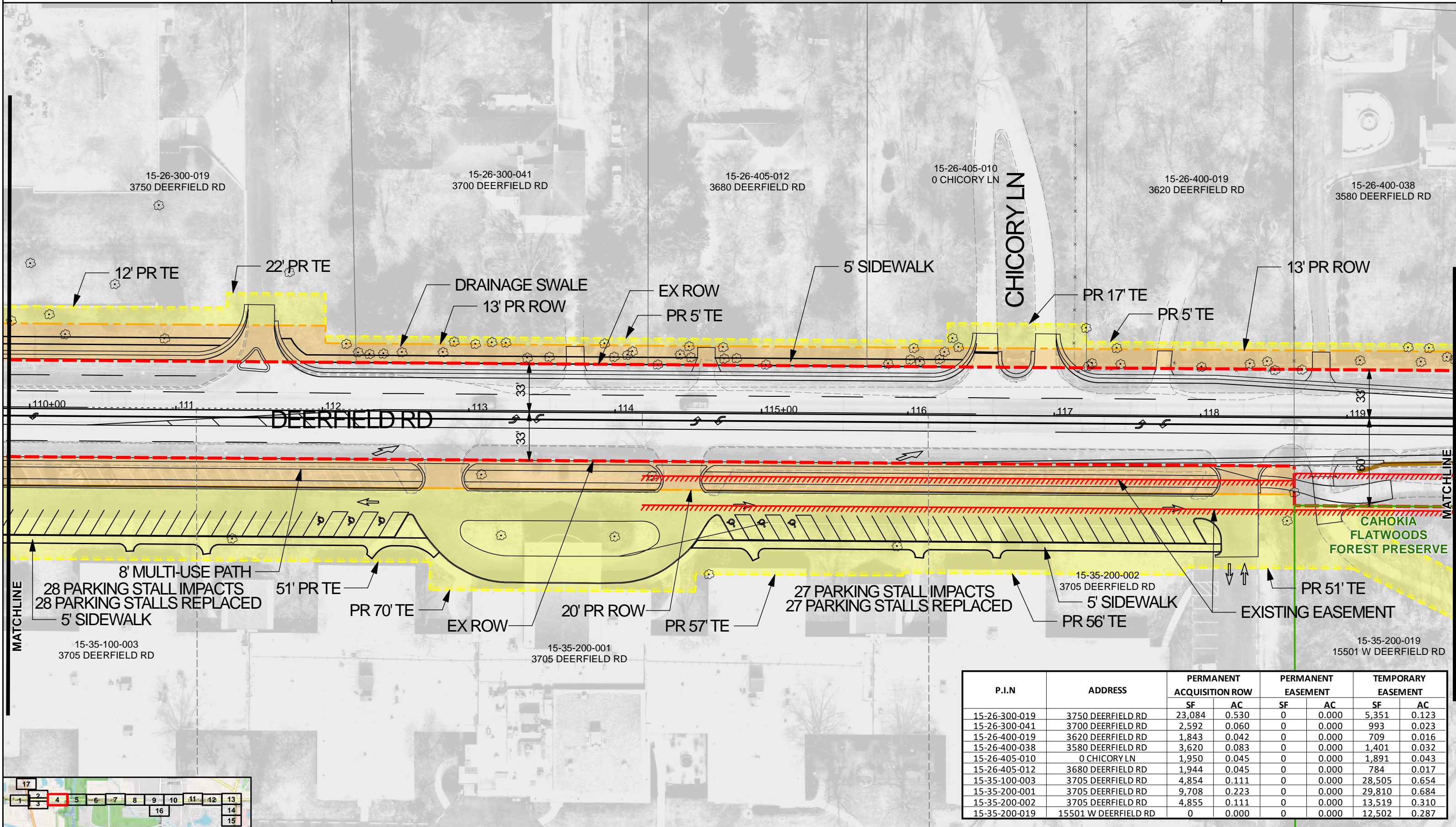
CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 1 of 17  
**SHEET 1**

P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-26-300-019	3750 DEERFIELD RD	23,084	0.530	127,088	2.918	5,351	0.123
15-26-300-021	1105 MILWAUKEE AVE	6,035	0.139	0	0.000	1,144	0.026
15-26-300-052	1055 MILWAUKEE AVE	4,368	0.100	0	0.000	6,204	0.142



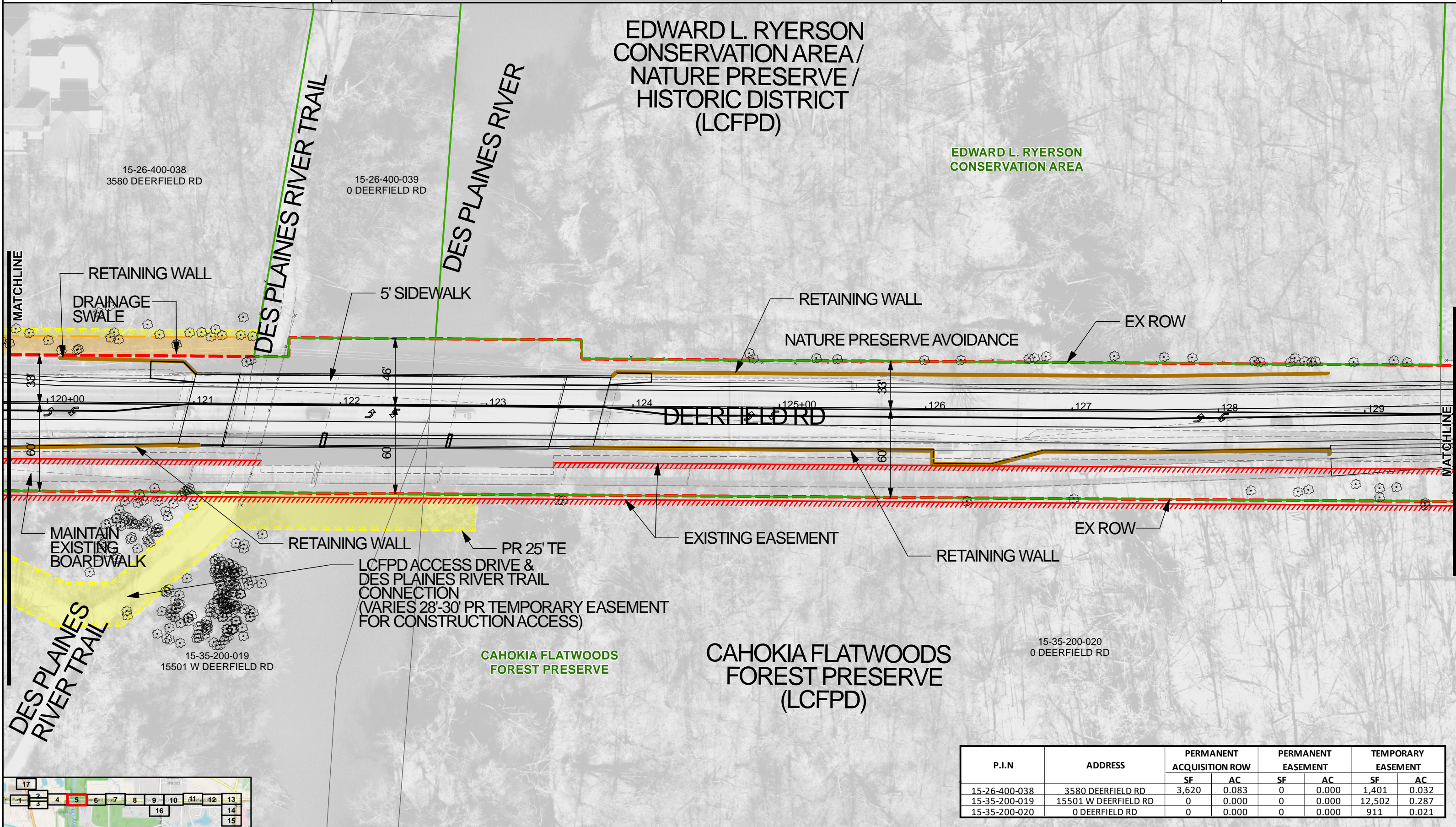


P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-35-100-003	3705 DEERFIELD RD	4,854	0.111	0	0.000	28,505	0.654
15-35-100-286	20899 N IL ROUTE 21	0	0.000	0	0.000	3,519	0.081
15-35-105-002	1055 N MILWAUKEE AVE	0	0.000	64,730	1.486	7,251	0.166
15-35-105-003	3725 DEERFIELD RD	0	0.000	7,082	0.163	0	0.000
15-35-105-004	3725 DEERFIELD RD	0	0.000	0	0.000	25,991	0.597



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-26-300-019	3750 DEERFIELD RD	23,084	0.530	0	0.000	5,351	0.123
15-26-300-041	3700 DEERFIELD RD	2,592	0.060	0	0.000	993	0.023
15-26-400-019	3620 DEERFIELD RD	1,843	0.042	0	0.000	709	0.016
15-26-400-038	3580 DEERFIELD RD	3,620	0.083	0	0.000	1,401	0.032
15-26-405-010	0 CHICORY LN	1,950	0.045	0	0.000	1,891	0.043
15-26-405-012	3680 DEERFIELD RD	1,944	0.045	0	0.000	784	0.017
15-35-100-003	3705 DEERFIELD RD	4,854	0.111	0	0.000	28,505	0.654
15-35-200-001	3705 DEERFIELD RD	9,708	0.223	0	0.000	29,810	0.684
15-35-200-002	3705 DEERFIELD RD	4,855	0.111	0	0.000	13,519	0.310
15-35-200-019	15501 W DEERFIELD RD	0	0.000	0	0.000	12,502	0.287





P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-26-400-038	3580 DEERFIELD RD	3,620	0.083	0	0.000	1,401	0.032
15-35-200-019	15501 W DEERFIELD RD	0	0.000	0	0.000	12,502	0.287
15-35-200-020	0 DEERFIELD RD	0	0.000	0	0.000	911	0.021

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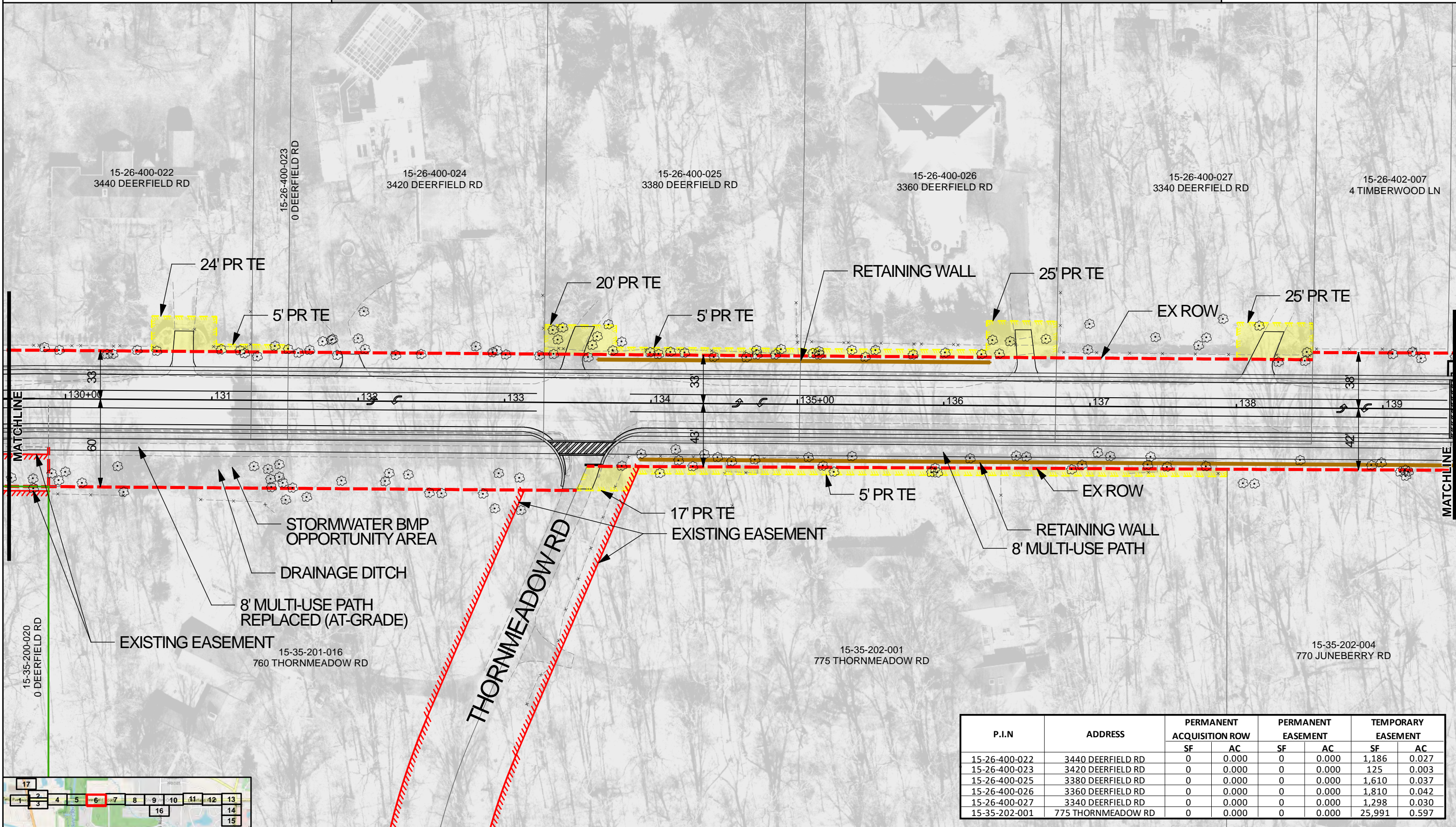
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**TEMPORARY EASEMENTS (YELLOW)** - UNDERLYING OWNERSHIP IS RETAINED BY THE PROPERTY OWNER BUT ACCESS IS TEMPORARILY ALLOWED ONLY DURING CONSTRUCTION FOR ITEMS SUCH AS GRADING, DRIVEWAY CONSTRUCTION, AND OTHER MINOR IMPROVEMENTS.

TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 5 of 17  
**SHEET 5**



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-26-400-022	3440 DEERFIELD RD	0	0.000	0	0.000	1,186	0.027
15-26-400-023	3420 DEERFIELD RD	0	0.000	0	0.000	125	0.003
15-26-400-025	3380 DEERFIELD RD	0	0.000	0	0.000	1,610	0.037
15-26-400-026	3360 DEERFIELD RD	0	0.000	0	0.000	1,810	0.042
15-26-400-027	3340 DEERFIELD RD	0	0.000	0	0.000	1,298	0.030
15-35-202-001	775 THORNMEADOW RD	0	0.000	0	0.000	25,991	0.597

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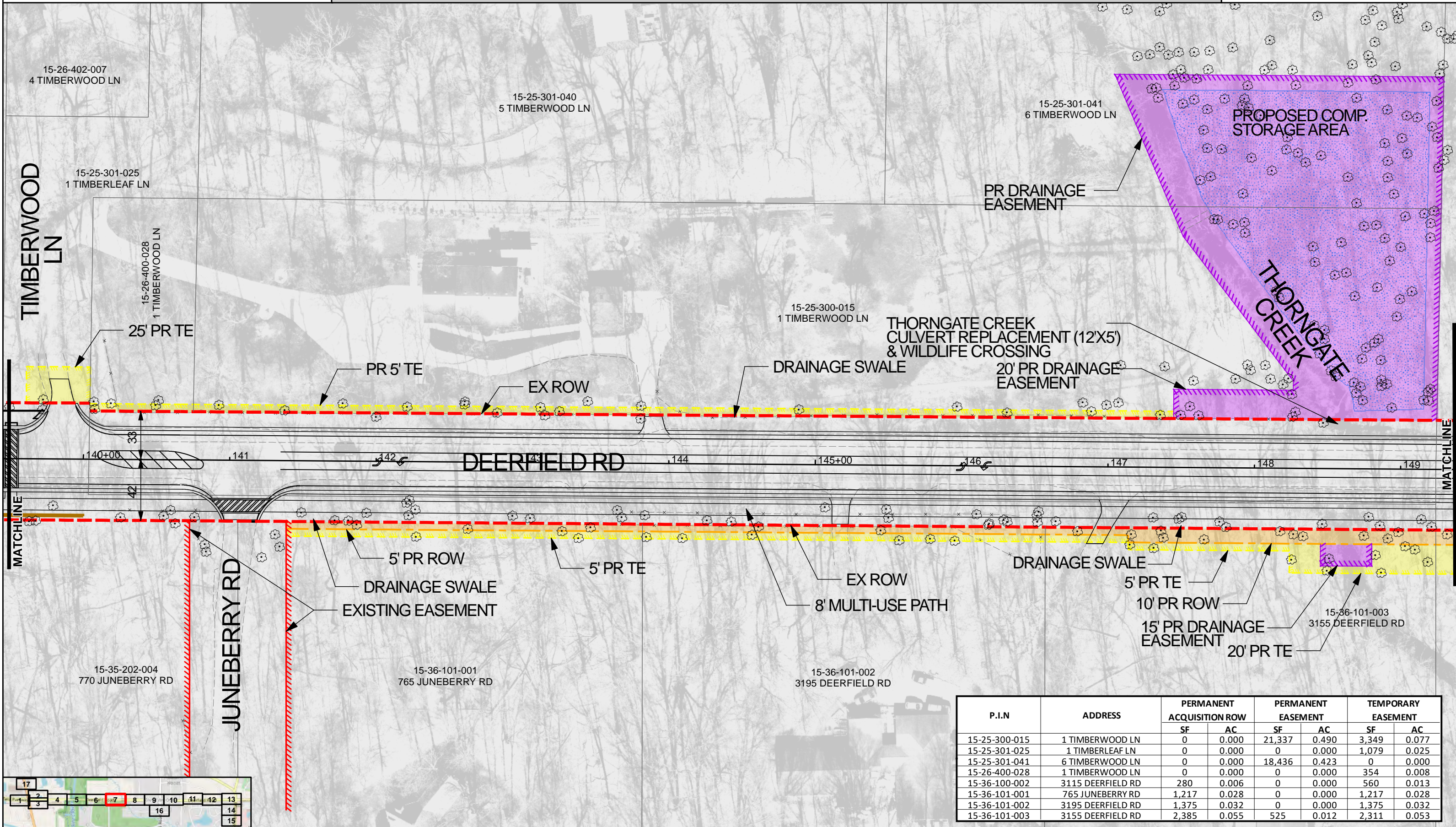
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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 6 of 17  
**SHEET 6**



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-300-015	1 TIMBERWOOD LN	0	0.000	21,337	0.490	3,349	0.077
15-25-301-025	1 TIMBERLEAF LN	0	0.000	0	0.000	1,079	0.025
15-25-301-041	6 TIMBERWOOD LN	0	0.000	18,436	0.423	0	0.000
15-26-400-028	1 TIMBERWOOD LN	0	0.000	0	0.000	354	0.008
15-36-100-002	3115 DEERFIELD RD	280	0.006	0	0.000	560	0.013
15-36-101-001	765 JUNE BERRY RD	1,217	0.028	0	0.000	1,217	0.028
15-36-101-002	3195 DEERFIELD RD	1,375	0.032	0	0.000	1,375	0.032
15-36-101-003	3155 DEERFIELD RD	2,385	0.055	525	0.012	2,311	0.053



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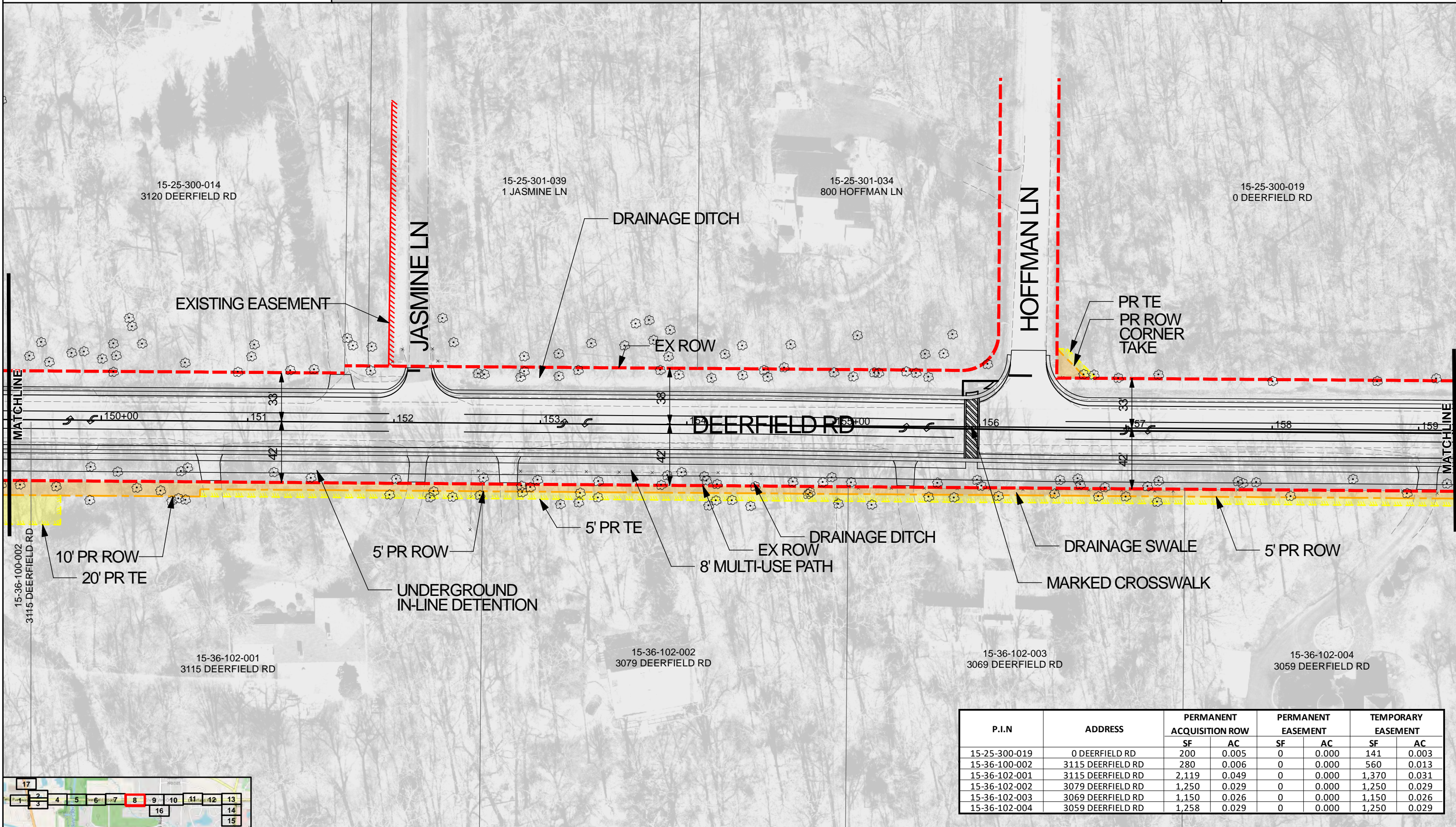
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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 7 of 17  
**SHEET 7**



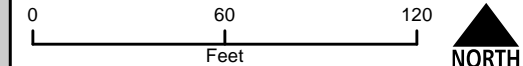
P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-300-019	0 DEERFIELD RD	200	0.005	0	0.000	141	0.003
15-36-100-002	3115 DEERFIELD RD	280	0.006	0	0.000	560	0.013
15-36-102-001	3115 DEERFIELD RD	2,119	0.049	0	0.000	1,370	0.031
15-36-102-002	3079 DEERFIELD RD	1,250	0.029	0	0.000	1,250	0.029
15-36-102-003	3069 DEERFIELD RD	1,150	0.026	0	0.000	1,150	0.026
15-36-102-004	3059 DEERFIELD RD	1,258	0.029	0	0.000	1,250	0.029



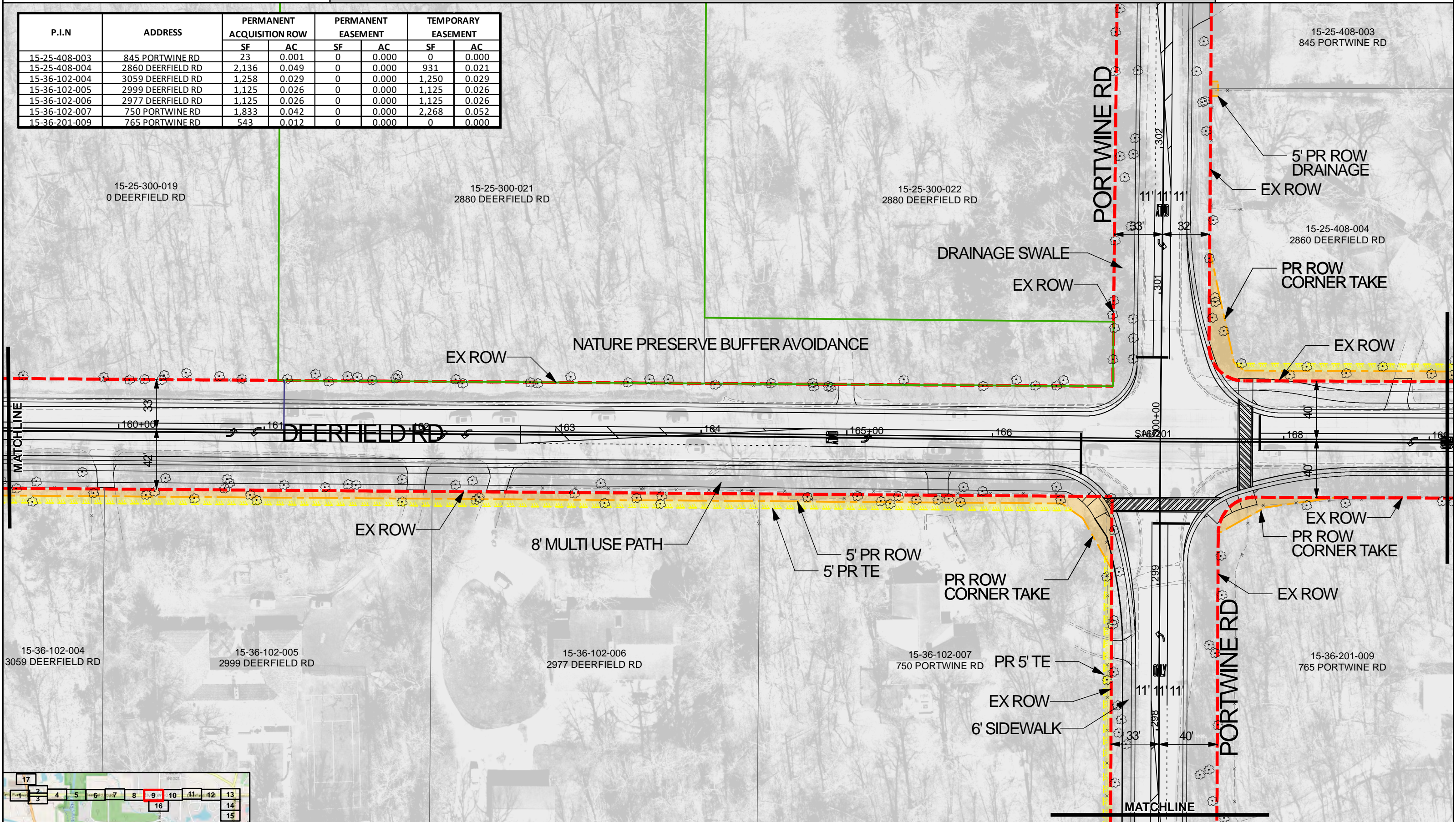


**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- PROPOSED RETAINING WALL
- EXISTING EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- VEGETATION/TREE



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-408-003	845 PORTWINE RD	23	0.001	0	0.000	0	0.000
15-25-408-004	2860 DEERFIELD RD	2,136	0.049	0	0.000	931	0.021
15-36-102-004	3059 DEERFIELD RD	1,258	0.029	0	0.000	1,250	0.029
15-36-102-005	2999 DEERFIELD RD	1,125	0.026	0	0.000	1,125	0.026
15-36-102-006	2977 DEERFIELD RD	1,125	0.026	0	0.000	1,125	0.026
15-36-102-007	750 PORTWINE RD	1,833	0.042	0	0.000	2,268	0.052
15-36-201-009	765 PORTWINE RD	543	0.012	0	0.000	0	0.000



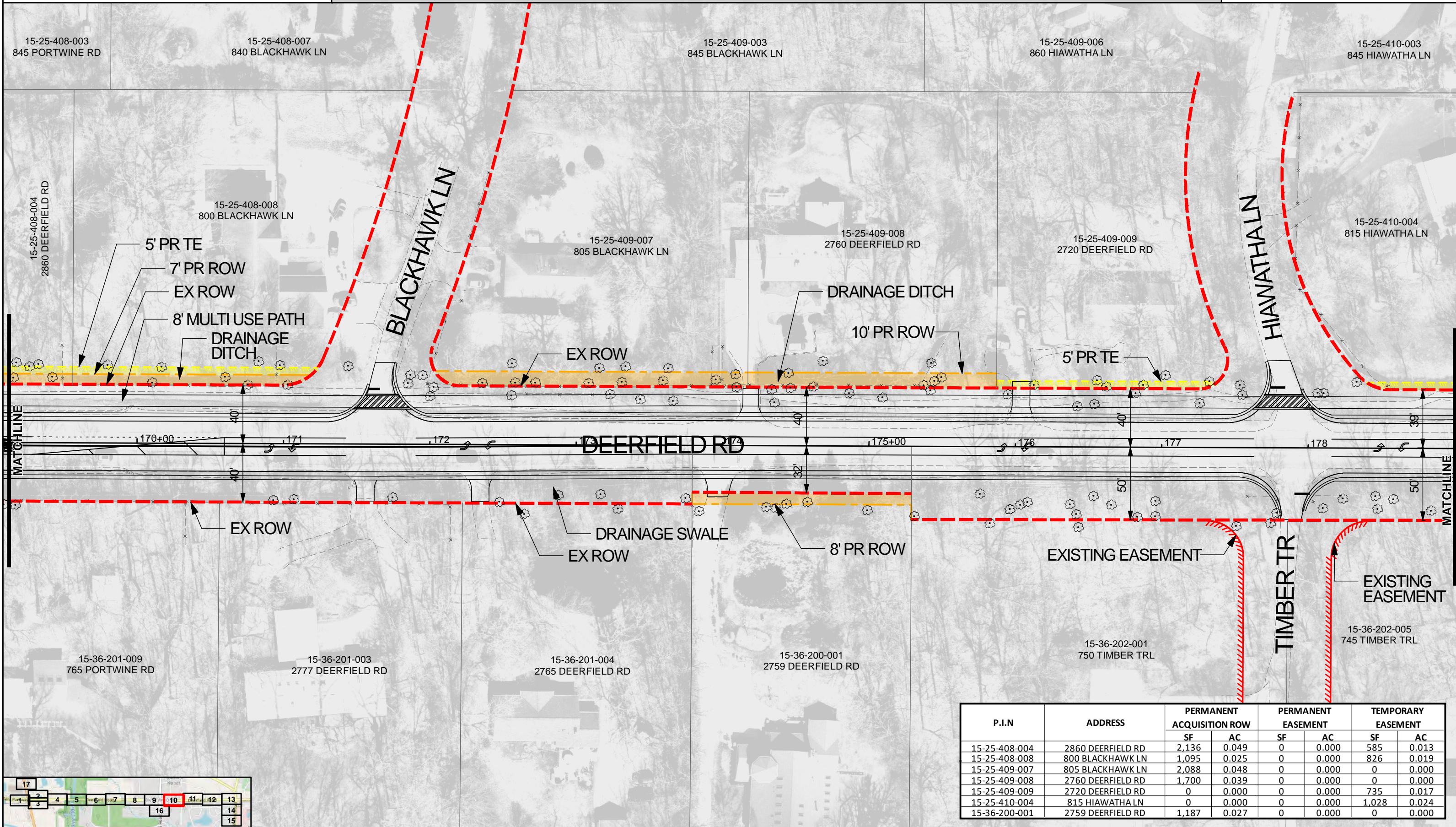
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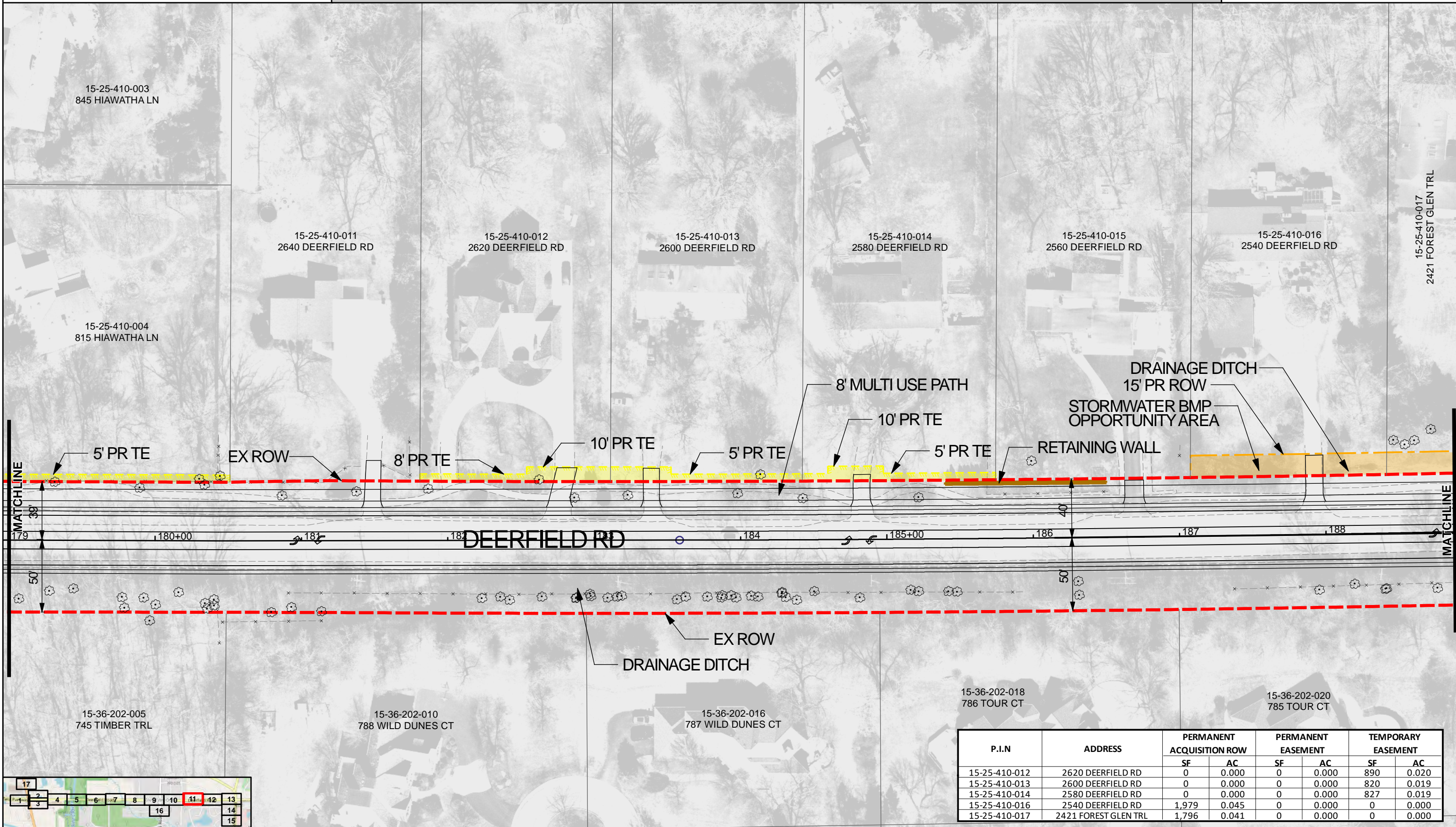
TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 9 of 17  
**SHEET 9**



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-408-004	2860 DEERFIELD RD	2,136	0.049	0	0.000	585	0.013
15-25-408-008	800 BLACKHAWK LN	1,095	0.025	0	0.000	826	0.019
15-25-409-007	805 BLACKHAWK LN	2,088	0.048	0	0.000	0	0.000
15-25-409-008	2760 DEERFIELD RD	1,700	0.039	0	0.000	0	0.000
15-25-409-009	2720 DEERFIELD RD	0	0.000	0	0.000	735	0.017
15-25-410-004	815 HIAWATHA LN	0	0.000	0	0.000	1,028	0.024
15-36-200-001	2759 DEERFIELD RD	1,187	0.027	0	0.000	0	0.000





P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-410-012	2620 DEERFIELD RD	0	0.000	0	0.000	890	0.020
15-25-410-013	2600 DEERFIELD RD	0	0.000	0	0.000	820	0.019
15-25-410-014	2580 DEERFIELD RD	0	0.000	0	0.000	827	0.019
15-25-410-016	2540 DEERFIELD RD	1,979	0.045	0	0.000	0	0.000
15-25-410-017	2421 FOREST GLEN TRL	1,796	0.041	0	0.000	0	0.000



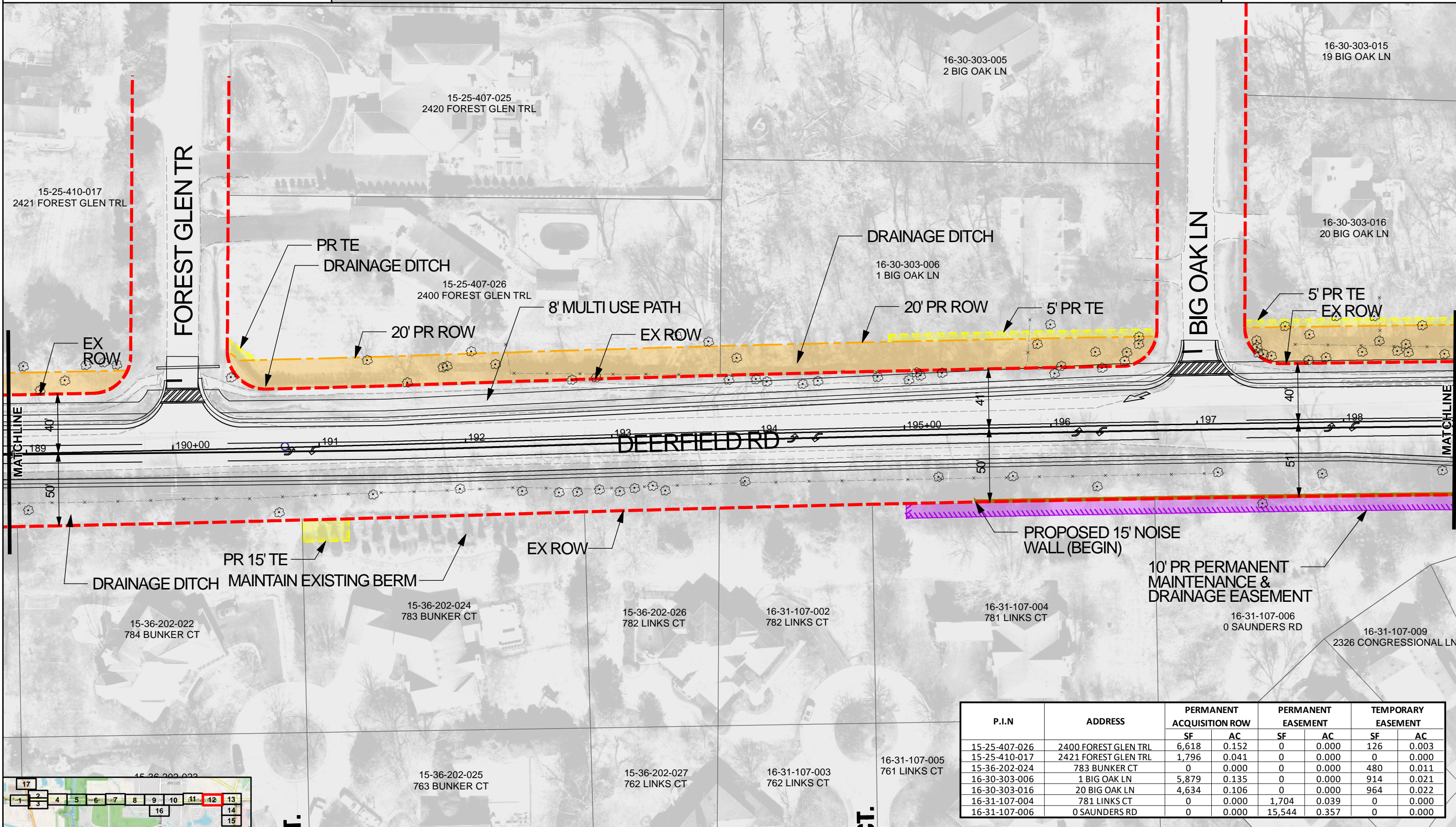
**CHRISTOPHER B. BURKE ENGINEERING LTD.**  
 9575 West Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500

CLIENT:

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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 11 of 17  
**SHEET 11**

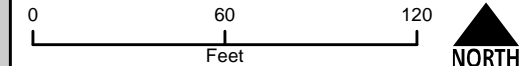


P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-407-026	2400 FOREST GLEN TRL	6,618	0.152	0	0.000	126	0.003
15-25-410-017	2421 FOREST GLEN TRL	1,796	0.041	0	0.000	0	0.000
15-36-202-024	783 BUNKER CT	0	0.000	0	0.000	480	0.011
16-30-303-006	1 BIG OAK LN	5,879	0.135	0	0.000	914	0.021
16-30-303-016	20 BIG OAK LN	4,634	0.106	0	0.000	964	0.022
16-31-107-004	781 LINKS CT	0	0.000	1,704	0.039	0	0.000
16-31-107-006	0 SAUNDERS RD	0	0.000	15,544	0.357	0	0.000

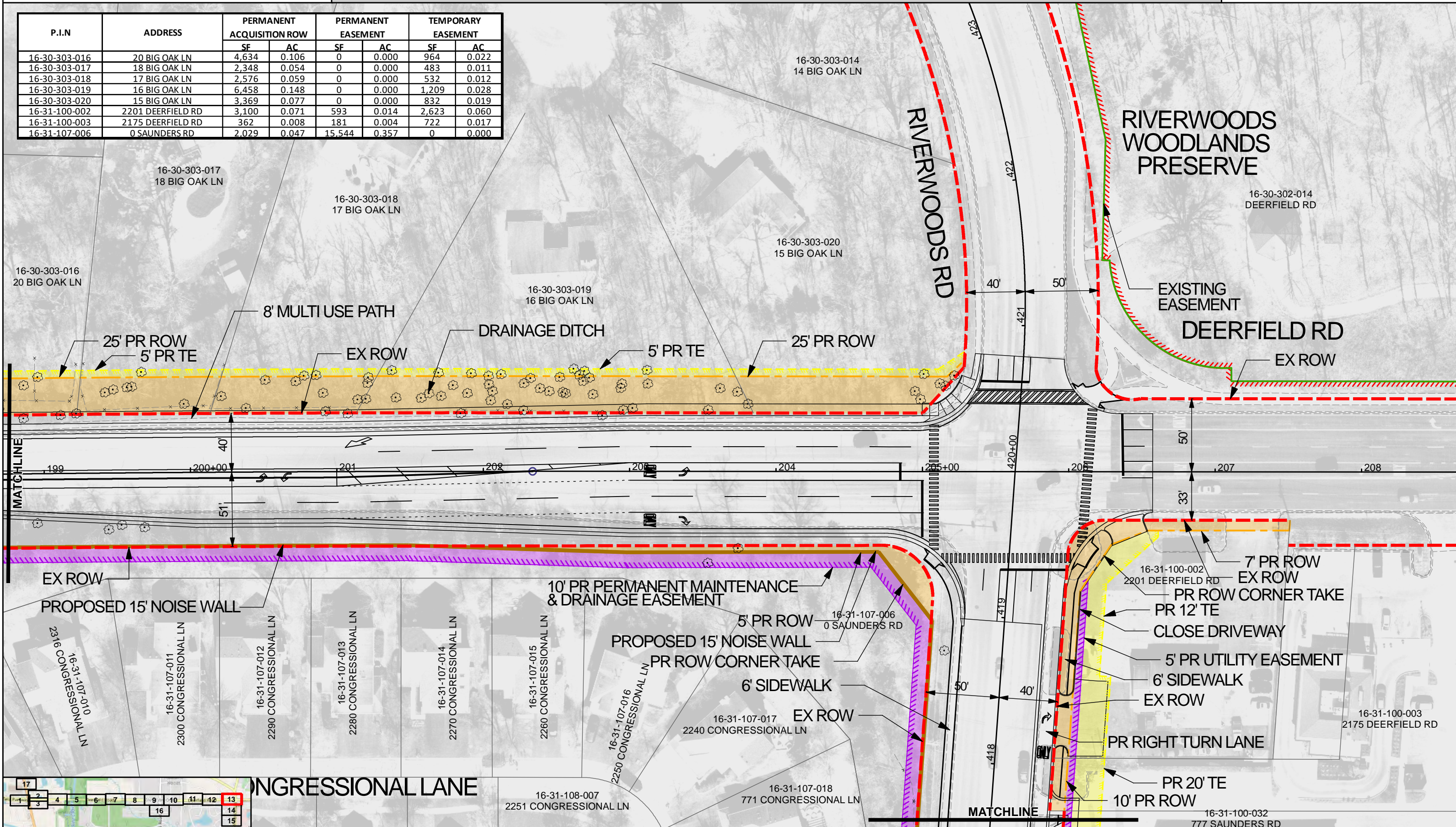


**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PROPOSED RETAINING WALL
- FOREST PRESERVE/SPECIAL LANDS
- PERMANENT EASEMENT
- EXISTING EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- VEGETATION/TREE



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
16-30-303-016	20 BIG OAK LN	4,634	0.106	0	0.000	964	0.022
16-30-303-017	18 BIG OAK LN	2,348	0.054	0	0.000	483	0.011
16-30-303-018	17 BIG OAK LN	2,576	0.059	0	0.000	532	0.012
16-30-303-019	16 BIG OAK LN	6,458	0.148	0	0.000	1,209	0.028
16-30-303-020	15 BIG OAK LN	3,369	0.077	0	0.000	832	0.019
16-31-100-002	2201 DEERFIELD RD	3,100	0.071	593	0.014	2,623	0.060
16-31-100-003	2175 DEERFIELD RD	362	0.008	181	0.004	722	0.017
16-31-107-006	0 SAUNDERS RD	2,029	0.047	15,544	0.357	0	0.000



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 Rosemont, Illinois 60018  
 (847) 823-0500

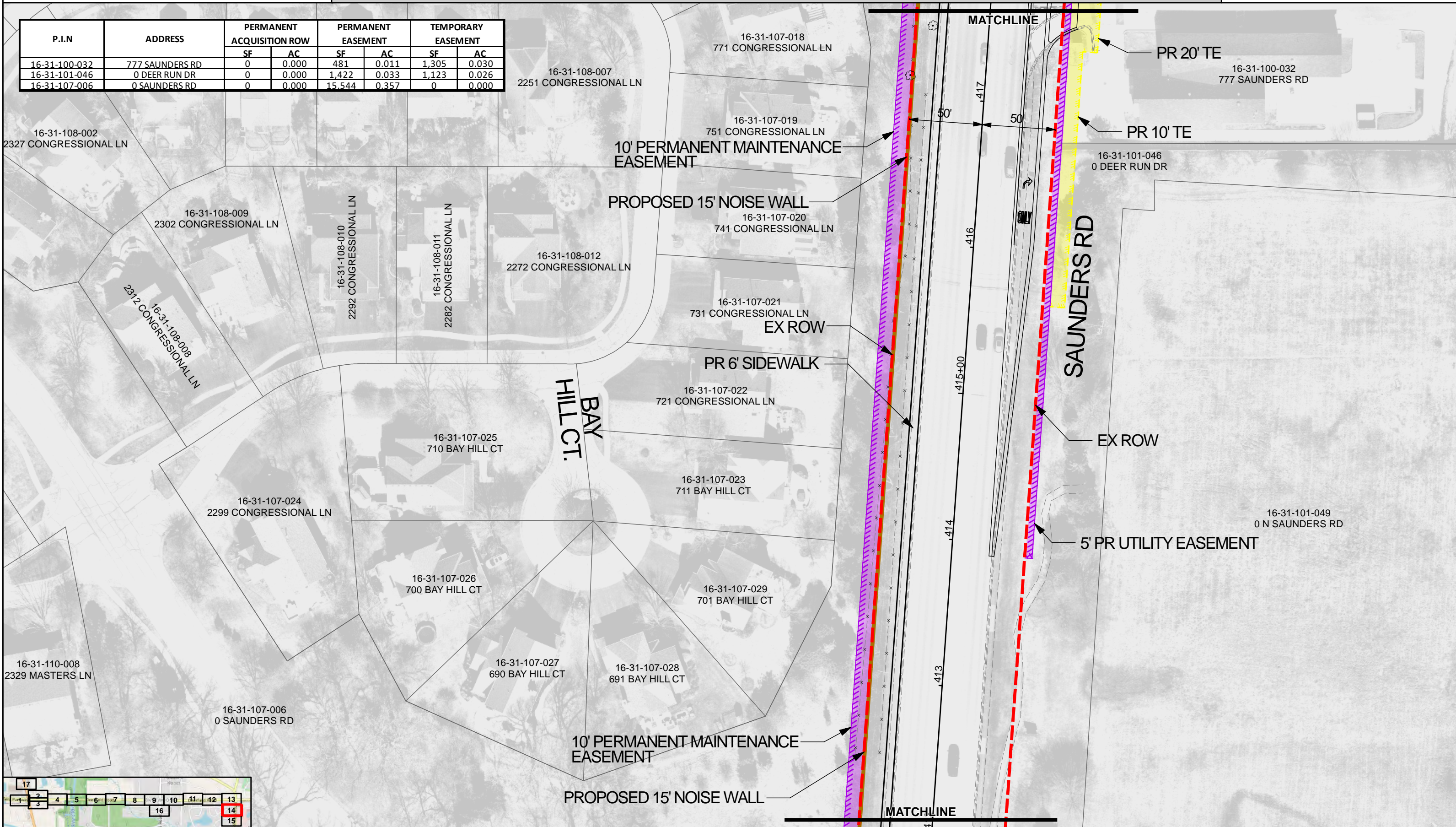
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CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 13 of 17  
**SHEET 13**

P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
16-31-100-032	777 SAUNDERS RD	0	0.000	481	0.011	1,305	0.030
16-31-101-046	0 DEER RUN DR	0	0.000	1,422	0.033	1,123	0.026
16-31-107-006	0 SAUNDERS RD	0	0.000	15,544	0.357	0	0.000



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 Rosemont, Illinois 60018  
 (847) 823-0500

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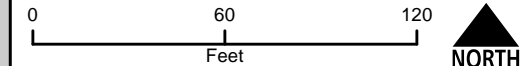
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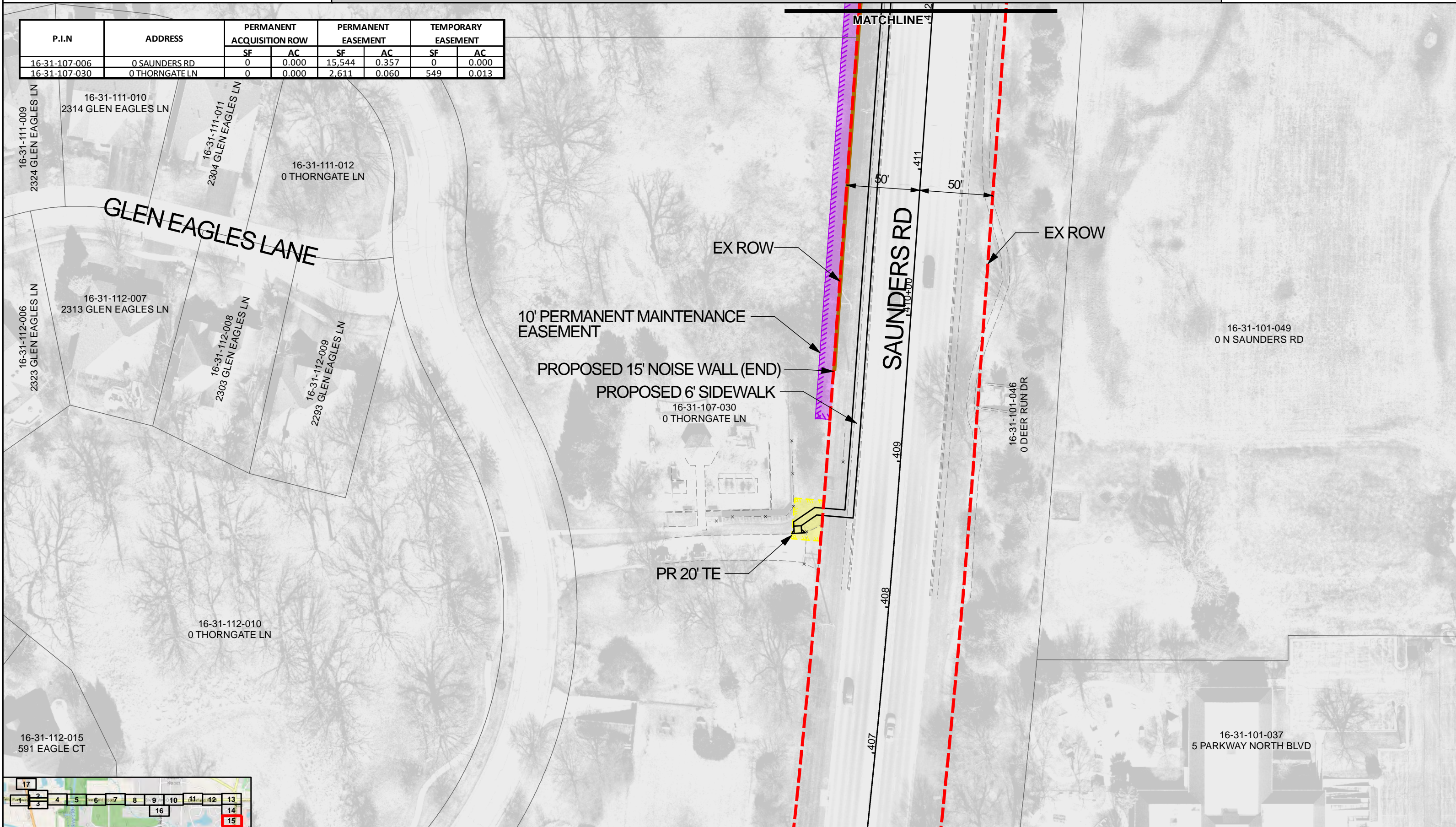
CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 14 of 17  
**SHEET 14**

**LEGEND**

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PROPOSED RETAINING WALL
- //// EXISTING EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- VEGETATION/TREE



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
16-31-107-006	0 SAUNDERS RD	0	0.000	15,544	0.357	0	0.000
16-31-107-030	0 THORNGATE LN	0	0.000	2,611	0.060	549	0.013



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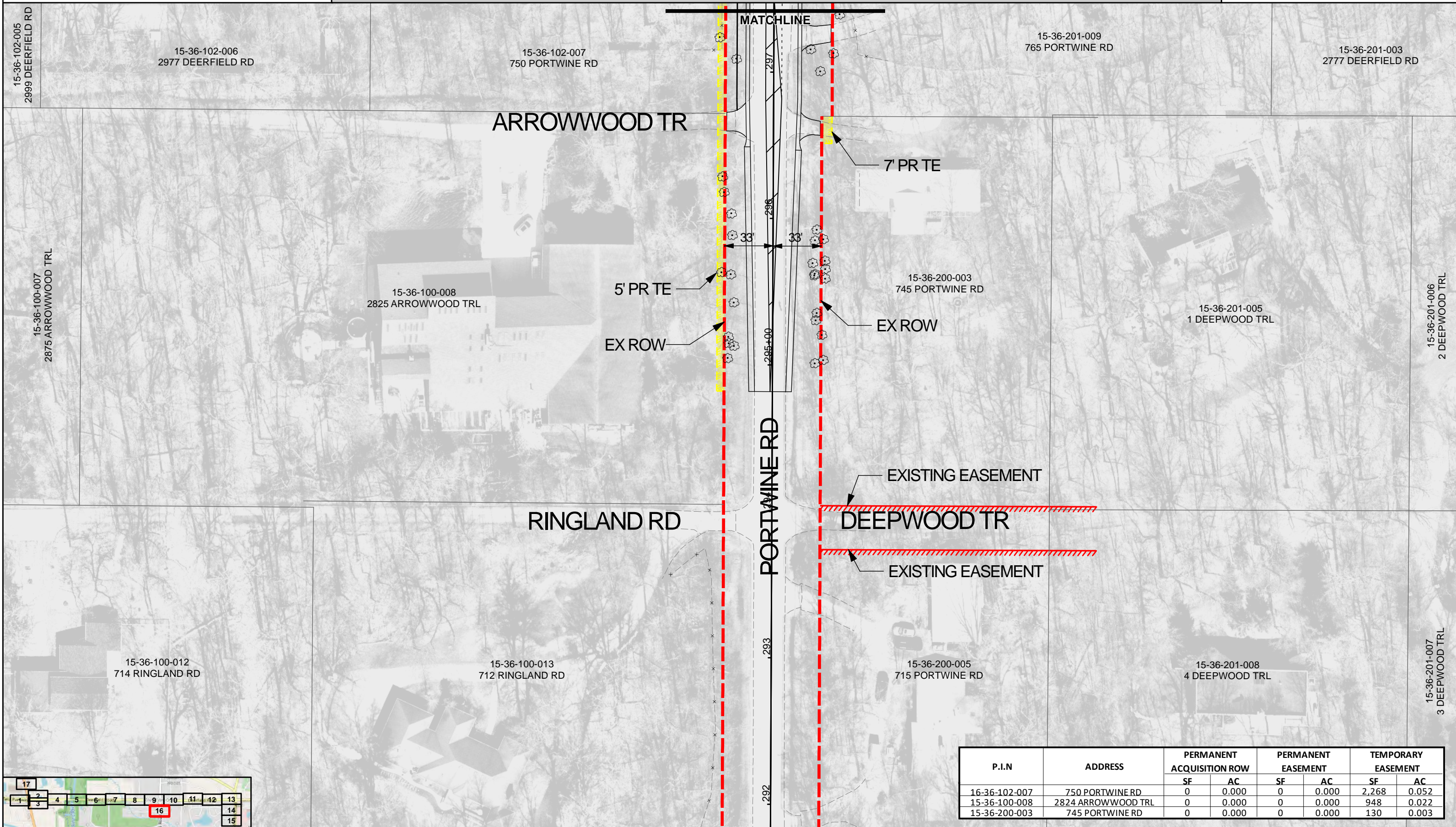
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CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 15 of 17

**SHEET 15**



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
16-36-102-007	750 PORTWINE RD	0	0.000	0	0.000	2,268	0.052
15-36-100-008	2824 ARROWWOOD TR	0	0.000	0	0.000	948	0.022
15-36-200-003	745 PORTWINE RD	0	0.000	0	0.000	130	0.003



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 9575 West Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500

CLIENT:

**LakeCounty**  
 Division of Transportation

**DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION INFORMATION**

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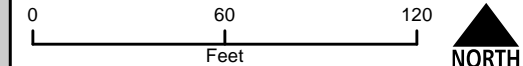
CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 16 of 17

**SHEET 16**

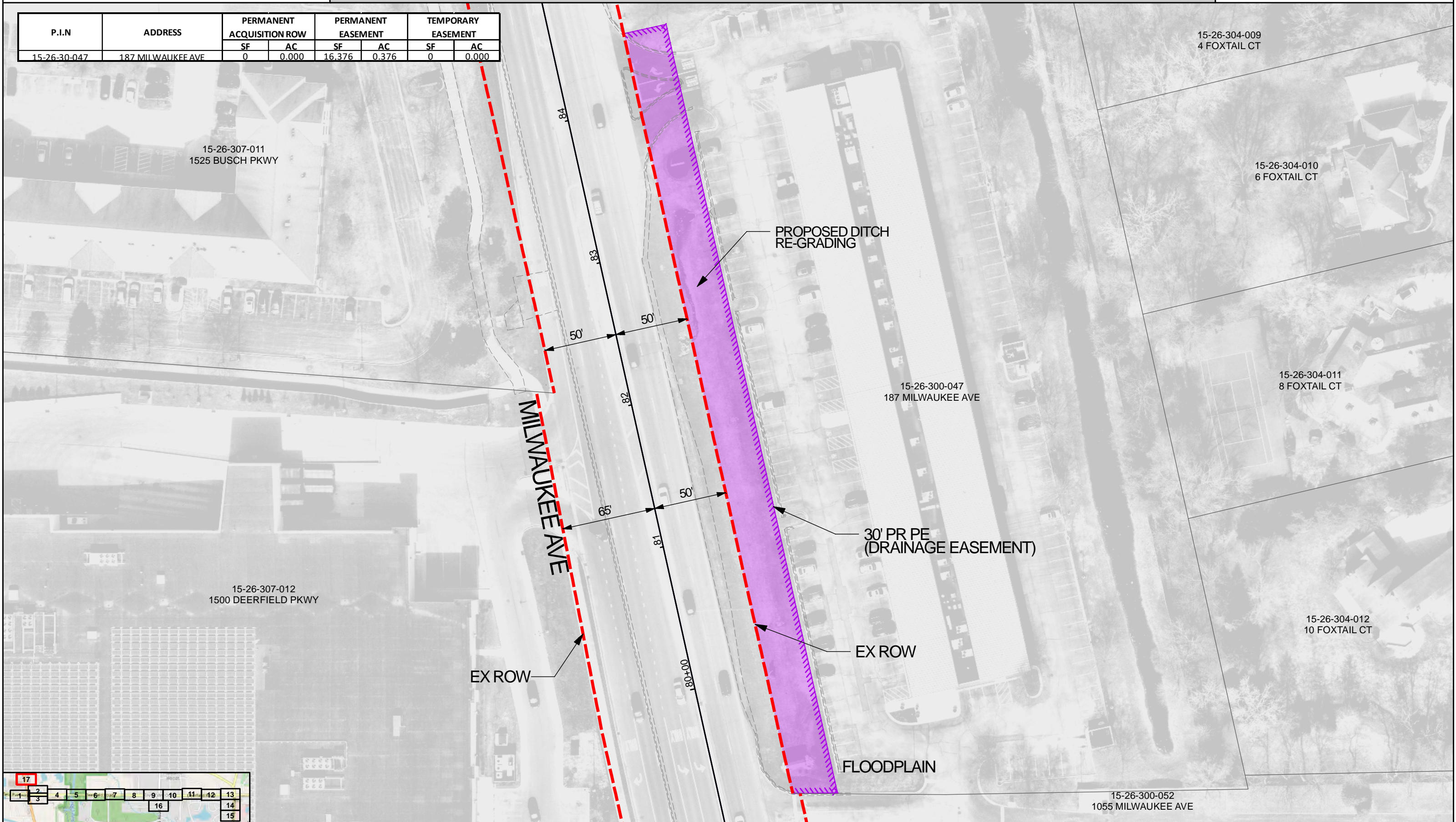


**LEGEND**

- - - EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- PROPOSED RETAINING WALL
- VEGETATION/TREE
- //// EXISTING EASEMENT



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-26-30-047	187 MILWAUKEE AVE	0	0.000	16,376	0.376	0	0.000



**CHRISTOPHER B. BURKE ENGINEERING LTD.**  
 9575 West Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500

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CBBEL # 15-0331  
 DATE: 04/20/2021  
 SHEET 17 of 17  
**SHEET 17**

## Attachment F

### Elected Officials and Agencies 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

May 5, 2021

«Prefix» «First\_Name» «Last\_Name»  
«Title»  
«Affiliation»  
«Address»  
«City», «State» «Zip\_Code»

Dear «Prefix» «Last\_Name»:

The Lake County Division of Transportation (LCDOT) is hosting a Virtual Public Hearing regarding improvements to Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road. The purpose of this Public Hearing is to present and seek input on the final Deerfield Road project Environmental Assessment (EA) and Preferred Alternative. All public hearing materials, including the EA and Preferred Alternatives design, will be available on the project website beginning May 10<sup>th</sup> at [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com).

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will be ongoing for the next several years with the construction anticipated to start in late 2023 or early 2024.

To protect the health and safety of all participants, the public hearing will be held virtually. A formal project presentation will be made by the project team. This live, virtual event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. To register to join the public hearing please visit the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021  
Time: 4:00 PM  
Register: [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

Comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or a comment form can be picked up at Riverwoods Village Hall and submitted to the project team. For those without internet access and/or would like to view hard copies of the public hearing materials, or for additional information, please visit the project website at [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com) or contact: Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or (847) 823-0500.

If you have any questions or need additional information, please contact Chuck Gleason, Project Manager, at [cgleason@lakecountyil.gov](mailto:cgleason@lakecountyil.gov) or (847) 377-7447.

Sincerely,

A handwritten signature in black ink that reads "Kevin J. Carrier".

Kevin J. Carrier, P.E.  
Director of Planning & Programming

Prefix	First Name	Last Name	Affiliation	Title	Address	City	State	Zip Code
Mr.	Jose	Rios, P.E.	Illinois Department of Transportation	Deputy Director of Highways/Region One Engineer	201 West Center Court	Schaumburg	IL	60196
Ms.	Katherine	Herdus	Illinois Department of Transportation	Area Programmer	201 West Center Court	Schaumburg	IL	60196
Mr.	John	Baczek, P.E.	Illinois Department of Transportation	Engineer of Program Development	201 West Center Court	Schaumburg	IL	60196
Mr.	Alex	Carr	Lake County Division of Transportation	Communications Coordinator	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Alex "Ty"	Kovach	Lake County Forest Preserve District	Executive Director	1899 W. Winchester Road	Libertyville	IL	60048
Mr.	Randall	Seebach	Lake County Forest Preserve District	Director, Planning & Land Preservation	1899 W. Winchester Road	Libertyville	IL	60048
Mr.	Kevin	Considine	Lake County Partners, Inc.	President and CEO	One Overlook Point, Suite 280	Lincolnshire	IL	60069
Ms.	Barbara	Prusila	Lake County Partners, Inc.	Marketing and Communications Director	One Overlook Point, Suite 280	Lincolnshire	IL	60069
Ms.	Bethany	Williams	Lake County Partners, Inc.	Strategy and Intelligence Director	One Overlook Point, Suite 280	Lincolnshire	IL	60069
Mr.	Eric	Waggoner	Lake County Planning, Building and Development	Director	500 W. Winchester Road, Unit 101	Libertyville	IL	60048
Mr.	Austin	McFarlane	Lake County Public Works	Interim Director of Public Works	650 W. Winchester Road	Libertyville	IL	60048
Mr.	Kurt	Woolford	Lake County Stormwater Management Commission	Executive Director	500 W. Winchester Road	Libertyville	IL	60048
Mr.	Pete	Manhard	Lake County Transportation Alliance	President	One Overlook Point, Suite 290	Lincolnshire	IL	60069
Ms.	Linda	Soto	LCTA	President				
Mr.	Michael	Loftstrom	Vernon Township	Highway Commissioner	3050 N. Main Street	Buffalo Grove	IL	60089
Mr.	Dane	Bragg	Village of Buffalo Grove	Village Manager	50 Raupp Blvd	Buffalo Grove	IL	60089
Mr.	Darren	Monico	Village of Buffalo Grove	Village Engineer	51 Raupp Blvd	Buffalo Grove	IL	60089
Honorable	Beverly	Sussman	Village of Buffalo Grove	Village President	50 Raupp Blvd	Buffalo Grove	IL	60089
Mr.	Robert	Phillips	Village of Deerfield	Director of Public Works and Engineering	465 Elm Street	Deerfield	IL	60015
Honorable	Daniel	Shapiro	Village of Deerfield	Mayor	850 Waukegan Road	Deerfield	IL	60015
Mr.	Kent	Street	Village of Deerfield	Village Manager	850 Waukegan Road	Deerfield	IL	60015
Mr.	Patrick	Glenn	Village of Riverwoods/Gewalt Hamilton	Village Engineer	850 Forest Edge Dr	Vernon Hills	IL	60061
Ms.	Cheryl	Chamberlain	Village of Riverwoods	Trustee, Finance and Forestry Committees	300 Portwine Rd	Riverwoods	IL	60015
Mr.	Michael	Clayton	Village of Riverwoods	Trustee, Economic Development and Finance and	300 Portwine Rd	Riverwoods	IL	60015
Honorable	Kris	Ford	Village of Riverwoods	Mayor	300 Portwine Rd	Riverwoods	IL	60015
Mr.	Eric	Goldstein	Village of Riverwoods	Trustee, Storm Water, Communications and Infr	300 Portwine Rd	Riverwoods	IL	60015
Mr.	Michael	Haber	Village of Riverwoods	Trustee, Legal and Utilities	300 Portwine Rd	Riverwoods	IL	60015
Mr.	Henry	Hollander	Village of Riverwoods	Trustee, Roads and Land Use	300 Portwine Rd	Riverwoods	IL	60015
Mr.	Richard	Jamerson	Village of Riverwoods	Trustee, Police & Building and Zoning Committee	300 Portwine Rd	Riverwoods	IL	60015
Ms.	Alyson M.	Feiger	West Deerfield Township	Supervisor	601 Deerfield Road	Deerfield	IL	60015

Attachment G  
Virtual Public Hearing Exhibits



DEERFIELD  
*Road*

MILWAUKEE AVENUE TO  
SAUNDERS/RIVERWOODS ROAD

# >Welcome!

DEERFIELD ROAD PHASE I

ENGINEERING AND ENVIRONMENTAL STUDY

 [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

 Lake County  
Division of Transportation

# PROJECT OVERVIEW



# PROJECT LOCATION



# OVERALL PROJECT DEVELOPMENT PROCESS

**We Are  
Here**

## PHASE I

**Preliminary Engineering and Environmental Study**

*(Planned for 36 months)*

*Initiated 2016 (Targeted August 2021 Completion)*

## PHASE II

**Contract Plan Preparation and Land Acquisition**

*(Anticipated 24 months)*

*Targeted August 2023 Completion*

## PHASE III

**Construction**

*(Anticipated 24 months)*

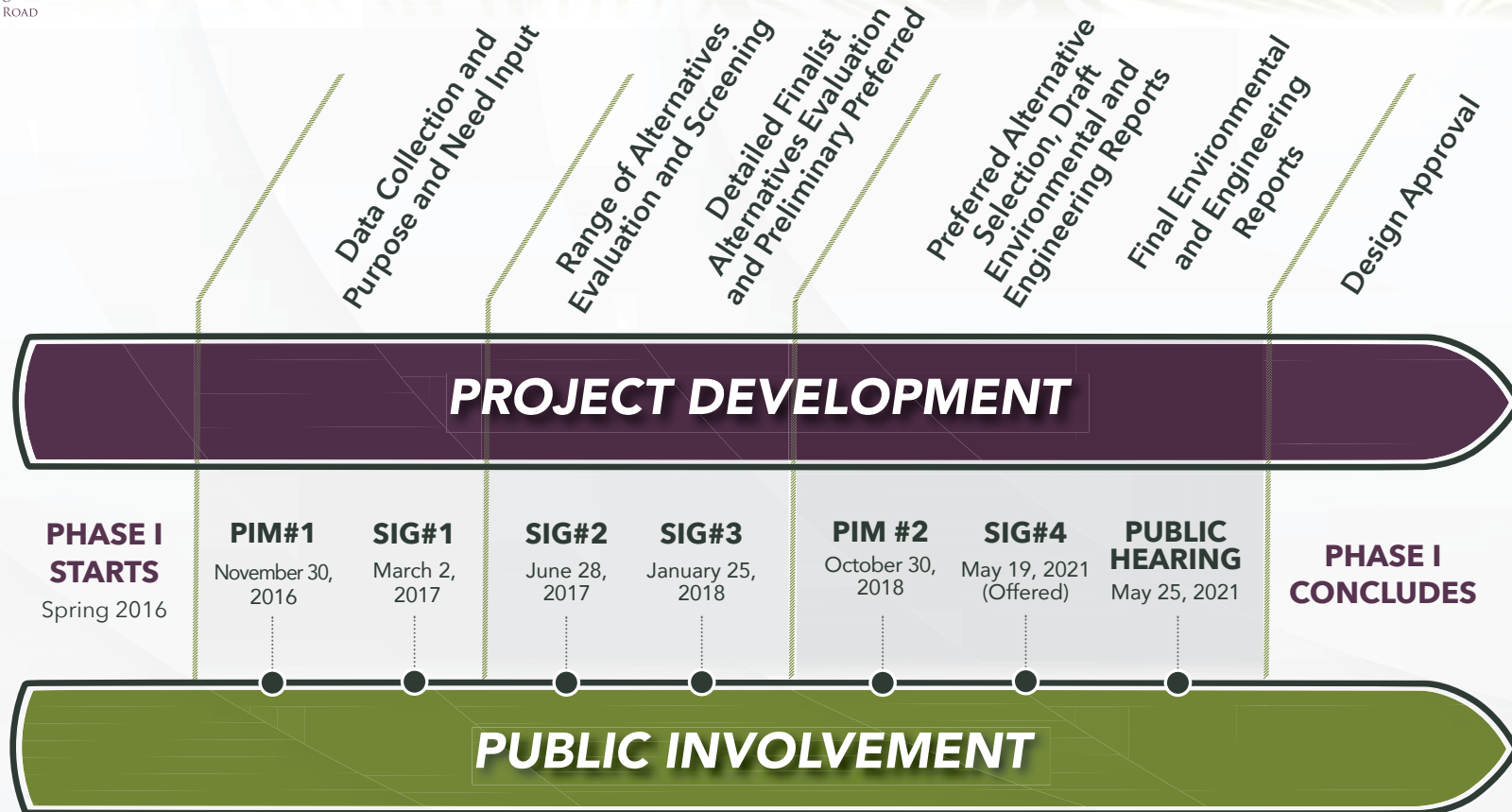
*Targeted Fall 2023 Construction Start*

# PHASE I STUDY PROCESS AND TIMELINE



COMMUNITY & PUBLIC INVOLVEMENT

# PUBLIC INVOLVEMENT & PROJECT DEVELOPMENT



- Public Information Meeting (PIM)
- Stakeholder Involvement Group (SIG)



The Deerfield Road Phase I Study follows the Federal National Environmental Policy Act (NEPA) for project development and is processed as an Environmental Assessment (EA). Following this process will allow the study team to balance the need for safe and efficient transportation improvements with any impacts to the human and natural environment. The study team has considered a variety of factors that may have an impact on the environment and has submitted the final finding to the Federal Highway Administration (FHWA) and to the public for review. The Chapters of the EA include: Purpose and Need; Alternatives; Environmental Setting, Impacts, and Mitigation; Comments and Coordination; and Next Steps.

## SOME OF THE ENVIRONMENTAL ASPECTS INCLUDED IN THE STUDY:

- |                           |                                     |
|---------------------------|-------------------------------------|
| <i>Socio-economic</i>     | <i>Surface Waters</i>               |
| <i>Cultural Resources</i> | <i>Wetlands</i>                     |
| <i>Natural Resources</i>  | <i>Floodplain</i>                   |
| <i>Air Quality</i>        | <i>Special Waste</i>                |
| <i>Noise</i>              | <i>Indirect/Cummulative Impacts</i> |

| *The EA is available for public review now through June 14, 2021.*



AVOID, MINIMIZE, AND MITIGATE IMPACTS

## Purpose:

- ✓ To provide an improved transportation system to address capacity, safety, mobility, and operational deficiencies along Deerfield Road and improve non-motorized accommodations from Milwaukee Avenue (US 45/ IL 21) to Saunders/Riverwoods Road in Lake County, Illinois.

## Need:

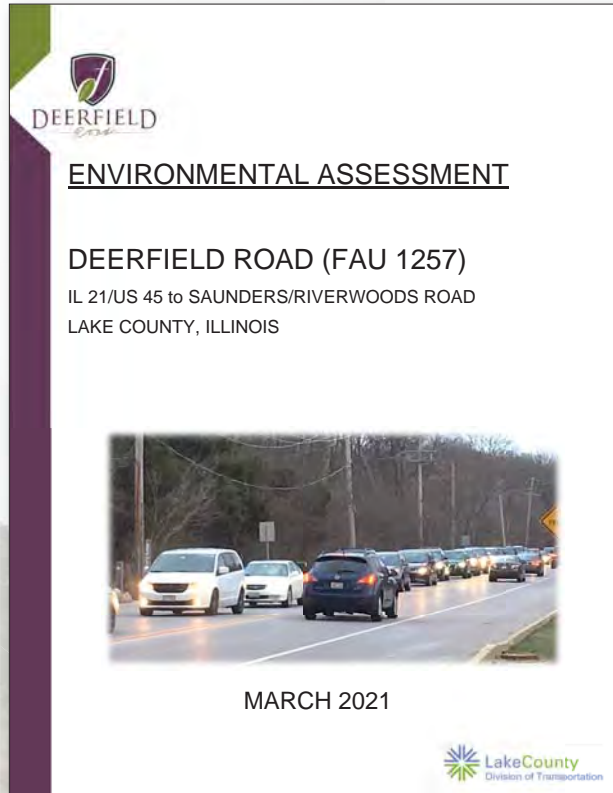
- ✓ The needs for the project include capacity, safety, mobility, non-motorized and transit connections, and Operational Deficiencies.

The **Purpose and Need** is a formal document and is the first chapter of the Environmental Assessment, which is utilized as the basis for evaluating Alternatives. The Purpose and Need was reviewed by the Stakeholder Involvement Group and approved by the Federal Highway Administration in Fall 2017.

The Purpose and Need can be found on the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com).




# ENVIRONMENTAL ASSESSMENT - NEXT STEPS




**DEERFIELD**  
*Road*

**ENVIRONMENTAL ASSESSMENT**

**DEERFIELD ROAD (FAU 1257)**  
IL 21/US 45 to SAUNDERS/RIVERWOODS ROAD  
LAKE COUNTY, ILLINOIS



MARCH 2021



**The EA review and comment period will be a minimum of 30 days.** The project team will then address comments and make any necessary changes to the proposed improvement and EA. To document the changes following the EA review, comment period and the public hearing, an Errata to the EA document will be prepared. Specifically, the EA Errata will:

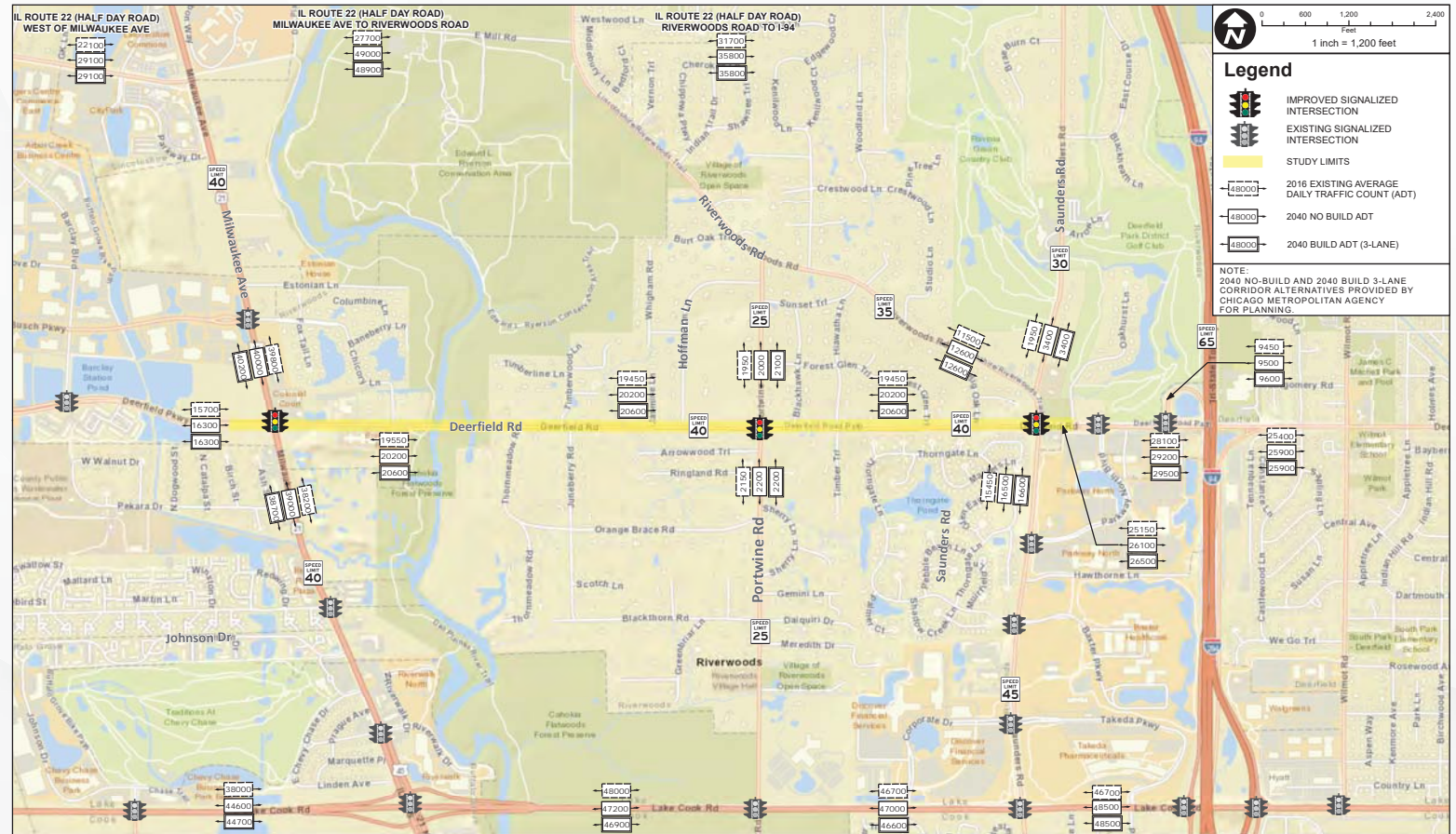
- Reflect changes to the proposed improvement or mitigation measures resulting from comments received on the EA or at the public hearing, and the effect of the changes
- Include any necessary findings, agreements, or determinations for compliance with wetland requirements, historic/cultural regulations, and public lands/resources (Section 4(f)) regulations
- Incorporate pertinent comments received on the EA and the responses to those comments;
- Include public hearing summary.

After the public comment period concludes, LCDOT and IDOT may recommend to the FHWA that a Finding of No Significant Impact (FONSI) be issued for the project. The FHWA will review the EA, comments submitted on the EA, and other supporting documentation, as appropriate. If the FHWA agrees with the LCDOT and IDOT's recommendations, it will issue a separate written FONSI incorporating by reference the EA and any other appropriate environmental documents. If the FHWA determines the project will have a significant impact on the environment, then an Environmental Impact Statement will be required.

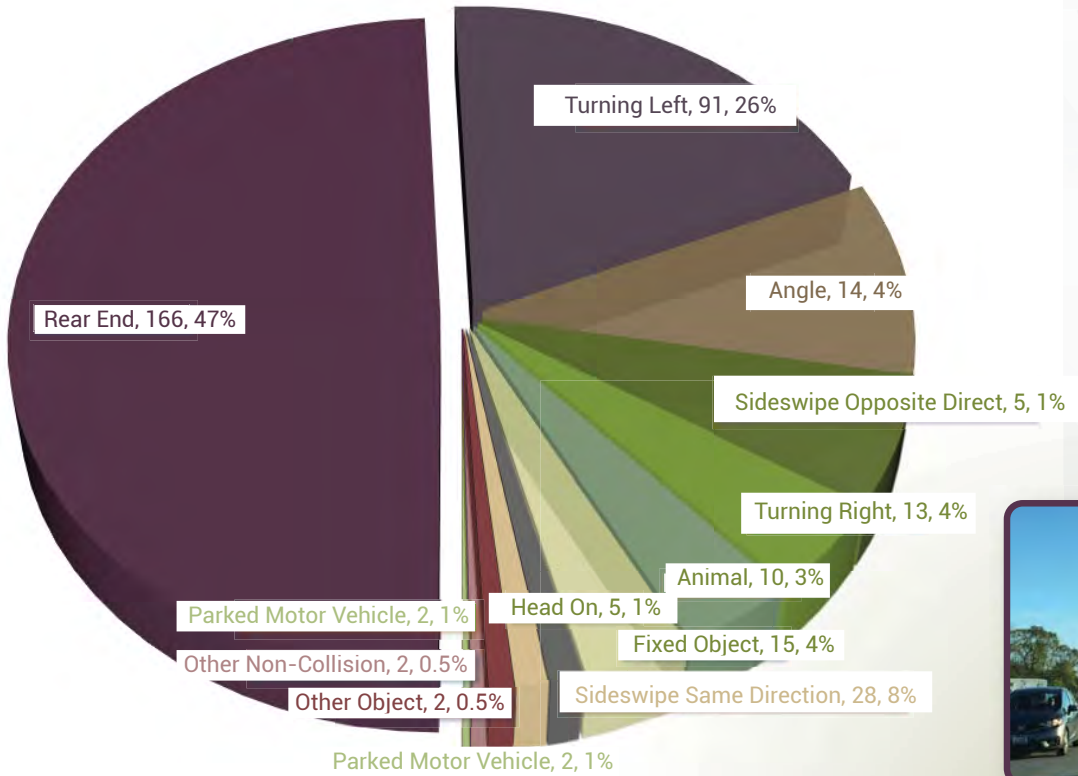
**ENVIRONMENTAL ASSESSMENT REVIEW PERIOD: MAY 10 - JUNE 14, 2021**

# AVERAGE DAILY TRAFFIC DATA

There is minimal projected growth along Deerfield Road from existing 2016 traffic (19,450) to 2040 No-Build (20,200) to 2040 Build (20,600).



**Project Study Area Crash Type Summary  
353 Total Crashes (2014-2018)**



**353** crashes in five year period (2014 - 2018) resulting in **100** injuries.

**47% (166)** of crashes within the study area are rear end crash type

Rear end crashes within the study area can be attributed to congestion, excessive queueing from intersections, absence of the turning lanes, lack of adequate gaps for main line and side road left turns, lane drops, and drivers not being aware of access points.





# PUBLIC INVOLVEMENT

# CONTEXT SENSITIVE SOLUTIONS (CSS)



**The Deerfield Road Study uses principles of the Context Sensitive Solutions process, known as CSS.**

CSS is a collaborative approach that seeks to involve all stakeholders in the study process to develop alternatives that fit into its surroundings, using a flexible and creative approach to design.

CSS promotes frequent communication, addresses all modes of transportation, and strives to preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

## Project Study Team

- Lake County Division of Transportation (LCDOT)  
**LEAD AGENCY**
- The Illinois Department of Transportation Bureau of Local Roads (IDOT)
- Federal Highway Administration (FHWA)

\* Final project decisions will be made by LCDOT. Because the project is seeking Federal funding, IDOT and FHWA have approval authority.

## Stakeholders

- Elected Officials
- Business Community
- Local Agencies
- Interest Groups
- Transportation Providers
- County Technical Staff
- General Public

# STAKEHOLDER INVOLVEMENT GROUP (SIG)

## Who:

- ✓ SIG members consist of a diverse cross section of stakeholders affected by the study, including government agencies, residents, business owners, and others who utilize Deerfield Road.

## Purpose:

- ✓ Provide Input to the project study group throughout the project development process at key milestone points.

## Responsibilities:

- ✓ Commit to attend meetings (*approximately 4*)
- ✓ Communicate with your constituents, agencies, or neighbors about the project.

### SIG #1

March 2, 2017



#### PURPOSE:

- Data Collection
- Environmental Surveys/ Constraints
- Traffic and Crash Analysis

### SIG #2

June 28, 2017



#### PURPOSE:

- Develop Project Problem Statement
- Initial Alternative Concepts Brainstorming

### SIG #3

January 25, 2018



#### PURPOSE:

- Initial Alternatives Development and Evaluation
- Evaluation and Relative Comparison of Build and No-Build Alternatives to Project Purpose and Need
- Screening of Initial Alternatives

### SIG #4

May 19, 2021 (*offered*)



#### PURPOSE:

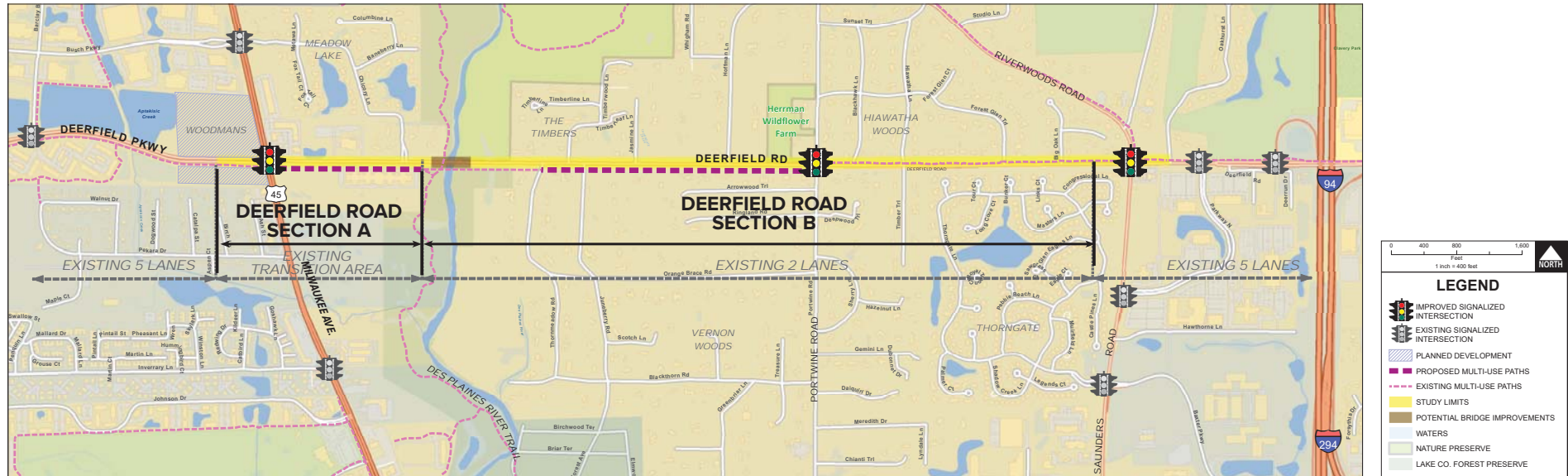
- Environmental Assessment Overview
- Public Hearing Preview

# PUBLIC INVOLVEMENT - AS OF TODAY



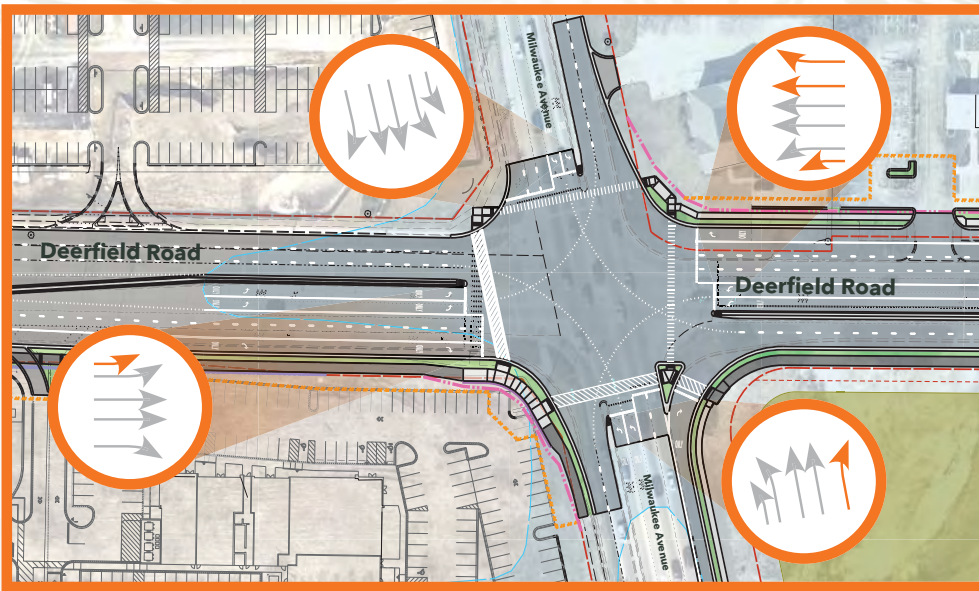
# RANGE OF ALTERNATIVES

## DEERFIELD ROAD CORRIDOR (SECTION A & SECTION B) & TERMINI INTERSECTIONS



Due to different adjacent land use and transportation needs, the Deerfield Road corridor was broken up into two sections for alternatives development and evaluation, **Section A** consisting of improvements related to the Milwaukee Avenue intersection and **Section B** from the Milwaukee Avenue intersection improvement to Saunders/Riverwoods Road.

# SECTION A ALTERNATIVES DEVELOPMENT



## 11 ALTERNATIVES

were evaluated at the Milwaukee Avenue intersection in addition to a No-Build Alternative

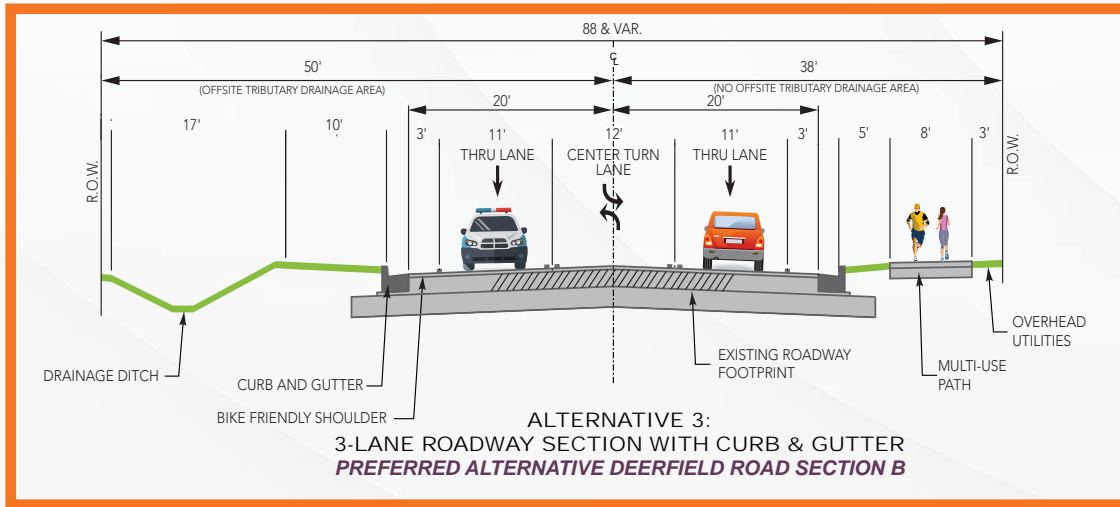


The alternatives evaluation and preferred alternative selection was shown at Public Meeting #2. Refer to Public Meeting #2 materials for more detailed information.

**ALTERNATIVE A1D** - selected as the preferred intersection alternative

- Westbound right turn lane
- Northbound right turn lane
- 3rd westbound thru on Deerfield
- Dual eastbound and westbound left turn lanes on Deerfield Road

## 5 ALTERNATIVES WERE EVALUATED IN ADDITION TO A NO-BUILD ALTERNATIVE



The alternatives evaluation and preferred alternative selection was shown at Public Meeting #2. Refer to Public Meeting #2 materials for more detailed information.

- ALT 01
- ALT 02
- ALT 03
- ALT 04
- ALT 05

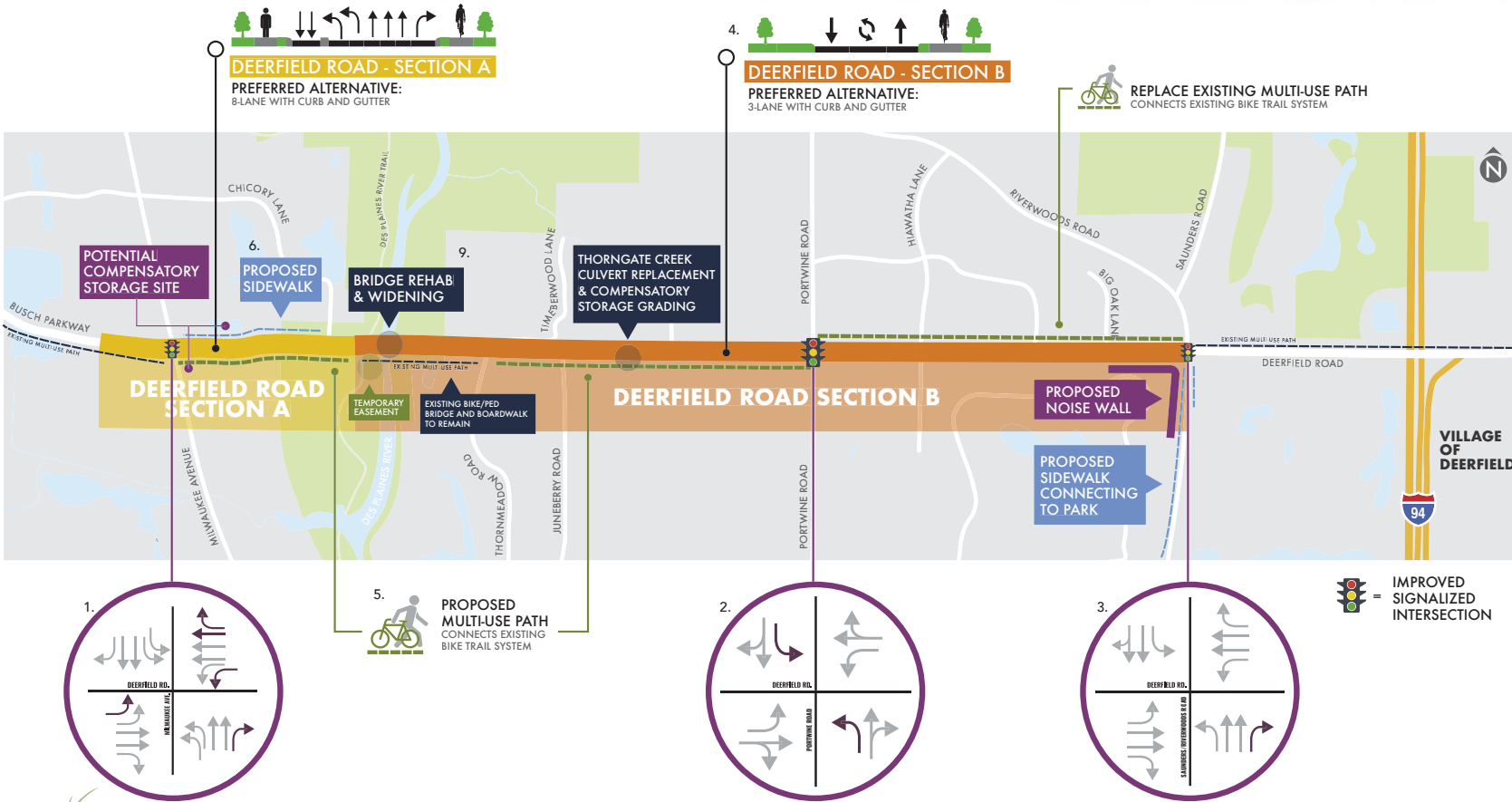
**ALTERNATIVE 3**  
3-Lane With Curb and Gutter

- selected as the preferred alternative
- Reconstructed 3-lane roadway with center turn lane
- Curb and gutter
- Multi-use path
- New drainage system



# PREFERRED ALTERNATIVE

# PREFERRED ALTERNATIVE SUMMARY

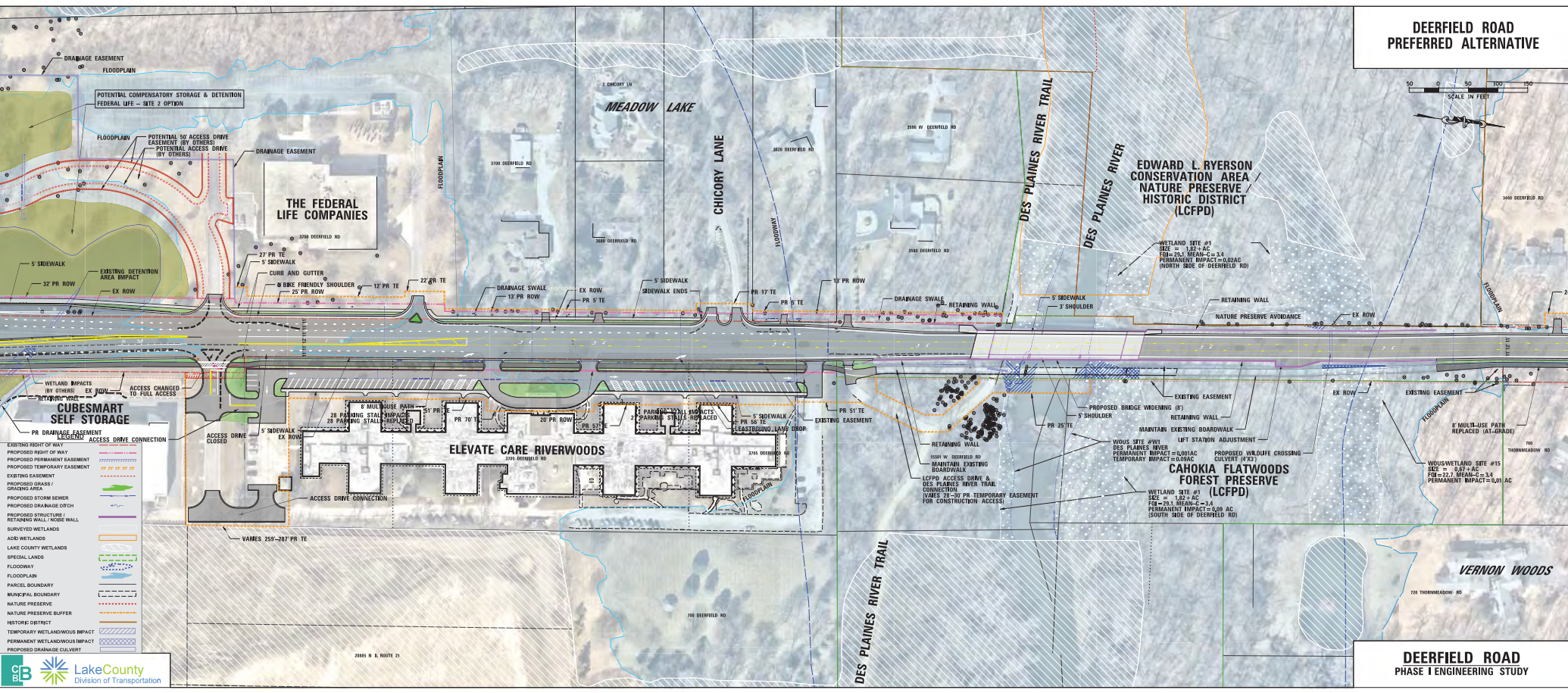


1. Intersection improvement at Milwaukee Avenue, including two thru lanes, dual left turn lanes, and an exclusive right turn lane on the northbound, southbound, and eastbound approaches and three thru lanes, dual left turn lanes, and an exclusive right turn lane on the westbound approach.
2. Intersection improvement at Portwine Road, including an exclusive left turn lane on the northbound and southbound approaches.
3. Intersection improvement at Saunders/ Riverwoods Road, including a right turn lane on the northbound approach.
4. The typical roadway section from Milwaukee Avenue to Saunders/ 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.
5. A separate 8-foot wide multi-use path along the south side of the roadway from Milwaukee to Portwine Road and along the north side of the roadway from Portwine Road to Saunders/ Riverwoods Road. The multi-use path will be a part of the regional Lake County Trail network.
6. A 5-foot wide sidewalk along the north side of Deerfield Road from Milwaukee Avenue to Chicory Lane, west side of Portwine Road from Deerfield Road south to Arrowwood Trail, and west side of Saunders Road from Deerfield Road to Thorngate HOA Park.
7. A new closed drainage system.
8. A new pavement structure.
9. Widening and re-decking of the Deerfield Road bridge structure over the Des Plaines River.



# DEERFIELD ROAD PREFERRED ALTERNATIVE

SCALE IN FEET  
0 50 100 150

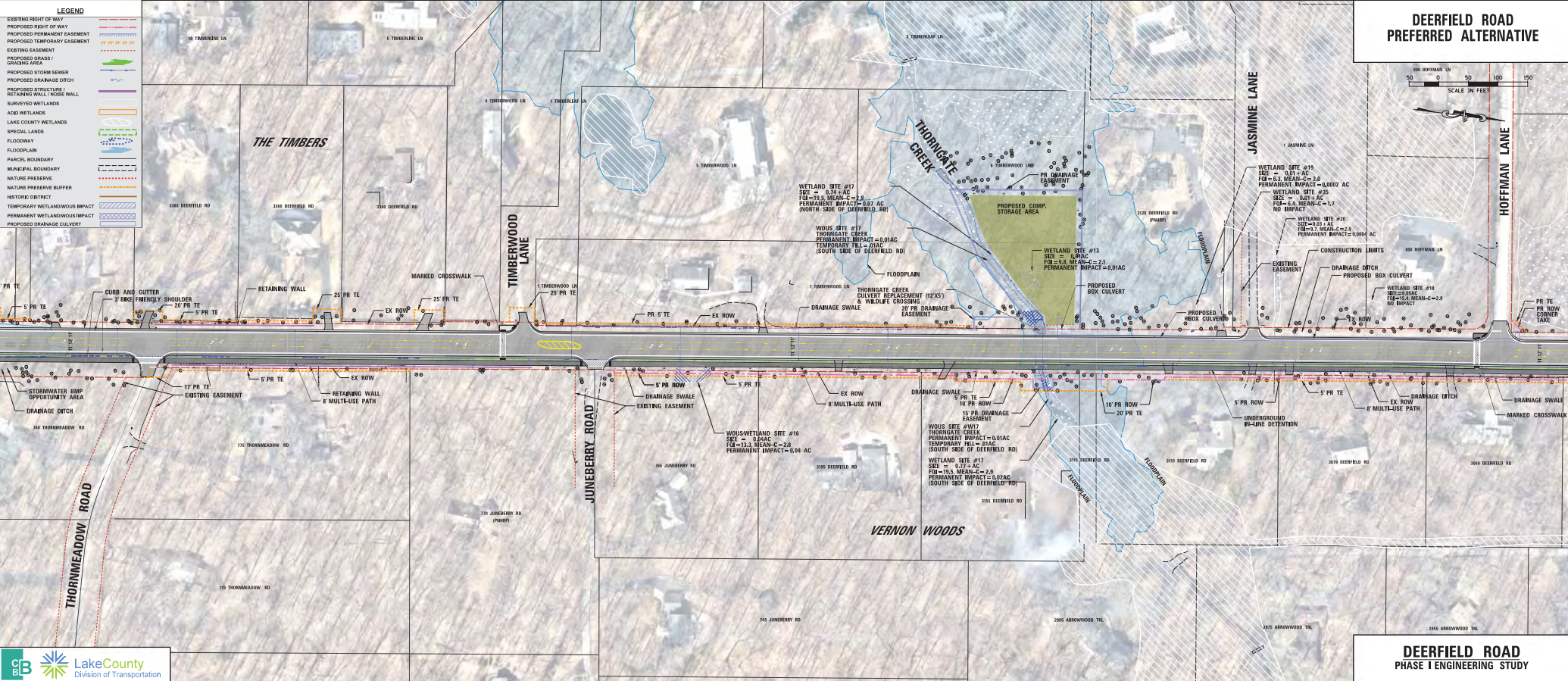
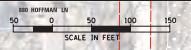


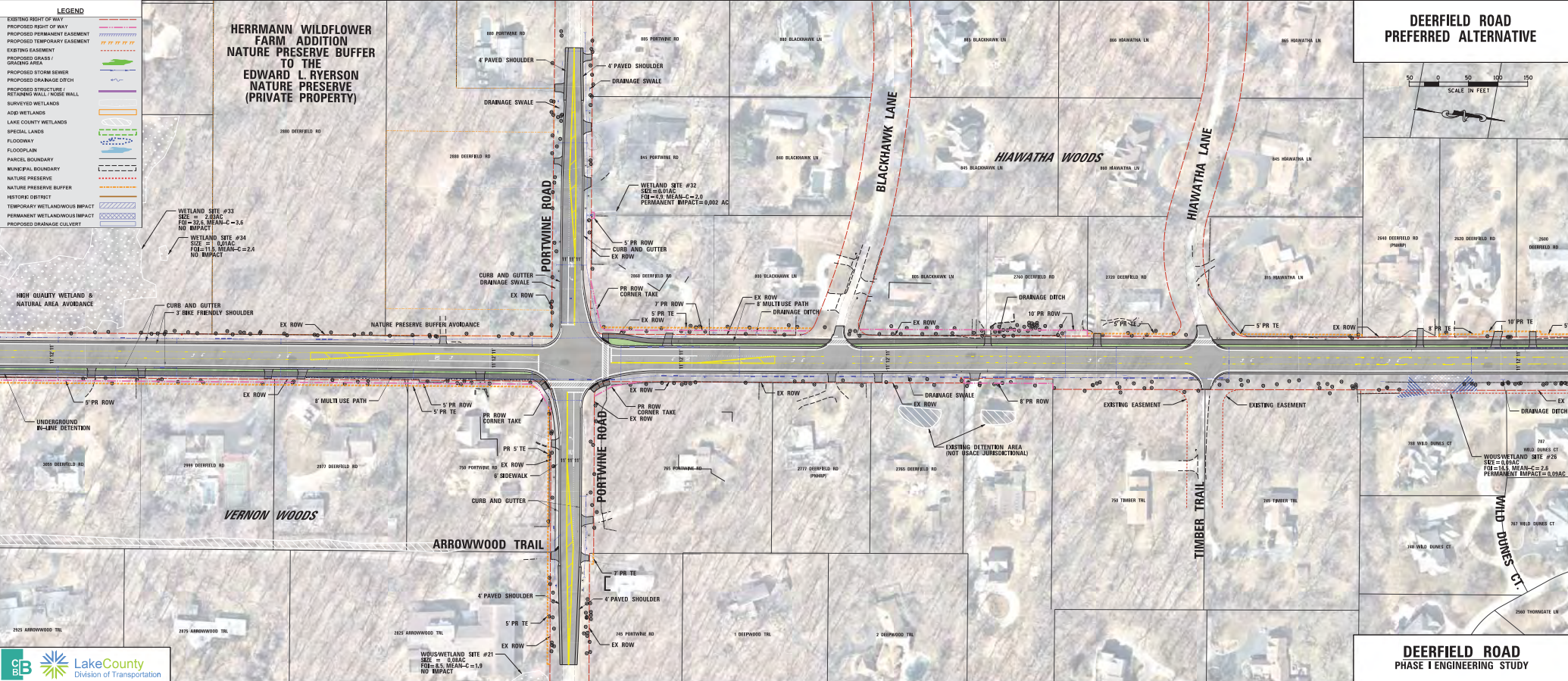
- WETLAND IMPACTS (BY OTHERS) EX ROW
- PR DRAINAGE EASEMENT
- POTENTIAL COMPENSATORY STORAGE & DETENTION FEDERAL LIFE - SITE 2 OFFPLAN
- FLOODPLAIN
- POTENTIAL 50' ACCESS DRIVE EASEMENT (BY OTHERS)
- POTENTIAL ACCESS DRIVE (BY OTHERS)
- DRAINAGE EASEMENT
- 5' SIDEWALK
- EXISTING DETENTION AREA IMPACT
- EX ROW
- 27 PR TE
- 5' SIDEWALK
- CURB AND GUTTER
- BIKE FRIENDLY SHOULDER
- 12' PR TE
- 22' GR TE
- 25 PR ROW
- DRAINAGE SWALE
- 13' PR ROW
- EX ROW
- PR 5 TE
- 5' SIDEWALK
- SIDEWALK ENDS
- PR 17 TE
- PR 5 TE
- 13' PR ROW
- DRAINAGE SWALE
- RETAINING WALL
- 5' SIDEWALK
- 3' SHOULDER
- RETAINING WALL
- NATURE PRESERVE AVOIDANCE
- EX ROW
- WETLAND SITE #1  
SIZE = 1.02 AC  
PBI = 23.1 MEAN-C = 3.4  
PERMANENT IMPACT = 0.02 AC  
(NORTH SIDE OF DEERFIELD RD)
- WETLAND SITE #14  
SIZE = 1.02 AC  
PBI = 23.1 MEAN-C = 3.4  
PERMANENT IMPACT = 0.02 AC  
(NORTH SIDE OF DEERFIELD RD)
- WETLAND SITE #15  
SIZE = 6.07 AC  
PBI = 22.7 MEAN-C = 3.4  
PERMANENT IMPACT = 0.01 AC
- WETLAND SITE #11  
SIZE = 1.82 AC  
PBI = 23.1 MEAN-C = 3.4  
PERMANENT IMPACT = 0.01 AC  
(SOUTH SIDE OF DEERFIELD RD)
- EXISTING EASEMENT
- PROPOSED BRIDGE WIDENING (B)
- RETAINING WALL
- EXISTING EASEMENT
- PR 28 TE
- 5' SHOULDER
- MAINTAIN EXISTING BOARDWALK
- LEFT STATION ADJUSTMENT
- PROPOSED WILDLIFE CROSSING CULVERT (4' X 3')
- PROPOSED WILDLIFE CROSSING CULVERT (4' X 3')
- EXISTING EASEMENT
- EXISTING EASEMENT
- EXISTING EASEMENT
- 5' MULTI-USE PATH REPLACED (ST-BROOK)
- 710 THORNMEADOW RD
- 720 THORNMEADOW RD
- VERNON WOODS
- 720 THORNMEADOW RD

CBB Lake County Division of Transportation

# DEERFIELD ROAD PHASE I ENGINEERING STUDY

**DEERFIELD ROAD  
PREFERRED ALTERNATIVE**





**LEGEND**

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- EXISTING EASEMENT
- PROPOSED GRASS / SOILING AREA
- PROPOSED STORM SEWER
- PROPOSED DRAINAGE DITCH
- PROPOSED STRUCTURE / RETAINING WALL / NOISE WALL
- SURVEYED WETLANDS
- ADD WETLANDS
- LAKE COUNTY WETLANDS
- SPECIAL LANDS
- FLOODPLAIN
- FLOORPLAN
- PARCEL BOUNDARY
- MUNICIPAL BOUNDARY
- NATURE PRESERVE
- NATURE PRESERVE BUFFER
- HISTORIC DISTRICT
- TEMPORARY WETLAND/IMPACT
- PERMANENT WETLAND/IMPACT
- PROPOSED DRAINAGE CULVERT

**HERRMANN WILDFLOWER FARM ADDITION TO THE EDWARD L. RYERSON NATURE PRESERVE BUFFER (PRIVATE PROPERTY)**

**DEERFIELD ROAD PREFERRED ALTERNATIVE**



HIGH QUALITY WETLAND & NATURAL AREA AVOIDANCE

*VERNON WOODS*

*HIAWATHA WOODS*

**ARROWWOOD TRAIL**

**TIMBER TRAIL**

**WILD DOWNS CT.**



WETLAND SITE #21  
SIZE = 0.93AC  
FOUR=1.5, MEAN-C=1.9  
NO IMPACT

WETLAND SITE #22  
SIZE = 0.93AC  
FOUR=1.5, MEAN-C=2.0  
PERMANENT IMPACT=0.002 AC

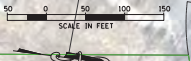
WETLAND SITE #23  
SIZE = 0.93AC  
FOUR=1.5, MEAN-C=2.6  
NO IMPACT

WETLAND SITE #24  
SIZE = 0.93AC  
FOUR=1.5, MEAN-C=2.4  
NO IMPACT

WETLAND SITE #26  
SIZE = 0.93AC  
FOUR=1.5, MEAN-C=2.6  
PERMANENT IMPACT=0.002 AC

**DEERFIELD ROAD PHASE I ENGINEERING STUDY**

DEERFIELD ROAD  
PREFERRED ALTERNATIVE



WETLAND SITE #26  
SIZE = 0.10 AC  
FOR 15' WALK-0 = 2.0  
NO IMPACT

WETLAND SITE #27  
SIZE = 0.14 AC (EXTENDS OFFSITE)  
FOR 15' WALK-0 = 0.8  
NO IMPACT

WETLAND SITE #30  
SIZE = 0.14 AC  
FOR 15' WALK-0 = 0.8  
NO IMPACT

DEERFIELD ROAD

**LEGEND**

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- EXISTING EASEMENT
- PROPOSED GRADES / GRADING AREA
- PROPOSED STORM BOWSER
- PROPOSED DRAINAGE DITCH
- PROPOSED STRUCTURE / RETAINING WALL, HOSE WALL
- SURVEYED WETLANDS
- ADD WETLANDS
- LAKE COUNTY WETLANDS
- SPECIAL LANDS
- FLOODWAY
- FLOODPLAIN
- PARCEL BOUNDARY
- MUNICIPAL BOUNDARY
- NATURE PRESERVE
- NATURE PRESERVE BUFFER
- HISTORIC DISTRICT
- TEMPORARY WETLAND/IMPACT
- PERMANENT WETLAND/IMPACT
- PROPOSED DRAINAGE CULVERT



PR CORNER ROW TAKE  
EX ROW  
EXISTING EASEMENT  
EX ROW

PR CORNER ROW TAKE  
EX ROW  
EXISTING EASEMENT  
EX ROW

PR CORNER ROW TAKE  
EX ROW  
EXISTING EASEMENT  
EX ROW

PR CORNER ROW TAKE  
EX ROW  
EXISTING EASEMENT  
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PR CORNER ROW TAKE  
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PR CORNER ROW TAKE  
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PR CORNER ROW TAKE  
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EX ROW

PR CORNER ROW TAKE  
EX ROW  
EXISTING EASEMENT  
EX ROW

PR CORNER ROW TAKE  
EX ROW  
EXISTING EASEMENT  
EX ROW

DEERFIELD ROAD  
PHASE I ENGINEERING STUDY

 **The Preferred Alternative is: Combination of Section A Alternative A1D and Section B Alternative 3**

**Benefits include:**

- PM 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
- Mobility is anticipated to improve from 0 to 30 acceptable PM gaps
- Injury crashes are expected to decrease by 50%
- Operation deficiencies addressed with pavement reconstruction
- Non-motorized connections made between Milwaukee Ave. and Saunders/Riverwoods Road

**The Preferred Alternative meets the Purpose and Need of the project.**

**Other Notable Information**

- No Permanent Forest Preserve/Nature Preserve or building Impacts
- Least impactful out of all alternatives considered

**PREFERRED ALTERNATIVE  
EVALUATION TABLE**

EVALUATION CRITERIA	UNIT OF MEASURE	NO-BUILD 2040		PREFERRED ALTERNATIVE	
<b>TRANSPORTATION PERFORMANCE (SYNCHRO MODELING)</b>					
Deerfield Road Average Daily Traffic (ADT)		20,200		20,600	
Intersection Level of Service (LOS) and Average Delay <sup>1</sup>		AM	PM	AM	PM
Deerfield Road at Milwaukee Avenue Intersection	LOS (sec/veh)	E (66.7)	F (221.6)	D (44.0)	E (72.1)
Deerfield Road at Portwine Road Intersection	LOS (sec/veh)	C (25.7)	D (37.1)	C (24.8)	D (44.8)
Deerfield Road at Saunders/Riverwoods Road	LOS (sec/veh)	C (29.9)	D (37.5)	C (27.2)	C (25.1)
Total Travel Time		AM	PM	AM	PM
Deerfield Road Eastbound (Milwaukee Avenue to Saunders/Riverwoods Road)	Minutes	6.5	6.8	6.6	6.2
Deerfield Road Westbound (Saunders/Riverwoods Road to Milwaukee Avenue)	Minutes	6.6	35.6	4.7	6.7
<b>MOBILITY (SYNCHRO MODELING)</b>					
Roadway Section Average Vehicular Gap Acceptance		AM	PM	AM	PM
Gaps Per Hour at Stop Controlled Intersections/Driveways (Reference Location Timberwood Ln/Juneberry Rd)	# gaps (> 8 seconds) per hour	52	0	53	31
<b>NON-MOTORIZED ACCOMMODATIONS</b>					
Non-Motorized Accommodations	scale	--		++++	
<b>SAFETY (ILLINOIS HIGHWAY SAFETY DESIGN MANUAL)</b>					
Average Predicted Crashes - Deerfield Road (Milwaukee Avenue to Saunders/Riverwoods Road)	% increase injury crashes/year	4.8%		-51.4%	
<b>ENVIRONMENTAL RESOURCES</b>					
Added Net Pavement/Impervious Area	acres	--		5.72	
Floodplain Impact	acres	--		3.54	
Floodway Impact	acres	--		0.83	
Wetlands Impact	acres	--		0.65	
High Quality Wetlands Impact	acres	--		0.19	
Tree Impacts	each	--		1,020	
Natural Area Impacts	acres	--		0.008	
Nature Preserve Impacts	acres	--		0.0	
Permanent Forest Preserve District Impact	acres	--		0.0	
Temporary Forest Preserve District Impacts	acres	--		0.3	
<b>SOCIO-ECONOMIC IMPACTS</b>					
Residential/Commercial Structure Impacts	scale	--		0	
Temporary Easements	each	--		4.51	
Permanent Easements	acres	--		6.77	
Proposed ROW	acres	--		3.03	
Parcels Impacted	each	--		74	
<b>COST</b>					
Phase I Engineering Estimate of Construction Cost	dollars	--		\$32,600,000	



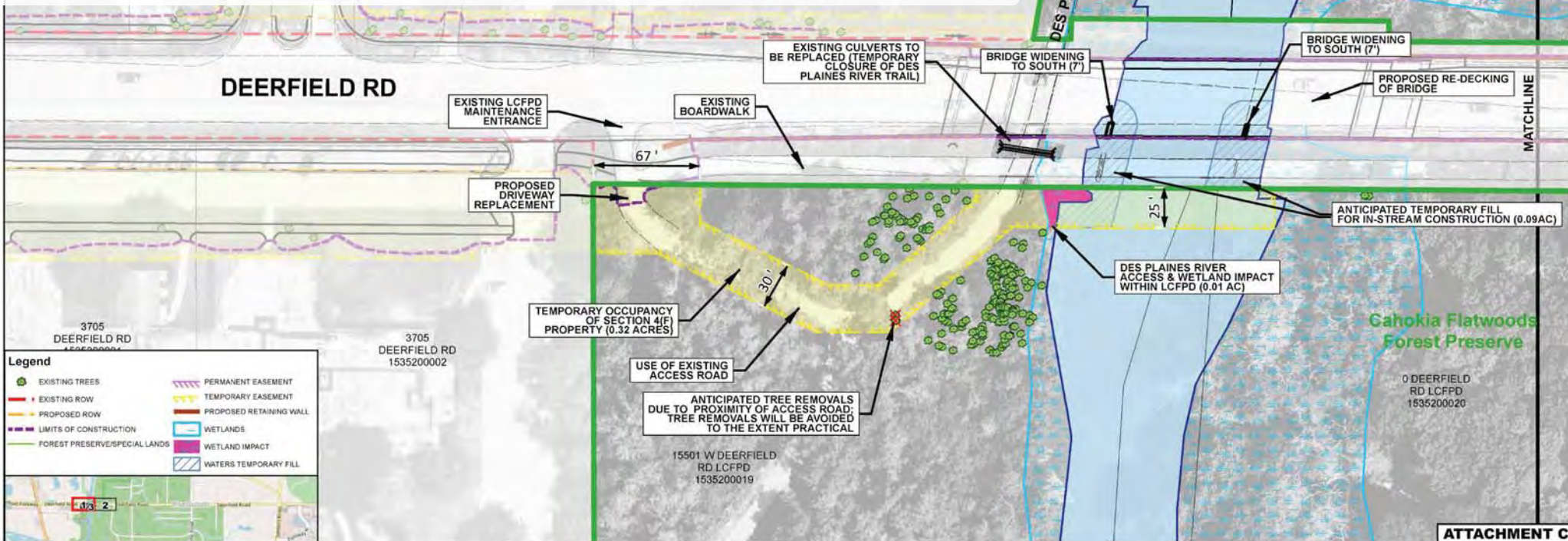
NOTE: AERIAL PHOTOGRAPH TAKEN FROM NEARMAP, DATED: 4/09/2019

# SECTION 4(F)

ANTICIPATED TREE REMOVALS		
ID #	Species	DBH*
466a	Siberian Elm	13
467a	Siberian Elm	11
* DIAMETER AT BREAST HEIGHT		

**Section 4(f)** of the U.S. Department of Transportation (USDOT) Act of 1966 protects historic sites and publicly owned parks, recreational areas, and wildlife and waterfowl refuges.

There is a proposed temporary use (0.32 acres) of the Cahokia Flatwoods Forest Preserve to utilize an existing access road to widen the existing Deerfield Road bridge.



## ANTICIPATED NUMBER OF TREE REMOVALS <sup>1</sup>

Village of Riverwoods Classification <sup>2</sup>	Within Existing Right-of-Way	Within Proposed Right-of-Way	Within Proposed Temporary Easement	Within Proposed Permanent Easement	Total Removal by Species	Quantity with DBH ≤ 12-inches	Percent of Grand Total Removed (by Species)
Desirable Tree Species <sup>2</sup>	183	92	72	23	370	215	36.3%
Other Tree Species	274	121	115	138	648	276	63.7%
<b>Total</b>	<b>457</b>	<b>213</b>	<b>187</b>	<b>161</b>	<b>1,018</b>	<b>491</b>	<b>100%</b>

<sup>1</sup> Includes trees with a DBH of 6-inches or greater not located on LCFPD property. Anticipated tree removals were based on tree location within existing or proposed right-of-way and proposed easement areas.

<sup>2</sup> Includes a list of “desirable protected trees” and “highly desirable protected trees” based on Section 9-6-5 of the Village of Riverwoods *Tree and Woodland Protection Ordinance*.

**The tree impacts shown above assume all trees within the existing right-of-way, proposed right-of-way, and proposed easements are impacted. The final tree impacts will be determined during the next phase of engineering (Design Engineering). Trees will be replanted to the extent possible within the roadway right-of-way and permanent easements.**

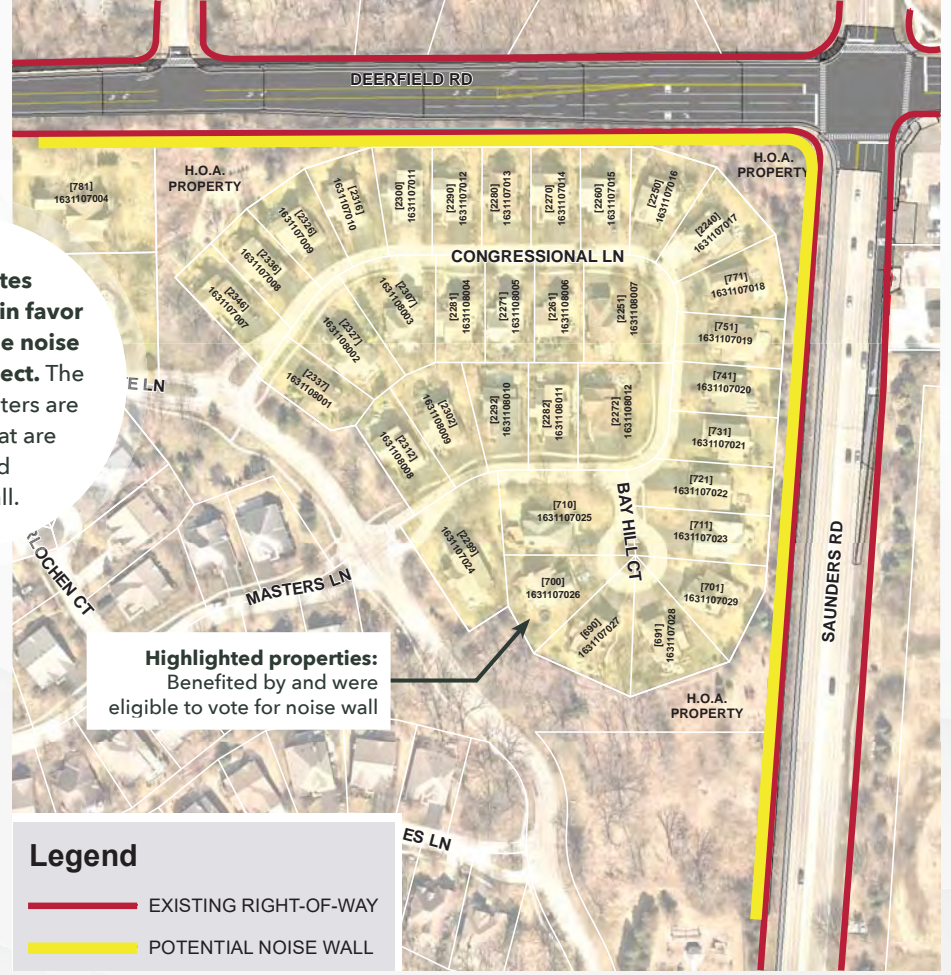
### DESIRABLE TREE SPECIES

- American sycamore
- Basswood
- Black walnut
- Bur oak
- Common hackberry
- Hawthorn
- Hophornbeam/Ironwood
- Pin oak
- Red oak
- Shagbark hickory
- Swamp white oak
- White oak
- White pine
- Yellowbud hickory

# NOISE ANALYSIS & POTENTIAL NOISE WALL



**88% of votes received were in favor of including the noise wall in the project.** The only eligible voters are properties that are benefited by the wall.



there are

## THREE TYPES OF LAND ACQUISITION

**FEE SIMPLE ACQUISITION** - or the acquisition of all rights and interest of real property (i.e. right-of-way)

**PERMANENT EASEMENT** - where underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures.

**TEMPORARY EASEMENTS** - where underlying ownership is retained by the property owner, but access is temporarily allowed only during construction for items such as grading work, driveway construction, and other minor improvements



## LAND ACQUISITION

Construction of the proposed action will require the acquisition of approximately **3.03 acres of right-of-way, 6.77 acres of permanent easement and 4.51 acres of temporary construction easements** affecting 74 parcels.

### LAND ACQUISITION PROCESS

The land acquisition process involves the following steps:

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An appraisal and independent review appraisal are made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain, in which property owners are compensated fair market value for the acquired property.





# THANK YOU!

## LEAVE A COMMENT!

Comments can be made at **DeerfieldRoadCorridor.com** or be sent to Matt Huffman:

Matt Huffman  
Consultant Project Manager  
9575 W Higgins Road  
Suite 600  
Rosemont, IL 60018

We encourage comments throughout the course of the study, however, comments received **by June 14, 2021**, will be specifically added to the public hearing record.

[www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)



due to COVID-19  
**VIRTUAL PUBLIC  
ENGAGEMENT TOOLS  
WILL BE UTILIZED**

- **All Public Hearing information** will be posted on the project website
- **Comments** will be accepted through the project website
- The Virtual Live Public Hearing presentation and comments will be recorded by a **court reporter**.

Attachment H  
Virtual Public Hearing PowerPoint Presentation



*Welcome!*

THE HEARING WILL BEGIN SHORTLY

MAY 25, 2021 | 4 PM



If you get cut off from the meeting, please use your provided link to rejoin.

Virtual Public Hearing  
May 25, 2021 | 4 PM

[www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

# AGENDA

- 1. Welcome / Introductions**
- 2. Housekeeping**
- 3. Presentation**
- 4. Public Comment (Two minutes at the mic)**
- 5. Question & Answer Session**
- 6. Closing Remarks**



# Welcome

Meet your panelists!



**TRACY MORSE**  
Images, Inc.  
FACILITATOR



**KEVIN CARRIER**  
LCDOT  
SPEAKER



**CHUCK GLEASON**  
LCDOT  
SPEAKER



**MATT HUFFMAN**  
CBBEL  
SPEAKER



**PETE KNYSZ**  
CBBEL  
SPEAKER



**MARTY WORMAN**  
CBBEL  
SPEAKER



**EDDIE BURKE**  
CBBEL  
PANELIST



**ILENE DAILEY**  
CBBEL  
PANELIST



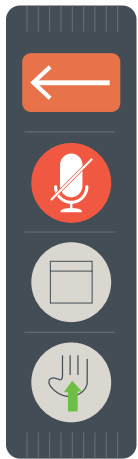
**MIKE MATKOVIC**  
CBBEL  
PANELIST

# HOW TO ASK A QUESTION

**STEP ONE**

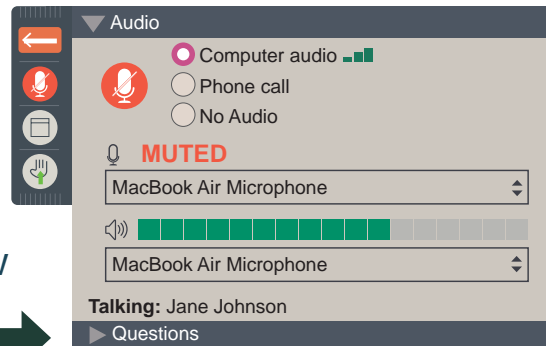
Expand your control panel by clicking the orange arrow

Raise hand to make a public comment



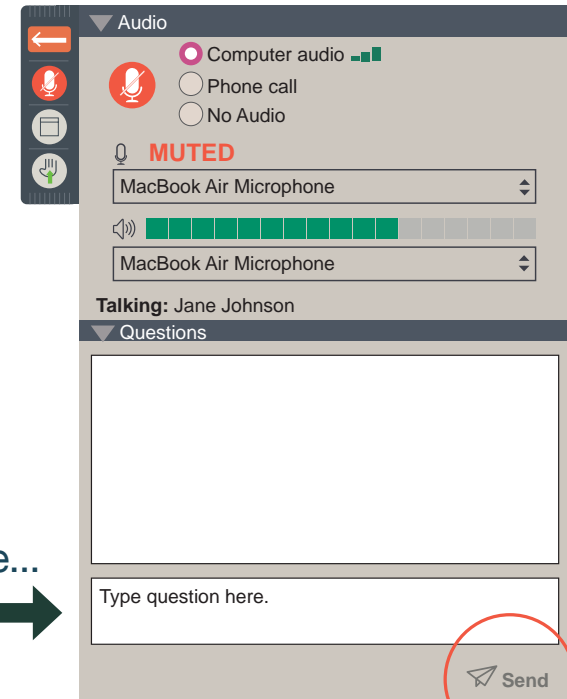
**STEP TWO**

Expand the "Questions" Box by clicking the arrow



**STEP THREE**

Type your question here...



...and click send!

Once your question has been submitted, the **facilitator will read your question**, and a **technical expert will respond**.

**STEP FOUR**

# 2 MINUTES VS. QA SESSION

## Two Minutes at the Mic

- **Two minutes** to publicly make a statement regarding the project
- **NOT** a question and answer session
- **STATEMENT** only

VS.

## Question & Answer Session

- Questions may be submitted for the panelists to answer
- This session will take place after the **Two Minutes at the Mic** session

# PROJECT LOCATION



# CONTEXT SENSITIVE SOLUTIONS (CSS)



**The Deerfield Road Study uses principles of the Context Sensitive Solutions process, known as CSS.**

CSS is a collaborative approach that:

- Involves all stakeholders in the study process to develop alternatives
- Uses a flexible and creative approaches for design
- Promotes frequent communication
- Addresses all modes of transportation
- Preserves scenic, aesthetic, historic and environmental resources
- Maintains safety and mobility

# STAKEHOLDER INVOLVEMENT GROUP (SIG)



## Who:

- ✓ SIG members consist of a diverse cross section of stakeholders affected by the study, including government agencies, residents, business owners, and others who utilize Deerfield Road.

## Purpose:

- ✓ Provided input to the project study group throughout the project development process at key milestone points.

## Responsibilities:

- ✓ Committed to attend meetings (*approximately 4*)
- ✓ Communicated with your constituents, agencies, or neighbors about the project.

# PUBLIC INVOLVEMENT - AS OF TODAY



# OVERALL PROJECT DEVELOPMENT PROCESS

We Are  
Here

## PHASE I

Preliminary Engineering and Environmental Study

*Initiated 2016 (Targeted August 2021 Completion)*

## PHASE II

Contract Plan Preparation and Land Acquisition

*(Anticipated 24 months)*

*Targeted August 2023 Completion*

## PHASE III

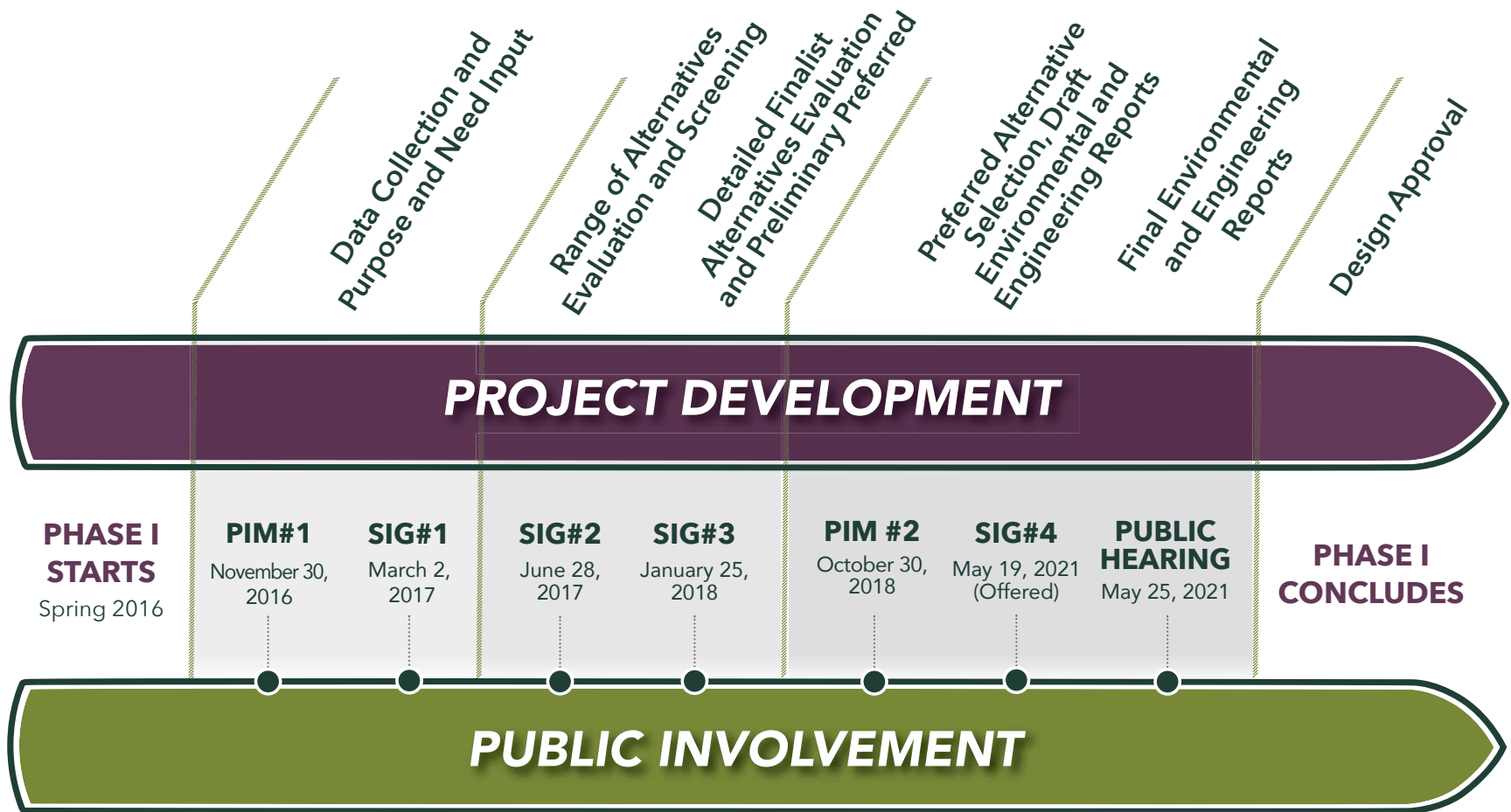
Construction

*(Anticipated 24 months)*

*Targeted Fall 2023 Construction Start*



# PUBLIC INVOLVEMENT & PROJECT DEVELOPMENT



- Public Information Meeting (PIM)
- Stakeholder Involvement Group (SIG)



# WHAT IS PURPOSE AND NEED?



The **Purpose and Need** is a formal document and is the first chapter of the Environmental Assessment, which is utilized as the basis for evaluating Alternatives. The Purpose and Need was reviewed by the Stakeholder Involvement Group and approved by the Federal Highway Administration in Fall 2017.

The Purpose and Need can be found on the project website at **[DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)**.

# PURPOSE AND NEED

## Purpose:

- ✓ To provide an improved transportation system to address capacity, safety, mobility, and operational deficiencies along Deerfield Road and improve non-motorized accommodations from Milwaukee Avenue (US 45/ IL 21) to Saunders/Riverwoods Road in Lake County, Illinois.

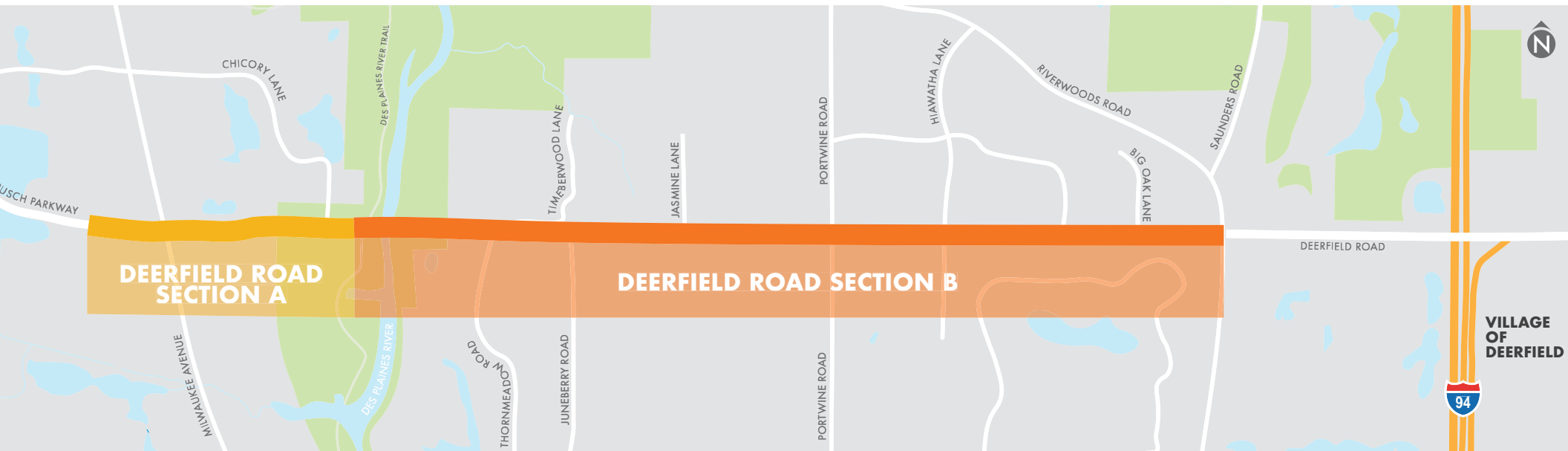
## Need:

- ✓ The needs for the project include capacity, safety, mobility, non-motorized and transit connections, and Operational Deficiencies.



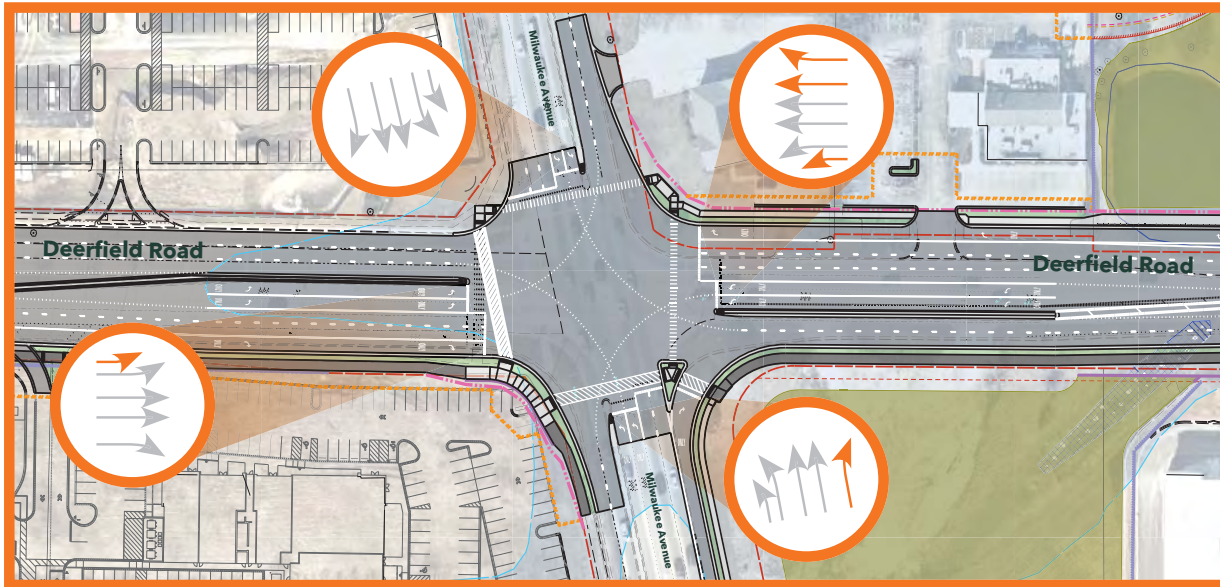
# ALTERNATIVE DEVELOPMENT - APPROACH

## Deerfield Road Corridor (Section A & Section B)



*Detailed alternatives evaluation information and identification of the preliminary preferred alternative was made at Public Meeting #2 in October 2018. Detailed info can be found on the project website.*

# ALTERNATIVE DEVELOPMENT - SECTION A



**11 ALTERNATIVES**  
were evaluated at the Milwaukee Avenue intersection in addition to a *No-Build Alternative*

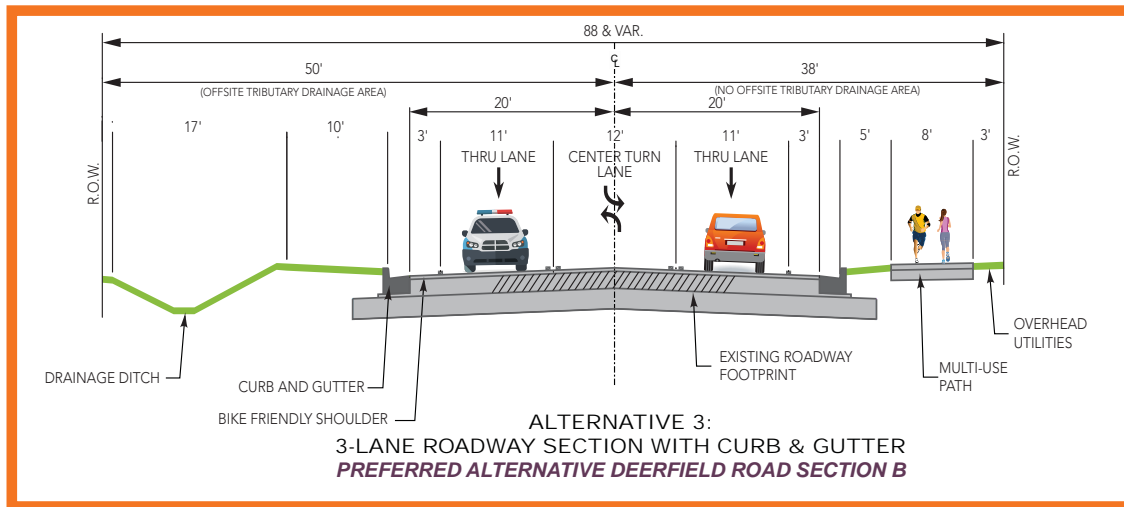


## ALTERNATIVE A1D

- Westbound right turn lane
- Northbound right turn lane
- 3rd westbound thru on Deerfield
- Dual eastbound and westbound left turn lanes on Deerfield Road

# ALTERNATIVE DEVELOPMENT - SECTION B

**5 ALTERNATIVES** WERE EVALUATED IN ADDITION TO A NO-BUILD ALTERNATIVE



Alternative 3 provides: the most efficient transportation improvement with the lowest comparative footprint which leads to the least comparative 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.

ALT  
01

**ALTERNATIVE 1**  
2-Lane With Shoulder  
and Ditch

ALT  
02

**ALTERNATIVE 2**  
3-Lane With Shoulder  
and Ditch

ALT  
03

**ALTERNATIVE 3**  
3-Lane With Curb  
and Gutter

ALT  
04

**ALTERNATIVE 4**  
4-Lane With Curb  
and Gutter

ALT  
05

**ALTERNATIVE 5**  
5-Lane With Curb  
and Gutter

# PREFERRED ALTERNATIVE - SUMMARY



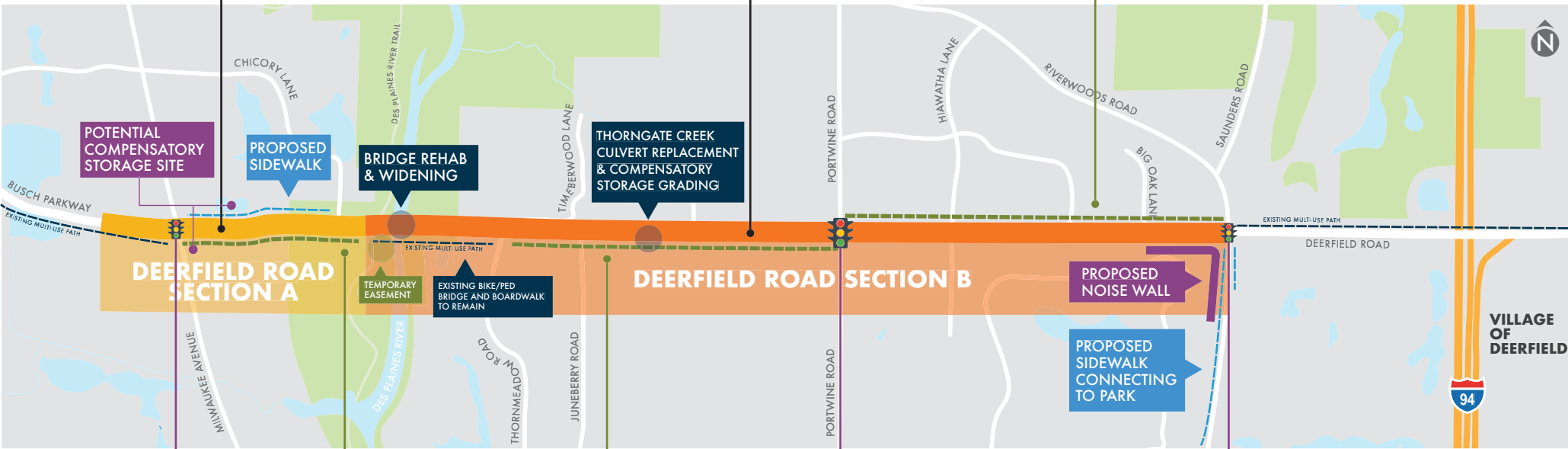
**DEERFIELD ROAD - SECTION A**  
 PREFERRED ALTERNATIVE:  
 8-LANE WITH CURB AND GUTTER



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



REPLACE EXISTING MULTI-USE PATH  
 CONNECTS EXISTING BIKE TRAIL SYSTEM



POTENTIAL COMPENSATORY STORAGE SITE

PROPOSED SIDEWALK

BRIDGE REHAB & WIDENING

THORNGATE CREEK CULVERT REPLACEMENT & COMPENSATORY STORAGE GRADING

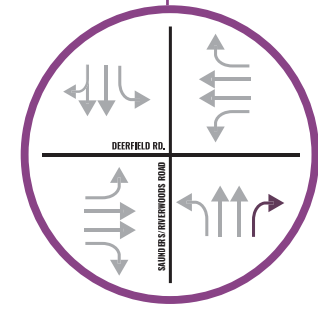
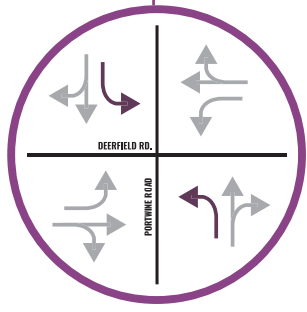
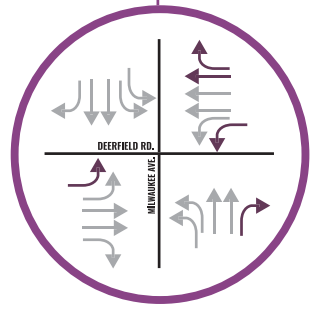
PROPOSED NOISE WALL

PROPOSED SIDEWALK CONNECTING TO PARK

DEERFIELD ROAD SECTION A

DEERFIELD ROAD SECTION B

VILLAGE OF DEERFIELD



PROPOSED MULTI-USE PATH  
 CONNECTS EXISTING BIKE TRAIL SYSTEM

= IMPROVED SIGNALIZED INTERSECTION

## PREFERRED ALTERNATIVE - BENEFITS



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



## PREFERRED ALTERNATIVE - BENEFITS



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

## PREFERRED ALTERNATIVE - BENEFITS



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

## PREFERRED ALTERNATIVE - BENEFITS



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

## PREFERRED ALTERNATIVE - BENEFITS



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

## PREFERRED ALTERNATIVE - BENEFITS



Operational **deficiencies**  
**addressed** with pavement  
reconstruction

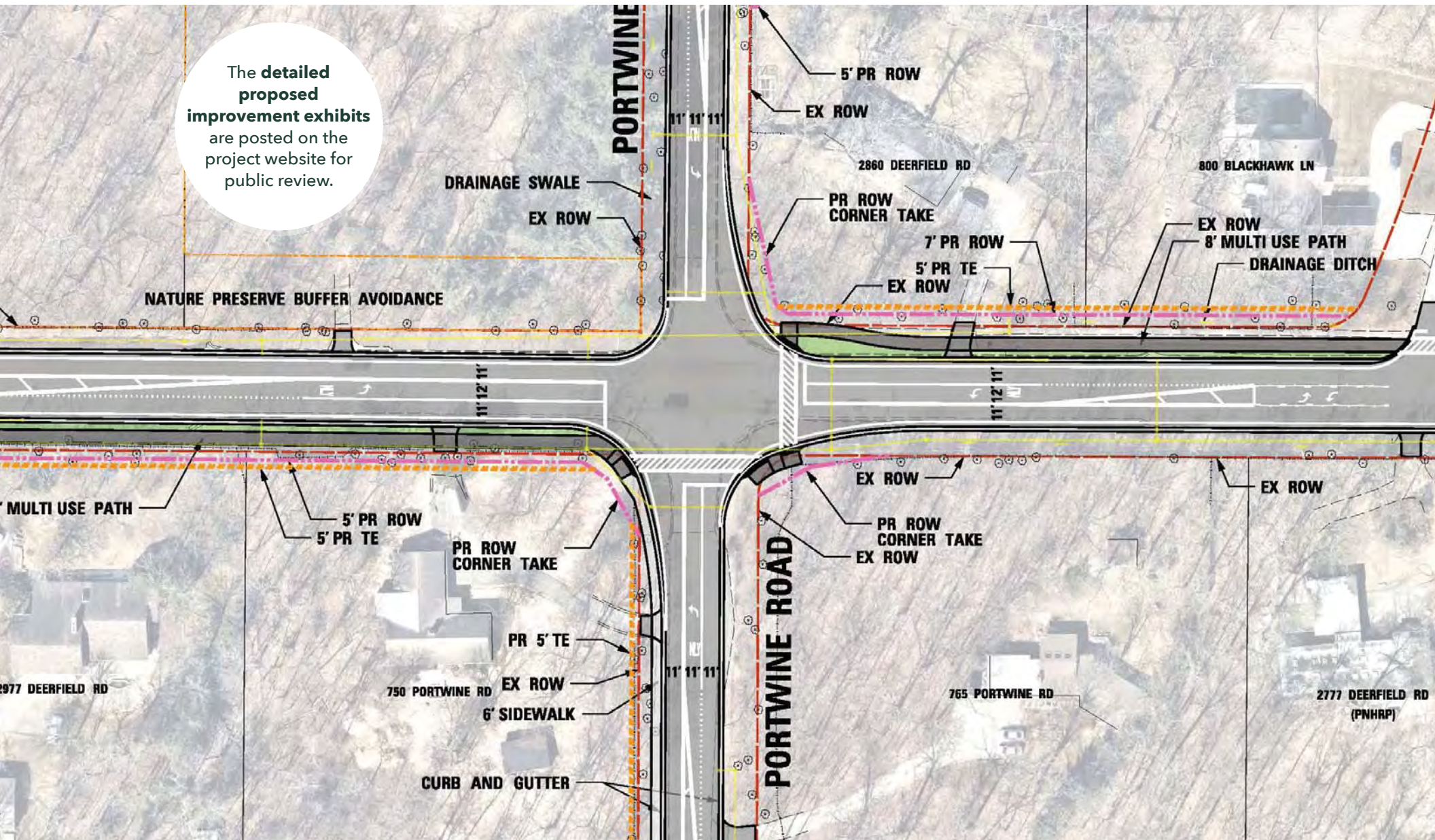
## PREFERRED ALTERNATIVE - BENEFITS



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

# PREFERRED ALTERNATIVE DETAILED EXHIBITS EXAMPLE

The detailed proposed improvement exhibits are posted on the project website for public review.

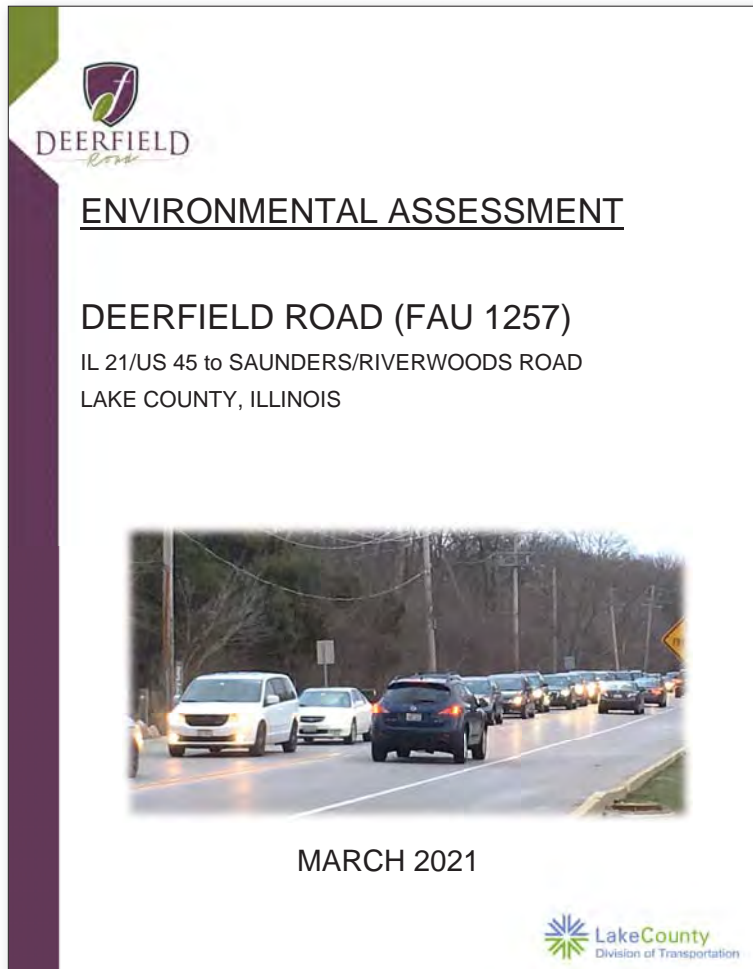



## Other Notable Information

- ✘ **No permanent** Forest Preserve/Nature Preserve or building Impacts
  - ✘ **Least impactful** out of all alternatives considered
- 
- ✔ The Preferred Alternative **meets the Purpose and Need** of the project.




# WHAT IS AN ENVIRONMENTAL ASSESSMENT?




  
DEERFIELD  
*Road*

ENVIRONMENTAL ASSESSMENT

DEERFIELD ROAD (FAU 1257)  
IL 21/US 45 to SAUNDERS/RIVERWOODS ROAD  
LAKE COUNTY, ILLINOIS



MARCH 2021

 LakeCounty  
Division of Transportation

## WHAT IS an Environmental Assessment?

An Environmental Assessment, or EA, describes the purpose and need of the project, alternatives considered, the preferred alternative, anticipated environmental impacts including Section 4(f) impacts, projected benefits and potential mitigation measures.

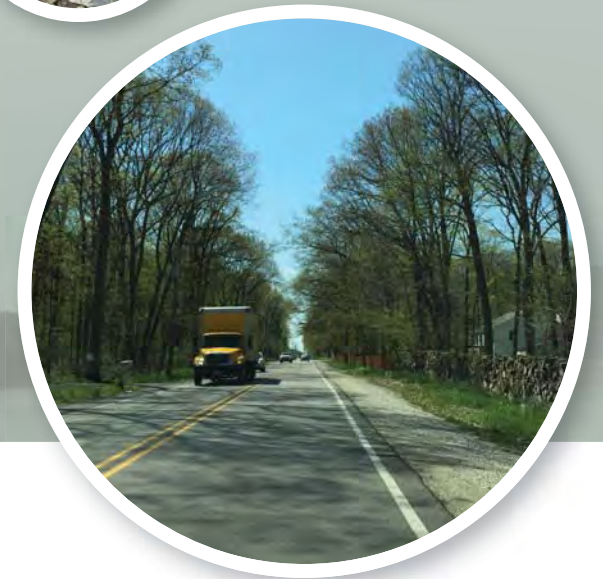
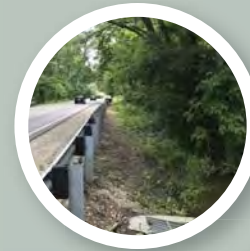
The Environmental Assessment is available for review at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com), and if you would like to review a hard copy of the EA, please contact the project team.

# ENVIRONMENTAL ASSESSMENT

## Environmental Assessments

Conducted in the Study Include:

- Socio-economic
- Cultural Resources
- Natural Resources
- Air Quality
- Noise
- Surface Waters
- Wetlands
- Floodplain
- Special Waste
- Indirect/Cummulative Impacts



The EA is available for public review  
**May 10 through June 14, 2021.**

AVOID, MINIMIZE, AND MITIGATE IMPACTS

# WHAT IS SECTION 4(F)?



## WHAT IS Section 4(f)?

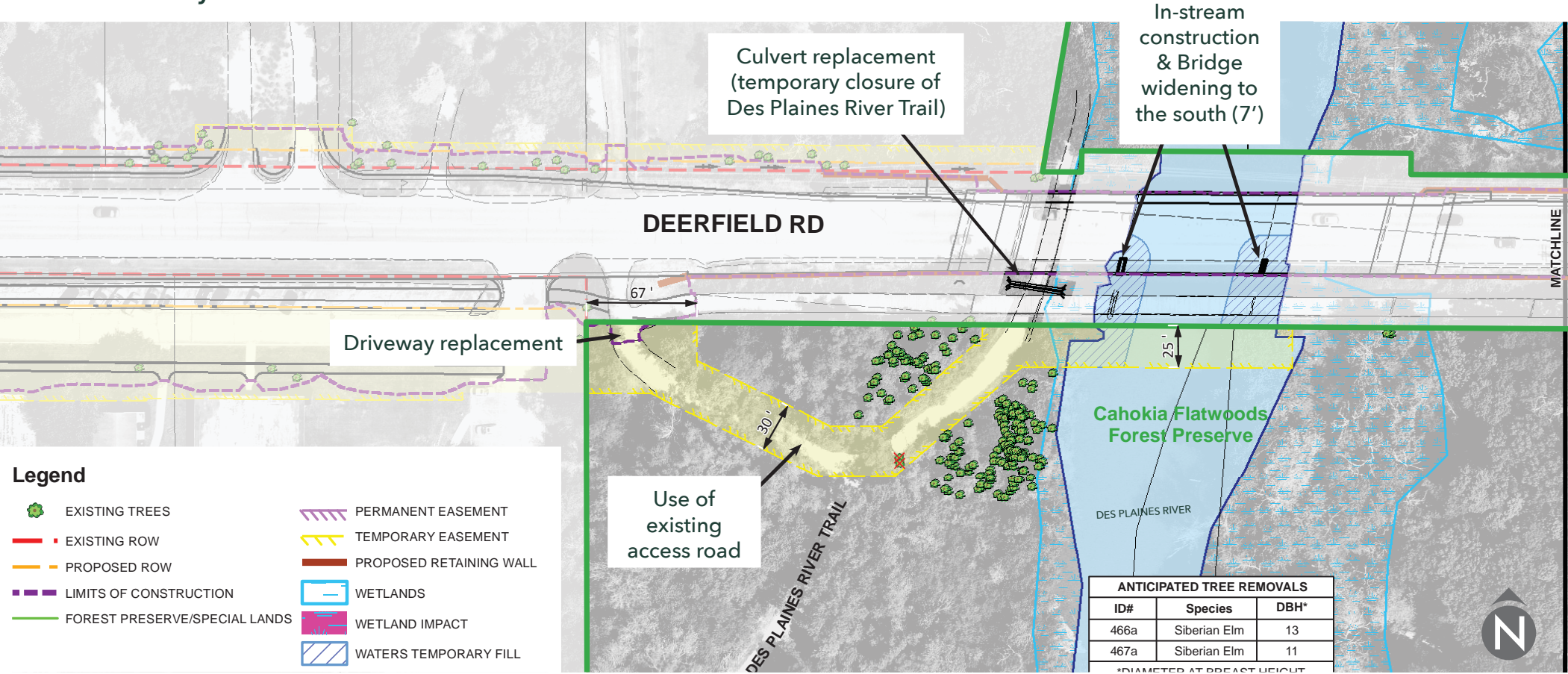
**Section 4(f)** of the U.S. Department of Transportation (USDOT) Act of 1966 protects historic sites and publicly owned parks, recreational areas, and wildlife and waterfowl refuges.

Construction of the Preferred Alternative requires **temporary occupancy (0.32 acres)** of Lake County Forest Preserve land, including Cahokia Flatwoods Forest Preserve, Des Plaines River Trail and Des Plaines River Water Trail.

*The documentation can be found on the website and in the EA.*

# SECTION 4(F)

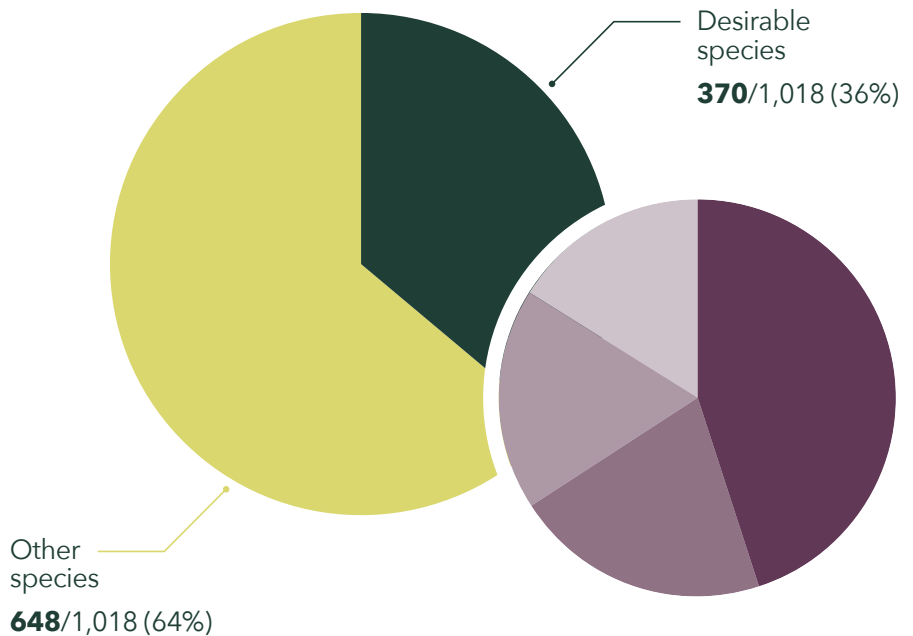
## Lake County Forest Preserve District - Cahokia Flatwoods Forest Preserve



A temporary occupancy of Section 4(f) property (0.32 AC) is being requested to utilize an existing LCFPD access road to widen the existing Deerfield Road bridge.

# TREE IMPACTS

**A potential of 1,018 trees** will be removed



- 45% of trees are within existing right-of-way;
- 21% of trees located in proposed right-of-way;
- 18% located in temporary construction easement;
- 16% located in permanent easements

For more detailed information, please refer to the EA online!

## Desirable Tree Species:

- American sycamore
- Basswood
- Black walnut
- Bur oak
- Common hackberry
- Hawthorn
- Hophornbeam/Ironwood
- Pin oak
- Red oak
- Shagbark hickory
- Swamp white oak
- White oak
- White pine
- Yellowbud hickory

*The project team will be working on minimizing property & tree impacts during the next phase of engineering. What is reflected in the EA is the worst case scenario if all trees are removed within the existing right-of-way and acquired property (permanent and temporary).*

# NOISE ANALYSIS - PROCESS

## WHY was a Noise Study completed?

A noise study is required to comply with State and Federal regulations because Federal funds are being used for this project.

*The Traffic Noise Report can be found on the project website and further explained in the EA.*



The entire project area was evaluated for traffic noise and based on the analysis, **only one location warranted a noise wall.**

## The Process



+



+



**STEP ONE**  
**Noise Analysis** -  
determine if there  
are potential noise  
impacts

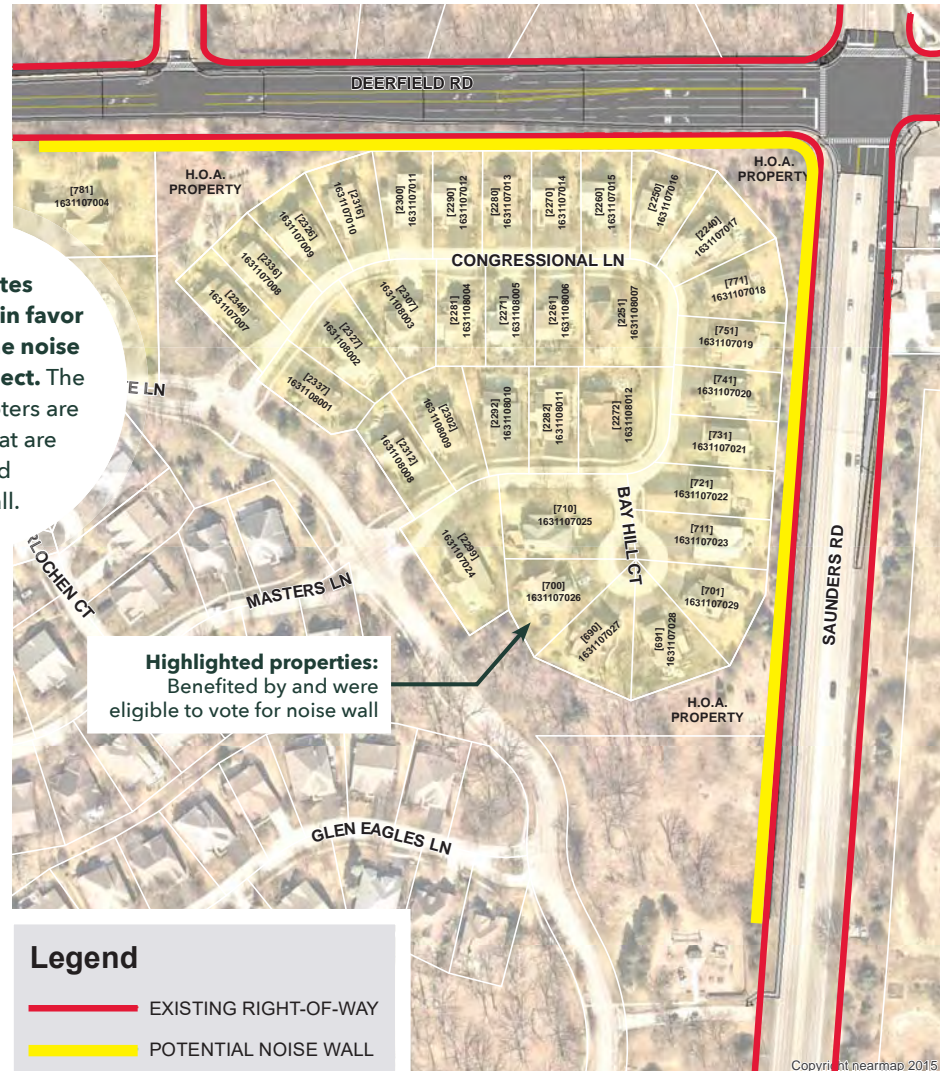
**STEP TWO**  
Determine if the  
noise barrier is  
**feasible and  
reasonable**

**STEP THREE**  
**Vote** - benefited  
property owners  
vote yes or no

# PROPOSED NOISE WALL



**88% of votes received were in favor of including the noise wall in the project.** The only eligible voters are properties that are benefited by the wall.



# NEXT STEPS

## What's next?

After the public comment period concludes:

1. Review the EA and comments submitted on the EA
2. Compose the Errata document memorializing modifications to the EA and seek final approval from IDOT and FHWA.
3. Phase I completion
4. Begin land acquisition



- The EA review and comment period will be a minimum of **30 days**.
- The comment period ends on **June 14, 2021**.



# LAND ACQUISITION

there are  
**THREE TYPES OF  
LAND ACQUISITION**

Construction of the proposed action will require the acquisition of approximately **3.03 acres of right-of-way, 6.77 acres of permanent easement** and **4.51 acres of temporary construction easements** affecting 74 parcels.

## FEE SIMPLE ACQUISITION

The acquisition of all rights and interest of real property (i.e. right-of-way).

## PERMANENT EASEMENT

Where underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures.

## TEMPORARY EASEMENTS

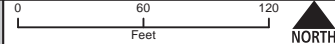
Where underlying ownership is retained by the property owner, but access is temporarily allowed only during construction for items such as grading work, driveway construction, and other minor improvements.

# LAND ACQUISITION - EXAMPLE

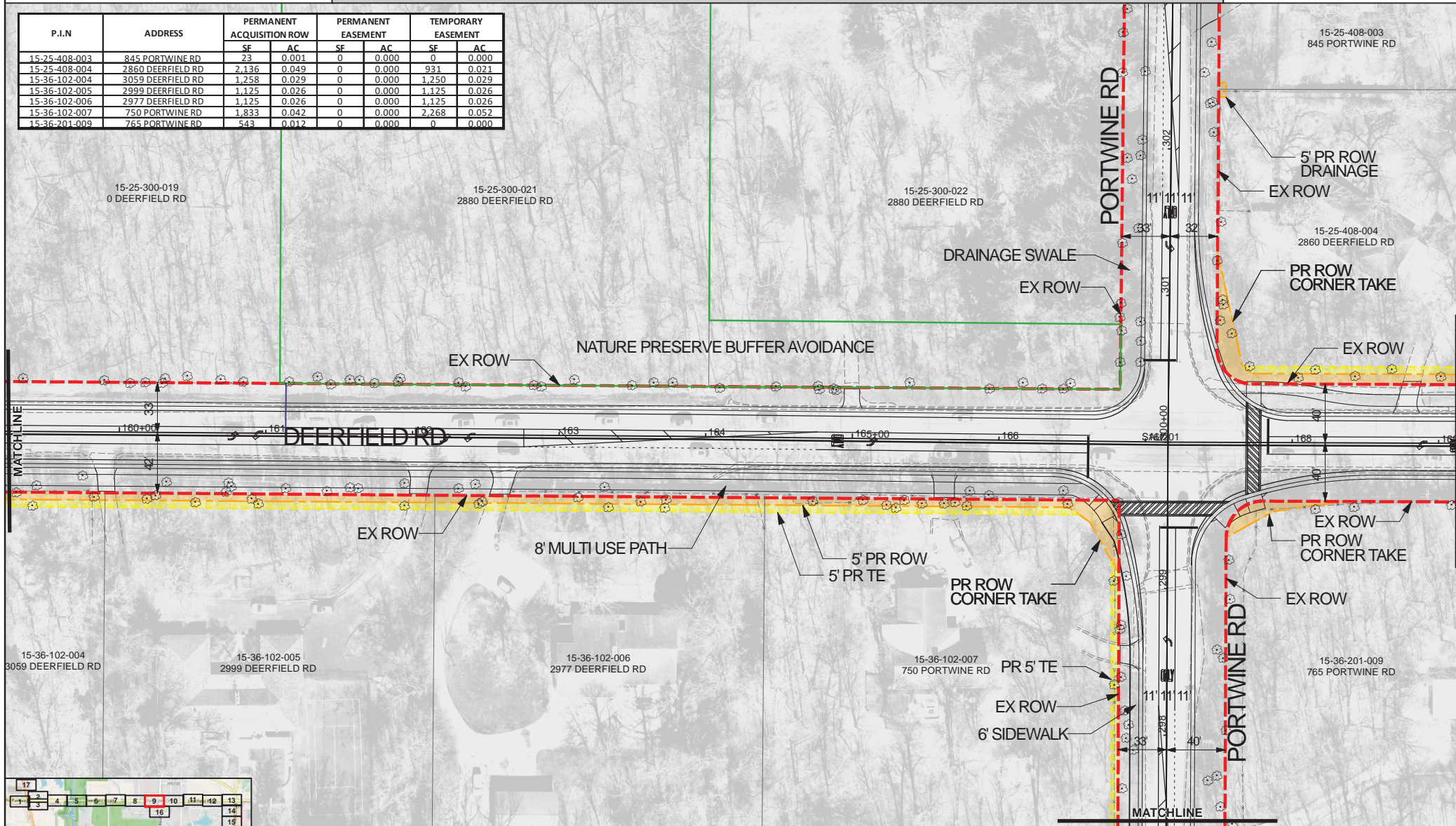
NOTE: AERIAL PHOTOGRAPH TAKEN FROM NEARMAP DATED: 10/07/2020  
 SERVICE LAYER CREDITS: COPYRIGHT NEARMAP 2015  
 (C) OPENSTREETMAP AND CONTRIBUTORS, CREATIVE COMMONS-SHARE ALIKE LICENSE (CC-BY-SA)

## LEGEND

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PROPOSED RETAINING WALL
- EXISTING EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- VEGETATION/TREE



P.I.N	ADDRESS	PERMANENT ACQUISITION ROW		PERMANENT EASEMENT		TEMPORARY EASEMENT	
		SF	AC	SF	AC	SF	AC
15-25-408-003	845 PORTWINE RD	23	0.001	0	0.000	0	0.000
15-25-408-004	2860 DEERFIELD RD	2,136	0.049	0	0.000	931	0.021
15-36-102-004	3059 DEERFIELD RD	1,258	0.029	0	0.000	1,250	0.029
15-36-102-005	2999 DEERFIELD RD	1,125	0.026	0	0.000	1,125	0.026
15-36-102-006	2977 DEERFIELD RD	1,125	0.026	0	0.000	1,125	0.026
15-36-102-007	750 PORTWINE RD	1,833	0.042	0	0.000	2,268	0.052
15-36-201-009	765 PORTWINE RD	543	0.012	0	0.000	0	0.000



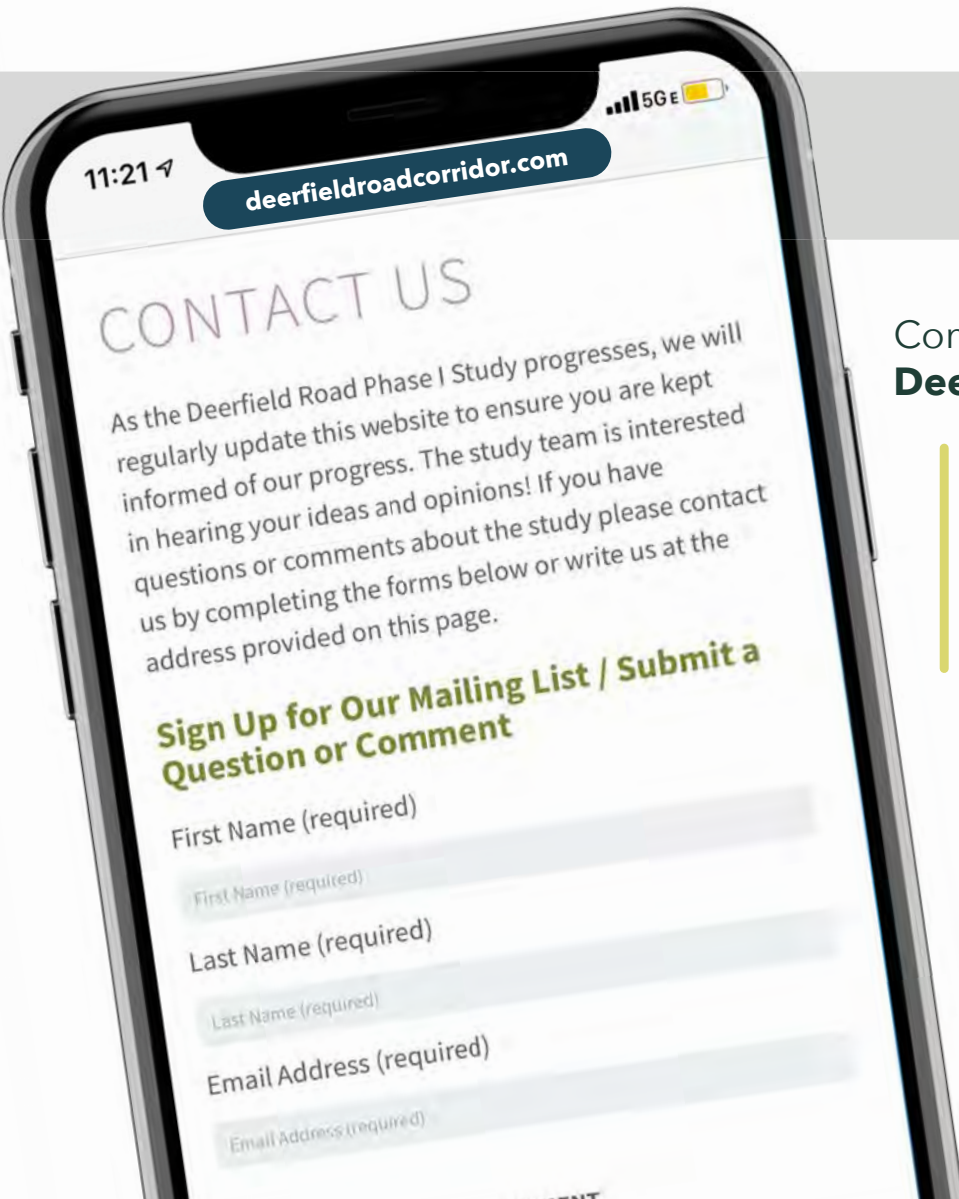
## Land Acquisition Process

**Land Acquisition will formally initiate once Phase I Engineering has been completed.** The land acquisition process involves the following steps:

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An appraisal and independent review appraisal are made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain, in which property owners are compensated fair market value for the acquired property.



# LEAVE A COMMENT



## Leave a comment!

Comment forms can be filled out online at **DeerfieldRoadCorridor.com** or can be mailed to Matt Huffman:

**MAIL:**

Matt Huffman  
Consultant Project Manager  
9575 W Higgins Road  
Suite 600  
Rosemont, IL 60018

**PHONE:**

(847) 823-0500

**EMAIL:**

DeerfieldRoadCorridorComment@cbbel.com

We encourage comments throughout the course of the study, however, comments received **by June 14, 2021**, will be specifically added to the public hearing record.

**Hard copies** of the EA are available for viewing at the Village of Deerfield, Village of Riverwoods, and Village of Buffalo Grove.

# PUBLIC COMMENT



**Two minutes  
at the Mic**



**How to participate  
in the public forum**

# HOW TO RAISE YOUR HAND

**STEP ONE**



Click the hand icon to **raise your hand**

**STEP TWO**



**Your hand is raised** when the arrow turns red.

# COURT REPORTER

**1.** **State** your name.

**2.** **Spell** your first and last name for the court reporter.

**3.** You have **2 minutes** to make your public statement.

**4.** You will be prompted by the following screens.

**Begin.**

**30 seconds  
remaining.**

**End your  
statement.**

**Begin.**



**30 seconds  
remaining.**

**End your  
statement.**

# QUESTION & ANSWER SESSION

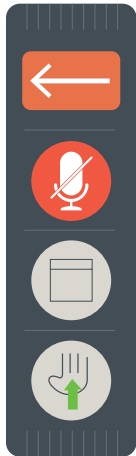


**How to ask  
a question**

# HOW TO ASK A QUESTION

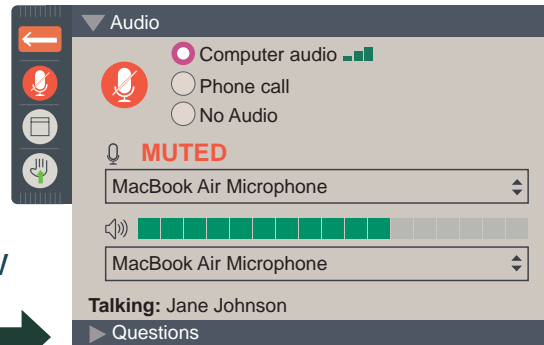
**STEP ONE**

Expand your control panel by clicking the orange arrow



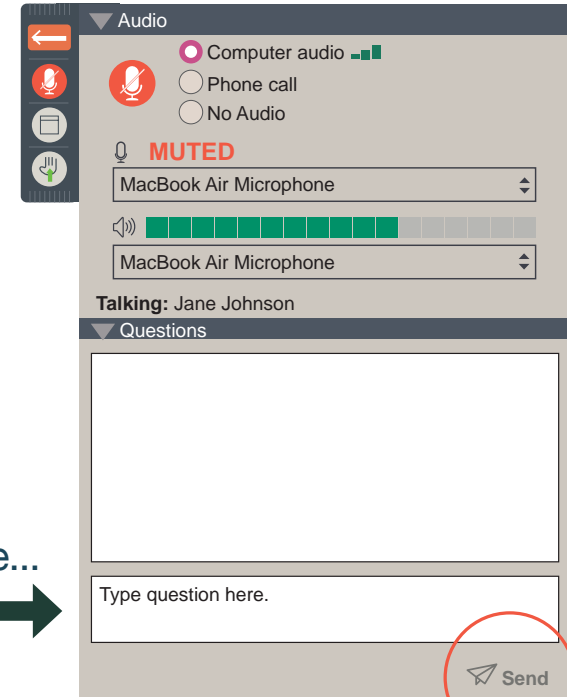
**STEP TWO**

Expand the "Questions" Box by clicking the arrow



**STEP THREE**

Type your question here...



...and click send!

Once your question has been submitted, the **facilitator will read your question, and a technical expert will respond.**

**STEP FOUR**

# QUESTION & ANSWER SESSION



**TRACY MORSE**  
Images, Inc.  
FACILITATOR



**KEVIN CARRIER**  
LCDOT  
SPEAKER



**CHUCK GLEASON**  
LCDOT  
SPEAKER



**MATT HUFFMAN**  
CBBEL  
SPEAKER



**PETE KNYSZ**  
CBBEL  
SPEAKER



**MARTY WORMAN**  
CBBEL  
SPEAKER



**EDDIE BURKE**  
CBBEL  
PANELIST



**ILENE DAILEY**  
CBBEL  
PANELIST



**MIKE MATKOVIC**  
CBBEL  
PANELIST

THANK YOU

Thank  
you.

[DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com)



due to COVID-19

**VIRTUAL PUBLIC ENGAGEMENT  
TOOLS ARE BEING UTILIZED**

**All Public Hearing information**, including the recording of this hearing, is posted on the project website.

*If you would like to review hard copies of the Public Hearing information, including th Environmental Assessment, please contact the project team.*

Attachment I  
Virtual Public Hearing Transcript

## Deerfield Road Virtual Public Hearing

Report Generated:

05/25/2021 07:38 PM CDT

<b>Webinar ID</b>	<b>Duration</b>	<b># Registered</b>
864-317-451	3 hours 27 minutes	148
	<b># Attended</b>	<b>Clicked Registration</b>
	89	242

### Attendee Details

Attended	Last Name	First Name	Organization	Source
Yes	Altenberg	Marah	Lake County Health Department	Website
Yes	Angspatt	Dan	SDG Buffalo Grove LLC	Website
Yes	Auer	Tom		Newsletter
Yes	Berman	Jeffrey		Website
Yes	Blalock	Karl		Website
Yes	Bratta	Letizia		Website
Yes	Braun	Krista	Lake County PB&D	Website
Yes	Breitkopf	Laurie	Riverwoods Preservation Council	Eblast
Yes	Brzezson	Robert	Michael Baker International Inc	Website
Yes	Buzard	Tim		Website
Yes	Carr	Alex		Website
Yes	Chan	Jennifer	Michael Baker	Website
Yes	Ciss	Mathew		Website
Yes	Clayton	Michael	Village of Riverwoods, RPC	Eblast
Yes	Czaplicki	Scott		Website
Yes	Czaplicki	Scott		Website
Yes	DOMNENKO	SOPHIA		Website
Yes	Daniels	Kate		Website
Yes	De Lisle	Sandy	Orphans of the Storm Animal Shelter	Website
Yes	De Lisle	Dave		Website
Yes	Dlouhy	Phil	Professional Engineer	Website
Yes	Flanagan	John	Colonial Courts	Website
Yes	Ford	Mike		Website
Yes	Fortmann	John	TranSystems	Website
Yes	Franco	David		Website
Yes	Fuhrmann	Barbara	Resident of Riverwoods	
Yes	Fuhrmann	Donald		Website
Yes	Glenn	Patrick	Gewalt Hamilton Associates, Inc	Website
Yes	Goodman	Andrew	GMX Real Estate Group, LLC	Website
Yes	Gountanis	Peter N.		Website
Yes	Guenov	Dimitre	Pace Suburban Bus	Website
Yes	Halterman	Sheldon		Website
Yes	Haschke	Oliver		
Yes	Herbstman	Judy		Website
Yes	Hollander	Henry		Eblast
Yes	Horwitz	Earle		Website
Yes	Jamerson	Rick		Website
Yes	Jette	Mark	CBBEL	Website
Yes	Ji	Wayne		Website
Yes	Jilin	Barry		Website
Yes	KRASUCKI	Mike	Thorntons Convenience Stores	Website
Yes	Kleinwachter	David	self	Website
Yes	Kolodziejczyk	Kristina		Website
Yes	Kuby	Andrew		Website
Yes	Lahart	Jack	Avalon Realty Associates for Deerwaukee Real Estate LP and	Website
Yes	Levin	Dina		Website
Yes	Livitz	Arkady		Website
Yes	Maine	Ann	Lake County Board	Website
Yes	Masek	Olivia	Law Office of Bryan P. Lynch, P.C.	
Yes	Mayer	Randi		
Yes	Melber	June		Website
Yes	Merrill	Hugh		Website
Yes	Monico	Darren	Village of Buffalo Grove	Eblast
Yes	Monsiváis	Griselda		Website
Yes	Moran	Garrett	CBBEL	Website



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Yes	Morton	Barbara		Website
Yes	Muhs	Payton	Images Inc.	
Yes	Mulvihill	Lucienne		Website
Yes	Ori	Rita		Website
Yes	Orman	Molly		Website
Yes	Peck	Steven		Website
Yes	Raaum	Anders	Federal Life Insurance Company	Website
Yes	Raffensperger	William	Illinois Department of Transportation - Bureau of Local Roads	Website
Yes	Roel	Rand	Owner 2880 Deerfield Rd, Riverwoods	Website
Yes	Romanelli	Kathryn		Eblast
Yes	Rubino	Anthony		Website
Yes	Salinger	John		Website
Yes	Santos	Phillip	Christopher B. Burke Engineering, Ltd.	Website
Yes	Schaffer	Laura		Website
Yes	Schoenfeld	David		Postcard Invite
Yes	Shiery	Dana		Website
Yes	Shimberg	David	Riverwoods Preservation Council	Eblast
Yes	Simonson	Roger and Louise	Resident	Website
Yes	Sitrick	Josh	Christopher B. Burke Engineering	Website
Yes	Skidelsky	Morton	AARP Driver Safety Program	Website
Yes	Smith	Matthew		Website
Yes	Snyderman	Beth		Website
Yes	Storer	Constance		Website
Yes	Tomaszewski	Ron		Website
Yes	Valente	Cathy		Website
Yes	Vander Wal	Ben	TranSystems	Website
Yes	Waitzman	kathryn		Website
Yes	Watts	Victoria	Images, Inc.	Website
Yes	Weiss	Albert	Timbers HOA	Website
Yes	Witt	Tom		Eblast
Yes	Woolford	Kurt	Lake County Stormwater Management Commission	Website
Yes	Yuen	Amy	Wight & Co	Website
Yes	Ziedman	Sam		Website
Yes	olson	Ramona		Website
No	Altenberg	Marah	Lake County Board	Website
No	Becker	Joan		Eblast
No	Berkson	Patricia	property owner	Website
No	Blitz	Caron		Postcard Invite
No	Bokor	Andrew		Website
No	Borchew	jackie		Eblast
No	Bradford	Brian		
No	Broderick	Patricia		Website
No	Claus	Greg	Rep. Brad Schneider	Website
No	Diipia	Jon Paul	McHenry County Division of Transportation	Website
No	Dreyer	Harold	Retired	Website
No	Dummer	Seth		Postcard Invite
No	Edelstein	Mark		
No	Epstein	Lauren		Website
No	Fradin	Lawrence		Website
No	Frank	Paul	Lake County Board Member	Eblast
No	Glenner	Daniel	Fargo Consulting Group	Website
No	Gountanis	Peter		Website
No	Green	Will		Website
No	Hein	Colleen		Website
No	Hennings	Scott	MCDOT	Website

## Deerfield Road Virtual Public Hearing

Report Generated:

05/25/2021 07:38 PM CDT

<b>Webinar ID</b>	<b>Duration</b>	<b># Registered</b>
864-317-451	3 hours 27 minutes	148
	<b># Attended</b>	<b>Clicked Registration</b>
	89	242

### Attendee Details

Attended	Last Name	First Name	Organization	Source
No	Himmelstein	Marvin		Eblast
No	Hockman	John		Website
No	Jacobs	Elaine		Newsletter
No	Jimenez	Jose	Avalon Realty Associates, L.L.C.	Website
No	Karlinsky	Joel	Private	Website
No	Kaul	Marjorie		Website
No	Kirby	Matthew	Michael Baker Intl	Website
No	Kitt	Therese		Postcard Invite
No	Knesley	Scott	Lincolnshire Riverwoods Fire Protection District	Website
No	Koomjian	Richard	Riverwoods Preservation Council	Website
No	Lange	Melissa		Website
No	Levy	Sophia		Website
No	McCaughey	Steve	Lincolnshire Riverwoods Fire Protection District	Website
No	Meystel	Meir	Brentwood Healthcare Real Estate/ Elevate Care	Website
No	Miller	John		Website
No	Neal	Langdon	Neal and Leroy	Website
No	Newman	Patrick		Website
No	Osorio	Irma		Postcard Invite
No	Parekh	Paras		Website
No	Parker	Justin		Website
No	Pierre	Caryn		Website
No	Plyer	Julie		Website
No	Schoenfeld	David		Postcard Invite
No	Selgrad	Carol	Deerfield resident	
No	Sitrick	Josh	Christopher B. Burke Engineering	Website
No	Soto	Linda	Pace-LCTA	Website
No	TOLSKY	MAX		Website
No	Valente	Cathy	Images, Inc.	
No	Walczak	Michael	TMA of Lake Cook	Website
No	Weaver	Michael	Home Owner	Website
No	Welch	Megan		Website
No	Westrich	Amanda		Website
No	Winslow	Leslye		Website
No	Wynsma	Nate	Lexington Homes	Website
No	Zgonena	Paul	Self	Website
No	Ziegler	Mike		Website
No	falkiewicz	ted		Website
No	kerr	mike	CBBEL	Website

LAKE COUNTY DIVISION OF TRANSPORTATION  
VIRTUAL PUBLIC HEARING

IN RE:

DEERFIELD ROAD CORRIDOR  
MILWAUKEE ROAD TO SAUNDERS/  
RIVERWOODS ROAD,  
LAKE COUNTY, ILLINOIS.

FORMAL PRESENTATION, PUBLIC COMMENTS  
and Q&A SESSION taken at the Virtual Public  
Hearing of the above-entitled matter, held via  
WebEx, reported by Kathleen W. Bono, CSR, a  
notary public within and for the County of  
DuPage and State of Illinois, on May 25, 2021,  
commencing at the hour of 4:00 p.m.

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Q&A SESSION WITH PROJECT TEAM	78

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and Mike Matkovic from Christopher Burke Engineering.

With that, I would like to turn it over to Chuck Gleason for a few opening remarks. Chuck.

MR. GLEASON: Thank you, Tracy.

Good afternoon everyone. I am Chuck Gleason, the project manager with the Lake County Division of Transportation and welcome to the Deerfield Road Public Hearing. To protect the health and safety of all participants, the public hearing will be held virtually.

The project team is nearing a major milestone regarding improvements to Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road. The purpose of today's public hearing is to present and seek input on the final Deerfield Road project environment assessment, also referred to as EA, and preferred alternative.

All public hearing materials, including the EA and preferred alternative design, will be available on the project website

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MS. MORSE: Good afternoon. I'd like to welcome all of you to the Deerfield Road Virtual Public Hearing. My name is Tracy Morse, and I will facilitate today's hearing.

We are excited to have so many participants here today participating, including state, county and local officials and various coordinating agencies.

The purpose of today's virtual hearing is to highlight major findings of the study's environmental assessment as well as to obtain your feedback on the preferred alternative which the study team and stakeholders have worked tirelessly over several years to identify.

To get started I'd like to introduce our team of panelists. Representing Lake County Division of Transportation and who have been leaders in that agency for over 25 years, Kevin Carrier and Chuck Gleason. On the engineering side, we have Matt Huffman, Pete Knysz, Marty Worman, Eddie Burke, Ilene Dailey

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beginning May 10 at [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com).

After years of resource, local and public involvement, the Deerfield Road Phase I engineering study is anticipated to conclude in summer of 2021.

Phase II engineering, which is the design engineering phase and land acquisition, will be ongoing for the next several years with the construction anticipated to start in late 2023 or early 2024.

A formal project presentation will be made by the project team and will also grant the public opportunity to provide their 2-minute statement to court reporter regarding the preferred alternative and the EA followed by a question and answer session. Comments received between May 10 and June 14 of 2021 will be specifically added to the public hearing record.

At this point in time, I would like to turn the meeting over to Tracy Morse, our public involvement lead. Tracy will go over what to expect today, housekeeping items, ways

to participate and introduce the project team. After that, the live presentation will begin.

Again, thank you for taking time out of your busy schedules and participating. Tracy.

MS. MORSE: So over the next hour we will provide, as Chuck mentioned, a presentation, provide ways for you and others to provide comments during our hearing session with the court reporter and will end with a question and answer session with our group of panelists and then end with closing remarks.

So some of you this might be your first online meeting of this type. For others, you might be veterans. So before we get started with the presentation, I'd like to run through a few housekeeping items so you know what to expect and how to navigate your control panel.

So first, Chuck and I both mentioned there's two different types of sessions after the presentation.

One, a typical public hearing you

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reporter? All of you should have a control panel on your screen. Hopefully, it's more expanded like it is here on the right, but in the event that it is collapsed, if it looks like this, click this orange arrow to expand it so it becomes ultimately to this larger area here on the right.

So going back to how to let me know that you want to provide a comment to the court reporter, you will go and see this hand here, you will want to click on that hand. And that is specifically if you want to again provide a statement to the court reporter.

Now, if you want to you can provide a question for the Q&A session and that will be in the question box here. Go ahead and type your question in this white box and then go ahead and push -- click send.

And you can do either one of these, raise your hand, say that you want to partake in the court reporter session or leave a question any time during this presentation. And I will

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will be able to make your statements to a court reporter, Kathleen is on the line, as you heard her earlier. So here on the left screen you will see two minutes at the mike and that is the court reporter session.

Given the courtesy of others who also want to provide their statements to the court reporter, we are allowing the two minutes to publicly make your statement. This is not a question and answer session, it's clearly just a statement to the court reporter and later on in the session here or the hearing, I will go over the details on what to do prior to that.

And so the difference from the two minutes at the mike and then the question and answer session is questions will be submitted for the panelists to answer and this session will take place after the two minutes at the mike.

So how do you do these; you know, how do you let me know that you want to ask a question or to provide a statement to the court

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go over these things again in case some of you might have joined a little bit late.

So with that, I'd like to turn it over -- drill down a little bit more into the details of the study and go through some exhibits before moving on to these two sessions that I just went over.

I'd like to turn it over to Matt with Christopher Burke who will lead us through some of these details. Matt.

MR. HUFFMAN: Great, Tracy, thank you very much, and welcome everyone to the Deerfield Road Public Hearing. My name is Matt Huffman, I'm the consultant project manager for the project working with Chuck Gleason at the county.

Our team will be making an initial presentation about the project this afternoon and we will go through an overview of the project and then discuss the alternatives that were considered. We will move on to talk about the detailed preferred alternative. And then

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our environmental project management Pete Knysz will cover the environmental assessment and some key elements from that environmental assessment. And then Marty Worman, who's our Phase II design engineering project manager, will cover the land acquisition process at the end. And then we will, as Tracy said, move on to the court reporter's comment session and then the Q&A.

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Generally the location of the project is along Deerfield Road from Milwaukee Avenue on the west to Saunders/Riverwoods Road on the east, a distance of about two miles. Deerfield Road is a Lake County route and is under their jurisdiction which is why Lake County is leading this project.

The project is predominantly located in the village of Riverwoods with the village of Buffalo Grove at the west end near Milwaukee Avenue, which is highlighted in purple, and the village of Deerfield at the east end near the Saunders/Riverwoods Road intersection in yellow.

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This project we used -- we developed this project using contact sensitive solutions known as CSS, which is a collaborative project development approach. The key purpose of CSS is to really identify the project stakeholders and engage them to seek input on various aspects of the design process.

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For this project some components of our CSS approach included a project website, stakeholder involvement group, one-on-one meetings, public meetings, newsletters and various media outreach.

As I just mentioned before, we formed a stakeholder involvement group early on in the project and that was really to provide input to the project study group throughout the project development process at key milestones.

The SIG consisted of 24 members from a diverse cross-section of stakeholders interested in the project from government agencies, business owners, residents, community groups, homeowners' associations and users of

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Some key land use features to note along the corridor are that it's more urbanized and commercial at the west and east ends of the project near the termini intersections. Within there we have the Des Plaines River about a half mile, quarter mile east of Milwaukee Avenue. Within that there's Lake County forest preserves north and south along the river as well as the Des Plaines River trail. East of there pretty much all the way to Saunders Road is single-family residential homes, which is the village of Riverwoods.

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And in the big picture Deerfield Road is a 9-plus mile east-west arterial roadway connecting Illinois 83 on the west to US 41 on the east serving the southern portion of Lake County and there's a partial interchange with Interstate 94, which is about a quarter mile east of the Saunders Road intersection. And then on the west end we connect to Illinois Route 21 Milwaukee Avenue, which is an IDOT roadway.

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Deerfield Road.

The SIG members can relay project information to their constituents. So we tried to have the presidents of the various HOAs, the village engineers for Riverwoods, Buffalo Grove, Deerfield, as well as Lake County Forest Preserve District, Lake County Stormwater Management Commission, so a good cross-section of agencies. We had a few just property owners that lived along the corridor as well to provide a good cross-section of folks that utilize and are affected by the Deerfield Road project.

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The majority of the effort of the SIG was involved earlier in the project development when we established the purpose and need for the project and through alternatives development and identification of the preferred alternative.

The public engagement activities that have occurred throughout the project include, starting on like the bottom left there, we have had 16 1-on-1 meetings, we have had 1

04:22:20PM

public hearing, which is today, 2 public meetings, 1 noise forum. We have had 11 meetings with the village of Riverwoods, 4 meetings with the Riverwoods Preservation Council, 3 meetings with the Lake County Forest Preserve District. We have had 3 SIG meetings, and we have had 19 Riverwoods Village Voice project article updates as well as we have a project website and various newsletters.

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Moving on to the project development here, right now the overall project development process consists of three phases. So Phase I, which is preliminary engineering and environmental studies. This initiated in 2016 and the targeted completion of Phase I engineering is August of 2021.

Next the project will advance into Phase II engineering, which consists of detail design and contract plan preparation as well as land acquisition. Phase II is anticipated to be completed in August of 2023. And then the project will advance into construction. The

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that introduced the study. We held a series of three stakeholder involvement group meetings during the purpose and need and alternatives development, and then we held a second public meeting to announce the preliminary preferred alternative in October of 2018. And after that, we have been designing and doing all the environmental -- detailed environmental studies of that preferred alternative since then and that leads us to today, which is the public hearing for the project.

04:24:53PM

On the far side I mentioned the initial step of the project approach is to establish the need for the proposed improvement and that's the need and the purpose of the project and that's compiled into a document called the purpose and need, which is the first chapter of the environmental assessment.

And that purpose and need was developed and reviewed in conjunction with the stakeholder involvement group and the federal highway administration before proceeding to the

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project is currently programmed for -- we have all construction funding lined up for the project so construction will start once Phase II land acquisition is completed.

Right now the target is to start that in the fall of 2023. That will take approximately about two construction years to complete. We really don't anticipate a lot of the major construction activities to begin until probably early 2024. Before that happens we got to get into utility relocations and whatnot which that might begin in the fall of 2023. So that's the earliest the project would anticipate to be started.

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Phase I engineering public engagement activities are shown in the middle of this graphic and that coincides with the project development process which is along the top.

As I mentioned before, we try and coincide the public engagement activities with key milestones of the project and for that in the beginning we held initial public meetings

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next step of the project development, which is alternatives. And the purpose and need document and the purpose and need of the project as utilized is the basis for developing and evaluating alternatives.

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The detailed purpose and need statement for this project is to provide an improved transportation system to address capacity, safety, mobility, operational deficiencies along Deerfield Road and improve nonmotorized accommodations from Milwaukee Avenue on the west to Saunders/Riverwoods Road on the east.

The needs for the project include capacity, safety, mobility, meaning being able to access Deerfield Road, nonmotorized common activity, meaning bicycle and pedestrian accommodations, and operational deficiencies, which really is pavement condition and roadway design standards.

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So the purpose and need is utilized, as I said, for evaluating and developing

alternatives and one main point which is discussed in the purpose and need in the EA is that the pavement condition is in poor shape and needs to be fully reconstructed and resurfacing the roadway is really no longer cost-effective pavement management approach. And when we reconstruct a roadway, we look to bring and evaluate the roadway for other needs such as safety capacity and that really brings us into this Phase I study with making such a significant financial investment we want to build this roadway for the future.

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Moving on to the alternative development approach and following the purpose and need of the project, we move into developing a full and complete range of alternatives. For the Deerfield Road corridor, we really -- once we got into things, we identified two distinct sections for developing alternatives and that really focused on Section A, which is really the heart of that is the Milwaukee Avenue intersection. And from the purpose and need we

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identified that much of the congestion and backups were generated from the Milwaukee Avenue intersection and that's going eastbound in the morning and going westbound in the evening rush hours.

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And Section B focused on the 1.7 mile corridor from really the Des Plaines River to the Saunders/Riverwoods Road intersection. Within Section B we looked at improvements. We also looked at improvements to the existing signalized intersections at Portwine Road and Saunders/Riverwoods Road.

A range of 11 -- moving on to Section A, we had a range of 11 alternatives that were developed and evaluated for Section A in addition to the no build wall alternative, which again focused on the Milwaukee Avenue intersection.

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Through the evaluation process we identified within Section A alternative A-1-D as a preferred intersection alternative which was the most efficient at addressing the needs of

this intersection, specifically capacity, safety and mobility, while having the lowest relative impacts and cost.

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From the graphics shown, the grey arrows indicate the lanes that currently exist which does include the recent improvements made by the Woodman's development and the proposed new lanes are in orange.

The most significant improvements will be made on the east leg of the intersection to address the p.m. westbound rush hour backups and we will add a third through lane to tie in to the new third lane constructed across the Woodman's site to the west, a separate right turn lane and a second left turn lane. On the west leg a second turn lane will be added and on the south leg a northbound right turn lane will be added.

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Through the alternatives evaluation we would like to point out that it showed that additional through lanes are needed on Milwaukee Avenue to address capacity needs and Milwaukee

Avenue is under IDOT's jurisdiction and adding that was outside the scope of this project and deemed cost prohibitive. A project of that size would really need to go down to Lake-Cook Road on the south and to the north Chicory Lane, so that's a whole separate project. But we evaluated the whole intersection and the details of that can be found in Chapter 2 of the environmental assessment. So all of the alternatives documentation, the evaluation process, all the alternatives that we looked at is documented and laid out in detail in Chapter 2 of the environmental assessment.

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Moving on to Section B, a range of five alternatives were developed and evaluated, including the no build option from the Des Plaines River to Saunders/Riverwoods Road.

Through this evaluation process, Section B, alternative 3 was identified as the preferred alternative which was the most efficient at meeting the needs for the project while having the least amount of impacts.

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For Section B some of the main purpose and need elements are operational deficiencies with poor pavement condition and aged drainage infrastructure, mobility for folks being able to access Deerfield Road. Safety was an issue, its high representation of rear-end and left turning crashes and non-motorized connections with a gap in the regional network between the Des Plaines River as shown and Portwine Road. You will note that I didn't mention capacity needs within Section B which would mean additional through lanes.

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Through our transportation modeling and factoring in the improvement at Milwaukee Avenue, we were able to meet the capacity needs by maintaining one lane in each direction.

To address the operational deficiency, the pavement will be reconstructed and a new drainage system will be installed with curb and gutter to collect all stormwater and minimize the roadway footprint.

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To address mobility and safety a

center bidirectional turn lane will be included for people to use to turn into their driveways and side streets which removes them from stopping in the through lane. A bi-friendly shoulder will be provided as well as an 8-foot multi-use path -- separate multi-use path -- to address the nonmotorized needs.

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As I mentioned earlier, the preferred alternative for Section B really it has the smallest footprint out of all the alternatives evaluated. Even alternative 1, which was reinstating the existing 2-lane roadway with 8-foot shoulders and drainage ditches. And the challenge with reinstating this rural cross-section with ditches is that it takes up a lot of space with bringing in the roadway design to meet current roadway safety and drainage standards. The current design is able to accommodate stormwater inside storm sewers underneath the roadway versus accommodating stormwater and roadside ditches alongside the roadway. So we are really able to with the curb

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and gutter and the storm sewer network we are able to handle the stormwater within the roadway footprint more closely and that helps us minimize impacts.

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In moving on to the exhibit that we are showing right now, which is summary of the preferred alternative, we will -- so along the bottom you will see an intersection calls for the proposed lanes in dark purple and existing lanes in dark grey. We have already talked to the Milwaukee Avenue intersection improvements a few minutes ago and at Portwine Road we are adding a northbound and southbound left turn lane and then at Portwine Road we are adding a northbound right turn lane. And all signalized intersections will be modernized and improved for ADA accommodations, new signal equipment.

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Along the top of the exhibit, you will see some typical sections showing the roadway section. Deerfield Road just at the east leg of the intersection is eight lanes and that transitions as we go east to three lanes at

the bridge over the Des Plaines River. The three lane section then continues to the west leg of the Saunders/Riverwoods intersection where there's currently 5 lanes. An 8-foot multiuse path is provided along the south side of Deerfield Road connecting to the existing path at Thornmeadow and proceeds east to Portwine Road where it goes on the north side of the street to the existing path at Saunders/ Riverwoods Road. There are two uncontrolled mid block pedestrian crossing that will be provided at Timberwood Lane and Hoffman Lane. There's also some short sections of sidewalk that are provided throughout the project. Those are the light blue dashed line on this exhibit. Some of the longer sections of sidewalk that are being included are along the north side of Deerfield Road from Milwaukee Avenue to Chicory Lane and also along the west side of Saunders Road south of Deerfield Road.

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At the Des Plaines River we will be making some bridge improvements. We will be

redecking the Deerfield Road bridge over the Des Plaines River and also widening it by 7 feet to the south. An existing access road within the forest preserve will be temporarily used for construction access to the bridge. Pete will talk about this a little bit later on.

As I mentioned earlier, the project will provide drainage improvements with a completely new drainage storm sewer system, a new culvert at Thorngate Creek and stormwater management areas will be located on the Federal Life property with an expansion of their existing stormwater basin and also another facility along the east side of Thorngate Creek north of Deerfield Road.

Also at the east end of the project you will see in the purple line we have a 15-foot tall noise wall that will be provided at the southwest corner of the Saunders Road intersection which goes about a thousand feet west along Deerfield Road and a thousand feet south along Saunders Road. Pete will again talk

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Riverwoods Road with the addition of new auxiliary turn lanes. Mobility is anticipated to improve from 0 to 30 acceptable gaps. What this means is it's the amount of gaps in between cars. So usually we need about 8 seconds between cars to make a safe turn off of a side street onto the roadway or vice versa. So that really gives us an indication of accessibility and mobility.

From our crash prediction, we are showing that injury crashes are projected to decrease 50 percent. Operational deficiencies will be addressed with pavement reconstruction and bringing the roadway design up to current roadway safety and drainage design standards. Nonmotorized connections will be made between Milwaukee Avenue and Saunders/Riverwoods Road with the construction of a separated multi-use path, an inclusion of bike-friendly shoulders on street for on-road cyclists.

This slide shows a sample of the detailed proposed improvement exhibits which are

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about this in more detail coming up in a few minutes.

Covering some of the highlights of the preferred alternative and some of the transportation benefits. In the evening overall -- I'll cover a few of these slides. So there's about 6 or 7 points here we'll go through.

This is all -- also this is -- point of reference. This is for 2040 future traffic conditions.

When we do the traffic modeling and transportation analysis, it's based on future traffic. So with this slide, the evening for 2040 traffic, evening westbound travel times it's anticipated to decrease 80 percent from 36 minutes to 7 minutes based on our modeling. That will really be addressed by improving the Milwaukee Avenue intersection. Overall the delay at the Milwaukee Avenue intersection is anticipated to decrease 70 percent.

The turning movement deficiencies will be addressed at Portwine Road and Saunders/

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located on the project website and this level is the design detail provided for public review and comment. So we have this level of design for the whole project for review that's posted on the project website for download and if you need hard copies, we can provide those if needed.

You will note that there's a variety of callouts noting the different design elements. We have some small section of retaining walls throughout the corridor. We have drainage design elements that are shown as well. We call out -- some of the dashed red line is the existing right-of-way and that is the property that the county currently owns for transportation and drainage uses as well as utilities.

The proposed right-of-way, which is property that we need to acquire to implement the proposed improvement, is shown in pink and that's ROW, right-of-way. So 5 foot in the PR, proposed right-of-way. So we show that pink line there. You can see Tracy is pointing to it

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with her hand there.

Generally speaking, you will see throughout the corridor that a lot of the proposed elements are within the existing right-of-way such as the roadway and the bike path. The exceptions to that are the Milwaukee Avenue intersection and the small section at Saunders Road where the paths on the proposed right-of-way.

Generally speaking, from the river to Saunders Road we are really keeping the roadway improvements to within the existing right-of-way. What we need the proposed right-of-way for are drainage improvements and also some grading.

And then the other key things too, you will see the orange lines which are temporary construction easements and then we also have a few permanent easements which are in a few areas notably for the drainage stormwater management facilities, and that's shown in purple, but there is a legend on all the exhibits that indicate all these different lines

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flowing to the roadway, and we need to convey that roadway to its natural course, maybe such as Thorngate Creek or if there's other roadway culverts. You know, everything flows south into Thorngate.

So that's some of the challenges and some of these larger roadside ditches really exist along the north side of Deerfield Road between Portwine and Saunders where we need to provide some of these ditches next to the path and that's really to convey all the water that's coming towards the roadway.

The preferred alternative that we selected is the least impactful alternative out of all the ones that we looked at. And the preferred alternative meets the purpose and need of the project. That's all documented, again, in the environmental assessment and we have the Chapter 1, the Purpose and Need, Chapter 2, the Alternatives and that goes through the alternatives we looked at, and then the selected and identification of the preferred alternative.

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and elements and explain what they are.

Some other notable information about the preferred alternative is that there will be no permanent forest preserve, nature preserve or building impacts with the project. Throughout the design process we have tried to minimize impacts and fit the proposed roadway improvements within the existing right-of-way to the extent possible.

The majority of the need, as I just mentioned, for the proposed property acquisition is for drainage and grading purposes. And we are aware of at our first public meeting we had received numerous feedbacks from folks that live along the roadway that have drainage issues along the roadway itself and we are really addressing those with the new drainage system but it does, unfortunately, take some space sometimes to accommodate the drainage and that really where we do have ditches in most cases it's where we have a lot of offsite water, so water from the private adjacent properties

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Chapter 3 is covering the environmental analysis and evaluation for the proposed improvement. And I'm going to turn it over to Pete now to talk about some of the components in that Chapter 3 of the environmental assessment. Pete.

MR. KNYSZ: Thank you. So I'm going to begin my portion of the presentation by discussing what is an environmental assessment.

An environmental assessment, or EA, is a concise public document prepared by a federal agency. In this case, the Federal Highway Administration, or FHWA, to aid in an agencies compliance with the National Environmental Policy Act 1969, or what you may have heard called NEPA.

The EA describes the purpose and need of the project, alternatives considered, the preferred alternative, anticipated environmental impacts, including Section 4(f) resources, which I'm going to discuss in more detail later, projected benefits and potential

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mitigation measures.

The environmental assessment for this project is available for review at the project website [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com). If you would prefer to review a hard copy of the EA, please contact the project team.

As part of our environmental assessment of the project corridor, we evaluated several resource topics, including social economic, such as minorities and low-income populations, a potential residential and business relocations, none of which are proposed as part of this project.

We evaluated cultural or historic resources, including the Edward L. Ryerson area historic district located near the Des Plaines River on the north side of Deerfield Road and 9 architectural resources along the project corridor that warrant consideration for listing in the National Register of Historic Places. There is no proposed property acquisition at any of these properties. The State Historic

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River watershed, which is the same watershed that the project is located in.

The EA also considers floodplains, special or hazardous waste and indirect, cumulative impacts of the project. The environmental resources inventory map and the EA appendices shows the location of several of the resources that I just mentioned.

Resources were avoided or impacts were minimized to the extent practical and feasible. Impacts will be mitigated as necessary in accordance with regulatory requirements. Again, this EA is available for review from May 10 through June 14, 2021.

Now I'm going to start discussing some of those resource topics in more detail. The first one I'm going to discuss is Section 4(f).

As part of this public hearing, we are also soliciting comments on the temporary occupancy of Section 4(f) lands. Section 4(f) of the U.S. Department of Transportation Act of

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Preservation Office, or SHPO, concurred that the project will have no adverse effects to cultural resources.

We also evaluated natural resources, including trees -- and I'll discuss trees in more detail later as well -- wildlife and state and federal listed recommended endangered species and natural areas.

We reviewed air quality, including hazardous air pollutants and carbon monoxide at intersections. We evaluated noise, and this will also be discussed in more detail later.

We reviewed surface waters such as the Des Plaines River and Thorngate Creek. We evaluated wetlands and based on preliminary engineering, it's anticipated there will be 0.65-acre of wetland impact at 11 sites.

To compensate for the wetland impacts, the current proposal is to provide 1.74 acres of wetland credit at the Buffalo Creek wetland mitigation bank in Long Grove, Illinois, which is located in the Des Plaines

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1966 protects historic sites and publicly-owned parks, recreation areas and wildlife and waterfall refuges.

For this project, construction of the preferred alternative will require the temporary occupancy for a 0.32-acre temporary easement of Lake County Forest Preserve land, including the Cahokia Flatwoods Forest Preserve, the Des Plaines River trail and the Des Plaines River water trek. The section of this documentation can be found in the project website at [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com). and in the EA.

As part of this project, the temporary occupancy of Section 4(f) property, again, consisting of a temporary easement of 0.32 acres, is being requested to use an existing Lake County Forest Preserve District access road at the north end of Cahokia Flatwoods Forest Preserve to widen the existing Deerfield Road bridge over the Des Plaines River. Normally, the existing right-of-way would

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be used to access the area needed to complete the bridge widening but because of the location of the existing boardwalk or pedestrian bridge, temporary access through the forest preserve property is required to access the work area. The existing boardwalk pedestrian bridge will not be impacted by the proposed improvements.

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The forest preserve impact should take place on the south side of Deerfield Road. There are no proposed impacts on the north side of Deerfield Road at the Edward L. Ryerson Nature Preserve.

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The construction access will take place at an existing forest preserve driveway, an access road. This minimizes tree and brush removal and other potential impacts to forest preserve property. Several invasive and 7 elm trees may need to be removed to complete the improvement. No other tree impacts are anticipated with this 4(f) impact. The existing driveway would be replaced. And you can see

physical impacts to the Section 4(f) resources are anticipated.

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The temporary impact to the Cahokia Flatwoods Forest Preserve, the Des Plaines River trail and the Des Plaines River will be fully restored. Restoration of forest preserve property will be coordinated with the Lake County Forest Preserve District.

Following the public hearing, the Lake County Division of Transportation will seek concurrence from the Lake County Forest Preserve District after regulatory conditions for a temporary occupancy of Section 4(f) resources have been met.

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Next I'd like to talk about tree impacts. We are aware of the unique environmental setting of the project corridor. As Matt mentioned before, the project team has had 11 meetings with the village of Riverwoods and 4 meetings with the Riverwoods Preservation Council. We understand that tree impacts are a concern for this project.

some of these elements in the image in front of you such as the driveway replacement and the use of the existing road.

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In-stream construction will be necessary to widen the existing Deer River bridge over the Des Plaines River. Two existing piers located in the Des Plaines River would be extended to the south to accommodate the bridge widening approximately 7 feet. The bridge widening will take place within existing Deerfield Road right-of-way.

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Flow in the Des Plaines River will be maintained during in-stream construction and best management practices will be used to minimize downstream impacts during construction activities. 2 existing 15-inch corrugated metal pipes that convey stormwater runoff under the Des Plaines River trail will also be replaced.

Detours will be posted for users during the anticipated short-term temporary closures of the Des Plaines River trail for the culvert replacement. No permanent adverse

Based on preliminary engineering, a potential of 1,018 trees may be removed for the proposed improvements. These numbers represent a worst-case scenario. All trees are removed within existing right-of-way at both permanent and temporary acquired property.

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We are only at preliminary or 30 percent engineering design. The project team is going to continue to work at minimizing property and tree impacts during final design.

As shown in the green pie chart, of the 1,018 potential tree impacts, 370 trees, or 36 percent, are desirable species as defined by the village of Riverwoods Tree and Woodland Protection Ordinance. Desirable trees include species such as oaks and hickories. 648 trees, or 64 percent, are other species such as elms, maples and honey locust.

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As shown in the purple pie chart, the majority, or 45 percent of the trees that would be impacted by the project, are located within existing right-of-way or property

currently owned by Lake County.

The majority of the proposed roadway improvements are located in existing right-of-way. 21 percent of the trees are located in proposed right-of-way. This primarily includes areas for drainage improvements and a small portion for the proposed trail. 18 percent of the trees are located in temporary construction easements and 16 percent of the trees are located in permanent easements, including areas to be used for stormwater management or future maintenance.

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The preferred alternative will update Deerfield Road to current roadway design standards. To avoid and minimize tree impacts, the preliminary design incorporates retaining walls, minimum slope embankment, minimum width at the multi-use path, minimum lane widths with curb and gutter, an inclusion of drainage infrastructure below the roadway pavement to minimize the need for roadside ditches.

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Higher quality (inaudible) at the

appendices include a tree inventory completed for the project, a detailed tree impact table and exhibits.

Now I'm going to talk about the noise analysis. So you might ask why was a noise study completed for this project? A traffic noise study was completed as required to comply with state and federal regulations because federal funds are being used for this project.

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The entire project area from Milwaukee Avenue to Saunders/Riverwoods Road was evaluated for traffic noise. Based on the traffic noise analysis, only one location at the southwest corner of Deerfield Road-Saunders Road intersection warranted a noise wall.

Without getting into too much detail at this time, the traffic noise abatement process can be summarized in three steps.

04:53:52PM

Step 1. Using a computer traffic noise model to complete the analysis and determine if there are potential traffic noise

Edward L. Ryerson Nature Preserve and nature preserve buffer at the north side of Deerfield Road between Hoffman Lane and Portwine Road will be avoided in their entirety.

During final design roadside trees will be protected and preserved to the extent possible consistent with standards of highway safety.

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We will also develop a landscape tree mitigation plan. Tree mitigation will be guided by IDOT policy where practical and feasible, however, due to the clearance requirements that Matt mentioned earlier, there is limited planting space along the roadway. The wider proposed easement areas along the corridor that will be used for stormwater management provide more opportunity to plant native replacement trees.

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For more detailed information, please refer to the EA on the project website at [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com). Trees are discussed in Section 3.6 of the EA. The EA

impacts in the design here 2050 build condition.

Step 2. Determine if noise abatement, for example, a noise wall, is feasible and reasonable.

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And Step 3, to wrap up the reasonable determination benefitted property owners, including tenants, voted yes or no for the proposed noise barrier. To be considered benefitted, the recipient of a noise abatement measure must receive a noise reduction of at least 5 dB(A). 5 dB(A), or decibels, is a readily perceivable change in noise.

The traffic noise report can be found on the project website at [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com) and is further explained in Section 3.5 of the EA.

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Based on the traffic noise analysis, an approximately 15-foot tall potential noise wall is proposed at the southwest corner of the Deerfield Road-Saunders Road intersection.

The noise wall being considered for the project was presented to the benefitted

property owners at a noise forum that is a public meeting summarizing the potential noise barrier to be voted on that took place on September 19, 2019. Viewpoint solicitation packages were also provided to all benefitted property owners via certified mail. Almost 90 percent of the vote responses were in favor of the potential noise wall. The only eligible voters were the properties that would be benefitted, or again, receive at least a 5 dB(A) or decibel noise reduction by the noise wall. The benefitted properties or those people allowed to votes or those residents or properties allowed to vote are highlighted in yellow on this slide.

04:55:31PM

The EA and public comment period will last a minimum of 30 days. It started on May 10th and ends on June 14, 2021. So after the public comment period ends on June 14th, what's next?

04:56:08PM

The project team will review the comments received and revisit the EA. If

necessary, the project team will compose an errata document memorializing any modifications to the EA and seek final approval from the Illinois Department of Transportation and the Federal Highway Administration. This leads to the completion of Phase I preliminary engineering and environmental studies. Then land acquisition can begin. And with that, I'll pass this along to Marty.

04:56:40PM

MR. WORMAN: Thank you, Pete.

Once the Phase I process, or the environmental studies is complete, as Pete said, we move into the detailed design and the land acquisition phase of the project. I'm going to discuss the land acquisition here.

There are three types of land acquisition being considered for this job. The first type is fee-simple acquisition, which is the acquisition of all rights and interest in the property.

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There is also a permanent easement where the ownership is retained by the property

owner but the county will have rights to access the property for maintenance of the facility that's being built such as drainage structures.

There is also a temporary construction easement which gives the county the rights to be on the property to do minor grading, driveway construction and other minor improvements and at the end of the project that temporary easement goes away.

04:58:01PM

For this project there will be about 3 acres of fee-simple acquisition, about 6 and 3-quarters acres of permanent easement and about 4 and a half acres of temporary construction easement affecting up to 74 separate parcels.

This is an example of the exhibits that are on the website for review where it can be seen exactly what property is being considered for acquisition with this project.

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This example here is at Portwine Road intersection, and as you can see, we have the existing right-of-way in the orange dashed

line -- the red dashed line. Proposed right-of-way or fee-simple right-of-way would be the orange shaded area and that land will be, as I mentioned previously, permanently acquired. And then the yellow shaded area is a temporary construction easement and once construction is done and the property has been restored back, then that goes back to the -- the ownership goes back to the property owner and county has no more rights to be on it after that.

04:59:36PM

We also have permanent easements, which isn't shown on this slide, but there are permanent easements associated with this project and they can be seen on the detailed exhibits on the website.

So the land acquisition process, as I mentioned, begins after Phase I has been completed and we have all of our environmental signoffs and signoffs from the reviewing agencies.

05:00:21PM

The first step is to determine the ownership of the property through title

commitments. The next step will be to draw up plat of survey drawings which are the detailed plans for exactly what property is being considered. Once that is complete, there is a land professional, they look at it, they appraise it, and then there is an independent review appraisal made and that is to determine fair market value of the property to be acquired.

05:01:03PM

Once the appraisal and the review appraisal are complete, negotiations begin where the land acquisition professional will send out an offer to the property owner to start the negotiation process. And if a settlement cannot be reached with the property owner, the matter is referred to the courts for acquisition under eminent domain and then a judge determines the fair market value compensation for the acquired property.

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That's the process for land acquisition and I am going to turn this back over to Tracy to get into the further

paper comment forms there as well for you to take, fill out and mail back to the address that is listed on that comment form.

05:03:53PM

If for any reason somebody would like to, or you would like to, write a letter, you can write a letter to Matt Huffman here, consultant project manager, here at the Higgins Road, Rosemont, Illinois. This information is also on the website.

05:04:30PM

If you have a question, specifically if it's even a specific property owner question, I know that there is a lot of you who have participated up to this point for sure that are property owners that really want to drill down into specifics about the property, you can go ahead and leave a question here in the hearing and we will contact you back. I mean, one of the elements of signing up for this was to leave your email address, so we have a forum, a way to get ahold of you. Feel free also, here's a phone number, 847-823-0500 to call Matt Huffman there and certainly can get your question answered or

presentation. Thank you.

MS. MORSE: Thanks, Marty. So take a little bit of a breather here for a second as we get set for the technical portion.

05:02:28PM

Stakeholder input has been an important element to this study. There are various ways to provide comments outside of this hearing here this afternoon.

This entire presentation is being recorded and those who couldn't participate today, or those of you that would like to watch it again certainly can on our website tomorrow. They will have an opportunity to review those materials. There's multiple mention of the environmental assessment that's posted already to the website. Again, watch the video.

05:03:08PM

Leaving a comment there on the website at deerfieldroadcorridor.com past tonight's hearing is certainly the easiest way to leave a comment and certainly if you are at one of the village halls at Riverwoods or Deerfield or Buffalo Grove, we certainly have

set up a virtual meeting or in-person meeting for you to make sure your questions are answered.

05:05:24PM

There's another form, another way of contacting us as well, deerfieldroadcorridor@cbbel.com. But for inclusion of all the comments, for inclusion of the public hearing record, those would need to be received by June 14th date that we had mentioned and also hard copies of the EA are available at the village halls as well.

So with that, I'd like to go through -- we will start the two types of sessions: One, the two minutes at the mike and then I'll go over how this will work with the court reporter.

05:06:09PM

In case any of you joined a little bit later, if you want to participate with the court reporter, on your control panel you will see a little hand here and it's green, and so you want to click on that green hand and then it will turn red but if you raise your hand if you



want to partake and to give a statement to the court reporter.

Certainly we have the other session, which is a Q&A session as well, but right now we are just going to go into the court reporter session. I do have a couple of hands raised so in the event that you -- now 3, 4. There's multiple hands being raised right now so that's great.

05:06:54PM

So again, this is to give a statement to the court reporter. There won't be any answers if you leave a question, so it's best to just leave a statement. And then if you do have a question, you can certainly partake in that Q&A session here in a little bit.

So how will this work. So I have multiple hands raising as we speak. So that's great. We will ask that -- I'm going to call off three names just so that the current three folks know that you will be up on deck soon and to be prepared, but ultimately, I'll keep this up here on the screen but what we want you to do

05:07:29PM

once I unmute you, we will do a test to make sure I can hear you and we will want you to state your name and then also spell your first and last name for the court reporter. We want to make sure we get the spelling correct. And at that time, I'll say, go ahead and you will have -- you will make your 2-minute statement to the court reporter.

For a little cues on the 2-minutes, while you will see a screen here, that will be green, it will say begin. And then when there's 30 seconds remaining, you will see a yellow screen. So start collecting your thoughts, emptying your statement and then at the red screen here we would like you to end your statement so we can move on to the next participant. Okay.

05:08:08PM

So what we have, we have first -- and I apologize if I don't get the pronunciation of your last name correct. So we have Dan Angstatt who is first and then second will be Jeffrey Berman and then Steve Peck. Dan,

05:08:45PM

Jeffrey and Steven.

So Dan, I'm going to unmute you first and I just want to make sure, Kathleen, that you are on unmuted and can -- court reporter, are you able --

COURT REPORTER: Yes, I am here.

MS. MORSE: Okay. Great. Great. Before we moved on, I wanted to make sure that you could let us know if you needed them to repeat anything.

So I have Dan.

(No response.)

Okay. We are going to move on to Jeffrey Berman.

MR. BERMAN: This is Jeffrey Berman.

MS. MORSE: State your name and spell your first and last name, please.

MR. BERMAN: My name is Jeffrey Berman, J-e-f-f-r-e-y, B-e-r-m-a-n. I'm a resident of Buffalo Grove. Thank you.

05:11:09PM

For far, far too long small but vocal groups of naysayers have been allowed to

perpetuate transportation bottlenecks to the detriment of surrounding areas at substantial economic costs and diminishing quality of life for the broader general public.

Transportation congestion is a growing plethora to our county and our community. Congestion and bottlenecks damage our quality, slow commerce, hinder economic development, increase energy consumption and threaten quality of life.

05:11:40PM

Rapidly growing transportation demands have overwhelmed Lake County road system. Congestion already is near intolerable levels in peak periods and it will continue to worsen until the antiquated area road system is enhanced.

It would be a genuine tragedy if Lake County were to lose its vibrancy due to clogged arteries. To keep Lake County healthy, we must care for its circulatory system just as we have cared for safety in police and fire protection and education through our schools.

05:12:07PM

Daniel Burnham once famously said, "Make no little plans, they have no magic to stir men's blood and probably themselves will not be realized. Make big plans. Aim high."

I was part of the stakeholder involvement group early in the process. At the time it seemed that the project was intended to aim high and proceed with laudable goals. In my opinion, then and now, this project should be working toward a 4 or even 5-lane cross-section so as to provide meaningful capacity improvements in congestion mitigation for now and in the future.

Frankly, I'm saddened to see that somewhere along the way things seem to have gone array, my obviate selfishness have been allowed to eclipse purpose and the preferred alternative presented offers far less long-term congestion relief bang for the buck than it should.

That said, the greater good of the region, and specifically Lake County's overwhelmed transportation system, argue

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Woodman's is now. You definitely need a right turn lane that goes all the way past Federal Life Insurance Company. I don't think you need three through lanes going straight or two left lanes because most of the people coming through there are trying to take a right turn lane going north on Milwaukee.

When they did the Woodman's improvements and they made two lanes going straight going eastbound and put a dedicated right turn lane and then a merge after you cross over, the traffic going eastbound in the morning never bothers me at all and I don't think they have a lot of problems with people trying to take a left turn in the middle, maybe at a couple of intersections, but you need a left turn lane but not the whole length.

The other thing that concerns me if you put two turn lanes in any direction, that you can only take a turn when the arrow is there, you can't do it when there isn't so on the southbound going on to Milwaukee you are

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inescapably for improvements to Deerfield Road. Even in its present iteration, the project should be a priority. We must move forward with long overdue desperately needed improvements to this road. As such my message is simple: Let's get it done. Thank you.

MS. MORSE: Thank you, Jeffrey.

Okay. So we have -- looks like Dan has left the meeting.

So Steven Peck, you are next. And then the next after Steven will be Sophia Domnenko. Steven Peck.

MR. PECK: Steven, S-t-e-v-e-n, Peck, P, as in Peter, e-c-k. Okay.

I work on Saunders Road so I drive this stretch of Deerfield Road every day twice a day in the rush hour so I know very intimately how bad it is. It could be backed up all the way to Saunders Road going home in the westbound lane and most of it is because there's no dedicated right-hand lane that used to be there before they widened Deerfield in front of where

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proposing that. Because occasionally I'll go down south Milwaukee sometimes and I wait for the traffic to break in the other direction so now we won't be able to do it, but we need a lot of -- a big right turn lane because that's where all the backup is people going straight and not letting people turn in.

And I'm just worried that if it's too big a construction, the two years, I'm not going to get to work for two years. So I hope you take that into consideration that you don't waste millions of dollars on building extra lanes that aren't necessarily needed but it's the right turn going north on Milwaukee because the left turn going east on Deerfield has been fixed with the two-lane turn. Thank you.

MS. MORSE: Thank you, Steven. Okay.

Next up will be Sophia. I will unmute you in a second. Then next after Sophia will be Phil Dlouhy. And then after Phil will be William Raffensperger. Sophia.

MS. DOMNENKO: My name is Sophia,

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S-o-p-h-i-a, Domnenko, D-o-m-n-e-n-k-o. We are owners of 36 Deerfield Road and we are unfortunately in Section A of the project and our property is one of the mostly affected single-family houses. We are immediately to the east of Chicory Lane and to the west of the river so that's where the road is four lanes and I did email earlier to Mr. Huffman.

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We would like to see the project make an adjustment of moving our driveway to the east boundary of our property before the road gets an additional lane because we are concerned about safety making a left turn, which is the most use out of our driveway, across two lanes going towards Milwaukee Avenue and that's exactly what we are addressing here supposedly with this project safety and reducing left turning crashes and having a morning or afternoon traffic in front of our house of two lanes will be impossible to make a turn out of our driveway.

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So I would like this to be

addressed and I did send our proposed drawing of the new driveway to Mr. Huffman so if he can get back to me, I would appreciate. He can email back to me or call me. That's all.

MS. MORSE: Thank you, Sophia.

I will mention, Dan, I see that you have rejoined.

Next is Phil Dlouhy. Phil.

MR. DLOUHY: My name is Phil Dlouhy, D-l-o-u-h-y.

05:19:20PM

It's my opinion as a resident of Riverwoods and as a professional engineer who live in Riverwoods and incidentally, I live closer to the Deerfield/Saunders Road intersection than some of the oversold Thorngate residents who will be affected by a noise wall and which residents of the village, including Thorngate residents, will eventually regret.

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The 2017 IDOT computer models used in the assessment to predict future noise levels in 2040 and 2050 give no weight to current reality. Environmental assessment totally

disregards the fact that of all the manufacturers in the United States and overseas, they are switching from fuel-driven engines to electric motors in the coming decade and this one fact by itself will reduce future road noise levels by nearly 50 percent compared to what they are today.

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Additionally, if the speed limit on Deerfield Road was reduced 5 to 10 miles an hour, the road mix of vehicular traffic would easily fall within much more acceptable limits and would save the taxpayers a million dollars eliminating the need for a wall.

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The environmental assessment did not describe, if at all, the impact on adjacent Thorngate homes from the considerable reduction in daylight due to the wall, the potential backup of 4 to 5 feet of snow behind the wall during the winter seasons, the echo affect to residents on the north side of Deerfield Road from a noise reflective wall, as it's called, and according to Baird and Warner and Coldwell

Banker real estate agents, the estimated 25 to 30 percent reduction in property values if a 15-foot high concrete wall is erected through our village's mid section.

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The medical profession has a common Latin term which translates into first do no harm. It is a vote when debating the issue of an intervention to raise an obvious risk of harm or the less certain chance of benefit. Although the EA follows the IDOT and federal guidelines for noise abatement determinations shouldn't we in fact do what's really right? Thank you.

MS. MORSE: Next is William Raffensperger. And next after William would be Molly Orman.

William? William, you are unmuted. William?

(No response.)

Maybe we will go back to William.

05:23:31PM

We will go on to Molly Orman.

MS. ORMAN: Hi. My name is Molly Orman, M-o-l-l-y, O-r-m-a-n. I have been a

Riverwoods resident for most of my life and I have some concerns about the proposed land acquisition that includes bushes, trees and other landscape that will be impacted for those of us who are in the fee-simple area of land acquisition.

I'm wondering why we have in the proposed -- why we have pedestrians crossing at Portwine versus continuing all the way on the south side of Deerfield Road to Saunders Road which would link the bridge that goes over the Des Plaines River and continue all the way up to Saunders/Riverwoods Road.

I'd like to know if there are some detailed drawings of the drainage ditches, stormwater, BMP opportunity areas that are notated on the Deerfield Road improvement land acquisition app that would help landowners like myself to see what the real impact looks like from the ground level.

The beauty of Riverwoods should be maintained and preserved. The area is already

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MS. MORSE: Oh, okay. That's fine. That's great. If you can just state your name and spell your first and last name. Thank you.

MR. OLSON: Sure. First name is Kenneth, K-e-n-n-e-t-h, last name Olson, O-l-s-o-n. I live at 3440 Deer Creek Road. I'm right where the second project is going to be.

That left turn lane that you guys are proposing, I totally agree with that 110 percent. I think coming in and out of work to get out on to Deerfield Road here is a pain in the morning. So by all means I really, really, really like that. Love it completely. Please, leave that mixture. I don't want that to go away. That's pretty much all I have to say. I really like it.

I do have some concerns but I'll do that in the question section when we get to it. That's all I really have to say. Thank you.

MS. MORSE: Okay. Thank you, Kenneth. Next is Laura Schaffer. Laura? (No response.)

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dissected at Half Day, Lake-Cook and Dundee Road, so please continue to mitigate the lowest impact on the beauty of the village for those that live here and not just to accommodate those who are merely passing through. Thank you.

MS. MORSE: Thank you, Molly.

The next three up are Kathryn Waistzman, you are next. And then it will be Ramona Olson. And then after Ramona will be Laura Schaffer.

Kathryn, if you want to connect to the audio and then I can come back to you.

Next on the list is Ramona Olson. It doesn't look like you have audio, you are not connected to the audio. If you want to connect to the audio and then I can come back to you. next on the list is --

MR. OLSON: Hello. Can you hear me?

MS. MORSE: Yes, I can hear you.

MR. OLSON: Excellent. My name is actually Kenneth Olson, I'm signed on under my wife's name, I apologize.

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As of right now, I don't have any other. Laura, if you -- you are unmuted. Laura, you are still unmuted.

We are going to move on. Looks like we have another one here Randi Mayer. Randi, you are self-muted. Randi?

MS. MAYER: I'm here.

MS. MORSE: Okay. Great. Go ahead. State your name and spell your first and last. Thank you.

MS. MAYER: My name is Randi, R-a-n-d-i, Mayer, M-a-y-e-r. I'm a resident of the Thorngate subdivision.

I am very much against the noise walls that you are proposing. I think they are very unsightly. I think they will absolutely change the whole character of the area as it has on Lake-Cook Road and I also don't think that they are necessary as Mr. Dlouhy has said earlier.

I think the fact that we are all moving towards electric vehicles, what you have

suggested for purposes of noise is probably not going to happen or it's going to be mitigated by the use of electric vehicles which are becoming more and more popular. And again, I think that it will absolutely change the character of the whole area to have those walls installed.

Additionally, again, having been in this subdivision for quite some time, I have noticed that the amount of traffic that travels westbound on Deerfield Road, especially during the rush hour, has, in fact, gone down dramatically as a result of the pandemic.

More and more people are working at home, they are not working in offices. I'm not even sure this whole project is necessary as we really don't know what's going to happen, you know, in the future with regards to people working in offices in the area.

Again, I have noticed -- I have not noticed any big traffic jams like I used to see, again, because more and more people are not traveling to and from offices. So I think you

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To give a little bit of background, we have been working with Lake County, IDOT and the village of Buffalo Grove on the Milwaukee Avenue-Deerfield improvements that have already been constructed. It was a good 3, 4 years of permitting process through those jurisdictions.

In 2018, we worked with Betsy Dukhardt and Anthony Quigley of IDOT and Lake County four right-of-way dedications from this specific parcel. During that time, they asked for the right-of-way, we gave it to them. They asked for some more, we gave it to them. They asked for some more, we gave it to them, and we dedicated within the plat of 2018.

After we got all of the approvals, approximately \$11 million of roadway improvements were constructed at that intersection of Deerfield and Milwaukee. After construction we met with Matt Huffman and Kurt Wolford over at Lake County onsite to talk about the impact of proposed future roadway work and with that time we said that we worked very closely with Lake

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need to, once again, look at this whole project and really determine whether it's still necessary. Thank you.

MS. MORSE: Thank you, Randi.

Dan is back and raised his hand.  
Dan Angstatt.

MR. ANGSTATT: Hello.

MS. MORSE: Great. Thanks for joining in and go ahead and state your name, first and last name spelling, please.

MR. ANGSTATT: My name is Dan Angstatt, A-n-g-s-t-a-t-t. We are representing the property over on the southwest corner of Deerfield and Milwaukee, The Shops of Buffalo Grove development, and I do have some questions that I'll -- I just wanted to make a couple of comments.

One is due to the proposed land acquisition, the drawings that we have on 4/20/21, just wanted to receive some clarifications of the permanent structures being proposed within that new right-of-way.

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County and provided all the dedications needed.

I do have some questions that I'll -- some specific-type questions that I'll make regarding what the proposed right-of-way is on the specific parcel. Thank you. That's all I have.

MS. MORSE: Thanks, Dan.

If there's anybody else out there, raise your hand. I'm going to check with Laura Schaffer. Laura?

MS. SCHAFFER: Yes, can you hear me?

MS. MORSE: Yes. Okay, great. Thanks for joining. Can you state your name and spell your first and last, please, Laura.

MS. SCHAFFER: Sure. Laura, L-a-u-r-a, Schaffer, S-c-h-a-f-f-e-r.

My family and I are residents of Riverwoods and I'm understanding that the changes to Deerfield Road will be similar to the eastern part of Deerfield Road from about the Deerfield train station to the highway and to build a wall in a certain area.

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I drive every day along Deerfield Road and there are no homes, including Wilmot elementary school, that have a 15-foot hideous, concrete wall. Why does the portion through Riverwoods require one?

Even further east in Deerfield as the road goes into Highland Park where there are two lanes in both directions, plus various turning lanes, no 15-foot concrete walls anywhere and around homes facing -- or backing up even to the Deerfield train tracks where a hundred car freight train can pass by daily and require me to hold my ears as it goes by because the sound can be deafening, no 15-foot concrete walls anywhere.

The speed on Deerfield Road, as mentioned by Mr. Dlouhy, east of Riverwoods Road is between 30 to 35 miles per hour. Are you trying to create a speedway only in this area; if so, why not make all of Deerfield Road a speedway as well? Traffic certainly would move faster but come on, reduce the speed just like

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It will be a model for other communities if you don't do the wall and you plant a berm. Consider it, please. There are other ways of getting this done. Thanks for your time.

MS. MORSE: Thank you, Laura.

William, I wanted to check in with you, William Raffensperger, you had your hand raised and you are unmuted. Did you want to make a comment for the court reporter?

(No response.)

All right. Looks like we will be moving on now. We don't have any other hands raised. We will move on to the question and answer session.

Again, this session will be type in your questions. And again, I'll just go through this again. If in your control panel you want to -- if it's collapsed, just go ahead and click on this orange arrow, it will then open up to this side and you will want to click on question and then it will expand to this step 3, just type in your question and then click on the send

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the eastern portion which will certainly reduce the accident rate, which you say is concerning, and by doing that it will create less noise pollution.

As a resident living along that road, ask them. Also plant trees. This is Riverwoods. Create natural fencing by raising the soil level and planting trees in those mounds. It's called a berm.

By replacing the trees you will remove -- the trees you will remove to buy more you will be doing a good deed in making Riverwoods a healthier place to live.

Concrete wall is only an eyesore. It crumbles, cracks, strains and invites graffiti. It says, keep out. And no one will buy a home, particularly in that area, and sadly, people will start to say Riverwoods used to be nature focused and beautiful.

Imagine, just close your eyes in your own backyard and see your grass and your trees, oh, and then there's a 15-foot high wall.

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button.

I already have quite a few questions that have come in throughout the duration of the presentation. So that's great. What I will do during this session we have our great team of panelists, Kevin and Chuck and Matt and Pete, Marty and Eddie, and Ilene and Mike to answer these questions and what I'm going to do because it takes up time and everybody's time, if there's multiple questions or the same time of questions like say about trees, I will consolidate them. I will mention that there's multiple questions versus repeating the same question and then we will consolidate them, but if they are completely different questions in regards to trees, for example, I will go ahead and read each one of those and then our team of panelists will answer those for you.

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I will also mention, again, that if you think of something that you -- you know, those that did respond, that participated with

the court reporter, if you think of something later tonight or tomorrow or up to June 14th, please don't hesitate to go to the website and to leave a comment there as well.

If there is something specific, a property specific, I think I heard a few who participated that had question regards to their property, just go ahead and leave a question or even your address and information on the comment form on the website and one of the team members will get with you so you can have a one-on-one meeting specific about your property. All right.

With that being said, we will go ahead and have the panelists -- I just want to make sure that you are all self-muted at this point. When you are ready, you can unmute yourself. We have quite a few questions here.

The first question is in regard to the amount of traffic in this area. Have you assessed the necessity of this project in light of the post-pandemic life, meaning more people

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and they provide us traffic projections for the design year which initiated at 2040 and then more recently there are 2050 projections.

So we look at those traffic projections based on population, employment and growth and we use those projected traffic volumes to design our project and that is what all transportation projects need to do for the development of the project.

So, you know, with COVID it's kind of, you know, flipped everything upside down a little bit with things being shut down, people working from home, it has changed people's behaviors and travel patterns.

Right now what we are seeing from Lake County, they have been monitoring their roadways and, Chuck, Kevin, feel free to interject if I misspeak at all here.

But throughout the county right now they are seeing traffic levels are back up to about 90 percent pre-COVID levels. And what we are seeing is that traffic maybe is not as peak

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working from home that live along the corridor and the traffic is notably less?

MR. HUFFMAN: Thanks, Tracy. This is Matt so welcome back everyone. Thanks, everyone for your comments. We will be working through the questions. Again, Tracy will be facilitating things and we will stay on as long as people have questions. So we are here to have a conversation with you all and provide some more information here.

To answer that question, you know, how we go about our projects and when we, again, reconstruct a roadway, which we need to do for Deerfield Road due to the age of the pavement, we can't keep resurfacing this road any longer, it's not an effective pavement management approach and we need to reconstruct and with that, we look to building this road for the future and with that, early on in the project we had reached out to Chicago Metropolitan Agency for Planning. They are the Chicago -- the planning organization for the Chicagoland area

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in the a.m. and p.m. but maybe more distributed throughout the day a little bit. People are making different trips; they are still making trips.

What we are also seeing is that people are not reusing Metra and commuter rail right now. I think Metra is down 80 to 90 percent still. So people are going into the office a few days a week, working from home, they are not buying their monthly passes on Metra, they are driving.

So we are seeing you are driving out on the highways, there's congestion. People are out driving and they are using their cars. So things have definitely changed but, you know, we are looking quite a few years out here and, you know, the planning agency is adapting and modifying their traffic models but that is what we must use for projecting our traffic.

And, Kevin, Chuck, I don't know if you have anything to say because I know this is somewhat of a regional county issue as well and

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this question has come up a lot on other projects, so I don't know if you want to say anything to this specific topic or question.

(No response.)

I'll take that as a no right there.

So I think that answers that question.

MR. CARRIER: I don't have too much more to add. I think Matt did a good job of kind of summing that up but I will just make a couple of points, too.

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We are looking at a longer range horizon, right, so it's not just the next couple of years in the future but our roadways are kind of designed for 20, 30-year horizon, so we are looking long-term.

We are seeing traffic in general back about 90 percent pre-COVID levels, keeping in mind there's still a lot of people working from home and schools have been relatively virtual too.

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So we think that probably in the not too distant future, you are going to have

the initial slides shown on a general project location map, so that is something that we can make sure to add on there. I think that was -- that got missed there.

But the improvements on Hoffman Lane are shown on the detailed proposed improvement exhibits and all other project materials. I think it was just that one exhibit, which was just a general location map, so that's on me. That's my fault there. Sorry about that.

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MS. MORSE: Matt indicated that much of the congestion was due to Milwaukee Road intersection. Why then do we need to add a turn lane and curb? Can't we just improve that intersection?

MR. HUFFMAN: Good question. I think we have gotten that question a lot early on and continuing to fix Milwaukee Avenue and everything will be solved and to an extent that's true.

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I think the capacity needs when we

some people working from home still and all that, but I think we are getting close to traffic patterns maybe getting back to where they were prior to COVID and maybe even more so, to be honest with you, when you start thinking about people that are reluctant to jump back on public transportation. If they get called back in the office, they may jump in their cars where they were commuting via train or bus before.

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So we do realize that there has been an impact on COVID but we think that in the not too distant future you are going to see some of that traffic kind of rebounding and things getting back to some sense of normalcy as people do get called back in the office maybe in the not too distant future here.

So that's all I had to add, Matt. Thank you.

MS. MORSE: The next question is in regards to Hoffman Road. Why is Hoffman Road not included on the map?

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MR. HUFFMAN: I think that was one of

looked at our traffic projections and we saw what was causing the backups and delays and gridlock there, it was due to the Milwaukee Avenue intersection so we are addressing those issues on Deerfield Road specifically, and as far as why do we need to add a center turning lane east through the corridor, you know, I think we need to -- we are looking to add that lane to provide a safety benefit, mobility benefit for getting folks out of the through lane to make their turn movements.

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We have 52 entrances, either side streets or residential driveways, from the river all the way to Saunders/Riverwoods Road intersection and so that's a lot of people that are stopping in the through lane right now to make a movement so that does cause a lot of stop-and-go movements which creates -- we have nearly 50 percent of the accidents in those segments between the intersections are rear-end crashes and we do have injuries associated with those.

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The other predominant movement is



turning. So people turning from the roadway onto the side streets we see that's the second predominant crash that we see, which is about 25 percent of the crashes within those segments. So that tells us that the center turn lane is needed for addressing the mobility and safety needs. It's not any capacity. We are not adding more through put on the roadway, we are adding another lane to facilitate people being able to access the road safely.

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Another point to make here is I mentioned that Deerfield Road needs to be reconstructed and when we reconstruct a roadway, we bring that roadway up to current roadway design, drainage design and safety standards. So reconstructing a roadway and keeping it the same way is not an option for us due to the deficiencies with current design standards. We need to have a clear view. Usually you need 18 to 22 feet of clear zone, so no fixed objects adjacent to the roadway, so addressing people that run off the roadway, you know, for instance

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vary in width from 2 to 4 feet and it varies throughout the corridor.

So if we bring things up to current design standards, we would be widening the roadway as is if we just put back 2 lanes and when you look at that 2-lane rural cross-section with 8-foot shoulders on both sides, 2, 12-foot lanes, it's 2 feet less than a 3-lane urban section, so a 3-lane roadway with curb and gutter is 2 feet. So it's a more efficient use of space for us to put in a 3-lane roadway with curb and gutter versus a 2-lane roadway with shoulders with drainage ditches on each side. And to mention, those drainage ditches take up 18 feet. And right now the ditches along Deerfield Road can't accommodate in some spots the water that's flowing into them and it's causing some flooding in people's yards along the roadway as well as not being able to convey that water to where it needs to go. So that's essentially detailed out in Chapter 2 of the environmental assessment going through a lot of

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crashing into a large tree.

And I know that's what we, the engineering team, have to do is kind of balance the impacts versus the benefits and really -- I know a comment before was why don't we have a 5-lane roadway and I think when we looked at the traffic and what the traffic projections were when we looked at a 5-lane roadway, it really only -- the demand wasn't there to make -- to justify that improvement.

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The traffic, the demand that the 5-lane section generated wasn't enough to demonstrate that. We could address the capacity issues for this project with a through lane cross-section through the corridor with making a good improvement at Milwaukee Avenue to free things up.

So if you look at bringing -- I'll wrap this up real quick here. If we put back in a 2-lane roadway, what we would need to have is 8-foot shoulders on either side with roadside ditches. Right now there are shoulders that

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these details on how do we land with this 3-lane cross-section. Sorry for the long answer.

MS. MORSE: So how many feet total are proposed to be added to the north side of Deerfield Road? How many feet total?

MR. HUFFMAN: How many feet total are proposed to be added to the north side of Deerfield Road?

So majority, you know, east of the river I don't know if there's a specific location this question is referring to. So from sort of the main corridor from the river to Saunders Road, the roadway currently has 24 feet of pavement, so 12 feet of pavement, you know, 4 to 5-foot aggregate shoulder.

So generally with what we are proposing, it's going to be widened by about 8 feet to the north and that's not right-of-way, that's just the roadway footprint. It does vary. The roadway doesn't exactly keep it.

I would urge you to go to the proposed improvement exhibits to really look at

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the proposed improvement, so it's hard to talk. Things change throughout the corridor.

In some areas the curb is essentially at the existing shoulder location, in some areas it's widening out because in some areas the shoulder is a little bit wider. But generally speaking, it's several feet beyond the existing shoulder is the curb location for the roadway and that's on the north side, but please, look at the proposed improvement exhibits on the website. You will see -- you can zoom in on those, they are pdf documents.

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Again, there's hard copies too at the village of Riverwoods village hall and with that you can see the current existing roadway and then how the proposed improvement fits within the corridor.

MS. MORSE: Our next question is regards to multi-use path and the bike shoulder.

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So why is a bike-friendly shoulder required in the area where the multi-use path is present? Requiring bikes to use the multi-use

path could allow for a reduced footprint.

MR. HUFFMAN: Great. So good question. And currently, Lake County has adopted -- and Chuck, Kevin, please jump in here if you have anything to add on after I speak.

But I'll state that the county currently implements a bike-friendly shoulder within their curbed roadway improvements and that is to accommodate folks that are riding their bikes on the road, which happen, and we do know through our coordination with some of the area bike groups that there are cyclists that use the roadway for riding purposes. And that bike-friendly shoulder is 3 feet, so there's a pavement marking and then there's 3 feet of space and then the curb and gutter. And the curb and gutter width is about 2 feet so there's about 5 feet of shoulder space, if you will, for folks to ride their bike on the road, which we do have folks that do that.

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The side path is for users that don't feel comfortable to be on the roadway to

ride their bikes and that side path connects to -- it's a regional path per the Lake County long-range, nonmotorized plan, which is on the county website and the Deerfield Road corridor is shown to be a regional path and that's really to connect to the Des Plaines River trail. So we have a separate side path to make those connections for these off-road paths but the bike-friendly shoulder is currently a Lake County design standard for their typical roadway sections.

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Kevin, Chuck, I don't know if there's anything to add or if I misspoke on any of that.

MR. CARRIER: No, I think you did good, Matt. It's just accommodating all the users on our road, so the on-street cyclists that want to use the on-road pavement and it provides some separation between them and the cars so kind of -- you can look at it as kind of a safety benefit as well. And then just maybe less experienced or maybe families and things like

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that that want to be on the bike path and kind of connect up to the Des Plaines River trail and stuff. So, yes, beyond that, Matt, good response.

MS. MORSE: Next question is in regard to drainage.

Are there drainage ditches not going to happen from Hoffman to just past Jasmine?

MR. HUFFMAN: So I think Eddie and Ilene on the call here are our lead drainage engineers. I don't know if you guys would like to answer that question.

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Eddie, I'll turn it over to you.

MR. BURKE: Thanks, Matt. In regards to this area, Ilene and I talked about this.

In these areas drainage ditches are proposed -- the area where drainage ditches are proposed are supposed to take the offsite flowage to closed storm sewers.

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The ditches in the other part of the question is meant to keep water from flowing

over the curb onto the roadway. So in areas where there are ditches proposed, we are doing it to prevent in some cases large offsite of areas between over the curb line having excess water on the pavement. So that's areas where ditches or ditches/drainage are needed.

In the areas where ditches are present under existing conditions, they are being replaced with storm sewers that will be the main source of water to drain the roadway in the offsite areas.

MR. HUFFMAN: Thanks, Eddie.

One other point to add on to that is what we see generally, so people are aware, you know, for folks that live north of Deerfield Road east of Portwine, all that water drains from north to south. So all that water is coming towards the roadway and that's where we have been seeing a little more drainage issues along the corridor and that does happen too a little bit further west of Portwine but not too much.

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the roadway curb onto the pavement and flooding the pavement.

So we are trying to implement storm sewers in every location we can to minimize, you know, property acquisition and avoid -- essentially putting a storm sewer where we would have a ditch and we have done that everywhere we can along the corridor.

Again, we are at a 30 percent level design, things will get refined slightly until the next detail design phase of engineering, but generally these ditches exist to convey water that's coming towards the roadway so that it doesn't come over the top of the curb and flood the roadway.

MS. MORSE: I'll note that I'm receiving some -- I'm reading some notes in here about contacting them directly, so that's great. Again, if you have a specific property owner, please leave your contact information in the question panel and one of us will get back to you.

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So generally east of Portwine everything is going to the south and then it flows into Thorngate subdivision and to those ponds over there, and then it flows to the west and goes under Portwine Road and then keeps going. That's when kind of Thorngate Creek is established and Thorngate Creek goes under Portwine and then it wraps around and it crosses eventually Deerfield Road and goes back north to the Des Plaines River.

So the drainage patterns in this area are very unique and very circuitous and that's one of the challenges with this project is trying to -- we want to maintain the existing drainage patterns because we don't want to put more water somewhere else than where it's going today. We don't want to create drainage problems.

So we look to keep water going to where it's going today but improving the efficiency and capacity of that water so we don't get water, like Eddie said, coming over

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So the next is in regards to Deerfield Road and how property, the right-of-way, is determined. I guess it's just a statement here. Land should be taken equally from both sides of Deerfield Road not just from the north side and also the speed limit should be lowered.

MR. HUFFMAN: Yes, we can talk.

So I think generally when we do these roadway projects, you know, we try and balance the impacts with the project so -- and there's a lot that goes into do we keep the roadway and widen symmetrically and that's generally what happened for Deerfield Road.

There are some -- the areas where there are some slight shifts are where we need to avoid impacts are where we have nature preserves, where we have some of our more environmentally sensitive areas, wetlands, high-quality wetlands, and those typically occur obviously around the Des Plaines River. We have the Ryerson Nature Preserve on the north side

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but then there's a forest preserve on the south side. So that nature preserve on the north side is something we have to avoid impact to and we did so.

So some of the other resources along the north side there are some nature preserve buffers. There's also some natural areas that are under the jurisdiction of IDNR. So there are some high-quality wetlands that exist you know, near Hoffman Lane, Portwine -- the northwest corner of Portwine Road. And these are all private properties but there are significant environmental resources there that we needed to avoid.

So along those sections you will see about 5 feet of property acquisition along the south side of the road, you know, in those areas. So from Portwine Road to the west along the south side generally 5 feet. About 10 feet where we have the Thorngate Creek culvert and we are generally holding the existing right-of-way along the north side due to avoid some of these

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accommodate the path and some of the drainage needs.

MS. MORSE: What is the proposed speed limit on Deerfield Road, Section B, following the completion of the project?

MR. HUFFMAN: Great question. I should have mentioned this during the presentation portion.

Deerfield Road will -- we presented to maintain the 40-mile an hour speed limit and generally, Chuck and Kevin, I don't know if you guys can -- I don't want to misspeak here, but generally, I'll make a brief statement from the county's policy.

But typically the existing roadway speed limit is used for design purposes and a speed study is completed following construction to look at the speed limit or reset the speed limit and, Kevin and Chuck, I don't know if you can speak to kind of the process there if there's any more details you would like to provide.

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environmental resources. There's also some, as Pete mentioned, some historic properties we are avoiding as well.

So that's -- we look at these resources and try and figure out a way to avoid those and also balancing the impacts with the properties. So generally we are widening symmetrically along the corridor.

Moving to the east, Thorngate at Saunders Road, that's a newer subdivision so they dedicated right-of-way to the county for roadway improvements, so we don't need any right-of-way from the Thorngate subdivision, but there is right-of-way needed on the north side because those are older properties. We also have the location of the multi-use path there and we also have some drainage needs as well so we have some drainage ditches.

So there is from Portwine Road to Saunders on the north side there are -- that's probably the area where we have a more significant property acquisition need to

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But generally speaking, I think typically we don't see a lot of change with the speed limit. And Kevin, I'll turn it over to you.

MR. CARRIER: Yes, I can jump in here, Matt. So that's exactly right.

So we will design it to a certain design speed and then after the fact we will go out and do a speed study and we have to follow federal criteria for that speed study. So we will study the speed that the cars are traveling out there on the site and determine what -- in the industry they call it the 85th percentile, but it's basically the speed that a majority of the cars are traveling out there. And that is what per those guidelines we need to set as the speed limit.

Now there's some factors and things that we look at that can adjust that down, for instance, if there's a lot of driveway density or other things out there, crash history and some stuff like that, which can bring it down,

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but there's a pretty strict policy we have to follow for that.

So we can't just go out on any of our highways and say, hey, instead of 40 miles an hour, we think this should be 35, or instead of 40, it should be 45. We do have to follow some pretty strict guidelines for that.

So that will happen once the project is complete after all of our jobs are done, we go out and do a speed study just to kind of verify the speed out there and then we can adjust the signage and stuff based on the results of that study.

MR. HUFFMAN: Thanks, Kevin.

And I think to note, the speed limit, I think someone else mentioned this during their comment, that the speed limit is 40 miles an hour to the west and they come in through the Deerfield Road corridor it's 40 and then beyond Saunders Road, it does drop to 35 and then eventually further east into Deerfield the speed limit does drop to 30.

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left turn lane, so we do have some pavement widening to the south.

We are holding the north curb line. So this is -- we are talking about Deerfield Road west of Milwaukee, so this is right by Woodman's and The Shops of Buffalo Grove. So we are holding the Woodman's, we are keeping the curb line that they just built.

They built a new third lane across the front of the property, we are keeping that, and then we are going to be reconstructing the road from there south. And to put in this second left turn lane, we do need to do some roadway widening south as well as reinstate the multi-use path.

So there will be some property acquisition at the corner and the sign will likely need to be relocated and we will need to coordinate with the property owner as we get into detail design and figure out the exact design at the intersection and some of the detail design elements at that location.

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And I think, Kevin, that's a portion where the criteria do meet that driveway density and I know there's a few schools over there as well that that driveway density, I think that's the reason why we have that 30-mile an hour speed limit through Deerfield there. But we don't meet that criteria for this section of Deerfield Road for driveway density. We do have a lot of driveways but it doesn't meet the criteria. So I think that is the answer regarding the speed.

MS. MORSE: I'll mention that the question portion of this is: What is the impact on permanent structure pavement, curb, alignment, sign, et cetera at the southwest corner of Milwaukee and Deerfield?

MR. HUFFMAN: We will need to follow-up with the property owner as far as the detailed impacts. There is some proposed property acquisition needed at the southwest corner of the Milwaukee Avenue intersection to install a second left turn lane westbound -- or eastbound

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MS. MORSE: Moving on to the next question. In regards to the traffic noise report, the receptor R11, used to justify the sound wall for the Thorngate was placed along 36 feet from the pavement. Why? There's a second part.

On the opposite side of the street R12 was placed over double the distance away, thus the reduced noise level. There are several properties on the north side that are close to the road as well.

MR. HUFFMAN: Great. Tracy, thanks for that question.

Pete, you think about that one for a second. I'm going to address one other question I think I saw as far as some of the clarity or difficulty reading the exhibits.

So while Pete's thinking about that and the noise question there, so again, to reiterate our detailed improvement exhibits that I went through and covered are on the project website; you can download them. They are the

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same exhibits. Similar exhibits are located in the EA as well but we have zoomed in pdf exhibits there.

What Marty covered at the end about the land acquisition, those are the example sheet that was shown on the website was -- those are land acquisition exhibits that were sent out to all the affected property owners along the project.

So that had some more land acquisition focused information such as the amount of acquisition needed and really focused on communicating the property acquisition for the project.

And those are posted up on the website as well. And there are some other resources for land acquisition such as a federal process, we have some links on there, some documentation for folks that want to learn more about that process.

So Pete, I'm going to turn it over to you for the noise question, but generally, I

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In other locations along the corridor we looked for areas of frequent human use at the yards, whether it be a front yard, rear yard et cetera, and then we placed a receptor at those locations. So that's why the locations varied with respect to distance from the edge of the roadway all along the corridor. So I think that's what they asked.

MR. HUFFMAN: Yes. It's a complicated -- the noise process is complex. It's something very hard to explain.

The detailed report is on the website and it does -- we explain the entire process and why we do what we do and the methodology there, but essentially, we are using a computer model, a federal computer, you know, a standard computerized model to project what the noise levels will be under built condition.

So this is 2040 traffic and just to mention that the 2040 traffic is not much different than the traffic that is out there today. I think it's going up from I think it's

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think, you know, it's a very detailed question and we may need to speak off line with the stakeholder that made that comment to potentially get more information as far as that question. I don't know, Pete, if you can answer that or if we need more information to answer that.

MR. KNYSZ: I'll take a shot at that. Thanks, Matt.

So at R11 that's where the noise wall is at common noise environment where the noise wall is planned to go or as far as proposed. So at that location there what we do when we are picking these -- we call them receptor locations. What we do is we normally place them at an exterior area frequent human use.

So what I'm talking about there is basically a patio or the yard of a home or a playset, places like that. R11 is specifics I believe there was a playset back there that's very close to the road so we placed the receptor there at the playset.

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just under 20,000 currently and it's projected to go up like 500 cars to like 20,500, so there's not much projected growth for the traffic from what's happening today to the 2040 traffic projections.

We use this computer model and we go out there and set a baseline condition and what we are talking about is we calibrate the model, computer model with field observations. We have a decibel meter and we calibrate that computer model with existing conditions that are current today and then we use that model to look at what's going to happen when we build our project.

And that's when we start looking at where are the impacts, where are the noise impacts? And in some cases, there's noise impacts today under existing traffic. Not necessarily because we are doing our improvement, but we have to look at noise as part of the federal project development process. Noise is something that we cover -- I think Pete said

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it's in Section 3.5 of the EA.

MR. KNYSZ: That's correct.

MR. HUFFMAN: And then we also have the whole separate noise report also posted on the website.

There's also a great document that we posted following our noise forum that we held in 2019. It's a frequently asked questions document about the noise process and that will help folks that are interested in noise analysis to understand the process and answer some questions you might have.

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So I'd urge you to go to the website and try and look up some of those documents and if you have any questions, please reach out to us or if you can't find the documents.

MR. GLEASON: Hey, Matt, just to follow-up with that. This is Chuck Gleason.

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Just to follow-up with that, Matt, is that I think you need to emphasize a little bit in the hearing that we need to follow the

nor the village of Riverwoods or the federal ethics, Federal Highway Administration or IDOT have a voice whether or not this gets included.

We follow the process that's laid out and that's a federal process that we must follow and we go through that and that's how noise walls get chosen.

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I know there was a question earlier or a comment made about, you know, there's no noise walls in Deerfield. And the reason that there is a noise wall in this location is because there's no breaks. There are no driveways within this section because that is one item, one element that when you have breaks in the noise walls, they are not effective, they don't block the noise then. You have to really have a continuous wall to see a benefit.

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Because this is a newer sub-development, you will see that, you know, there's no access driveways directly to Deerfield Road throughout this entire noise wall stretch; it's one continuous wall. That is why

federal guidelines for the noise walls.

And then secondly is that those people that were selected, if you will, or warranted and feasible to have a noise abatement done, which is the noise wall, they all voted on it and they voted -- the majority voted yes. If the majority would have voted no, we would not be putting up a noise wall. It's that simple.

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So those people that were shown in that one exhibit in all the shaded area, they voted for that and the majority voted for it to be out there so that's why we are moving forward.

MS. MORSE: I'm going to show that up there really quickly here.

MR. HUFFMAN: Thanks, Tracy. Yes.

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So there's 37 properties here that were benefitted by this noise wall that got a noise reduction. So anyone that gets a noise reduction from the wall, gets to vote on whether it is included in the project or not and I think Pete mentioned this earlier too, that the county

this area, you know, met the criteria and we saw that there was a benefit from adding this noise wall and it does provide a noise mitigation benefit.

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So that's one thing that really affects you know, we look at the design of the wall is it effective, does it provide noise reduction? If it doesn't, it's not added into the project even though there might be a noise impact.

So, again, a lot of this detail is laid out in the noise report but also please reach out to us if you have more questions on it.

MS. MORSE: In regards to property line fence, I'd like to find out regarding property line fence and big trees. Who will be responsible for removing the existing fence and large trees and replacing with a new fence at the new property line?

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MR. HUFFMAN: Great. I think, Marty, I don't know if you would like to address that

question since this is more of a, you know, design, how do we interact with property owners that might have elements of the project that might be in some temporary construction easements or maybe they have constructed a fence that's in the right-of-way that might be affected, how do we handle situations like that?

MR. WORMAN: I can take that. A fence that is going to be impacted with the construction will be removed during construction. Typically, those areas would be where land acquisition is happening and that would be part of the negotiations for the land acquisition would address how that fence would get replaced. So that will typically come out in the land acquisition process when the appraisals are made.

MR. HUFFMAN: Thanks, Marty.

MR. WORMAN: Yep.

MR. HUFFMAN: I don't think we mentioned the tree component of that.

So if there are trees, because I think -- I'm trying to find that question there.

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easements, you know, that is something the owner -- or proposed right-of-way, the owner will be compensated for the tree impact but it is their choice to replant that tree with the money they get.

We, as the project team, will be looking at replacing trees along the project corridor where we can and some of those areas that we have identified are some of the storm water facilities we can do some tree planting; but generally speaking, we will develop this tree mitigation plan and where we can plant trees along the corridor in the next stage of design and those trees typically are -- would occur in the right-of-way, proposed right-of-way the permanent easements.

MR. WORMAN: One important thing to add there is there will be no money given to a property owner for trees that were removed out of the existing right-of-way. That's a distinction. It would be on property that is being acquired for the project, whether a

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As far as the trees go, I think any trees that are -- Marty, maybe you can address the trees, you know, if there are impacted trees within the right-of-way acquisition, those are addressed in the appraisal of the impact, correct?

MR. WORMAN: Yes, that would all be determined by the land acquisition professional, trees that are being removed.

MR. HUFFMAN: Right. So essentially the property owner would be compensated for the impacted trees and they could choose to replant trees on their property if they choose, it's their property, you know.

So in some cases we get a temporary construction easement to do some grading that's needed and maybe a tree gets impacted. We look at what's the next stage of the project would be looking at the detail design and other ways we can obviously avoid tree impacts, minimize tree impacts but in an instance where we do have a tree impact, it's maybe within one of these temporary construction easements or permanent

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temporary easement or a permanent easement or fee-simple acquisition.

MR. HUFFMAN: Thanks, Marty.

I think we are good, Tracy, to take the next question.

MS. MORSE: How much closer is the traffic lane to 1 Big Oak Lane after reconstruction? This same person is saying, I mean the westbound traffic lane.

How much closer is the westbound traffic lane to 1 Big Oak Lane after reconstruction?

MR. HUFFMAN: So I'm looking at the design exhibit right now and the new curb will generally be in the same location as the existing curb.

So this is just east of 1 Big Oak Lane. So just east the curb line is in the same location that's there today. So there will be no roadway widening at the Saunders Road intersection to the north from the curb perspective.

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What's new is we will be installing the multi-use path and with that path, you know, generally that path is in the same location that is there today or it's a little bit further away from the roadway.

And one of the challenges that we have, you know, the closest we can put a path is five feet to the roadway. We need to have five feet separation from the curb to the start of the path. And the path width is eight feet wide, which is the minimum width we can use for a multi-use path. So the path is what is widening out there, but generally, the curb line is almost in the same location.

Now, west of Big Oak Lane we do have some roadway widening to -- you know, that's where we are dropping the lanes down right by Big Oak, you know, so we are going from a 5-lane roadway just west of Saunders Road and we are going down to a 3-lane roadway.

So what we are doing is we are providing an improved lane drop. So where we go

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such as not building the sound wall at Thorngate?

MR. HUFFMAN: So right now the noise walls have met the current criteria for being included with the project and we will be advancing that noise wall into the next phase of engineering detail design.

More than likely the noise wall will remain as part of the project and it's very, very rare that the noise wall would be removed from the project but there are certain circumstances such as a significant increase in cost.

There are cost requirements as part of the implementation of the noise wall and so what that means, I'll try and explain it simply as, each benefitted receptor gets -- so we take the total cost of the wall and we divide it by the amount of benefitted receptors. So we have 37. And our noise wall is about a million dollars construction cost.

So when we do that, we have to be

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from two lanes, imagine you are going down Saunders Road, you are going west, you go through the stoplight and then the roadway starts to narrow down and goes down to one lane from two.

We are providing an improved lane drop. So we are giving more space for people to make that merge and that's being brought up to current design standards. That's one of those operational deficiency purpose and need items, you know, bringing the roadway up to current design and safety standards.

So the roadway will be widened. I don't have a measurement here, but I'd say it's probably about 10 feet just west of Big Oak to provide that lane drop and then we get down to that 3-lane cross-section by the next street at Forest Glen.

I think we are ready for the next question, Tracy.

MS. MORSE: Can some parts of the plans be altered or changed at this point in time,

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under \$30,000 per benefitted receptor. And right now we are at about \$26,000 per benefitted receptor. So that is part of the criteria for the noise wall implementation, the feasible component. So I think there -- I'm just doing the math again to make sure -- yes. We are at about \$27,000 per benefitted receptor.

So there are circumstances where if the cost of the wall significantly increases, that potentially the noise wall might not meet federal requirements, but again, that typically does not happen. Usually we are far enough along in the design at this stage to know the costs. We are at about a 30 percent level but that, generally speaking, the noise wall will be implemented with the project but there are some unique circumstances where it could be removed during the next phase of the design if it doesn't meet the federal guidelines for implementation.

MS. MORSE: This refers to temporary easement. When temporary easement impacts a fence to a backyard, a fence for dogs, what

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accommodations will be made to secure the yard during construction?

MR. HUFFMAN: Marty, can you take a stab at answering that question?

MR. WORMAN: Yes. There would be a temporary construction fence erected in that case. Typically, anywhere there is a fence that is providing security for a dog or something like that, there will be a temporary construction fence erected.

MR. HUFFMAN: Thank you, Marty.

MS. MORSE: Okay. Next question is there is a beautiful berm at Forest Glen and Deerfield Road right where a drainage ditch and stormwater BMP opportunity is proposed.

Why are drainage needs and multi-use path taking precedence to maintaining the beauty of that property when the other properties have been provided protection?

MR. HUFFMAN: Tracy, can you repeat the beginning part of that again, I missed the location?

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that those are older properties that have less existing right-of-way and typically that's probably 33 feet versus the south side which is 50 feet. 40 or 50 feet. I'm trying to look at the dimensions here. So that's the challenge that's on the north side.

In addition, they mention where we have the multi-use path. And I think there's another question coming up maybe that why is the multi-use path along the north side and not the south side? And the answer to that is that that's where all the roadways are at. That's where the people are. That's where the connections are at.

So we have numerous side streets, Big Oak, Forest Glen Trail, Hiawatha Lane, Blackhawk Lane. We have four side streets along the north side, you know, as well as the existing trails that we are tying into along the north side at the roadway at Saunders/Riverwoods Road. So there's that factor.

The other factor was do we want to

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MS. MORSE: Sure. The berm is at Forest Glen and Deerfield Road right where there's a drainage ditch and storm water CMP opportunity area there, where the opportunity area is.

MR. HUFFMAN: Okay. I think I see it just west, the northwest corner there. Great.

So like I said before, the challenge with this part of the project is that Thorngate subdivision on the south side is a newer sub-development and they dedicated right-of-way along the south side.

So they are correct that when that happens and when the development is constructed, part of the permitting process is planning for future roadway needs and they dedicated right-of-way roadway to the county for future improvements.

Along the south side of the road we are able to maintain the existing ditch that's there now and their existing berm that was constructed. The challenge on the north side is

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-- the safest place for people to cross is at Portwine Road and not Saunders Road. At Saunders Road there's five lanes, six lanes, it's a big intersection. So crossing people the distance is a lot further versus Portwine Road it's about half the distance to cross.

So the Portwine Road intersection provide the safer crossing location then as opposed to the Saunders Road intersection, which is a lot busier. So instead of crossing -- right now we have to cross the north leg of the intersection at Saunders. If we had the path at the south side we would need to cross the west leg and then the north leg. We are making that jog at Portwine Road and that's for a variety of factors, those two being the primary ones.

The other component of the question was the drainage component, and again, I think we spoke to this earlier that generally there's a lot of water coming from the north to the south and essentially the water hits the roadway and then it needs to be conveyed in existing

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ditches. So again, we are trying to keep things as tight as possible. We have the curb 5 feet and then we have the 8-foot path and then a drainage ditch right at Forest Glen Trail along the east side.

I think we are ready for the next question, Tracy.

MS. MORSE: If driveway density doesn't meet the criteria to reduce speed, why can't a speed reduction be a solution for increased noise level?

MR. HUFFMAN: Pete Knysz, I think we have an answer for that, right, Pete, the speed reduction.

But generally speaking, the policy to reduce speed limit as Kevin mentioned earlier, Kevin Carrier from the county, there's a specific methodology used to set speed limits. We can't arbitrarily adjust speed limits to try and fit the needs of the noise study. Unfortunately, that's not how the process works and the criteria that are established for

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looked at -- we actually -- it wasn't required but we did take a quick look to see if we modified the speed, what would happen and when we modified the speed limits, even with some speed reduction, we still had some impacts in the build condition.

I just want to state something Matt said earlier, restate something that Matt said earlier. At some of these locations specifically where the potential noise wall is located, again we don't determine impacts based on existing condition, we base the impacts on 2050 build condition, however, under the existing condition when we looked at the existing traffic noise levels at the receptor facts is as you guys acknowledged close to the roadway there were impacts under the existing condition. So even when we did a spot check and lowered the speed limits in that area, there were still impacts at that location.

MR. HUFFMAN: This was a question that we received as well from others in the recent

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establishing speed limits.

So it's a regimented process we have to go through, we treat all projects the same. We set the speed after the project is -- the speed is set as well earlier on as part of the design criteria of the project. You know, there are speed requirements for when you have a curb and gutter you can't be higher than 45 miles an hour. So there are some design elements.

Right now the existing speed limit is 40 miles an hour, which is within the current guidelines for the design of Deerfield Road so that speed limit was maintained for design purposes in Phase I engineering. And that is the speed limit we use to do all of our evaluations.

But beyond that, I think reducing the speed, Pete, if you can address that a little bit. I know we have had some conversations about that recently.

MR. KNYSZ: Yes. I mean, typically, we

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months as we have been communicating the project with folks and we did a sensitivity analysis just to answer the question that people have if we were to reduce the speed.

I think even at 30 miles an hour we still have a noise impact. So even if we drop the speed ten miles an hour, we still have noise impacts and that wall would still be warranted.

So reducing the speed we have taken a look at that and we still do have impacts even if the speed limit is adjusted, but barring like I said, we have to follow the established procedure for setting speed limits as Kevin indicated earlier.

MS. MORSE: If we can go back there was a question in regards to the R11 about noise and I'll -- do you recall that or I can go back to that, and then add on to this next statement, I can repeat it.

Matt, do you need me to repeat it?

MR. HUFFMAN: Yes.

MS. MORSE: Okay. So regarding the

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traffic noise report receptor R11 used to justify the sound wall for Thorngate was placed at 36 feet from the pavement. Why? On the opposite side of the street there was R12 was placed over double the distance away thus reduced the noise level but there are several other properties on the north side that are close to the road as well.

MR. HUFFMAN: We answered the question.

MS. MORSE: Yes, we did. But this is a follow-up.

I have the same stakeholder then asking another question, a follow-up question to that so I wanted to get this.

So the statement, and I think this is something that we can follow-up on. This is a filibuster answer that was given on the noise wall. We are not addressing my question.

The placement of the receptor as suggested has nothing to do with federal guidelines. I don't know if there's something that you wanted to reply to this or we can get

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corridor. That's what you would do to place your receptors.

MR. HUFFMAN: And I think, Pete, to understand this, this is all to establish the noise model, right? I think, Pete, with the R11 and when we get into the noise, we are trying to use these peak -- correct me if I'm wrong -- to establish the noise model and what the thought behind that is is we choose the closest receptor of frequent use public activity, in this case a playground playset, to Deerfield Road, and we use that as a location and that is -- if we choose that location, we know that's the most conservative location, the closest one to the roadway. Anything beyond that, you know, is -- Pete, I don't know if you can expound on that a little bit.

MR. KNYSZ: Yes. This is Pete Knysz again. That's correct. We look for -- we want to -- we divide the corridor -- I was trying not to get into too much detail, but what we do is we look at the entire corridor and we divide the

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back to this stakeholder after the hearing?

MR. KNYSZ: The placement of the receptor was based on the IDOT guidance in the IDOT noise policy, that's what we used. We submit -- as is typical for projects, we submit a methodology or a receptor memo to IDOT to take a look at the receptor locations along the corridor.

So, yes, it is -- there is some subjectivity when you go out in the field you look to see what the area of most frequent use is at the residence; but in our professional opinion, we determined that the playset at R11 was an area of frequent use.

I did follow-up with FHWA, their noise people, to confirm. Because of the questions we were receiving on this project, we did follow up with FHWA and then confirm that that was an appropriate location for this R11 and they did agree based on our discussion.

But typically you look for an area of frequent outdoor use at a residence along the

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corridor into what is known as a common noise environment and those are areas that would experience similar traffic noise readings or less than the representative receptor. The representative receptor would be the worst-case scenario. That's why it's typically the receptor that is closest to the roadway. And so we look for commonalities in different areas and we break that corridor up into these common noise environments and then it's not required to analyze every single residence along -- or every single building along the corridor, you analyze the representative receptor within the common noise environment and then if there is an impact there, you proceed with the feasible and reasonable determinations.

MR. HUFFMAN: Right. And this is complicated complex that we can -- for folks that have detailed questions about the noise wall, I would suggest that we can reach out and set up a time to talk about the details because it's a lot easier to share the noise report and

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some other exhibits that we can help facilitate that conversation.

So it's really challenging and I know we are getting into the weeds here and I think we can best address some of those detailed questions about the noise modeling at a separate time, but I think that generally the response -- and I think they talked about too the opposite side of the street, you know, why was that placed double the distance away and it reduced the noise level. Again, we go off of the location of frequent use for that common noise environment. So on the north side of the street it's different than the south side.

So again, please reach out to us to talk a little bit more detail about the noise policy, the noise report and how we assess the project for noise impacts.

MS. MORSE: Thanks. Moving on. Another question about the wall.

Is there a design yet planned for the wall?

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stones are hand painted and that's what was done out at Quentin Road out there.

Anyway, if you want to take a live look at something like that, Quentin Road is where you should go. And it will be that way on both sides. It's not going to look like a concrete slab of gray.

MR. HUFFMAN: Thanks, Chuck.

I think we are ready for the next question, Tracy.

MS. MORSE: Okay. What is the main purpose of middle lane, is it bidirectional can still choose 2-lane design so that has less impact on current residents on the north side of Deerfield Road?

MR. CARRIER: Sorry, Tracy, if I can jump in. This is Kevin with the county. There was one more question a couple further up about the noise wall. Maybe we can just stick with that one just to kind of wrap that up because it talks about where bushes and foliage were considered instead of the wall and that's

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MR. HUFFMAN: I think right now what we are showing in the graphic was a noise wall that was recently constructed as part of another county project.

Chuck or Kevin, I don't know if you want to speak to the design of it or the look of it.

MR. GLEASON: Yes, I can do that. This is Chuck.

The drawing that you see there, or the exhibit that was shown with the person standing next to it there, in general that's what the noise wall would basically look it.

We just recently constructed a noise wall on Quentin Road south of Route 22 to west Cuba Road and basically it would look exactly like that one if you would like to go over there and take a look at that one.

But what it is, it's a concrete wall. It actually has what we refer to as a form liner and it makes it look like there's stone there and actually each one of those

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something that we do commonly get.

I don't know, Matt, sorry to kind of jump in here, I don't mean to step on your toes, but maybe that's something Matt or Pete if you want to jump in on just in terms of why we look at walls instead of some other options like that.

MR. HUFFMAN: Yes, great. Thanks, Kevin, I did see that comment was a more recent question here.

So we do look at other noise mitigation measures than walls. Berms are another effective noise mitigation. The challenge with the berm is that it takes up so much space and to construct a berm that's 15-feet tall, you need about 45 feet on each side and it's almost essentially 100 feet to install a berm that tall with the maintenance. The impact of that is so much greater than constructing a wall even though the look of it, we have to find space to build a berm.

So as far as foliage, you know,

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that's a great question. We get that a lot on our projects as far as, you know, can you just build trees or vegetation to block the noise and I think generally speaking, Pete, I think you need 2 to 300 feet of thickness of vegetative area to actually get a noise reduction.

MR. KNYSZ: Yes. You are correct. It's something like 200, at least 200 feet, I believe, of dense foliage, so it would be more like conifers or evergreens, and I believe it's something like 18-foot tall on the trees to provide a comparable effect to mitigate for that noise so that's a lot of space, so that's where it ends up being something like that.

MR. HUFFMAN: And I think, you know, there's some perception affect here, too, that if you don't see the traffic, you don't hear the traffic. So there is something to not being able to see, you know, with providing a visual blockage of the actual noise generator, there is something to that.

The science tells us that, you

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residence or a homeowner, it's for, like, special uses.

MR. HUFFMAN: I don't know if anyone else on the project team has some good thoughts on that question.

MR. MATKOVIC: Yes, Matt. This is Mike Matkovic.

The analysis is based on exterior use as Pete went into that. And also the funds that are utilized for it have to be utilized as part of the permanent right-of-way, within the permanent right-of-way or easements.

What was done as part of O'Hare was highly unique, not typically done as part of highway improvement projects and it is based on exterior noise levels.

MR. HUFFMAN: Thanks, Mike.

MS. MORSE: Okay. We are ready for the next one.

MR. HUFFMAN: I think so. I think that's all the noise questions.

MS. MORSE: Have real estate appraisers

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know, if you take a noise meter out there and measure the noise, you need a very thick area of vegetation to actually reduce the noise levels. So sometimes creating a visual buffer does help, you know, kind of the perception of the noise in trying to separate the residential properties from the street, from the roadway.

I think there was another question, Tracy, that was just asked, too.

Instead of spending the million dollars on the noise wall, have you considered spending money on replacing the windows in homes which border Deerfield Road instead? That's how noise was abated near runways at O'Hare airport.

Pete, I don't know if you have an initial response to that question.

MR. KNYSZ: That's just not something that we typically do for a roadway improvement project. Typically, this is the standard procedure that we use unless you are evaluating areas of interior use and the noise policy does talk about those but it's typically not for a

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in the village of Riverwoods been consulted to determine the impact of the noise wall on property values in Riverwoods?

MR. HUFFMAN: The answer to that question is no. That's, you know, that's a -- the appraised values to the affected property values is something that's somewhat subjective and it's a hard answer to state, but it is.

The fact was that out of the people that responded, I think we had over 60 percent response, which is documented in the noise report, I think 62 percent of people responded, 88 percent of those voted in favor of the wall. So, obviously, those folks that want the wall, that are benefitted by it, see it as a benefit to them. So for them maybe it's an improvement to their property.

But as far as the financial effects, we do not investigate those as part of a roadway improvement project.

Anyone else from the project team have anything else to add anything on to that?

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(No response.)

Okay. We will move on, Tracy.

MS. MORSE: That seems to be the last question that we have. I know that there are several folks that have left their information wanting the project team to contact them. We will do that.

Again, if you think of anything or you talk to your neighbor, let them know that if they weren't able to participate this evening, you can reference to this video online on our website.

And certainly as I mentioned before, there was quite a few ways they can still comment to be part of the public hearing record, it's just not tonight, and that listed on the website there's a comment form there you can leave your information. There is paper forms, comment forms, at village halls, Deerfield and Buffalo Grove and Riverwoods.

Certainly there is the contact information if you wanted to mail something to

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county. I think I cut you off previously, you were in the middle of the one question about the main purpose of the middle turn lane. Maybe we can just jump back to that.

MS. MORSE: Yes. Absolutely.

MR. CARRIER: Sorry about that.

MS. MORSE: I thought you were going to cover that. Okay.

Would the noise wall at south side of Deerfield reflect the noise to the north and further increase the noise impact on north side of Deerfield Road?

MR. HUFFMAN: So I think Pete just answered that question.

I think the question Kevin was referring to is: What is the main purpose of the middle lane, is it bidirectional, and can you still change the lane design so that we have less impacts than current residents on the north side of Deerfield Road.

MS. MORSE: Right. Same stakeholder, right?

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Matt Huffman here in his presentation the address and certainly a phone number too if you have other follow-up questions that you want to call us.

Now, I guess one more question did come in here.

Will the wall reflect noise?

MR. KNYSZ: There is the potential that some noise reflection could happen with the noise wall, however, the distance that the noise would travel, okay, is longer, therefore, once it bounces, it's longer, so therefore the noise levels, you know, decrease. The amount that it would -- the amount that would bounce back is typically not perceivable, it's only a couple decibel, so it's typically not perceivable to the normal ear. So again, there could be some chance that there would be some but it would typically be non-receptable.

MS. MORSE: Okay. Looks like that might be the last question.

MR. CARRIER: This is Kevin with the

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MR. HUFFMAN: Yes. So I think the answer to that question is I think we talked about it a little bit before that the footprint of the 2-lane roadway, which has shoulders, is almost the same width. The pavement is the same width as a 3-lane roadway, it's 2 feet shorter, but with that rural section you have to have these ditches.

So when we did the alternatives evaluation, we looked at all the alternatives along the corridor. The 2-lane roadway had a wider footprint than the 3-lane roadway with curb and gutter and there are -- you know, the challenge, we can't put 2 lanes and then add curb and gutter. It doesn't provide access for emergency services. You have to have a minimum roadway width.

And that's one aspect that the center turn lane has it will be bidirectional and it can be used to access all driveways, all side streets from Deerfield, from the river all the way to Saunders/Riverwoods Road.

06:58:59PM

06:59:26PM

So that bidirectional turn lane will be there for people to turn north, to turn south, and I think given the evaluation that we did, the footprint is less for the 3-lane roadway versus the 2-lane and that is one of the benefits of the 3-lane roadway with curb and gutter is that we can eliminate those roadside ditches that are needed on both sides with 2-lane road with shoulders and ditch so we can really minimize impacts. I think the alternative with the less amount of impacts is the one we selected.

07:00:04PM

MR. CARRIER: This is Kevin with Lake County.

Just adding on to that too, then that figure of safety analysis was something about 51 percent reduction in crashes, which I believe that that center turn lane was a big part of that, if not most of it. So there's a benefit there, too.

07:00:28PM

And then the mobility Matt talked about earlier providing some of those gaps, that

kind of helps out with cars getting out of the through lane, you know, allowing the other vehicles in the through lane can kind of continue on providing greater mobility and stuff through the area too. Just a couple other benefits of that bidirectional turn lane.

07:00:55PM

Like Matt said, all things equal, the 2 cross-sections were about roughly the same width at impact with that 3-lane section provided some additional safety and operational benefits.

MR. HUFFMAN: Kevin, great points. You are right, the 2-lane roadway with the shoulders does not reduce the injury crashes that we projected out whereas we see 50 percent reduction with the addition of the center turn lane.

07:01:18PM

And that's based on studies that have been done throughout the country by Federal Highway Administration on the effectiveness of a center turn lane being a safety mitigation measure and we do have a good amount of injury

crashes along these segments for folks that are sitting in the current through lanes waiting to turn and waiting for these gaps and waiting to make their left-hand turns and that's where you get these rear-end crashes and also turn-in crashes.

07:01:52PM

So it would be the addition of that center turn lane given that there's the least amount of impact, it provided -- it's the most efficient transportation for this corridor or were best meeting the purpose and need of the project and mitigating and having the smallest amount of impacts and this 3-lane roadway with curb and gutter does that better than the other alternatives.

MS. MORSE: Any further comments about the response to that question? I think that's our last question.

07:02:27PM

Again, I'd like to thank everybody for participating this evening at the hearing. We look forward to seeing any additional comments that come through on the website or

through mail.

And like we have mentioned, please don't hesitate to reach out to us and we can set up an individual meeting with you as soon as possible. We do have -- there is just another one that just came in again. So last one right here.

07:03:07PM

Help me understand how creating a million dollar wall will benefit the adjacent homeowners affects equally the rest of the community of Riverwoods?

MR. HUFFMAN: So, I mean, the noise wall is meant to address the noise impact and that is the purpose of the noise wall, it's a mitigation of an impact from the roadway, from the proposed roadway.

07:04:31PM

So as far as the rest of the community, unfortunately, that is not factored into the decision of whether a noise wall gets installed or not on the transportation project. It's focused on addressing the impact, the noise impact.



Pete, I don't know if you have anything else to add to that response.

MR. KNYSZ: No, Matt, you covered it basically.

I mean, basically, what you are doing is you are looking to see who is impacted by the roadway and build conditions and then we evaluate the wall from a feasibility and a reasonableness perspective and then we, as part of that, as we mentioned earlier, we reach out to those who would receive a benefit of a noise reduction from implementation of the wall and see if they want it and the people who responded to us, they did want the wall so that's what we go with.

Because again, we are trying to minimize impact, you know, noise impact, traffic noise impacts on people who would be impacted by the project so that's the process we follow and it's a process set up based on FHWA guidelines.

MR. CARRIER: This is Kevin with the county, too; I'll just jump in.

07:04:40PM

07:05:18PM

fit, you know, fit into the character and stuff like that, too, and the surroundings rather than some of other noise walls you might have kind of a vision that are just kind of concrete slab walls and stuff like that too. So a couple other thoughts there as well as just kind of mitigation stuff that Pete and Matt were talking about.

MR. HUFFMAN: Thanks, Kevin.

I think that's everything, right, Tracy, on all the questions here?

MS. MORSE: Yes, that is everything.

Again, thank you, everybody, for participating this evening and appearing and all the materials will be on the deerfieldroadcorridor.com website and feel free to comment.

And those that have already left their information, we will contact you whether it's by your phone number or your email address to get in contact with you. Thanks so much. Good night.

07:06:56PM

07:07:19PM

One of the things that I think it was Chuck that mentioned earlier too, someone had a question about the aesthetics of the wall and, I mean, it's a large structure, it's a 15-foot wall, and for everything that Matt and Pete have talked about, you know, mitigating the sound and the noise impacts from the project but trying to put some aesthetics to that and give it an aesthetic look too for the people that live in Riverwoods and drive through the community and stuff is something that we are doing and we worked with local communities also to look at possibilities of maybe some plantings and stuff like that on other projects in front of it to kind of soften it. So that's stuff that we can do, too, to try and soften the appearance and give it a nice aesthetic look.

But like Chuck mentioned, if you can go out to that Quentin Road project that just wrapped up, we have gotten quite a bit of feedback from folks along there that that wall does have a nice aesthetic look and does kind of

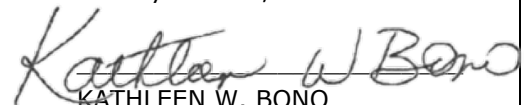
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STATE OF ILLINOIS )  
 ) ss:  
COUNTY OF DU PAGE )

I, KATHLEEN W. BONO, Certified Shorthand Reporter, Notary Public in and for the County DuPage, State of Illinois, do hereby certify that I reported in shorthand via WebEx the matters pertaining hereto; that the testimony given by said witnesses was reduced to writing by means of shorthand and thereafter transcribed into typewritten form; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affix my electronic signature this 23rd day of June, A.D. 2021.



KATHLEEN W. BONO  
C.S.R. No. 84-1423  
Notary Public, DuPage County

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			<b>Z</b>
			<p><b>zone</b> [1] - 86:20</p> <p><b>zoom</b> [1] - 90:12</p> <p><b>zoomed</b> [1] - 106:2</p>
		<b>Y</b>	
			<p><b>yard</b> [4] - 107:18, 108:3, 108:4, 122:1</p>

## Attachment J

### Virtual Public Hearing Questions and Comments

## Agency Comments

**From:** [Gleason, Chuck L.](#)  
**To:** [Young, LaDonna](#)  
**Cc:** [Matthew Huffman](#)  
**Subject:** RE: IDOT SHPO submittal - Deerfield Road, Lake Co, Seq. 20261, Log # 008090117  
**Date:** Wednesday, May 19, 2021 12:37:30 PM

---

OK, thanks.

---

**From:** Young, LaDonna <LaDonna.Young@Illinois.gov>  
**Sent:** Wednesday, May 19, 2021 11:38 AM  
**To:** Gleason, Chuck L. <CGleason@lakecountyil.gov>  
**Subject:** FW: IDOT SHPO submittal - Deerfield Road, Lake Co, Seq. 20261, Log # 008090117

Chuck,

We have received the attached letter. Per IDOT's response below, we will not be responding.

LaDonna Young  
Illinois State Historic Preservation Office  
Illinois Department of Natural Resources  
1 Old State Capitol Plaza  
Springfield, IL 62701  
Please contact me through email at: [LaDonna.Young@illinois.gov](mailto:LaDonna.Young@illinois.gov)

---

**From:** Koldehoff, Brad H.  
**Sent:** Wednesday, May 19, 2021 7:12 AM  
**To:** Young, LaDonna <[LaDonna.Young@Illinois.gov](mailto:LaDonna.Young@Illinois.gov)>  
**Subject:** RE: IDOT SHPO submittal - Deerfield Road, Lake Co, Seq. 20261, Log # 008090117

LaDonna – Since Section 106 is concluded, I would say no. Brad

---

**From:** Young, LaDonna <[LaDonna.Young@Illinois.gov](mailto:LaDonna.Young@Illinois.gov)>  
**Sent:** Tuesday, May 18, 2021 4:05 PM  
**To:** Koldehoff, Brad H. <[Brad.Koldehoff@Illinois.gov](mailto:Brad.Koldehoff@Illinois.gov)>  
**Subject:** RE: IDOT SHPO submittal - Deerfield Road, Lake Co, Seq. 20261, Log # 008090117

Brad,

We received the attached letter from Lake County – do we need to respond? It is for the above referenced project.

LaDonna

---

**From:** Young, LaDonna  
**Sent:** Wednesday, September 02, 2020 4:09 PM  
**To:** Roman, Elizabeth L. <[Elizabeth.Roman@illinois.gov](mailto:Elizabeth.Roman@illinois.gov)>



**Cc:** Koldehoff, Brad H. <[Brad.Koldehoff@Illinois.gov](mailto:Brad.Koldehoff@Illinois.gov)>

**Subject:** RE: IDOT SHPO submittal - Deerfield Road, Lake Co, Seq. 20261, Log # 008090117

Attached is a copy of our concurrence.

---

**From:** Roman, Elizabeth L.

**Sent:** Thursday, July 30, 2020 1:08 PM

**To:** Young, LaDonna <[LaDonna.Young@Illinois.gov](mailto:LaDonna.Young@Illinois.gov)>; Wallace, Carol <[Carol.Wallace@Illinois.gov](mailto:Carol.Wallace@Illinois.gov)>

**Cc:** Baker, Rita E <[Rita.E.Baker@Illinois.gov](mailto:Rita.E.Baker@Illinois.gov)>; Koldehoff, Brad H. <[Brad.Koldehoff@Illinois.gov](mailto:Brad.Koldehoff@Illinois.gov)>;

McConkey, Kristine A <[Kristine.McConkey@illinois.gov](mailto:Kristine.McConkey@illinois.gov)>

**Subject:** IDOT SHPO submittal - Deerfield Road, Lake Co, Seq. 20261, Log # 008090117

Good Afternoon LaDonna and CJ,

Per Brad's request, please find attached our cover letter and supporting documents for our finding of effect for this road reconstruction project in Riverwoods.

As always, please let us know if you have any questions.

Many Thanks,

**Becky**

**Elizabeth L. (Becky) Roman, M.A.**

Architectural Historian

Bureau of Design & Environment

Illinois Department of Transportation

2300 S. Dirksen Parkway, Room 330, Springfield, IL 62764

Tel: 217.558.4752 | Email: [elizabeth.roman@illinois.gov](mailto:elizabeth.roman@illinois.gov)

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**From:** [Herrera, Francisco](#)  
**To:** [Deerfield Road Corridor Comment](#)  
**Cc:** [LeCrone, Darin](#)  
**Subject:** NEPA Scoping Comment Letter- LCDOT Deerfield Road Corridor  
**Date:** Thursday, June 10, 2021 4:24:06 PM  
**Attachments:** [NEPA Scoping Comment Letter- LCDOT Deerfield Road.pdf](#)

---

Hello Mr. Huffman,

Please find attached the Agency's comment letter for the Deerfield Road Phase I Engineering Study.

Francisco Herrera  
Environmental Protection Engineer  
Industrial Permit Section, BOW  
Illinois Environmental Protection Agency  
PH: (217) 782-0610

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



# ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217) 782-3397

JB PRITZKER, GOVERNOR

JOHN J. KIM, DIRECTOR

217/782-3362



Christopher B. Burke Engineering, LTD.  
Attn: Matt Huffman  
Via Email: [DeerfiledRoadCorridorComment@cbbel.com](mailto:DeerfiledRoadCorridorComment@cbbel.com)  
9575 W. Higgins Road, Suite 600  
Rosemont, IL 60018-4920

Subject: Requested NEPA Scoping Comments on Deerfield Road Widening Project in the Village of Buffalo Grove/Riverwoods/Deerfield.

Dear Mr. Huffman:

Thank you for the opportunity to provide comment on the subject project. The Illinois EPA has not identified any significant concerns with the project as proposed provided it is carefully planned and implemented. Please be advised that if this project requires an individual CWA Section 401 Water Quality Certification, then an antidegradation assessment in accordance with the water quality standards under 35 Ill. Admin. Code Part 302 is needed. The following information will be required for an individual CWA Section 401 Water Quality Certification:

1. Describe the purpose of the project and provide full descriptions of all work and activities that will impact the stream and/or wetland to include flow diversion, temporary work structures, planned vegetation removal, quantities and descriptions for all fill materials to include scour protection and cut and fill quantities for stream channel alternations.
2. Identification and characterization (e.g., the current physical, biological and chemical conditions) of the water body affected by the proposed project and the water body's existing uses. Provide a USGS or topographical map showing watershed areas and state watershed areas in square miles that are tributary to the lowest downstream point of impact to jurisdictional waters in each watershed.
3. A detailed description and quantification of all proposed unavoidable impacts to the waterbody. Describe all potential effects on the water quality of downstream waters as a result of the project including short term and long term. Additionally, provide a discussion of how each of these impacts will or may affect the waterbody long term.
4. A discussion of how the proposed plan incorporates all technically and economically reasonable measures to avoid or minimize the extent of the proposed increase in pollutant loading.
5. A discussion of the socio-economic benefits provided by the proposed project.
6. An assessment of the alternatives to the proposed project that will result in a reduced pollutant load to the water body, no load increase or minimal environmental degradation. Alternatives that result in no discharge to the water body and changes in the location of the activity must be addressed in the submittal.

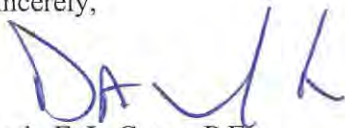
2125 S. First Street, Champaign, IL 61820 (217) 278-5800  
2009 Mall Street Collinsville, IL 62234 (618) 346-5120  
9511 Harrison Street, Des Plaines, IL 60016 (847) 294-4000  
595 S. State Street, Elgin, IL 60123 (847) 608-3131

2309 W. Main Street, Suite 116, Marion, IL 62959 (618) 993-7200  
412 SW Washington Street, Suite D, Peoria, IL 61602 (309) 671-3022  
4302 N. Main Street, Rockford, IL 61103 (815) 987-7760

7. A compensatory mitigation plan that demonstrates that existing uses are protected. For all unavoidable impacts to aquatic habitat, describe the plan that will be implemented to compensate for lost aquatic habitat.
8. Full descriptions of all work and activities that will impact the stream to include flow diversion, temporary work structures, planned vegetation removal, quantities and descriptions for all fill materials to include scour protection and cut and fill quantities for stream channel alterations. Please provide as appropriate, plans, maps, diagrams, or engineering drawings to show these activities.
9. All correspondence submitted and received as part of a threatened and endangered species consultation with the Illinois Department of Natural Resources. Consultation may be initiated using the EcoCAT web tool found at <http://dnrecocat.state.il.us/ecopublic/>. When using this tool, please indicate the Illinois Environmental Protection Agency as the government unit (state agency).

If you should have questions or comments regarding the above or the attached, please contact Francisco J. Herrera at 217/782-3362.

Sincerely,



Darin E. LeCrone, P.E.  
Manager, Permit Section  
Division of Water Pollution Control

DEL:FJH:NEPA\_LCDOT-Deerfield Road\_Phase I.docx

**From:** [Richard Willman](#)  
**To:** [Deerfield Road Corridor Comment](#)  
**Cc:** [cgleason@lakecountyiil.gov](mailto:cgleason@lakecountyiil.gov)  
**Subject:** Deerfield Road Preferred Alignment  
**Date:** Monday, June 14, 2021 11:18:06 AM  
**Attachments:** [20210614 LS IDOT \(Pace Information-Deerfield Road\).pdf](#)  
[Bus Route Information Exhibit.pdf](#)  
[Bus Stop Photos \(LCDOT-Deerfield Rd\).pdf](#)  
[20210608-PaceReview\(LCDOT-DeerfieldRd\)-r.pdf](#)

---

Matt, Chuck,

Attached are Pace's comments on the Preferred Alignment of the Deerfield Road project.

-Rick

**Rick Willman, P.E.**

Transportation Engineer  
Pace, the Suburban Bus Division of the RTA  
550 W. Algonquin Road  
Arlington Heights, IL 60005  
(847) 228-3584 (Office) (847) 243-7403 (Cell)  
[Richard.Willman@pacebus.com](mailto:Richard.Willman@pacebus.com)

**OUR GUIDING PRINCIPLES | SAFETY | SERVICE | TRANSPARENCY**

**[Pace's Response to COVID-19](#)**

*We're in this together. Please help keep everyone safe and limit travel to essential trips.*

June 14, 2021

Mr. Matthew Huffman, P.E.  
Project Manager  
Christopher B. Burke Engineering, Ltd.  
9575 W. Higgins Road  
Rosemont, IL 60018

RE: Deerfield Road Corridor  
Buffalo Grove and Riverwoods, Lake County

Dear Mr. Huffman:

Pace has reviewed the Preferred Alternate and offers the following:

1. Pace operates 3 routes through the project limits. Route Maps and Schedules for each Route can be found on Pace Website [www.pacebus.com](http://www.pacebus.com). Also enclosed is a Bus Route Information Exhibit for your reference.
  - a. Route 234 travels NB and SB along IL 21. Monday through Friday, there are 3 NB am runs, 3 SB am runs, 2 NB pm runs and 2 SB pm runs (all rush hour).  
  
There is no Saturday or Sunday service.
  - b. Route 272 travels along IL 21 and Deerfield Parkway and is a mixture of buses traveling either straight through the intersection or turning NB to WB/EB to SB.  
  
Monday through Friday, between approximately 6 am and 10:30 pm, there are 22 NB buses that turn left and 3 NB buses that travel straight through the intersection. There are 6 SB buses traveling straight through the intersection and 17 buses that turn EB to SB.  
  
Saturdays, all buses travel straight through the intersection between approximately 8:15 am and 7:15 pm, and there are 12 NB and 12 SB buses per day.  
  
There is no Sunday service.
  - c. Route 626 travels along IL 21, Deerfield Parkway and Deerfield Road and is a mixture of buses either traveling straight through (EB/WB), or turning NB to WB/EB to SB.  
  
Monday through Friday, between approximately 6:30 am and 10:30 am, there are 11 NB buses that turn left (WB). Between approximately 3 pm and 6:30 pm, there are 9 EB buses that turn right (SB).

In addition, there are 3 EB buses in the am and 3 WB buses in the pm that travel the entire length of Deerfield Road within the project limits and passing straight through the Deerfield Road-IL 21 intersection.

There is no Saturday or Sunday service

2. There are 4 bus stops at the intersection of Deerfield Road and IL 21 (Milwaukee Ave.). Enclosed are Exhibits providing Bus Route Information, Bus Stop Photos, and Pace Review Exhibit for your reference.
  - a. NB IL 21-Far Side of Intersection (north leg). There is an existing bus stop consisting of a bus stop sign on a post in the grass parkway, just south of the 1<sup>st</sup> driveway north of the intersection. This bus stop will be impacted by the proposed improvements.

A large radius curb return along IL 21 is proposed, restricting the bus's ability to stop properly at the existing bus stop location. The curve will not allow the bus to align properly with the curb. In addition, a stopped bus will partially be in the thru lane, allowing cars an opportunity to pass by, potentially causing a sideswipe accident.

The bus stop will need to be relocated to the north, north of the existing driveway. We ask the County to consider installing a sidewalk extension and a bus stop pad in the project as shown in the Pace Review Exhibit. This will improve access to public transit and allow the stop to be ADA compliant by providing a firm and stable surface along with the required 8' deep by 5' wide Landing Area necessary for bus ramp deployment for those riders needing assistance to board and alight buses.
  - b. SB Deerfield Parkway-Far Side of Intersection (south leg). There is an existing bus stop consisting of a concrete pad between the sidewalk and the curb and a bus stop sign on a post.

Similar to the NB bus stop, the introduction of a large radius curb return will limit the ability of a bus to align properly with the curb.

The bus stop will need to be relocated to the south as shown in the Pace Review Exhibit. We request the project include a new concrete pad between the existing sidewalk and the curb, similar to the existing condition.
  - c. WB Deerfield Parkway-Far Side of Intersection (west leg). There is an existing bus stop consisting of a bus stop sign on a post in the grass parkway between the existing sidewalk and the curb.

We request the County consider installing a concrete pad between the sidewalk and the curb as shown in the Pace Review Exhibit to improve access to public transit, to provide the firm and stable surface and the ADA Landing Area. We ask for the 25' length along the curb line to accommodate those riders exiting the bus at the rear door.
  - d. EB Deerfield Parkway-Near Side of Intersection (west leg). There is an existing unmarked bus stop at this location.

We request the County consider installing a concrete pad between the sidewalk and the curb as shown in the Pace Review Exhibit to improve access to public transit, to provide the firm and stable surface and the ADA Landing Area.

Thank you for including transit in your project. A vibrant transit system benefits both the motoring and non-motoring public by providing transportation options for commuting, shopping, and other daily trips. If you should need any additional information, please do not hesitate to contact me. We look forward to working with Lake County, CBBEL and other stake holders as the project progresses.

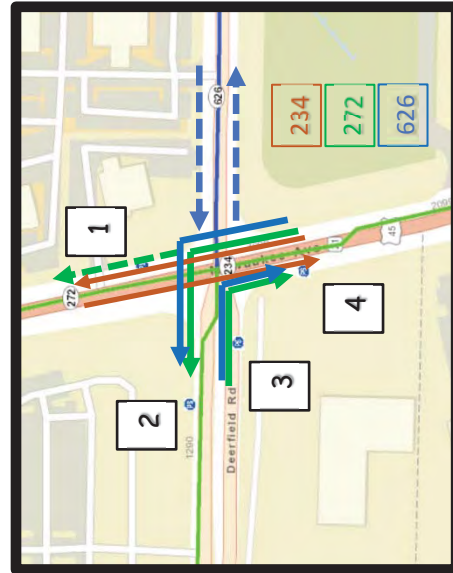
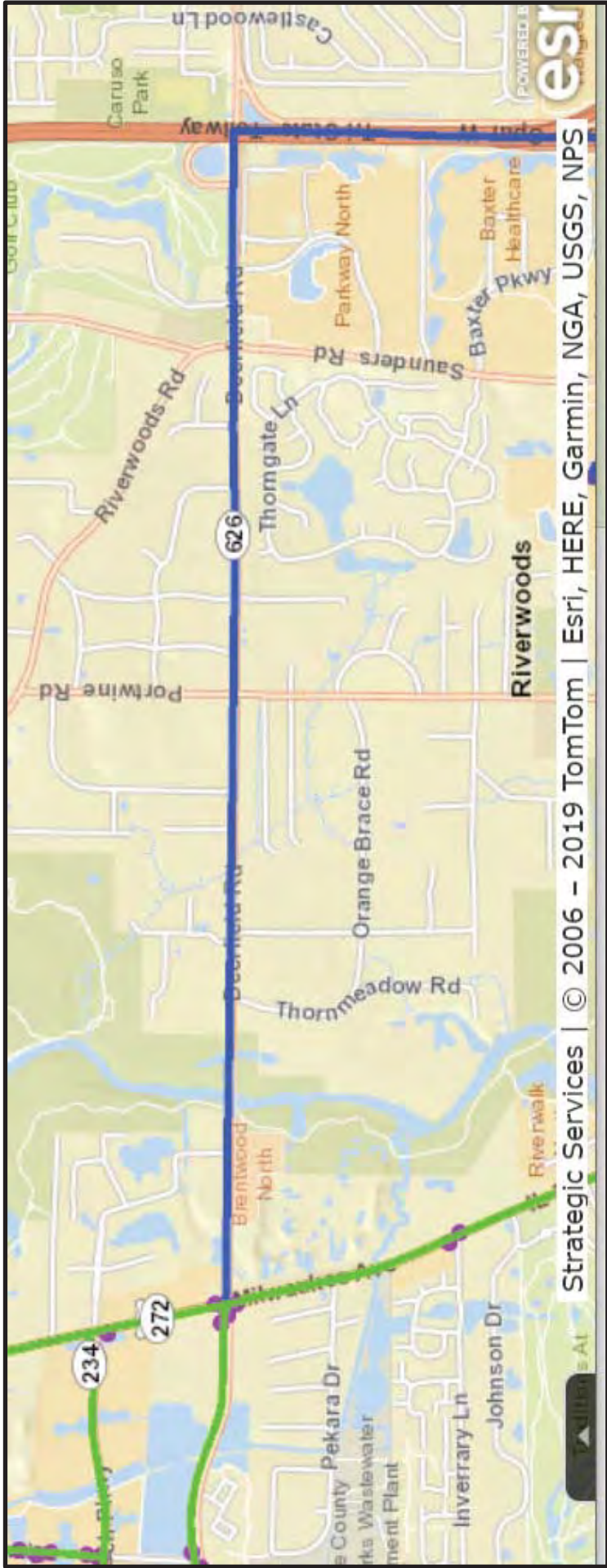
Sincerely,

A handwritten signature in blue ink that reads "Richard Willman". The signature is written in a cursive style with a large initial 'R'.

Richard Willman, P.E.  
Transportation Engineer

Cc: Chuck Gleason, LCDOT, via email



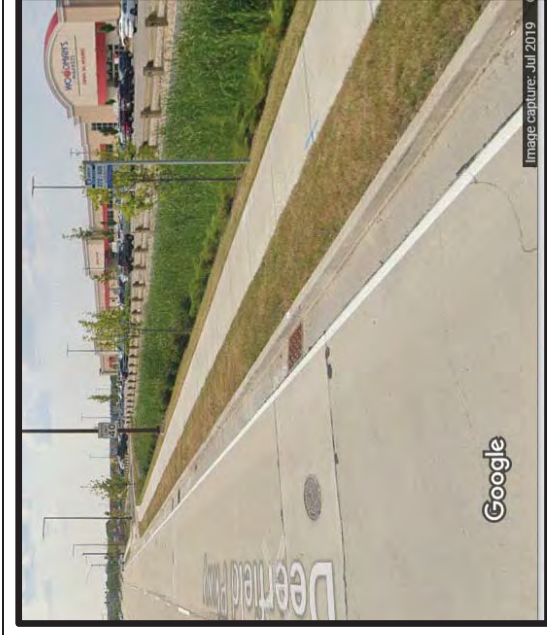


<p>1 NB IL 21 Sign on Post in Grass Average Daily Activity 0-On, 1-Off (Fall 2020) Rte. 272 No Activity (Fall 2019)</p>	<p>2 WB Deerfield Parkway Sign on Post, Parkway, Sidewalk Average Daily Activity 2-On, 4-Off (Fall 2020) Rtes. 272, 626 1-On, 5-Off (Fall 2019) Rtes. 272, 626</p>
<p>3 EB Deerfield Parkway No Sign, Parkway, Sidewalk Average Daily Activity 2-On, 1-Off (Fall 2020) Rtes. 272, 626 3-On, 1-Off (Fall 2019) Rte. 626</p>	<p>4 SB IL 21 Sign on Post, Pad at B/Curb, Sidewalk Average Daily Activity 1-On, 2-Off (Fall 2020) Rte. 272 3-On, 0-Off (Fall 2019) Rtes. 234, 272</p>

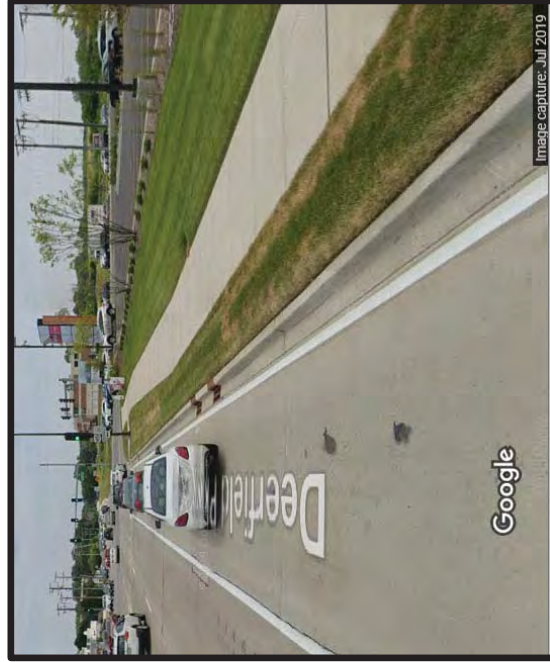
**Bus Route Information Exhibit**  
**Deerfield Road Improvements**  
**Lake County Division of Transportation**



NB on IL 21 (looking north)



WB on Deerfield Parkway (looking west)

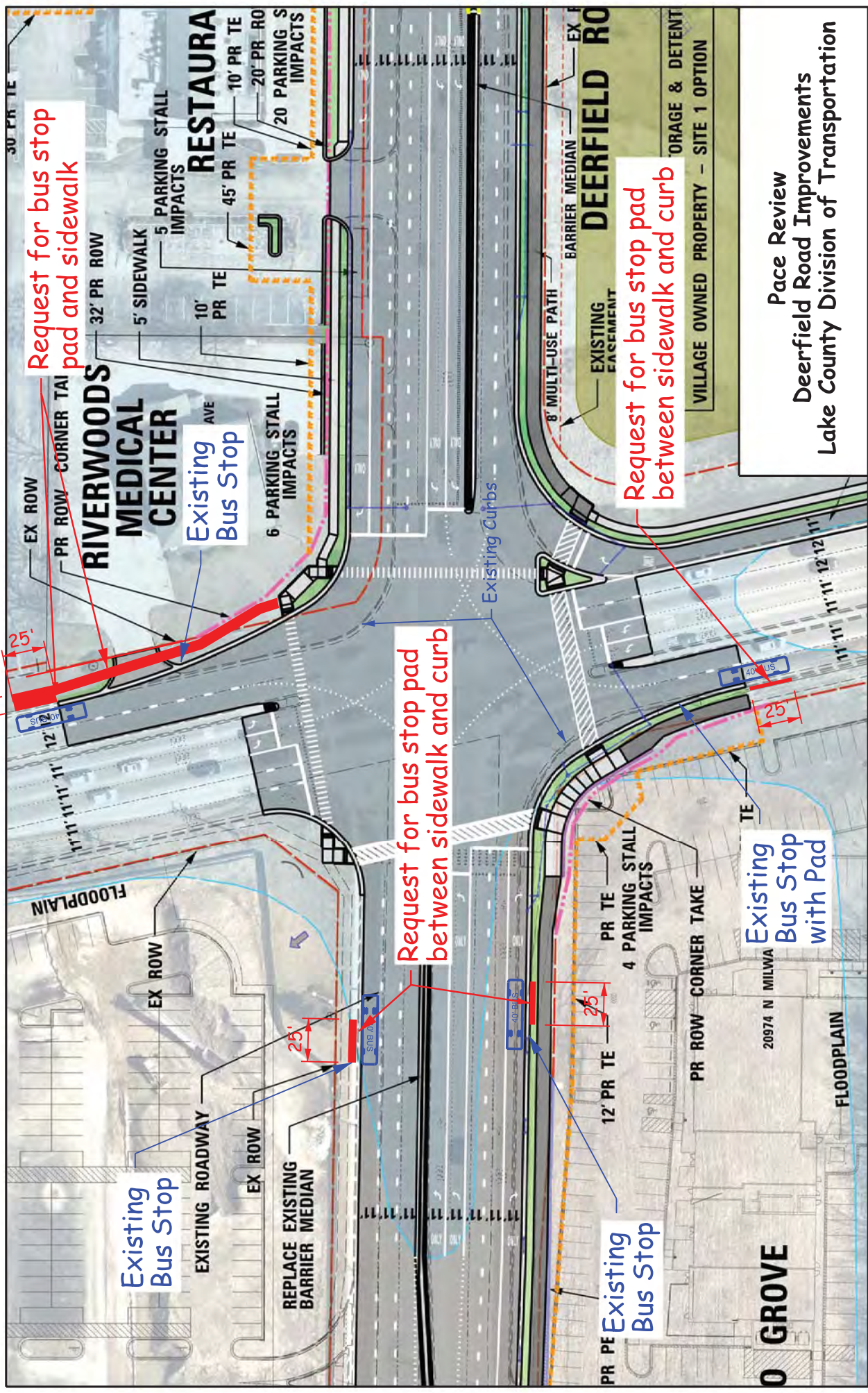


EB on Deerfield Parkway (looking east)



SB on IL 21 (looking south)

**Bus Stop Photos  
Deerfield Road Improvements  
Lake County Division of Transportation**



Pace Review  
 Deerfield Road Improvements  
 Lake County Division of Transportation

**From:** [Brown, Anastasia F CIV \(USA\)](#)  
**To:** [Raffensperger, William](#); [Matthew Huffman](#); [Househ, Alex](#)  
**Cc:** [Fierro, Gerardo](#); [Rogers, John \(FHWA\)](#); [Irene Pantoja](#); [Fuller, Matt](#)  
**Subject:** RE: EPA NEPA comments - Deerfield Road upgrades Draft EA  
**Date:** Monday, June 14, 2021 11:55:01 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Thanks for resending.

I am the contact for all IDOT work, including projects that IDOT is working on in conjunction with FHWA. Julie Rimbault will be your contact if it is associated with the Tollway. Also, I am working remotely 100% of the time, so any mailed correspondence isn't being picked up at our office. We are set to return to our downtown office after the July 4<sup>th</sup> holiday.

Thanks!

Stasi Brown (she/her/hers)  
Project Manager  
Regulatory Branch - U.S. Army Corps of Engineers

231 S. LaSalle St, Suite 1500  
Chicago, Illinois 60604  
(312) 846-5544

SHARP Victim Advocate  
USACE SHARP 24/7 Helpline: 1-800-281-6224  
DOD Safe Helpline 24/7 - 1-877-995-5247  
Website and Online Chat: <http://www.safehelpline.org>

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**From:** Raffensperger, William <William.Raffensperger@illinois.gov>  
**Sent:** Monday, June 14, 2021 10:38 AM  
**To:** 'Matthew Huffman' <mhuffman@cbbel.com>; Househ, Alex <Alex.Househ@illinois.gov>  
**Cc:** Fierro, Gerardo <Gerardo.Fierro@Illinois.gov>; Rogers, John (FHWA) <john.rogers@dot.gov>; Irene Pantoja <irene.pantoja@dot.gov>; Brown, Anastasia F CIV (USA) <stasi.f.brown@usace.army.mil>; Fuller, Matt <matt.fuller@dot.gov>  
**Subject:** [Non-DoD Source] RE: EPA NEPA comments - Deerfield Road upgrades Draft EA

Matt –

The FHWA has requested that Stasi Brown at the USACE receive a copy of the EA. Please send it directly to her.

William Raffensperger, PE, PTOE, PTP

Project Development Engineer  
Illinois Department of Transportation  
Bureau of Local Roads and Streets  
2300 S. Dirksen Parkway  
Springfield, IL 62764  
O - 217.785.1676  
C - 217.720.2787  
Hours: 7:00 am to 3:00 pm CDT

---

**From:** Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)>  
**Sent:** Monday, June 14, 2021 10:08 AM  
**To:** Raffensperger, William <[William.Raffensperger@illinois.gov](mailto:William.Raffensperger@illinois.gov)>; Househ, Alex <[Alex.Househ@illinois.gov](mailto:Alex.Househ@illinois.gov)>  
**Cc:** Fierro, Gerardo <[Gerardo.Fierro@Illinois.gov](mailto:Gerardo.Fierro@Illinois.gov)>  
**Subject:** [External] RE: EPA NEPA comments - Deerfield Road upgrades Draft EA

Hello Bill and Alex,  
Please find attached the Deerfield Road EA distribution list. The EA's were mailed out on 5/10/2021 and email follow-up were made on 5/12/2021. The USACE designated contact for the EA distribution is Mr. Colin Smalley.

Please advise if you would like us to re-transmit any information to USACE.

Regards,  
Matt

**Matt Huffman, P.E.**

*Senior Project Manager - Phase I Engineering Department*

**Christopher B. Burke Engineering, Ltd.**

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

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"You cannot escape the responsibility of tomorrow by evading it today."  
- Abraham Lincoln

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**From:** Raffensperger, William <[William.Raffensperger@illinois.gov](mailto:William.Raffensperger@illinois.gov)>  
**Sent:** Monday, June 14, 2021 9:52 AM  
**To:** Househ, Alex <[Alex.Househ@illinois.gov](mailto:Alex.Househ@illinois.gov)>  
**Cc:** Fierro, Gerardo <[Gerardo.Fierro@Illinois.gov](mailto:Gerardo.Fierro@Illinois.gov)>; Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)>

**Subject:** FW: EPA NEPA comments - Deerfield Road upgrades Draft EA

Alex –

Please see below. Please have the LPA provide a list of people and agencies to which the EA was sent.

William Raffensperger, PE, PTOE, PTP  
Project Development Engineer  
Illinois Department of Transportation  
Bureau of Local Roads and Streets  
2300 S. Dirksen Parkway  
Springfield, IL 62764  
O - 217.785.1676  
C - 217.720.2787  
Hours: 7:00 am to 3:00 pm CDT

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**From:** Fuller, Matt (FHWA) <[Matt.Fuller@dot.gov](mailto:Matt.Fuller@dot.gov)>

**Sent:** Monday, June 14, 2021 8:47 AM

**To:** Raffensperger, William <[William.Raffensperger@illinois.gov](mailto:William.Raffensperger@illinois.gov)>

**Cc:** Rogers, John (FHWA) <[john.rogers@dot.gov](mailto:john.rogers@dot.gov)>; Pantoja, Irene (FHWA) <[irene.pantoja@dot.gov](mailto:irene.pantoja@dot.gov)>; Stasi Brown <[stasi.f.brown@usace.army.mil](mailto:stasi.f.brown@usace.army.mil)>

**Subject:** [External] FW: EPA NEPA comments - Deerfield Road upgrades Draft EA

Bill – Can you make sure that Stasi Brown at the USACE receives a copy of the Deerfield Road EA?  
Matt

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

## Stakeholder Comments

**From:** [Laurel](#)  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Riverwoods Preservation Council Public Comments  
**Date:** Thursday, June 10, 2021 11:09:41 AM  
**Attachments:** [Deerfield Road Expansion RPC Public Comments wo CBBEL Response \(6-10-21\).pdf](#)  
[CBBEL Response to RPC Initial Questions \(5-28-21\).pdf](#)

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I have attached public comments from the Riverwoods Preservation Council regarding the Environmental Assessment for the proposed Deerfield Road project.

Best regards,

Laurie Breitkopf, Vice President & Director

Riverwoods Preservation Council



Deerfield Road Project Phase I Study  
Public Comments  
Riverwoods Preservation Council  
June 10, 2021

The Riverwoods Preservation Council (RPC) submitted questions regarding the Deerfield Road Project (Project) Environmental Assessment to Christopher B. Burke Engineering, Ltd. (CBBEL) and Lake County Division of Transportation (LCDOT) on May 17, 2021. CBBEL/LCDOT responded on May 28, 2021. RPC has attached and incorporates such May 17 questions and May 28 responses into the following comments as a part hereof.

Comments:

**1. Traffic and Crash Data.** RPC questions LCDOT's continued use of 5-year-old (2016) Deerfield Road traffic data, which is based on Synchro traffic modeling software calibrated to field conditions (Response 5), and 3-to-7-year old (2014-2018) crash data (Purpose and Need Section 1.3.2).

(a) RPC believes the traffic data is outdated and invalid for projected traffic conditions to year 2040. Employment patterns and traffic conditions have changed dramatically since the traffic data was compiled, due to employees working from home in increasingly greater numbers and the rapid adoption of vehicle anti-collision technology. LCDOT states that it will take many years for the crash avoidance technology to be utilized by all vehicles on the roads and the technology is not factored into the decision making process (Response 1). However, many vehicles currently do utilize the technology, and most vehicles certainly will include it well before the year 2040. Project construction will not start for 2-3 years, and even more vehicles will have adopted the technology by that time. Modeling can be done factoring in the adoption of the new technology over the next 20 years. It is inappropriate to ignore this existing technology, and this exclusion results in inaccurate traffic crash predictions to year 2040.

In addition, LCDOT has not studied the potential traffic volume and accident decreases from lowering the speed limit on Deerfield Road, which can be adopted immediately and with little

cost. LCDOT states nonsensically that a “speed study will be conducted following the construction of Deerfield Road (Response 1). This is a backwards approach, especially when proposing the construction of a \$25-28 Million project along two miles of Deerfield Road (Project “Section B”).

(b) RPC questions the credibility of the traffic delay data. LCDOT argues that its modeled data is close to existing conditions. It is not. As a small sample, the six directors of the RPC have lived in Riverwoods for a collective total of 199 years, with the shortest residency of a director being 20 years and the longest being 54 years. None of the directors has ever experienced a travel time of even close to the modeled 36 minutes on Deerfield Road at rush hour (or any other time) (EA Section 2.4).

**2. Failure to Consider Westbound Right Turn Lane as Exclusive Solution to Project B Issues.** LCDOT states that a westbound exclusive right turn lane and a third through lane at the Milwaukee Avenue-Deerfield Road intersection (Project “Section A”) will “dramatically reduce the delays experienced in the PM rush hour” along Deerfield Road (Response 5). LCDOT adds that the third “needed” westbound addition in Section A, a second left turn lane onto Milwaukee Avenue, is “primarily being added” because there is a proposed second turn lane on the opposite (eastbound) leg of the intersection. RPC believes that only a westbound exclusive right turn lane onto Milwaukee Avenue is needed to solve the PM rush hour backup on Deerfield Road and resulting issues, and not a full reconstruction of two miles of Deerfield Road through Riverwoods. LCDOT has not performed a cost-benefit analysis of the impact of this exclusive solution on Section B.

If LCDOT feels that the Deerfield Road pavement in Section B must be reconstructed due to age, then LCDOT should perform the reconstruction without any “extras” such as an eight-foot-wide multi-use path.

**3. Local Business Disruption.** RPC disagrees with LCDOT’s argument in EA Sections 3.1.1 and 3.1.7 that access to local businesses would not be restricted by the proposed improvements, and that the Project would present no economic impacts to local businesses. Local businesses and the Village believe the opposite is true. In particular, use of Colonial Court Shopping Center, The Shoppes of Riverwoods and outlot buildings will be significantly harmed by the reconfiguration of the intersection and the loss of 35 parking spaces. LCDOT

states in its May 28 response (Comments 6 and 7) that "a potential future signal" at the existing Federal Life access drive is "planned ... when traffic warrants are met." This is a speculative plan which may never occur. LCDOT also states that the owner of Colonial Court Shopping Center will be compensated for the lost parking spaces. Compensation to Colonial Court and other property owners will not solve access restrictions or economic impacts to the commercial renters of the businesses in or near Colonial Court and The Shoppes of Riverwoods.

EA Section 3.14 states, without supporting evidence or further amplification, that the increased use of Deerfield Road "could increase the value of businesses near the Milwaukee Avenue intersection." Due to access restrictions and lost parking spaces, RPC feels the Project would decrease the value of such businesses.

**4. Destruction of Hundreds of High Quality, Irreplaceable Trees.** In response to RPC's concerns about the destruction of nearly 1000 trees along Section B, at least several hundred of which are desirable or highly desirable under Riverwoods's Tree and Woodland Protection Ordinance, LCDOT states that "woodland impacts are unavoidable" (EA Section 3.6.1.2). LCDOT additionally states in Response 10 that "[d]uring Final Design, the project team will continue to refine the project design and look for ways to avoid and minimize tree impacts. Trees (as mitigation) will be planted within the project corridor." RPC is concerned that many of the desirable and highly desirable trees proposed for destruction are irreplaceable, due to their age and large diameter.

Further, LCDOT has left out of its survey of potentially affected trees, all trees with a DBH between 1.5 inches and 6 inches. LCDOT's survey includes only trees with a DBH of 6 inches or greater (see EA Table 3-11), whereas Riverwoods's Tree and Woodland Protection Ordinance pertains to trees with a diameter of 1.5 inches or greater. RPC is concerned that there may be hundreds of additional desirable and highly desirable trees that are threatened by the Project along Section B. All trees, no matter their size or desirability, provide natural flood protection.

**5. Multi-Use Path in Section B:** RPC has not seen any cost-benefit analysis regarding the proposed eight-foot-wide multi-use path along Section B. The document link provided by LCDOT in Response 19 does not present a cost-benefit analysis for the path; it is merely an

informational flyer. LCDOT basically is proposing the multi-use path because Lake County planners want it, no matter what the cost is to Riverwoods and its residents. Contrary to LCDOT's Response 14, RPC has interviewed many Riverwoods residents who do not want the multi-use path and do not consider it a benefit. Many additional irreplaceable desirable and highly desirable trees will be lost by the construction of such a wide path. Tree removal also exacerbates flooding in the area and requires further expensive engineering solutions.

**6. Stormwater Concerns:** Much of Riverwoods's southwest area is impacted by Des Plaines River stormwater and is designated as floodplain. RPC is extremely concerned that water mitigation strategies for the Project are understated in the EA. The three key factors that underlie RPC's concern are: (1) the removal of trees along Section B that significantly absorb rainwater, prevent soil erosion and absorb pollutants has not been clearly addressed, (2) the impact of rainwater directed into the Des Plaines River via the proposed "closed" system drainage versus the existing drainage ditches (where a portion of water is absorbed locally) must be measured and communicated, and (3) Lake County Stormwater Commission has raised the alarm due to projected climate change and upriver industrial development on the area. It is LCDOT's responsibility to ensure that property owners in the Project area will not have additional stormwater risk from the Project. RPC does not believe that this risk is adequately addressed in the EA.

**7. Overriding Environmental and Aesthetic Consequences of Destroying Irreplaceable Natural Resources, and Costs to Riverwoods Residents.** Given major concerns about climate change and wetlands, the environmental and aesthetic consequences from construction of Section B -- to potentially save a few minutes of driving time -- are not worth the costs. As RPC stated in Comment 14, most or all of the supposed benefits from proposed Section B appear to apply primarily to residents outside the "immediate area" of Riverwoods, with all of the environmental and aesthetic costs falling on Riverwoods residents.

**In summary:**

1. RPC's concerns relate to LCDOT's proposal for construction of Section B, the two miles of Deerfield Road through Riverwoods. RPC believes that construction of Section A will solve perceived Deerfield Road issues. LCDOT has not studied the exclusive solution of

constructing a westbound right turn lane in Section A to solve its perceived issues along Section B, and not reconstructing Section B as proposed. If LCDOT feels that the Deerfield Road pavement in Section B must be reconstructed due to age, then LCDOT should perform the reconstruction without any "extras" such as an eight-foot-wide multi-use path.

2. Traffic delay and traffic crash data for Section B is outdated and not credible, and cannot be used to make accurate projections of traffic to the year 2040. LCDOT should decrease the speed limit along Section B immediately, which will incur little cost, and study the impact on perceived traffic delays and crashes.

3. LCDOT has not adequately studied the impact of the Project on trees in Section B under Riverwoods's Tree and Woodland Protection Ordinance.

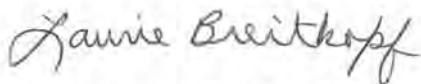
4. LCDOT should perform a cost-benefit analysis of constructing the proposed eight-foot-wide multi-use path along Section B, including the impact of destroying irreplaceable desirable and highly desirable trees with DBH of 1.5 inches and greater.

5. Water mitigation strategies for the Project are understated. It is LCDOT's responsibility to ensure that property owners in the Project area will not have additional stormwater risk from the Project. RPC does not believe that this risk is adequately addressed in the EA.

Thank you for the opportunity to make these public comments.

Respectfully submitted,

RIVERWOODS PRESERVATION COUNCIL



By: Laurie Breitkopf, Vice President & Director

Attachment



**CHRISTOPHER B. BURKE ENGINEERING, LTD.**

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

May 28, 2021

Riverwoods Preservation Council  
Riverwoods, IL 60015

Attention: RPC President David Schimberg, Vice President Laurie Breitkopf, Ex-Officio Mike Clayton

Subject: Deerfield Road Phase I Study – Lake County Division of Transportation  
RPC Initial Public Hearing Comment Response

Dear Mr. Schimberg and Ms. Breitkopf:

This letter is in response to the initial comments received on May 17, 2021. Per your request at our coordination meeting on May 17, 2021, we have prepared a response to the initial questions you submitted. We understand that more formal comments may be forthcoming and that these initial comments will not be the official comments from the RPC reflected in the Public Hearing record.

**Comment 1: Employment patterns and traffic conditions have changed dramatically since the Deerfield Road traffic data was compiled (3-5 years ago). Working from home already was becoming a norm pre-pandemic. One significant result of the pandemic is that employers are highly likely to decrease the requirement to commute to an office on a daily basis. Further, anti-collision technology in vehicles is standard, and will prevent most or all rear-end collisions. In addition, the speed limit on Deerfield Road could be lowered immediately for immediate safety benefits. Has LCDOT updated its traffic capacity and safety studies (or does it intend to do so) to address these phenomena?**

Response 1: Per our project development requirements, we must utilize traffic projections for the planning horizon dictated by the [Chicago Metropolitan Agency for Planning \(CMAP\)](#). The planning horizon for the initial stages of the project development was year 2040. More information about how the traffic projections are developed can be found on their website and also appendix A of the EA. Generally, it is population and employment growth based.

We understand that technology is improving the safety of vehicles with crash detection, however, there is still human error involved with crashes. It will take many years for all vehicles on the roads to be utilizing such technology. As of right now, this technology is not factored into the decision making process about how to mitigate rear end crashes, which we see occurring along Deerfield Road. The addition of the center bi-directional turn lane was not solely selected because of the safety benefits, which does project injury crashes to be reduced 50%. The center turn lane also removes vehicles from the through lane,

which causes backups along Deerfield Road and refuge for motorists turning into their side streets and driveways, which can be difficult during rush hours. If a 2-lane roadway were to be built along Deerfield Road, 8-foot shoulders would be provided (total of 40-feet). The current proposed improvement provides a three lane roadway with curb and gutter and bike friendly shoulders (40'). The pavement width of both of these options is the same and the selected alternative better address the needs for Deerfield Road (mobility, safety, operations). Also, the addition of curb and gutter eliminates the needs for large roadside ditches, which can take up to 18-feet on both sides of the road. Due to the need for roadside ditches, the 2-lane alternative has a larger footprint than the 3-lane curb and gutter alternative. This is further explained in detail in Chapter 2 of the EA.

The speed limit, per regulations, has a set methodology for being established, which is conducted following the construction of the project. The current speed limit is 40 mph and was utilized for the design of the roadway. A speed study will be conducted following the construction of Deerfield Road.

The capacity of Deerfield Road between the River and Saunders/Riverwoods Road is unchanged from existing conditions, as we are proposing to maintain one lane in each direction. The capacity and safety studies have been completed during Phase I Engineering and are documented in the EA. We do not plan to update them at this time since they currently follow state and federal guidelines.

**Comment 2: What is the specific impact of the proposed Deerfield Road improvements on Illinois Natural Areas Inventory site 341SF?**

Response 2: A small impact within a privately-owned portion of the Herrmann's Woods Illinois Natural Areas Inventory (INAI) site located at the northeast corner of the Deerfield Road and Hoffman Lane intersection will be necessary to complete drainage improvements. At the street corner, a temporary easement of 141 square feet is required for culvert installation/construction activities and to re-establish existing drainage patterns. A permanent easement of 200 square feet is necessary for future anticipated culvert maintenance. Refer to Section 3.12.4 of the Environmental Assessment (EA) for additional information.

**Comment 3: Why aren't Dundee Road and Route 60 included as major arteries over the Des Plaines River that are available to "southern Lake County"?**

Response 3: These roadways are available for folks in southern Lake County to use, however they are further away from motorists that would utilize Deerfield Road. Additionally, Dundee Road does not have an interchange with I-94, which is an element of Deerfield Road that draws motorists. The travel pattern for users of Deerfield Road are from the west/northwest going east/southeast in the morning and then making the reverse trip in the evening; many of these users are accessing I-94 with the partial interchange at I-94. When evaluating the demand for people using Deerfield Road, the nearest east/west options are Lake Cook Road to the south and IL Route 22 to the north, which both connect to the interstate system. In Appendix A of the EA (Full purpose and need), the users of Deerfield Road are identified in figure 1-6.

**Comment 4: What determination was made under CFR450.320 that the addition of a dedicated right turn lane westbound at Milwaukee Rd. wouldn't solve the so-called congestion issue (which may not still exist)? Please provide us with the analysis. In addition, the lengthening of the duration of eastbound green lights at Milwaukee Avenue and Deerfield Parkway seems to have cleared that backup entirely.**

Response 4: CFR 450.320 pertains to programmatic mitigation. This code of federal regulations grants authority to the Metropolitan Planning Organization (MPO) the authority to develop a programmatic mitigation plan to address a specific item. The MPO, in our case CMAP, distributes various federal funding to agencies (State, County, local Municipalities) within their jurisdiction and can through their authority decide to grant funding targeting a certain larger mitigation measure throughout the MPO authority area.

The determination for the addition of a dedicated right turn lane at Milwaukee Avenue was determined during the alternatives evaluation process. The alternatives development process is described in detail in Appendix B of the EA. Addressing the congestion issues at the Milwaukee Avenue intersection is the source of the significant delays in the PM westbound direction. For the proposed improvements, we utilize projected 2040 traffic to evaluate various intersection alternatives. We may be misunderstanding this question, so please clarify.

**Comment 5: Section 2.4: I've lived in Riverwoods 34 years, David has lived here 29 years, and Mike has lived here a similar number of years. None of us has ever experienced a travel time at rush hour (or any other time) on Deerfield Road of 36 minutes. Please provide support for this number. It seems to be a major factor supporting the expansion but is unbelievable to all of us. In addition, wait times via side streets are a minor issue, and do not necessitate Deerfield Road expansion.**

Response 5: The discussion of this delay is described in the Purpose and Need for the project in Chapter 1 and Appendix A (1.3.1) of the EA. The delay referenced is for the westbound, PM rush hour and was developed using Synchro traffic modeling software. When the traffic model is developed we calibrate it to field conditions so that the backups are close to existing conditions. From our observations, the PM rush hour backups can extend beyond Portwine Road and almost to Saunders/Riverwoods Road intersection. This analysis of the corridor shows that the Milwaukee Avenue intersection is causing the PM westbound backups, so this was further investigated during the alternatives development process. Eleven build alternatives were evaluated at the Milwaukee Avenue intersection (Section A). Through that evaluation process we looked at each individual lane improvement for the westbound direction, such as the addition of an exclusive right turn lane, the addition of a third through lane (leading into the new 3<sup>rd</sup> lane along the Woodman's site), and second left turn lane. We determined that all three of these additions are needed for the westbound direction, which through our traffic modeling showed to dramatically reduce the delays experienced in the PM rush hour. We would like to point out that the second westbound left turn lane is primarily being added due to the need for a second left turn lane on the opposite leg of the intersection (eastbound left turn movement); when we add a second left turn lane on one leg, we must create the space to add it on the opposite side to make sure all the lanes



align together. Refer to EA Chapter 2 and EA section 2.2.1 for more discussion on the alternatives evaluated at the Milwaukee Avenue intersection.

**Comment 6: Section 3.1.1: Please explain the conclusion that access to local business would not be restricted by the proposed improvements. Local businesses and the Village believe the opposite is true. In particular, access to Colonial Court shopping center will be significantly harmed and the loss of 35 parking spaces is severely limiting.**

Response 6: The access to Colonial Court along Deerfield Road will change from full access to right-in-right-out. To address the larger needs of the intersection and efficiently move vehicles through the intersection, we must add additional lanes along Deerfield Road, specifically on the east leg of the intersection. The addition of 2-left turn lanes requires the need of a curbed barrier median. Also, there will be 8 total lanes on Deerfield Road, right at the intersection. Allowing full access to a property within such close proximity to the intersection where they must cross 6-lanes to make a left turn is an un-safe condition. As part of the planning process and in conjunction with the Village of Riverwoods, we have planned for a new access drive/roadway from the existing Federal Life access drive (which mirrors the Village's access road/drive on the south) to connect to Colonial Court. This intersection is being set-up for a future signal when traffic warrants are met. This intersection will have a dedicated left turn lane allowing motorists to turn left safely and potentially access the Colonial Court site. This access drive would be pursued by the Village or private owner/developer. We have designed for a southbound u-turn movement at the Milwaukee Avenue intersection, which allows quick access to Colonial Court. Additionally, the Colonial Court property owner recently completed construction of a  $\frac{3}{4}$  access off of Milwaukee Avenue, allowing southbound left turns. We acknowledge the parking impacts to the Colonial Court site, which they will be compensated for. Addressing the delays and congestion at this intersection for the nearly 20,000 cars a day that use Deerfield Road will provide easier and quicker access to the various properties along Deerfield Road.

**Comment 7: Section 3.1.7: The statement regarding no anticipated economic impacts appears inaccurate. Access to the primary commercial area in the Village will be significantly affected without major investment by the Village and property owners.**

Response 7: All access driveways are being maintained or consolidated with the proposed improvement. Planning for future access and land use is being made with a potential future signal at the Village access drive to plan for future development/connections to the north and access to the properties to the south. With the proposed improvement the congestion is being addressed along the east leg of the intersection and dedicated turn lanes provided. A U-Turn is being provided for southbound Milwaukee Avenue for motorists to make efficient entry to Colonial Court. Addressing congestion and safety at the intersection will help provide better access during rush hours.

**Comment 8: Given the major concerns about climate change and wetlands, please explain the conclusion that the environmental and aesthetic consequences from this project to potentially save a few minutes of driving time are worth the costs. It appears that all of the environmental and aesthetic costs fall on Riverwoods residents with few benefits.**

Response 8: Potential environmental impacts associated with the proposed improvements have been avoided or minimized and will be mitigated per applicable County, State, and Federal requirements. Impacts to corridor aesthetics will be minimized to the extent practicable, while improving Deerfield Road and updating the roadway design to current standards.

Regarding climate change, the proposed improvements have been designed using the latest rainfall data from the Illinois State Water Survey (ISWS) Bulletin 75. The stormwater design meets the requirements of the Illinois Department of Natural Resources (IDNR) – Office of Water Resources (OWR), the Illinois Department of Transportation (IDOT), and the Lake County Stormwater Management Commission (LCSMC) for stormwater conveyance, storage, and water quality. Peak stormwater flows will be controlled, and stormwater systems will be sized to provide safe passage to the traveling public and to reduce overland flooding on adjacent properties. Wetland impacts have been minimized through the alternatives analysis and during Preliminary Engineering. Wetland mitigation is discussed below at Response 16.

**Comment 9: Section 3.6.1.3 (page 3-22): What is the basis for the statement “In general, the woodland edges that would be impacted by the proposed project are degraded and appear to have been adversely affected by adjacent land uses...”? At the same time, the EA also says “Due to adaptability and hardiness of the tree species typically occurring...”. These statements appear to be contradictory depending on what justification is being attempted.**

Response 9: In our opinion, these statements are not contradictory. In general, based on our observations made during the tree survey completed for this project, it appeared that immediately adjacent to Deerfield Road, woodland degradation has occurred due to urbanization and the encroachment and dominance of invasive weedy species such as black cherry, box elder, common buckthorn, and honeysuckle. The project study area also has a large number of dead standing trees that appeared to be diseased green ash. The dominance of these tree species (at the time of our field visit) and the repeated tree trimming under the power lines, appear to have reduced the quality of the wooded areas immediately adjacent to Deerfield Road. During their site visit, the Illinois Natural History Survey (INHS) also observed wooded roadsides densely populated with common buckthorn and other shrubs. See Section 3.6.1.1 of the EA for additional information.

The tree species at the woodland edge are typically more tolerant to development than more conservative species that may be located further into the interior of the woodland (i.e., further from the roadway). The woodland edge tree species that remain after construction of the proposed improvements are likely to survive and continue to provide their pre-construction woodland functions.

**Comment 10: The question “How will loss of trees be mitigated?” has not been answered by saying "a tree mitigation plan will be developed." The EA offers no guarantee of using best efforts to mitigate significant loss of higher quality and/or large diameter trees. Qualifying words such as "to the extent possible consistent with standards of highway safety" (Section 3.6.1.4) and "[a]s practical and feasible" (Section 3.6.1.3) are insufficient protection for these irreplaceable natural resources.**

Response 10: As previously discussed, anticipated tree removals were based on tree location within existing or proposed right-of-way and proposed easement areas. During Final Design, the project team will continue to refine the project design and look for ways to avoid and minimize tree impacts. Trees (as mitigation) will be planted within the project corridor. We will develop a Landscape/Tree Replacement Plan as we move forward with Final Design. However, there is limited planting space within the proposed right-of-way and easement areas. The project team acknowledges the RPC's concern with tree mitigation and we will continue to coordinate with the Village of Riverwoods and the RPC during Final Design.

**Comment 11: Section 3.14: In this Section and elsewhere (e.g., Section 3.1.3), the EA states that the proposed improvements are "likely to increase the use of Deerfield Road." Please provide studies showing the anticipated increased traffic numbers and subsequent time delays from increased use of Deerfield Road, and how this increased use will offset projected improvements.**

Response 11: Figure 2-5 in Appendix B shows the projected 2040 traffic for the various build alternatives. The existing average daily traffic is 19,500. If nothing is done, traffic is projected to increase to 20,200 by year 2040. With the proposed improvement the traffic is projected to increase to 20,600 by year 2040.

**Comment 12: Section 3.14: The EA states that the increased use of Deerfield Road "could increase the value of businesses near the Milwaukee Avenue intersection." Please provide the studies supporting this suggestion. Did LCDOT study whether the increased use of Deerfield Road could decrease home values along Deerfield Road?**

Response 12: By addressing the congestion issues at the Milwaukee Avenue intersection and providing for safer and more efficient access, motorists have better accessibility. Traffic is not projected to increase significantly by year 2040 (6% increase). As part of the Phase I process, there is not approved methodology for determining specific property values post construction of the project, due to subjectivity. Some property owners may view the improvements as a net benefit to them, while others may not. Properties that are impacted, will have the proposed impact appraised and they will be compensated for the loss of their property value, which includes loss of parking stalls, trees, fences, landscaping, etc.

**Comment 13: Sections 3.14.1 and 3.9.3: Contrary to the EA's conclusion, there are currently significant discussions about major changes in "future land use near the project." In particular, Federal Life recently has sought to sell its property near the intersection of Deerfield Road and Milwaukee Avenue to a housing developer. In addition to traffic issues, such a development would impact the proposed option for compensatory storage on the Federal Life site (Section 3.9.3). Further, the Village has discussed major changes to the Colonial Court and Shoppes of Riverwoods shopping centers at that intersection.**

Response 13: Throughout the duration of this project, we have worked continuously with the Village through our 12 coordination meetings to design the roadway to be most compatible with their future plans. As such, we have planned for a future signal at the Village's access roadway near Brentwood and Federal Life. This signal is not incorporated into this project because it does not meet signal warrants. When traffic volumes on the access road or access

drive/road to the north to Federal Life, a signal could be sought by the Village and/or developer/property owner. We have been in direct coordination with Federal Life to continue to relay project information to them and seek input on the proposed improvements. A potential future signal to their site will likely be a desirable asset to any development that is proposed at that location.

**Comment 14: Section 3.15: The EA concludes that the commitment of irretrievable and irreplaceable resources will benefit "residents in the immediate area, state and region" by improving accessibility, safety, time savings and quality services. Most or all of these assumed benefits appear to apply only to residents outside the "immediate area" of Riverwoods. The loss of many old, large, irreplaceable and valuable trees certainly is not a benefit to Riverwoods property owners or to Riverwoods as a community.**

Response 14: We acknowledge your concern regarding the loss of trees. The project team has committed to continue to evaluate potential tree impacts during Final Design with the goal of further avoidance/minimization. Contrary to the comment above, our studies suggest that residents in the immediate area of Riverwoods, along with others who use Deerfield Road, will receive benefits (e.g., safety, decreased travel time, non-motorized connections, drainage improvements) from this project.

**Comment 15: Please explain why sodium chloride from the road is not listed as a threat the project area ecosystem.**

Response 15: Surface water resources, including impairment causes and sources, are discussed in Section 3.7 of the EA. Best Management Practices (BMPs) will be used to protect water resources during winter maintenance activities (including chlorides) after the proposed improvements are constructed. LCDOT follows an award-winning Snow and Ice Control Program for roadways within its jurisdiction and emphasizes sensible salting in an effort to ensure that the proper amount of chemicals is used for each unique snow and ice event.

**Comment 16: How was wetland impact measured? Where is the Des Plaines watershed going to "replace" .67 acres of wetlands?**

Response 16: Wetland impact was measured in acres. The proposed right-of-way and proposed easements were used to determine the wetland impacts throughout the project corridor, except at the high-quality wetlands. Potential indirect wetland impacts were also factored into the impact analysis (e.g., if the project would impact the majority of a wetland and only a small portion of the wetland extended beyond the proposed right-of-way, the entire wetland was considered impacted). At the high-quality wetlands (i.e., Wetlands 1, 15, and 17) where the mitigation ratio was assumed to be 5.5:1, the anticipated construction limits were used to determine impacts. Potential wetland impacts will be refined during Final Design and Permitting. Prior to construction, all necessary wetland permits and approvals will be obtained.

The proposal that will be presented to the regulatory agencies during Final Design and Permitting is to provide the necessary wetland mitigation credit (e.g., up to 1.74 acres of credit) at the Buffalo Creek Forest Preserve Wetland Mitigation Bank in Long Grove, Illinois (in the Des Plaines River drainage basin).

For additional information see Section 3.10 of the EA.

**Comment 17: What is the wetland and water mitigation impact from removing hundreds of trees from the 2-mile stretch of Deerfield Road?**

Response 17: Soil erosion and sediment controls will be installed prior to construction and seeding/landscaping will be provided for the post-construction condition. To mitigate for tree impacts, trees will be planted along the project corridor where practical and feasible (see Response 10 above). To the extent practical, stormwater runoff will be filtered through Best Management Practices (BMPs), such as water quality devices, ditches, or detention facilities before discharge into wetlands or other surface waters. Based on geotechnical analysis, additional infiltration BMPs may be considered during Final Design.

As previously stated, the proposed improvements have been designed using the latest rainfall data from the ISWS Bulletin 75. The stormwater design meets the requirements of IDNR-OWR, IDOT, and LCSMC for stormwater conveyance, storage, and water quality. Peak stormwater flows will be controlled, and stormwater systems will be sized to provide safe passage to the traveling public and to reduce overland flooding on adjacent properties.

Wetland impacts have been minimized through the alternatives analysis and during Preliminary Engineering. Wetland impacts will be mitigated at a 1.5:1 minimum ratio (a higher mitigation ratio will be used for higher quality wetlands) – so that there is no net loss of wetland resources. See discussion above at Response 16.

**Comment 18: What studies have been conducted showing the safety benefits of a two-way left turn lane?**

Response 18: Through the project, we have utilized a methodology to predict future injury crashes for each of the alternatives, as shown in Appendix B Figure 2-5. The proposed improvement is projected to decrease injury crashes by 51.4%. FHWA has conducted studies on the safety benefits of bi-directional center turn lanes, which show to decrease injury crashes by 26.1% and reduce rear end crashes by 38.7%.

<https://www.fhwa.dot.gov/publications/research/safety/08046/index.cfm>

**Comment 19: Please provide studies showing the anticipated benefits versus costs of the proposed multi-use path. Please provide studies indicating, by community, who is anticipated to use such a path.**

Response 19: The proposed multi-use path along Deerfield Road has been identified on Lake County's 2040 non-motorized plan as a regional path, which connects to the Des Plaines River Trail. As such, the proposed multi-use path is being included with this project as a Lake County managed facility.

<https://www.lakecountyil.gov/DocumentCenter/View/2008/Standard-Details-2040-Poster-Transit-Side-PDF?bidId=>

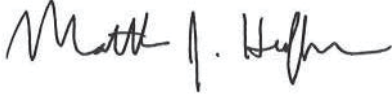
**Comment 20: Section 5.0: What are the standards justifying a Finding of No Significant Impact (FONSI)?**

Response 20: A FONSI is a Federal agency decision document that presents the reasons why an action will not have a significant effect on the human environment and for which an Environmental

Impact Statement (EIS) will not be prepared (see the Council on Environmental Quality [CEQ] definition at 40 CFR 1508.1(l)). Additional information regarding the consideration of whether the effects of a proposed action are “significant” can be found at 40 CFR 1501.3(b).

If you have any questions, please do not hesitate to contact us.

Sincerely,



Matthew Huffman, P.E.  
Project Manager



Peter M. Knysz  
Senior Environmental Policy Manager

CC: Chuck Gleason – LCDOT

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# Public Hearing Comment Form



The Lake County Division of Transportation (LCDOT) is conducting a virtual Public Hearing concerning the Deerfield Road Phase I Preliminary Engineering and Environmental Study. The Deerfield Road study area is from Milwaukee Avenue on the west to Saunders/Riverwoods Road on the east, a distance of approximately 2 miles. All public hearing materials, including the Environmental Assessment and Preferred Alternative design, will be available on the project website (DeerfieldRoadCorridor.com) beginning May 10<sup>th</sup>.

Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. The purpose of the virtual Public Hearing is to present the Preferred Alternatives and seek public comment on the Environmental Assessment. Comment forms can be mailed to: Matt Huffman, Consultant Project Manager, 9575 W Higgins Rd Ste 600, Rosemont, IL 60018, or emailed to DeerfieldRoadCorridorComment@cbbel.com

To be included in the meeting record, please send comments by Monday, June 14, 2021.

The project study group is specifically seeking input on the following:

- Preferred Alternative
- Environmental Assessment

IN REGARDS TO THE DEERFIELD ROAD PROJECT:

WE LIVE ON DEERFIELD ROAD AND THORNMEADOW.

I AM QUESTIONING TWO POINTS AS WE ARE GREATLY AFFECTED BY THE PROJECT.

1. AS THE TRAFFIC INCREASES, THE NOISE DOES AS WELL. WITH THE ROAD SPACE INCREASING, HOW MUCH OF THE FOREST ON OUR PROPERTY WILL BE REMOVED? THIS DISPLACES ANIMALS AND BRINGS THE NOISE LEVEL EVEN CLOSER TO OUR HOME.

MY DISABLED SON NEEDS TIME TO REST AND

QUIET WHICH IS ONE REASON THE HOME WAS PURCHASED. WE HAVE NO IDEA HOW MUCH OF OUR SPACE (PROPERTY) THIS PROJECT WILL USE.

2. INSTEAD OF "WALLS", HOW ABOUT PRIVACY HEDGES OR ARBORVITAE TO BLEND INTO THE FOREST.

(Optional, Please Print)

Name /Affiliation

Address

City/State

Zip Code

Phone No.

E-Mail Address

I would like to receive e-mails on this project

I would like to receive additional e-mails /correspondence from Lake County



EMPLOYEE OWNED

2631 LIBERTY LANE, JANESVILLE, WISCONSIN 53545  
PHONE (608) 754-8382 FAX (608) 754-8317

May 17, 2021

Matt Huffman  
Christopher B Burke Engineering Ltd  
9575 W Higgins Rd Ste 600  
Rosemont IL 60018

Hello-

Please send any future mailings to us here at the corporate office, as none of our store locations are to receive mail. Everything received gets processed here, and then forwarded on.

Thank you

Lee Walker  
Receptionist/Licensing Clerk



**From:** [REDACTED]  
**To:** [Matthew Huffman](#)  
**Cc:** [Gleason, Chuck L.](#)  
**Subject:** Re: Deerfield Road, SIG Update and Public Hearing Announcement  
**Date:** Thursday, May 6, 2021 10:17:45 AM

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Thanks Matt, I'll contact you if I think it would be good to discuss any ideas I have. We have a big cycling group that uses this section, as I've mentioned, and Lake County seems to have similar questions about what level of expansion is right for other "growing" streets so we want to make sure we have a great solution here.

One thing I've noticed is that shoulders (like the ones that Lake County has added for certain streets—Gilmer comes to mind) are great for cycling BUT only if they're kept clean of debris. We see lots of dirt, stones, gravel, branches, car parts in these 4-5 foot shoulder which prevent us from using them, and make drivers upset when we don't.

[REDACTED]

On May 6, 2021, at 10:12 AM, Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)> wrote:

[REDACTED]

Thank you for the response. I am sorry to hear you are unable to attend the SIG meeting and Public Hearing. We will have a recording of the May 25<sup>th</sup> hearing posted to the project website. All the project materials will be posted on the project website. After your review of the project materials, if you would like to setup a time to talk about anything, we can certainly do so.

With Regards,  
Matt

**Matt Huffman, P.E.**  
*Senior Project Manager - Phase I Engineering Department*  
**Christopher B. Burke Engineering, Ltd.**  
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018  
Office: (847) 823-0500 Cell: (847) 804-7615 Fax: (847) 823-0520  
E-Mail: [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)

[<image001.png>](#) [<image002.png>](#) [<image003.png>](#)

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"You cannot escape the responsibility of tomorrow by evading it today."  
- Abraham Lincoln

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**From:** [REDACTED]  
**Sent:** Thursday, May 6, 2021 10:08 AM  
**To:** Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)>  
**Subject:** Re: Deerfield Road, SIG Update and Public Hearing Announcement

Hi Matt,

I'd love to have a preview of the project update but unfortunately can't make the May 19th time as I coincidentally have an Active Transportation Alliance board meeting at that time. And I likely won't be able to attend the May 25th meeting either. I guess I'll have to review the materials online.

Thanks,

On May 6, 2021, at 9:16 AM, Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)> wrote:

Dear Stakeholder Involvement Group Member,

We hope this email finds all of you well during this challenging past year with COVID. It has been some time since we last reached out and we apologize for the delay in communication with you all. As you may have suspected, the Deerfield Road project development slowed down a little bit due to the COVID pandemic. We have all adapted and have been conducting nearly all of our project development activities and coordination efforts virtually. We are nearing the completion of Phase I Engineering (Planning Phase of the project), which culminates with a final Public Hearing to seek input on the Preferred Alternative and Environmental Assessment.

Following Public Meeting #2 in October 2018, which announced the preferred alternative for the project, the project team has spent the last several years designing the preferred alternative and preparing various engineering documents/reports as well as assessing the environmental effects, obtaining necessary environmental clearances, and preparing the Environmental Assessment report. A draft Environmental Assessment report was submitted to IDOT and the Federal Highway Administration (FHWA) in December 2019 and we just received their approval over the last several months. The next step is to hold a Public Hearing to seek public comments/input on the preferred alternative design and the Environmental Assessment report.

Please mark your calendars for Tuesday, May 25, 2021 at 4:00pm for the Public Hearing, which will be held virtually. This live, virtual event will also grant the public opportunity to provide their 2-minute statement to a court reporter regarding the Preferred Alternative and the EA. A Q&A session with the project team will follow the public comment opportunity. Participants can register to join the public hearing at any time by visiting the project website at [DeerfieldRoadCorridor.com](http://DeerfieldRoadCorridor.com). The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021

Time: 4:00 PM

Register: [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com)

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10<sup>th</sup>. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10<sup>th</sup>, the beginning of the comment period. Any property owners along the corridor that have

proposed property acquisition will receive a special mailing providing them detailed information about the proposed acquisition from their property. About 1,600 post cards are being mailed out within the project study area.

Comments received between May 10 and June 14, 2021, will be specifically added to the public hearing record. Comments can be submitted via email to [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com). For those that would like to view hard copies of the public hearing materials we are asking them to contact Matt Huffman at 847-823-0500 to make arrangements.

**Lake County and the Project Team will be offering a virtual SIG meeting on Wednesday, May 19<sup>th</sup> at 6 pm via Zoom to provide a Public Hearing preview and answer any questions the SIG may have about the preferred alternative design and Environmental Assessment. We will only hold the meeting if there is enough interest from the SIG, so please RSVP by Wednesday, May 12<sup>th</sup> to [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com) if you are interested in attending.**

The Deerfield Road Phase I Engineering Study is anticipated to conclude in Summer 2021. Phase II Engineering (i.e., Design Engineering) and Land Acquisition will be ongoing for the next several years with the construction anticipated to start in late 2023 or early 2024. The formal land acquisition process will not begin until Phase I Engineering has been completed. Initial contact with affected property owners is anticipated to occur in Fall 2021.

If you have any questions or concerns, please reach out to myself (contact information below) or Chuck Gleason, Lake County DOT project manager, at 847-377-7447 or [cgleason@lakecountyl.gov](mailto:cgleason@lakecountyl.gov).

With Regards,  
The Deerfield Road Project Study Team

**Matt Huffman, P.E.**

*Senior Project Manager - Phase I Engineering Department*

**Christopher B. Burke Engineering, Ltd.**

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

Office: (847) 823-0500 Cell: (847) 804-7615 Fax: (847) 823-0520

E-Mail: [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)

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"You cannot escape the responsibility of tomorrow by evading it today."

- **Abraham Lincoln**

**From:** [Gleason, Chuck L.](#)  
**To:** [Matthew Huffman](#)  
**Subject:** FW: Deerfield Rd  
**Date:** Monday, May 10, 2021 7:13:34 AM

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Matt, I'm not sure why I received this, but wanted you to see, thanks.

-----Original Message-----

From: [REDACTED]  
Sent: Saturday, May 8, 2021 11:52 AM  
To: Gleason, Chuck L. <CGleason@lakecountyil.gov>  
Subject: Deerfield Rd

Good morning,

My major concern is, of course, that the whole project is proceeding unnecessarily because if there is money, it must be spend. Improving he intersection is probably sufficient for traffic flow.

My second concern is that the creek that runs under Deerfield Rd. has often backed up and flooded properties south of Deerfield Rd. Mine is one of them.

I assume you would e mindful of that and give us written assurance that you wouldn't flood us out.

[REDACTED]

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Deerfield Road upgrade  
**Date:** Monday, May 10, 2021 4:09:18 PM

---

I would like to see an improvement to a portion of the paved shoulder on south side of Deerfield Road, approximately 800 feet west of Thornmeadow Road. The paved shoulder disappears and then reappears, forcing eastbound bicyclists into the roadway.

[REDACTED]

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Deerfield road  
**Date:** Monday, May 10, 2021 10:04:14 PM

---

Will you be putting in a viable safe bike path connecting from Milwaukee road to Saunders so we can safely travel from Buffalo Grove to Deerfield downtown?

[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Matthew Huffman](mailto:Matthew.Huffman@villageofriverwoods.com)  
**Cc:** [hhollander@villageofriverwoods.com](mailto:hhollander@villageofriverwoods.com)  
**Subject:** Re: ??????????  
**Date:** Monday, May 10, 2021 1:49:39 PM

---

Hi Matt,

If you have any extra print copies of the E. A. , I's be interested in receiving one.

And.....I'll read it.

Thanks much,

[REDACTED]

----- Original Message -----

**From:** [Matthew Huffman](mailto:Matthew.Huffman@villageofriverwoods.com)  
**To:** [REDACTED] [hhollander@villageofriverwoods.com](mailto:hhollander@villageofriverwoods.com)  
**Sent:** Friday, April 16, 2021 7:43 PM  
**Subject:** Re: ??????????

[REDACTED]

Thank you again for your interest pertaining the Deerfield Road project. The public hearing will be virtual on May 25th. The Environmental Assessment will be released to the public on May 10th on the project website with hard copies available for viewing at Village Hall. Mailings for the Public Hearing and release of the EA will be sent out the first week of May.

Thank you,  
Matt Huffman

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**From:** [REDACTED]  
**Sent:** Friday, April 16, 2021 7:14 PM  
**To:** [hhollander@villageofriverwoods.com](mailto:hhollander@villageofriverwoods.com); Matthew Huffman  
**Cc:** Matthew Huffman  
**Subject:** ??????????

Hi Henry/Matt,

Do you know if there is a date and time yet for the public hearing in May

regarding the road project?

Tnx,





## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Tuesday, May 11, 2021 11:56 AM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

I'm very glad to see non-motorized travel being included here!

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C03aaddee7ee0401ee64608d9149db6a0%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637563489917744900%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCi6Mn0%3D%7C1000&sddata=%2Fq%2Ffp%2FseQRlwVDZA6RDQQMUskrxmzAZ8wdwE3kaY4aw%3D&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Tuesday, May 11, 2021 10:13 PM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

It is extremely disappointing and difficult to understand how a village that portends to espouse ecology and the beauty of nature, will destroy hundreds of trees and impact the environment immeasurably with this project. I am adamantly against this.

[REDACTED]

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C133ad64173944bdeb34c08d914f3e405%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637563860008608086%7CUnknown%7CTWFpbGZsb3d8eyJWIjojoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Deerfield Road Bike Path needed  
**Date:** Tuesday, May 11, 2021 2:14:22 PM

---

Hi

I want to register that closing the gap between Portwine Rd and the DesPlaines River Trail for bicycles and pedestrians is really important. I would like to ensure that is part of the project since it is a gap in the existing bike path network.

[REDACTED]

## Matthew Huffman

---

**From:** noreply@wspis.com  
**Sent:** Friday, May 14, 2021 11:50 AM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

We would like to express our gratitude to the Village and everyone working on this project. We LOVE the idea of having a turning lane. This will make it safer for us to get in and out of our driveways. I cannot tell you how many times i was almost rear-ended because the person behind me was not paying attention to my signal and having to stop to get into the driveway. I believe having this turn lane will prevent a lot of those issues. Also, we love the idea of having a new multi purpose path. Especially if it will connect to the Lincolnshire one. We have young kids and it's hard for them to go anywhere because of lack of this type of path. Having a bike path will allow them to be more active and interact more with other kids in the neighborhood. It is a beautiful area but i often feel like we are all individuals instead of a community because of this lack of multi purpose land use such as bike lanes or parks. This project is a step in the right direction for our community. We hope the project will be finalized with the idea of bringing the community together. We have a beautiful area and we all deserve to enjoy it. Thanks again for the great proposed project.

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C2532ded7513a4c14e40208d916f85ccb%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637566078257021216%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>



**From:** [REDACTED]  
**To:** [Matthew Huffman](#)  
**Cc:** [Peter Knysz](#); [Gleason, Chuck L.](#); [Martin Worman](#); [REDACTED]  
**Subject:** Re: Deerfield Road Project: RPC Meeting and SIG Meeting  
**Date:** Monday, May 17, 2021 1:38:02 AM

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Matt -

The following are some of our questions/discussion items relating to the proposed EA. As you are more aware than anyone, this document is massive; our questions only skim the surface. The RPC will file written public comments before the June 14, 2021 deadline to capture remaining concerns.

[REDACTED]

Questions/Discussion Items:

1. Employment patterns and traffic conditions have changed dramatically since the Deerfield Road traffic data was compiled (3-5 years ago). Working from home already was becoming a norm pre-pandemic. One significant result of the pandemic is that employers are highly likely to decrease the requirement to commute to an office on a daily basis. Further, anti-collision technology in vehicles is standard, and will prevent most or all rear-end collisions. In addition, the speed limit on Deerfield Road could be lowered immediately for immediate safety benefits. Has LCDOT updated its traffic capacity and safety studies (or does it intend to do so) to address these phenomena?
2. What is the specific impact of the proposed Deerfield Road improvements on Illinois Natural Areas Inventory site 341SF?
3. Why aren't Dundee Road and Route 60 included as major arteries over the Des Plaines River that are available to "southern Lake County"?
4. What determination was made under CFR450.320 that the addition of a dedicated right turn lane westbound at Milwaukee Rd. wouldn't solve the so-called congestion issue (which may not still exist)? Please provide us with the analysis. In addition, the lengthening of the duration of eastbound green lights at Milwaukee Avenue and Deerfield Parkway seems to have cleared that backup entirely.
5. Section 2.4: I've lived in Riverwoods 34 years, [REDACTED] has lived here 29 years, and [REDACTED] has lived here a similar number of years. None of us has ever experienced a travel time at rush hour (or any other time) on Deerfield Road of 36 minutes. Please provide support for this number. It seems to be a major factor supporting the expansion but is unbelievable to all of us. In addition, wait times via side streets are a minor issue, and do not necessitate Deerfield Road expansion.
6. Section 3.1.1: Please explain the conclusion that access to local business would not be restricted by the proposed improvements. Local businesses and the Village believe the opposite is true. In particular, access to Colonial Court shopping center will be significantly harmed and the loss of 35 parking spaces is severely limiting.

7. Section 3.1.7: The statement regarding no anticipated economic impacts appears inaccurate. Access to the primary commercial area in the Village will be significantly affected without major investment by the Village and property owners.
8. Given the major concerns about climate change and wetlands, please explain the conclusion that the environmental and aesthetic consequences from this project to potentially save a few minutes of driving time are worth the costs. It appears that all of the environmental and aesthetic costs fall on Riverwoods residents with few benefits.
9. Section 3.6.1.3 (page 3-22): What is the basis for the statement "In general, the woodland edges that would be impacted by the proposed project are degraded and appear to have been adversely affected by adjacent land uses..."? At the same time, the EA also says "Due to adaptability and hardiness of the tree species typically occurring...". These statements appear to be contradictory depending on what justification is being attempted.
10. Sections 3.6.1.3 and 3.6.1.4: The question "How will loss of trees be mitigated?" has not been answered by saying "a tree mitigation plan will be developed." The EA offers no guarantee of using best efforts to mitigate significant loss of higher quality and/or large diameter trees. Qualifying words such as "to the extent possible consistent with standards of highway safety" (Section 3.6.1.4) and "[a]s practical and feasible" (Section 3.6.1.3) are insufficient protection for these irreplaceable natural resources.
11. Section 3.14: In this Section and elsewhere (e.g., Section 3.1.3), the EA states that the proposed improvements are "likely to increase the use of Deerfield Road." Please provide studies showing the anticipated increased traffic numbers and subsequent time delays from increased use of Deerfield Road, and how this increased use will offset projected improvements.
12. Section 3.14: The EA states that the increased use of Deerfield Road "could increase the value of businesses near the Milwaukee Avenue intersection." Please provide the studies supporting this suggestion. Did LCDOT study whether the increased use of Deerfield Road could decrease home values along Deerfield Road?
13. Sections 3.14.1 and 3.9.3: Contrary to the EA's conclusion, there are currently significant discussions about major changes in "future land use near the project." In particular, Federal Life recently has sought to sell its property near the intersection of Deerfield Road and Milwaukee Avenue to a housing developer. In addition to traffic issues, such a development would impact the proposed option for compensatory storage on the Federal Life site (Section 3.9.3). Further, the Village has discussed major changes to the Colonial Court and Shoppes of Riverwoods shopping centers at that intersection.
14. Section 3.15: The EA concludes that the commitment of irretrievable and irreplaceable resources will benefit "residents in the immediate area, state and region" by improving accessibility, safety, time savings and quality services. Most or all of these assumed benefits appear to apply only to residents outside the "immediate area" of Riverwoods. The loss of many old, large, irreplaceable and valuable trees certainly is not a benefit to Riverwoods property owners or to Riverwoods as a community.
15. Please explain why sodium chloride from the road is not listed as a threat the

project area ecosystem.

16. How was wetland impact measured? Where is the Des Plaines watershed going to "replace" .67 acres of wetlands?
17. What is the wetland and water mitigation impact from removing hundreds of trees from the 2-mile stretch of Deerfield Road?
18. What studies have been conducted showing the safety benefits of a two-way left turn lane?
19. Please provide studies showing the anticipated benefits versus costs of the proposed multi-use path. Please provide studies indicating, by community, who is anticipated to use such a path.
20. Section 5.0: What are the standards justifying a Finding of No Significant Impact (FONSI)?

On 5/7/2021 11:14 AM, Matthew Huffman wrote:

Hi [REDACTED]  
We [REDACTED] available 5/17 after 2:30 and 5/18 after 2pm. The meeting would be held via Zoom.

Also, prior to the meeting, could you provide us a list of items and/or questions you would like to discuss? We would like to be as prepared as possible for the meeting so we can have a productive meeting.

Thank you,  
Matt

Matt Huffman, P.E.  
Senior Project Manager - Phase I Engineering Department  
Christopher B. Burke Engineering, Ltd.  
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018  
Office: (847) 823-0500 Cell: (847) 804-7615 Fax: (847) 823-0520  
E-Mail: [mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)

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"You cannot escape the responsibility of tomorrow by evading it today."  
- Abraham Lincoln

[REDACTED]  
[REDACTED]  
To: Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)>  
Subject: Re: Deerfield Road Project: RPC Meeting and SIG Meeting

Matt -

I've asked [REDACTED] whether 5/17 or 5/18 work (any time after 11 am). I [REDACTED] w their response. Do either of those dates work for your team?

I assume we would have a Zoom meeting.

[REDACTED]



On 5/6/2021 11:58 AM, Matthew Huffman wrote:

Hi [REDACTED]  
The [REDACTED] sounds good. Copies of the EA will be mailed out Monday morning to you and electronic copies will be available on the website starting Monday. I am sure you would like to review the EA before we meeting, so I am not sure if sometime next week is too early to meet? Can you provide some dates and times that work for the RPC? Preferably we would like to meeting during business hours, but understand if that is not possible.

From our prior conversation, we understand the tree impacts are a very big concern. In the EA, the worst case scenario is shown, which assumes all trees within existing right-of-way, permanent easements and temporary easements are potentially impacted. The reality is that we will not impact all those trees, but for Phase I Engineering we assume any tree within those areas could be impacted. In the background as we complete Phase I Engineering (planning phase), our Phase II Engineering (detailed design phase) team has been working on refining the project design to minimize impacts and private property acquisition. We have prepared an updated tree impact table based on the current working design and reduced footprint, which is not being shared at this Public Hearing but we would like to share that information with you so you have the latest information.

Regards,  
Matt

Matt Huffman, P.E.  
Senior Project Manager - Phase I Engineering Department  
Christopher B.  
Burke Engineering, Ltd.  
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018  
Office: (847) 823-0500 Cell: (847) 804-7615 Fax: (847) 823-0520  
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"You cannot escape the responsibility of tomorrow by evading it today."  
- Abraham Lincoln

[REDACTED]

To: [REDACTED]

[REDACTED] ad Project: RPC Meeting and SIG Meeting

Matt, I have 2 requests:

1. The Riverwoods Preservation Council would like to schedule a meeting with you and LCDOT regarding the Deerfield Road

Project  
Environmental Assessment; and

2. I would like to attend the SIG meeting on May 19.

Please let me know potential dates and times for the RPC-  
CBBEL/LCDOT meeting. Thanks!

Best regards,



**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#); [matt.fuller@dot.gov](mailto:matt.fuller@dot.gov); [john.sherrill@illinois.gov](mailto:john.sherrill@illinois.gov); [dwayne.ferguson@illinois.gov](mailto:dwayne.ferguson@illinois.gov); [kristen\\_voorhies@fws.gov](mailto:kristen_voorhies@fws.gov); [pelloso.elizabeth@epa.gov](mailto:pelloso.elizabeth@epa.gov); [westlake.kenneth@epa.gov](mailto:westlake.kenneth@epa.gov); [natalia.jones@illinois.gov](mailto:natalia.jones@illinois.gov); [cgleason@lakecounty.gov](mailto:cgleason@lakecounty.gov); [michael.j.murphy@usace.army.mil](mailto:michael.j.murphy@usace.army.mil); [shawn.cirton@fws.gov](mailto:shawn.cirton@fws.gov); [omar.qudus@dot.gov](mailto:omar.qudus@dot.gov); [brad.koldehoff@illinois.gov](mailto:brad.koldehoff@illinois.gov); [rachel.leibowitz@illinois.gov](mailto:rachel.leibowitz@illinois.gov); [felecia.hurley@illinois.gov](mailto:felecia.hurley@illinois.gov); [william.raffensberger@illinois.gov](mailto:william.raffensberger@illinois.gov); [elizabeth.l.roman@illinois.gov](mailto:elizabeth.l.roman@illinois.gov); [robin.helmerichs@dot.gov](mailto:robin.helmerichs@dot.gov)  
**Subject:** Riverwoods Million Dollar Noise Reflective Wall (Deerfield Road FAU 1257 Environmental Assessment)  
**Date:** Wednesday, May 19, 2021 7:43:00 PM  
**Attachments:** [County Approves Prison Wall for R.W..doc](#)  
[Want To Save A Million Dollars.doc](#)  
[Noise wall- III.doc](#)

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In the past you have been copied on a number of notes pertaining to the proposed road expansion project on Deerfield Road through the Village of Riverwoods. But maybe you have not been made aware of the considerable number of negative aspects pertaining to one very expensive and unneeded feature of this proposal.

The work done by the engineers should not be criticized. It is bound by two constraints: old outdated computer programs that have not been updated to reflect actual realistic modern day projections and technology, and a lack of adequate input from the vast majority of residents who live in Riverwoods and who will be unfortunately impacted by the recommendations contained therein.

A number of residents have raised their voices and expressed their opposition to the 15 ft. high concrete sound-reflecting million dollar wall that the engineers are recommending be built on the south side of Deerfield Road and the west side of Saunders Road to isolate Thorngate residents from roadway noise erroneously projected to increase due to the single-lane widening of Deerfield Road.

The Deerfield Road Phase 1 Engineering Study that projected a noise increase was sent to only 37 out of 1300 Riverwoods households is based on an old, outdated computer modeling program that does not include any reference to the already planned increase in electric automobile production that will, by itself, significantly reduce engine noise levels, nor the obvious reduction in noise level that could result from a modest decrease in the speed limit on the road through this residential neighborhood. The speed limit on the four lanes of Route 22 (the next northerly E-W road) is only 35 mph vs the 40 mph current speed limit on Deerfield Road.

The residents of the Village, who were not polled on their opinions pertaining to this proposed, extravagant and unneeded monstrosity of a wall to isolate and separate our Village, oppose this unparalleled wall experiment.

Attached are copies of several letters to the editor of the Riverwoods Village Voice that were not included in the engineer's final environmental assessment regarding this proposed wall. Also attached is a "white paper" detailing the many more negative aspects of this plan.

Thank you,



**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Comment  
**Date:** Monday, May 24, 2021 5:12:10 PM

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As a cyclist and cycling club member, I would strongly urge you to consider widening the shoulder on Deerfield road. I and my club cycle this road regularly, and I know many other cyclists do as well. This will make for much safer road use for both cyclists and car drivers.

Thanks you,

[REDACTED]

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** 3620 Deerfield Road  
**Date:** Tuesday, May 25, 2021 1:28:20 PM  
**Attachments:** [3620 Deerfield Road Proposed Driveway.pdf](#)

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Dear Mr. Huffman,

We are owners at [REDACTED] We would like to ask you if you could make a slight change in regards to Deerfield Road widening in front of our house. Having 2 lanes right in front of the driveway will be detrimental to the property.

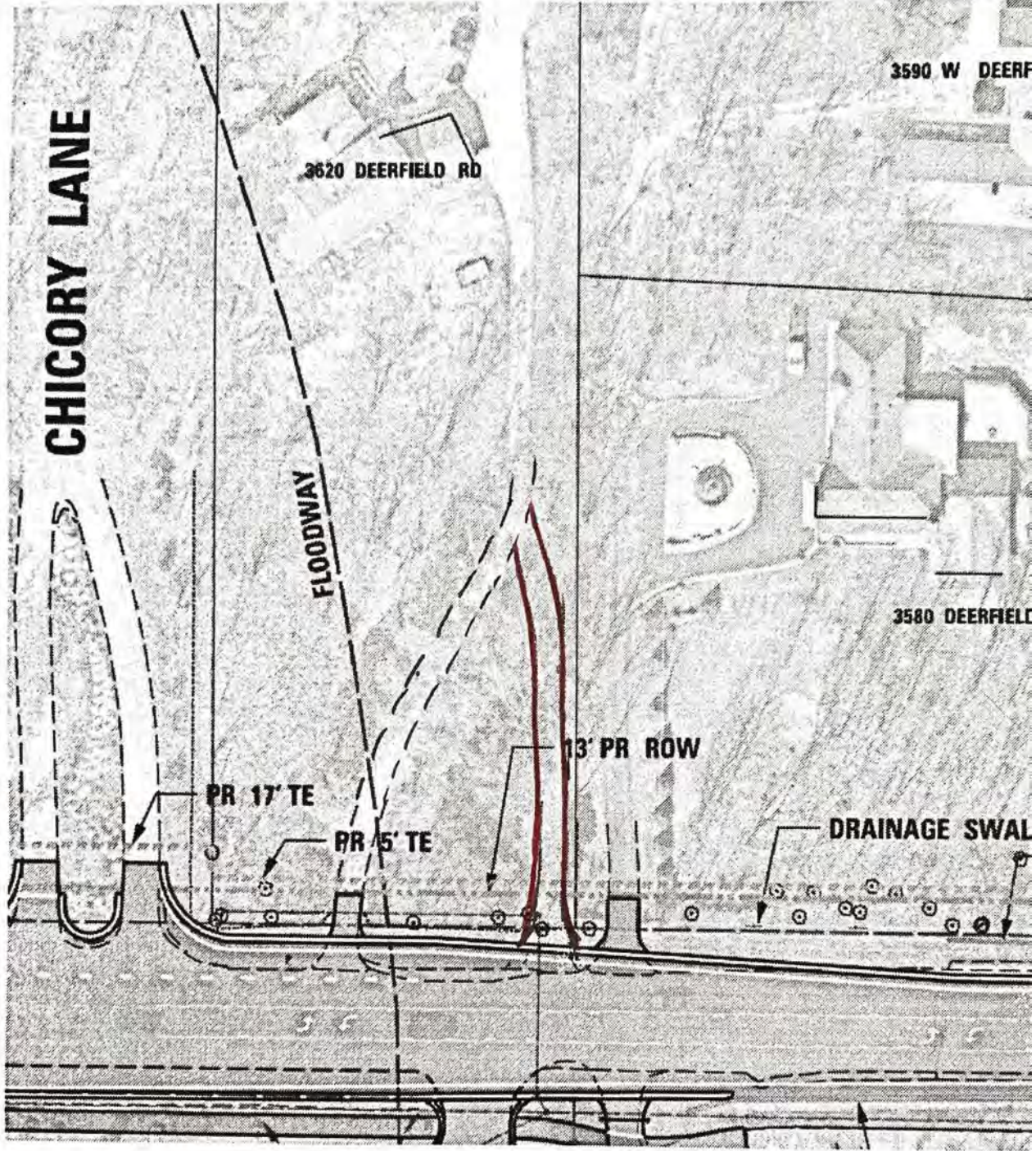
We propose that the project moves our driveway to the East boundary of our property. This way no major changes need to be made on the project side, and we will still be able to use our driveway safely. Please see attached proposed drawing in PDF and jpeg.

Please let us know if this correction can be made.

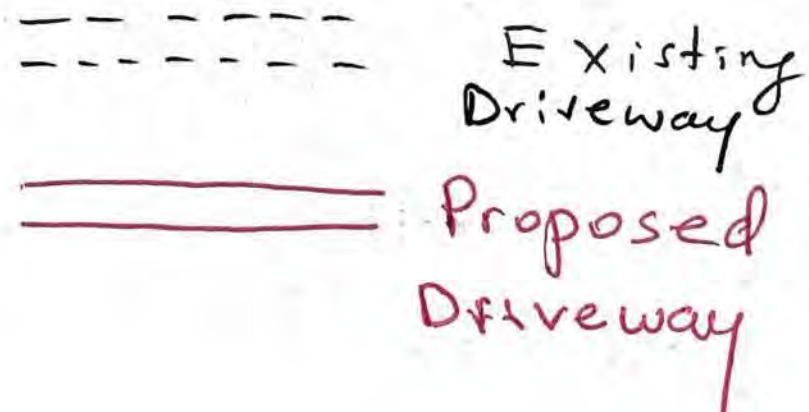
Sincerely,

[REDACTED]

For the wages of sin is death,  
but the free gift of God is eternal life  
through Christ Jesus our Lord.  
- Romans 6:23 (Holy Bible)



3620 Deerfield Road



**From:** [Darren Monico](#)  
**To:** [Matthew Huffman](#)  
**Subject:** FW: Text of my Deerfield Road statement (truncated a bit for time)  
**Date:** Tuesday, May 25, 2021 5:21:01 PM

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Below was the text from the first commentator, [REDACTED] if they are needed

**Darren T. Monico, P.E.** | Village Engineer

**VILLAGE OF BUFFALO GROVE**

51 Raupp Blvd, Buffalo Grove IL 60089

847.459.2523 [dmonico@vbg.org](mailto:dmonico@vbg.org)



**NOTE:** Email, attachments, and responses may be subject to release through the Illinois Freedom of Information Act.

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**From:** [REDACTED]  
**Sent:** Tuesday, May 25, 2021 5:17 PM  
**To:** Darren Monico <DMonico@vbg.org>; Dane C. Bragg <DBragg@vbg.org>  
**Subject:** Text of my Deerfield Road statement (truncated a bit for time), for what it is worth

For far, far too long, small but vocal groups of naysayers have been allowed to perpetuate transportation bottlenecks to the detriment of surrounding areas, imposing substantial economic costs and diminishing quality of life for the broader general public.

- Traffic congestion is a growing threat to our county and communities. Congestion and bottlenecks damage air quality, slow commerce, hinder economic development, increase energy consumption, and threaten quality of life.
- Rapidly growing transportation demands have overwhelmed Lake County's road system. Congestion already is near intolerable levels in peak periods, and it will continue to worsen until the antiquated area road system is enhanced.
- It would be a genuine tragedy if Lake County were to lose its vibrancy to "clogged arteries." To keep Lake County healthy, we must care for its "circulatory system," just as we have cared for safety through police and fire protection, and education through our schools.
- Daniel Burnham once famously said "Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high ...."



- I was part of the Stakeholder Involvement Group early in the process. At the time, it seemed that the project was intended to aim high and proceed with laudable goals. In my opinion, then and now, this project should be working toward a 4 or even 5 lane cross section, so as to provide meaningful capacity improvements and congestion mitigation for now and the future. Frankly, I am saddened to see that somewhere along the way, things seem to have gone awry, myopia and selfishness has been allowed to eclipse purpose, and the preferred alternative presented, with little capacity enhancement, offers far less long term congestion relief bang for the buck than it should.
- That being said, the greater good of the region, and specifically Lake County's overwhelmed transportation system, argue inescapably for improvements to Deerfield Road. Even in its present iteration, the project is and should be a priority for the region's transportation system. We must move forward with long-overdue and desperately needed improvements to this Road. As such, my message is simple – let's get it done! Thank you.

[REDACTED]

**Matthew Huffman**

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**From:** [REDACTED]  
**Sent:** Tuesday, May 25, 2021 6:01 PM  
**To:** Deerfield Road Corridor Comment  
**Cc:** [REDACTED]  
**Subject:** [REDACTED]

Hi, please forward this to Matt Huffman,

I am the owner at the above subject property and have attended the May 25<sup>th</sup> meeting. If you have time available this week, I'd love to connect as I have some questions and concerns, maybe you can clear a few things up for me.

i can be reached via email anytime, and my direct number is [REDACTED]

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Comment for Public Hearing 5-25-2021  
**Date:** Tuesday, May 25, 2021 1:23:38 PM

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Comment to be added to the Public Hearing on 5-25-2021.:

My name is [REDACTED] and my family and I are residents of Riverwoods. If I understand correctly, the changes to Deerfield Road in Riverwoods will be to widen it to add a middle lane (3-lane curbed roadway), similar to the eastern part of Deerfield Road from about the Deerfield train station, to the highway, and to build a wall in certain areas. I drive every day along Deerfield Road, and there are no homes, including Wilmot Elementary School, that have a 15 foot hideous concrete wall. Why does the portion through Riverwoods require one?

Even further East, in Deerfield, and as the road goes into Highland Park where there are 2 lanes in both directions plus various turning lanes – no 15 foot concrete walls anywhere. And, around homes or apartments facing or backing up to the Deerfield train tracks, where a 100+ car freight train can pass by daily and require me to hold my ears as it goes by because the sound can be deafening - NO 15 foot concrete walls anywhere.

The speed on Deerfield Road, east of Riverwoods, is between 30-35mph. Are you trying to create a speedway in this area? If so, why not make all of Deerfield Road a speedway as well? Traffic certainly would move faster. Come on, reduce the speed, just like the Eastern portion, which will certainly reduce the accident rate, which you say is concerning, and by doing that, it will create less noise pollution. Ask the residents living along that road. Also, plant trees (this is Riverwoods after all, and if you're planning for 2040, you'd better start planting now), create "natural" fencing by raising the soil level and planting trees in those mounds – it's called a BERM. By replacing the trees you'll remove to widen the road, you'll be doing a good deed, and making Riverwoods a healthier place to live.

A concrete wall only is an eye sore, it crumbles, cracks, stains, it invites graffiti, it says, "keep out!," and NO ONE will buy a home particularly in that area, and sadly, people will start to say Riverwoods "used to" be nature focused and beautiful. It's called Riverwoods for a reason. Don't do it!

But, just so you get an even more clear idea of what that wall will mean on a personal level..., close your eyes and imagine your own backyard- trees, grass, right? Can you see the 15 foot concrete wall that you'll look at every single day? It sure will be hard to sell your house when it's time. That would be a big worry, wouldn't it? Choose a big BERM, add an attractive fencing for child safety and even more privacy. That's NOT hard at all, and people will appreciate that beauty, want to live here (want to buy YOUR house!), and it will be a MODEL for other communities. And, you even did the right thing. You see? There ARE other ways of getting this done well.

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Cc:** [REDACTED]  
**Subject:** Anticipated Land acquisition from our property on Deerfield Rd  
**Date:** Tuesday, May 25, 2021 6:35:56 PM

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Good evening Matt,  
We were unable to attend the 5/25/2021 4pm virtual meeting.

We received a letter from the Lake County Division of Transportation in regards to notifying us of anticipated land acquisition for our property: [REDACTED]

According to the letter, we are to contact you for questions related to this matter. We see that there is a request to acquire 1700 square feet of our property.

We would like to meet with someone in person to review this and also discuss next steps to discuss what negotiations for the proposed land acquisition. We have invested several thousands of dollars to install a privacy fence, automatic gate, landscaping, brick pavers on our property and to help with privacy, sound and curb appeal for our property.

We also have additional safety concerns as we have 2 younger children ages: 8 and 10 years old who get picked up on [REDACTED] every morning and dropped off in the afternoon. They attend Wilmot Elementary in Deerfield.

Here is our contact information:

[REDACTED]

[REDACTED]

[REDACTED]

## Matthew Huffman

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**From:** [REDACTED]  
**Sent:** Wednesday, May 26, 2021 3:50 PM  
**To:** Deerfield Road Corridor Comment  
**Cc:** [REDACTED]  
**Subject:** Deerfield Road Phase I Engineering Study  
**Attachments:** Want To Save A Million Dollars.doc; Noise wall- III.doc; County Approves Prison Wall for R.W..doc; Comments for the Virtual Public Hearing .doc

Attached are copies of the comments I presented to the village, the engineers, representatives from the Army Corps of Engineers, IDOT, my state and federal officials, and various other government officials regarding the proposed noise wall to be constructed on Deerfield road, as well as several articles I had printed in The Village Voice, Riverwoods' local newspaper. I would like these included in the public record please.

Thank you,

[REDACTED]

Sent from [Mail](#) for Windows 10

## Comments for the Virtual Public Hearing of 5/25/21

It is my opinion as a professional engineer..... and as a resident of Riverwoods.....who incidentally lives closer to the Deerfield /Saunders Road intersection than some of the oversold Thorngate residents who will be affected by a noise wall, that most residents of the Village, including the Thorngate residents, will eventually regret.

The 2017 IDOT computer models used in this assessment to predict future road noise levels in 2040 and 2050 give no weight to current reality. The Environmental Assessment totally disregards the fact that all of the manufacturers of vehicles are switching from fuel driven engines to electric motors in the coming decade.

By itself this one fact will reduce future road-noise levels by nearly 50% compared to what they are today.

Additionally, if the speed limit on Deerfield Road was reduced 5 -10 mph, the road noise mix of vehicular traffic would easily fall within much more acceptable limits. This would save the taxpayers a million dollars by eliminating the need for a wall.

The EA did not properly describe, if at all, the impact on adjacent Thorngate homes from the considerable reduction in daylight due to the wall, the potential backup of 4-5 feet of snow behind the wall during winter seasons, the echo effect to residents on the north side of Deerfield Road from a NOISE REFLECTIVE wall, and, according to Baird & Warner and Coldwell Banker real estate agents, the estimated 25 to 30% reduction in property values if a 15 ft. concrete wall is erected through our village's midsection.

The medical profession has a common Latin term which translates into "first, do no harm". It is invoked when debating the use of an intervention that carries an obvious risk of harm but a less certain chance of benefit.

Although the EA follows the IDOT and Federal guidelines for noise abatement determinations, shouldn't we instead do what we know is right?

## Noise Wall for Deerfield and Saunders Roads - Comments and Questions

There are issues regarding the noise-abatement benefits, need, and collateral damage that would be caused by erecting a 15-foot concrete wall along the south side of Deerfield Rd. during its upcoming roadway expansion. These issues include (1) whether the wall is premature given the extent of testing done to date, (2) consideration of the pros and cons of possible alternative solutions, and (3) the lack of input from the vast majority of Riverwoods residents, especially those living across from the wall, whose opinions of this part of the project were ignored but yet who will be detrimentally impacted by the wall.

Approaching Riverwoods traveling west from the Saunders/Deerfield intersection, one experiences a unique community of man living in harmony with nature. This environmentally rich village now faces a challenge to its balance of property stewardship with nature if the gateway to this woodland would be slapped in the face by an unneeded concrete obstruction. The noise wall system proposed in the Traffic Noise Analysis Report would change the line of sight and appeal of the village to that of a commercial/manufacturing area rather than the woodland residential domain we have worked so hard to maintain.

The intent of this paper is to bring this noise wall into the light and address a way to find a more attractive, yet equitable, alternative for everyone's benefit.

### ROAD TESTING ISSUES:

While realizing that all wayside noise testing is subject to some degree of interpretation as a result of the placement of sampling devices, the duration and times of testing, weather conditions, etc, etc, it could appear that the data taken, and conclusions reached, have been skewed to justify the wall's inclusion into the project.

For example, the results of a single 12-minute test at the R11 site by Thorngate in the survey, on only one day (October 23, 2018), is the basis for the 15-foot wall proposal in this road project. Is this really enough to justify an estimated \$992,000 wall addition? The R11 receptor point, near the southwest intersection of Deerfield and Saunders Rds., gave the highest reading of 14 other test points, but also was positioned closest to the roadway.

Since sound intensity decreases inversely proportional to the squared distance from the measuring point to the sound source, doubling the distance decreases the sound intensity to a quarter of its initial value. Does the fact that R11's higher noise level is the result of placement of the metering device 18 feet closer to the roadway compared to any other test conducted surprise anyone? In laymen's terms, something sounds louder the closer one gets to the source, and vice versa. Had the measuring point had been moved back 18 ft. further away from the road, the resulting measurement would've been two dB(A)'s lower, not requiring any further noise abatement consideration under federal guidelines. How was that placement point determined and could it be moved closer to the Thorngate houses?

Approximately one-half of the proposed wall is located on the west side of Saunders Rd. with the balance on Deerfield Rd. No road widening on Saunders is proposed as part of this project. And no noise tests were conducted along that side of the road. Why put up a wall there? It's about half the cost of the entire wall.

Then again there were no comments in the Report regarding any unusual noises that may have had an impact on the results. It is well known that one truck, on the average, produces around 10 times as much sound energy as one car.

The medical profession has a common term which translates into "first, do no harm".

There was no comment in the Report regarding the noise pollution caused by air traffic on the day of the measurements. What affect could such air traffic have had on the results? One plane at low elevation can produce as much noise as 100 trucks, or a thousand cars.

On a normal day, less than 10% of the prevailing winds in Riverwoods are from a NE direction, thus loud noise would not be produced over Riverwoods as a result of takeoffs from the Chicago Executive airport in Wheeling. However, on the day of the readings, the prevailing winds were from the northeasterly direction so indicated by the National Weather Service meteorological records at O'Hare. In checking with the tower manager at the Wheeling airport, there were 238 flight events from that location during the day. Figuring one-half of these are takeoffs and the balance landings, this calculates to a takeoff about every 7 minutes. These would likely have occurred during the noise test period at the Thorngate site and would have had a negative effect on the results. Obviously there can be no roadway noise protection against such air traffic interference.

How many trains came through Deerfield during the noise tests? Quite a few come through every day about a mile east of Thorngate and some are quite loud, especially if the wind has an easterly component to it as was occurring on the day of the test. Could this have biased the results? How about lawn mower noise? Was there any atypical noise from the fire station, or the police station, located one block north of the Saunders/Deerfield intersection?

As was mentioned in the Report, none of the Thorngate homes were built prior to the entrance/exit ramps at the adjacent Interstate 294 North tollroad. I personally have owned property and lived in Riverwoods for almost 40 years. At the time I was looking at homesites in 1980 I intentionally avoided those lots adjacent to Deerfield Rd., figuring that eventually some road enhancements would increase the noise level. Anyone else looking to buy or build there would have had the same information as I did. Some increase of noise in the future was to be expected. Thorngate residents have had no reasonable expectation to believe a nearly million-dollar wall would be required to improve, if that is the correct term, their residential environment.

The Report states that, if no noise remediation is done at all, the increase in noise level is projected to be only 1 to 2 dB(A) greater in 2050, as a result of adding the turn lane with its projected additional traffic volume. Stated another way, the noise level won't get any worse than it is today as the increase in noise level would not be perceptible to a person with normal hearing.

It is understandable that noise measurements made during peak travel times can provide useful information. But there are numerous ways to report sound impact on the quality of life. One for example is a type of weighted average of the sound level to account for what time of day it is heard. Sound measurements at night are effectively penalized since they are more likely to affect sleep. Comparatively speaking, Deerfield Rd. is very quiet at night compared to the daytime, which is not that bad to begin with as shown in the Report data sheets.

The noise-traffic-analysis results appear to be extrapolated based on a single, 12-minute measurement during the noisiest part of the day when traffic was the greatest. As stated in the Report, traffic noise levels for the various sites were predicted using existing 2016 and 2050 traffic volumes and projections. But no mention is made in the Report of the effect of increasing numbers of electric vehicles without engine noise, on the roads or, how much effect a lower speed limit would have on reduced road noise levels.

#### SKEWED PROJECTIONS:

Will the additional traffic on Deerfield Rd. have as significant a noise impact as is projected? In any case, assuming speeds and traffic mix stay the same, doubling the traffic volume will only result in a 3 dB(A) increase in sound level. But it cannot come close to doubling as the project is adding only a single turn lane, not two, through lanes. For the average human with normal hearing, a 3 dB(A) change in noise level is barely discernable as is stated in the Report.



Now, in accordance with Federal Highway Administration Noise Assessment Guidelines, a traffic noise impact occurs when predicted noise levels approach or exceed 67 dB(A). The single 12-minute noise test at the southwest corner of Deerfield and Saunders Rds. was measured at 66 dB(A) and is projected to be 68 dBA in 2050 based on IL noise projections from 2016. These model projections are old and rapidly becoming antiquated. For example, in September 2020, California's governor issued an executive order banning all in-state sales of fuel-burning passenger cars and trucks by 2035. Inevitably, all other states will subsequently follow, at least to some degree significantly reduce noise pollution from gas and diesel vehicles, meaning that the 2050 IL noise energy projections will be significantly lowered. In other words, *Deerfield road will become quieter* in the future *without any further noise controls*.

Within the Code of Federal Regulations, 23CFR 772.5 policy guidelines, the suggested impact determination for noise abatement is set by 67 Leq (h) (or 67 dB(A)) values for action in "exterior residential locations". Again, the study shows that the actual sound-energy level that was measured did not meet or exceed this number, which would require action, even at this point with the highest reading.

Reviewing the noise Report further, the measurements taken on one day and computer extrapolated, indicated that the increase in future noise impact levels at the roadway for the Thorngate subdivision will not be noticeable to the normal human ear. The present monitored dB(A) levels are at the possible action limits for residential properties. But the roadway noise impact here will be less in the future with, or without, any road construction or further noise abatement - i.e. it's going to get quieter in any case, than it is now, regardless of what is done during the expansion project.

#### COLLATERAL DAMAGE:

Unfortunately, there was virtually no discussion in the Report regarding what effect the wall will have on the aesthetic appeal of our wooded environment, or its effect on local property values. No consideration was given to the opinions of 98% of residents regarding the wall's construction. The Report included possible renderings of what the concrete panels might look like. In fact these renderings are enhanced to provide their best possible appearance.

Where else in south Lake County, except for shielding four lane divided roads, has there been such a wall erected *through a residential area* that would serve as an example of what is proposed?

No consideration was given to how many deer and other animals will be trapped and slaughtered on Deerfield Road because of the wall addition.

As it turned out, the presentation of the wall's purpose and features was given to people representing only nine "benefited properties" in Thorngate. While government regulations state that only those who benefit from the possible noise abatement work should be consulted, this eyesore would affect all villagers in different ways. All of the folks in RW's should have been invited to the presentation as they will be significantly affected by the wall's foreboding appearance. For example, aesthetics aside, in soliciting the opinion of a commercial real estate broker, it was estimated that perhaps we could expect as much as a 20% decrease in property values due its appearance and to the destruction of our line-of-sight in our wooded surroundings.

There was no consideration of the "echo... echo...echo" effect" that such a wall would produce on the north side of Deerfield Rd. In the construction industry, precast concrete walls like this are commonly referred to as "*reflective noise barriers*". This proposed wall will significantly increase the noise impact to the neighbors on the north side of the road. What will they then demand.....a wall on their side? After all, their noise level will be increased by the reflected noise, which would be then added to their share of the normal road noise. Since a wall on the north side is

improbable, why should one be built on the south side penalizing the neighbors on the north side?

Interestingly, except for the addition of lanes at the Milwaukee/Deerfield Rd. intersection, nearly two miles west of Thorngate, this noise analysis report would not have been required and this subject would have been moot. This is clearly a case of “the tail wagging the dog”. Yet this requirement gives a clue to how this noise wall issue could be scuttled, if desired.

#### POSSIBLE ALTERNATIVES:

If a noise barrier is determined to be considered feasible and reasonable, then a majority of the “benefited residents” must want the noise barrier for it to be funded by the government. No noise barrier would be built if a majority of the effected residents would choose not to want it or if there was a lack of interest in the abatement. In other words the wall is not mandatory. Therefore, although noise abatement is not required, if it is desired, what are viable alternatives that would *not negatively* impact our neighborhood as much?

There was insufficient discussion in the Report and at the meeting, per the agenda, on alternatives to the 15 ft. high concrete wall including:

- Lowering the wall height: What assumptions were made in development of the computer program that resulted in determining that such a high wall is required? It's obvious that, although the computer will not make a mistake if it is properly programmed, it only produces subjective results based on its human input data, i.e. “garbage in, garbage out”. (This is not to suggest that the data in was garbage, but whatever those *assumptions* were, they were not included in the Report.)
- Place the wall closer to the road (the nearer it is to the roadway the shorter it can be). If necessary, place the multi-use path on the opposite side of the road to make this possible.
- Lower the speed limit on Deerfield Rd. to 30 or 35 mph. (It's now 35 mph east of the tollroad to Wilmot Rd. and 30 mph further east through Deerfield). Like Riverwoods Rd., Deerfield Rd. goes through residential areas that have driveways accessing directly onto Deerfield Rd. It is estimated the traffic noise emissions could be reduced by 2-3 dB(A) with a 30 - 35 mph speed limit on the roadway (Currently 40 mph in use today.)
- Redirect truck traffic off the tollroad onto the four lanes of Saunders Rd. to Lake Cook Rd. during “sensitive” hours, thus reducing the noise level through our residential area.
- Design a viable earth-berm alternate to the one suggested in the Report, which is obviously not a serious option because it needs a 90 foot width. Using an earthen berm on the road's side, and a wall on the Thorngate side, would require much less, land especially if a 1H : 1V slope would be used. This can be accomplished using macro-encapsulated or mechanically stabilized berms. These designs are more commonly used in Europe (where noise problems are considered more carefully than in the States) and in Canada.
- Step ramps with steep inclines as utilized in South America and in Asia for hillside farming can provide horizontal vegetation for both sound absorption and more compatible aesthetic views. For example, a “bisected step pyramid” design (a 45 degree angle half berm on the road side against a vertical wall facing the homes) could be an attractive solution. Timber retaining walls on the step risers would be more attractive and, with dirt on the horizontal surfaces, vegetation could be planted for appearance's sake, and more noise reduction.
- Engineers worldwide have developed alternative pavement types and surfaces that reduce the noise generated at the tire-pavement interface. While the noise produced from tire-pavement interaction is just one of several noise sources, it has been shown that for almost all roads, and for most vehicles, it becomes the primary source of traffic noise for vehicles over 30 mph.

- Depending on the type of pavement requirements, which are, as of now, unidentified as concrete or asphalt, modern designs can include softer/quieter materials for noise reduction on asphalt roads, such as: asphalt rubber friction courses (as used in AZ today), smaller aggregates in the mix, double layer porous asphalt (as used in Europe), etc. There are similar types of options for concrete pavement noise control that were unavailable a few years back, e.g. to reduce road “whine” from tires.
- There is little doubt that, if given the assignment, a creative designer could research and come up with additional alternatives to reduce the noise level without the use of the precast concrete wall panel design as proposed in the Report.

#### RECOMMENDATIONS:

Determine if a majority of residents does not oppose the wall. Do this with an advisory referendum, at the primary election in April, or even a postcard survey. If the majority wants the wall, consider how to make it look better, or less obtrusive, considering one of the many alternate options mentioned above.

Additional noise measurement tests could be conducted, or for a longer period, to confirm the data at the critical R11 Thorngate receptor point. This receptor could be moved further from the road to re-calculate the drop in dB(A). This is easily done and would confirm if the data still indicates that noise abatement is advisable. In any case there does not seem to be any good reason or data to suggest putting half the wall on Saunders Rd.

By far the easiest way to reduce the noise impact on Deerfield Rd. is to lower its speed limit. Why does it have to be 40 mph when the same road’s extension going east is only 30-35 mph through Deerfield’s residential district? The speed limit on Riverwoods Rd. to the northwest was cut by 10 mph about 25 years ago and dramatically reduced both accidents (automobile and deer) and also the noise level as a bonus. IL Rte. 22 (Half Day Rd.) the next major E/W road north of Deerfield Rd. has a speed limit of only 35 mph between the tollway and Milwaukee Ave., and it has *two lanes in each direction*. Lowering the speed limit to 30 – 35 mph on Deerfield Rd. would reduce the road noise effectively by 2 - 3 dB(A) and, as a bonus, *it can be done immediately*.

Another reasonable way to obviate the need for the wall would be to re-scope this job into two separate projects: one for the work at the Milwaukee/Deerfield Rd. intersection and the other for the balance of the work from Saunders Rd. to that intersection. This removes the “tail of the dog” from the rest of “the body” and eliminates the requirement for traffic noise analysis and possible remediation at Thorngate. The noise analysis work for the Milwaukee/Deerfield intersection was required, and has been done and, it was determined that no noise abatement is required there.

By dividing the job into two projects, the federal regulations would no longer apply to the rest of the work east of the Milwaukee intersection. Such rescoping of project specifications is commonly done in the commercial construction industry to meet project-cost goals. In this case eliminating the wall will save nearly a million dollars overall and should be welcomed by those coming up with the funding for this job, especially considering the vast amount of debt accruing everywhere due to the pandemic. Interestingly, road construction costs in Illinois are among the highest in the nation, second only to New Jersey.

In conclusion, nobody wishes annoying sound levels in their residential area, this Report, while coming up short in some areas, does show that the road extension project will have little or no real impact on the existing road noise levels now, or in the future. And, the \$992,000 could be better spent on alternate noise reduction methods that will be much more acceptable to the majority of residents in Riverwoods.

## County Approves Prison Wall for Village

Did you know that there will be a 15-foot prison-like wall built around part of the Thorngate residences on Deerfield and Saunders Roads? It has already been approved by Lake County for construction in two years.

It's true. According to the last issue of the Village Voice, "A 15-foot tall noise wall was voted into the project to benefit 37 Thorngate residents and is located along the south side of Deerfield Road from approximately Big Oak Lane to Saunders Road, and along the west side of Saunders Road from Deerfield Road to Thorngate HOA Park."

How many other residents of Riverwoods, especially the residents across the street from the wall, were contacted regarding their opinions on making the Village take on the look of the divided City of Berlin in the 1980's? BTW, the Berlin wall was only 11.8 feet high.

How can the wishes of 37 residents override our fencing ordinances without an outcry from our village board?

Lake County's reason for this wall is to mitigate the noise level into the Thorngate lots southeast of the intersection. But, have the engineers who recommended this wall commented on the effect of the reflected noise to the residents on the north side of Deerfield Road? How soon will it be before they want a wall to deflect the echo from the wall on the other side of the road?

Will the residents further west on Deerfield Road then want the wall extended because of the tunnel-echoing effect of the subsequent traffic sounds? Have others along Deerfield road even complained about the noise?

What effect will this wall have on the property values of our wooded paradise? It will look dreadful even if it's not marked up with graffiti in the future like the walls along the expressways of Chicago?

Do we want a wall to separate North Riverwoods from South Riverwoods?

How many deer and other animals will be trapped and slaughtered on Deerfield Road because of the wall?

Where else in the north shore area are walls built so far away from the tollroad to prevent noise pollution? Truck traffic is restricted going east into Deerfield. What alternate proposals were considered before approving this monstrosity, e.g. routing truck traffic south on Saunders Rd. rather than onto Deerfield Rd., restricting the speed limit on Deerfield road to lower the noise level, using landscaping, trees and shrubbery. What other wall modifications were considered - materials, lower heights, etc. to ameliorate the sound level?

In the end, the construction of such walls in our village will dramatically affect our quality of life, property values, and wildlife. Less than 1% of R.W. residents were asked if they wanted a wall erected. At the very least, a referendum to abandon this measure should be voted on by all the village's residents.

Phil Dlouhy P.E.  
Studio Lane resident  
(847) 945 1255

## **Want To To Save A Million Dollars**

With the proposed upcoming and likely unneeded \$35 to \$40 million, single lane expansion of Deerfield Road through Riverwoods, its engineers are including a Berlin-style, concrete wall along the south side of Deerfield Road and the east side of Saunders Road, to quell a noise problem that will abate with time without any further expense.

The small group of solicited residents who were exposed to this noise-wall proposal was shown only the positive side of a two-faced coin.

Using an old, outdated, traffic-noise model for computer-generated future noise levels; the engineers propose constructing a 15-foot-high noise-reflecting wall to shield a limited number of Thorngate subdivision residents from road noise predicted for decades to come without regard to future reality.

A letter and questionnaire was sent out to affected Thorngate property owners soliciting their desire for a noise wall to seal off their properties from unrealistic projected future noise levels from the roadway expansion. As a result, Christopher B. Burke Engineering Ltd. of Rosemont IL described its noise study report and recommendations last September to a group of only 11 people representing only 9 involved properties in the “affected area.”

Based on the responses from a very small group of owners, the engineers are proposing a million-dollar wall to deflect a problem that will diminish in the future without any further action.

The engineer’s one-sided presentation did not accurately predict what the noise levels would be on Deerfield Road in the future and did not describe the downsides of a concrete wall, such as increased deflected noise levels on homes across the road, negative effect on property values, destruction of the woodland nature of the environment, separation from the rest of the village, build-up of snowdrifts behind the wall, lower light levels, effect on animal life, etc.

The consequential result is a proposed noise reflection wall unlike any other in southern Lake County, per the design engineer, Mathew Huffman. This wall will be an experiment with all the village residents as guinea pigs.

Within the last year, General Motors, Ford, Volvo, and the other major automobile manufacturers have announced plans to convert their entire passenger fleets to battery power by 2030 as reported in the Chicago Tribune on March 3, 2021. This by itself will dramatically reduce road noise levels without any further noise abatement measures.

There was virtually no discussion of any less imposing noise-reduction alternatives that are both available and commonly used elsewhere to reduce road noise, such as different berm designs, addition of trees and shrubs, quieter road materials, and, of course, lowering the speed limit to match that through Deerfield, east of 294.

Everyone in Riverwoods should be prepared to voice their opinion on this next, and likely, last public hearing regarding this project is scheduled on May 25<sup>th</sup> (virtual) and May 26<sup>th</sup> (in person) (the time is not yet set).

Phil Dlouhy P.E.  
Riverwoods Resident

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Public Hearing Comment  
**Date:** Thursday, June 3, 2021 9:19:33 AM

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I'm hoping this is the proper place to add a formal comment to the Public Hearing record...

[REDACTED]  
Also, my comment pertains specifically to Section B of the project.

The focus has been on the hypothesized project benefits with a dispute as to whether the benefits are real, how large are they, and if anything has changed since the beginning of the analysis. In my opinion, there has been a lot less focus on the costs. I am referring not just to the direct monetary cost of the project but also the huge environmental cost and the negative impact on the Village character which affects all Riverwoods property values. I would ask the County to perform a rigorous and unbiased cost/benefit analysis in the context of present conditions, not those of 5 years ago or based on inaccurate regional planning data. If you were to undertake this analysis, I believe you will conclude that the costs so outweigh the benefits - even if the disputed benefits are really what you have determined - that Section B of the project should not go forward in its present form. I believe you would reach this conclusion even though the project is using Federal funds rather than County funds.

It is not clear to me how any Federal or State environmental agency could sign off on this project given the disastrous environmental consequences. Frankly, it surprises me that the Lake County Department of Transportation is not more responsive to the environmental aspects of the project. The alternative of a 2 lane road with curb and gutter has apparently not been considered. The multiuse path has not been reconsidered. Instead, the County's response to the destruction of 1100 trees, in this era of climate change concern and the attempts to preserve our native oak woodlands, is "we will try to do a little better". In my opinion, a little better is not nearly good enough and a well founded cost/benefit analysis would make this abundantly clear.

Thank you.

Respectfully,

[REDACTED]

**From:** [REDACTED]  
**To:** [Deerfield Road Corridor Comment](#)  
**Subject:** Protest for Deerfield Road Expansion  
**Date:** Saturday, June 12, 2021 5:32:05 PM

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Dear project managers, Environment Assessment Managers:

I am [REDACTED] the owner of [REDACTED]. I have my wife and two daughters living in this house next to [REDACTED]. We have a beautiful yard which is full of big trees, many of them grown there for maybe more than hundreds years. Now because of this Deerfield road project they will be cut and their life will be stopped. Our home is already very close to Deerfield road, especially for our main bedroom which is facing Deerfield Road. Any noise will enter our rooms directly. My wife already has Neurasthenia. She has difficulty to sleep if noise is heavy. My two daughters are also sensitive to noise and exhaust air. Even worse, the noise wall to be built on the other side of the street will further reflect the noise to our side. The property value of our house will be also dropped by a big percentage. Therefore, we protest Deerfield Road expanding into our land. We urge the project team reconsider the design to minimize the impact on us, on those valuable trees, and on our environment.

[REDACTED]



## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Sunday, June 13, 2021 6:42 PM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

I'd like to submit my comment for the record in regards to the Public Hearing on May 25. I think that prior to any go-forward decisions, the County should monitor any impacts from COVID-19 on traffic patterns. With increased people working from home, traffic during rush hour may reduce to the point that a 3rd middle/turn lane may not be necessary at all.

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7Cf3807a7698db4e96297d08d92ec4d2f3%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637592245165726330%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCi6Mn0%3D%7C1000&sdata=%2F1PMqjORjhGVC%2BTAwgN2tNAHVqiqyR78t%2Fsvp8sz8XI%3D&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Tuesday, May 25, 2021 3:15 PM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

Given the economic crisis in IL, the fact the roads are not as busy with the change in work requirements, and the need for additional lanes are in question now, is it not more prudent to postpone or delay any work being completed?

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7Cb9393b8bec3f4bcab98a08d91fb9c432%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637575704984541570%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Tuesday, May 25, 2021 3:50 PM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

For 5/25/21 meeting

1. Hoffman Lane is expected to take on more traffic as a bypass. Since Lake County wanted DF road widened will the County still manage, maintain and repair Hoffman?
2. Larger mature native trees have value how are they intended to be taken down?
3. Hoffman to the Desplaines River trail West of Jasmine, is this still intended to be a wider section and buried drains, curb and culvert? If so are there plans for sidewalks too?
4. 800 Hoffman take all the water from East Deerfield Road and North Hoffman, how will the Hoffman culverts be built near DF road to continue to carry this volume of water and not flood 800 property? The culverts and corners North West Hoffman are already breaking down.

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C4c9350d6b5124ea4086d08d91fbeb2f5%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637575726178458649%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C1000&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Tuesday, May 25, 2021 6:00 PM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

I agree with those who do not want a sound wall around the Thorngate Development.  
A sound wall will do very little to actually block sound, it will only bounce sound around.  
A sound wall is ugly and will cast shadows on Deerfield Road for much of the day, and in the winter that will impede the melting of ice and snow on the road. The wall will also block morning sun for Thorngate residents along Saunders Road.  
A sound wall will block views of trees & landscapes that should be open. A highway-type sound wall is not appropriate or necessary on a narrow, relatively small-traffic road.  
A sound wall at that location will cost \$1,000,000 that could be used better in other ways, or not spent at all.  
Decrease in commuting (due to new patterns of office work) and the proliferation of electric cars will also mean a decrease in noise that probably was not taken into account by the noise study.  
Thank you.

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C964b0d413d2045c22f8008d91fd0dc22%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637575804185081293%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=sfBSGWmB8YKIjH4%2Fzf4dly5FHi1FuhfOn07YPp5F%2B0%3D&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Tuesday, May 25, 2021 6:48 PM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

[REDACTED]

We we would like to meet one on one to discuss the impact on our property and neighboring properties. Questions include:

- \*Can the speed limit be reduced to 35 mph?
- \*What can be done to protect the berm at Forest Glen and Deerfield Roads?
- \*What depth will the impact be on our property of [REDACTED]; including road improvements, bike lane, curb/gutter AND multi-use path?
- \*What is the county responsible for in terms of replanting when land is acquired and landscaping is impacted? Does the county replant/replace what is removed?
- \*What formula will be used to calculate land acquisition?
- \*Can the residents impacted by the proposed noise wall be surveyed again in regards to the noise wall now that more pro's and con's have been revealed?

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C6fe2613246534b77542b08d91fd77df7%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637575832680704416%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Wednesday, May 26, 2021 8:22 AM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

I believe the sound wall proposed for the intersection of Deerfield Road and Saunders is entirely unnecessary. I believe the overall improvements to Deerfield Road represent the minimum impact to the surrounding area consistent with the upgrades proposed. However, the sound wall represents an overreach mandated by a poorly thought out response to a legislative mandate. The reasoning for the sound wall also does not take into account the changing nature of automobile technology and work habits. In short, the wall is not required. Additionally, I was not included in the small subset of residents who were allowed to vote on this aspect of the plan even though I will be required to live with this intrusion to my neighborhood for many years. The construction of this wall will permanently destroy the woodland feel of this entrance to Riverwoods.

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7Cb87e3ff30fde4d9c43c808d9204949a7%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637576321404471900%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

## Matthew Huffman

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**From:** noreply@wspis.com  
**Sent:** Sunday, May 30, 2021 7:44 AM  
**To:** Deerfield Road Corridor Comment  
**Subject:** Deerfield Road - Website Comment

First Name: [REDACTED]

Last Name: [REDACTED]

Email Address: [REDACTED]

Comment:

I am a new resident to Riverwoods. I purchased the house at [REDACTED]. We were attracted to Riverwoods by the abundance of natural beauty. The Village must agree because on the website you find so many references to that beauty; Woodlands, preservation, stewardship, a special environment, 100 year old trees. Arbor Day is celebrated and the Village has an ecologist.

And soon the Village will have to change the website to reflect the hypocrisy that these terms will actually reflect. Perhaps the terms commercialism, eminent domain, 15' sound walls, lower property values and endless construction should now be the descriptors. I am totally opposed to any construction that will desecrate this environment particularly based on considerations that have clay feet. The world has changed. Our homes are now our offices and many of us will soon have electric vehicles, and now huge steps are being taken world-wide environmentally. Traffic flow studies, environmental impact studies? These are all bad excuses for nothing short of turning this Village into a concrete jungle. I reiterate that I am opposed to these "improvements." Not just because I live on Deerfield Road, but because you know and I know they are unjust, inequitable and unjustifiable. I oppose the Deerfield Road Construction Project.

Disappointedly,

[REDACTED]

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.deerfieldroadcorridor.com%2F&data=04%7C01%7CDeerfieldRoadCorridorComment%40cbbel.com%7C4646de47457b45efee9f08d92368a8fc%7C03b8ab19048c4c94b7447376fab4132b%7C0%7C0%7C637579754704303950%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCi6Mn0%3D%7C1000&msdata=%2FSw8VpGHHeRKKwYa8kt%2BQ9Nx%2FzBR89C0QEa22Py550g%3D&reserved=0>

Attachment K  
Virtual Public Hearing Responses





## Frequently Asked Questions

This document provides responses to questions received during the Phase I Engineering Study for the Deerfield Road project, including the Public Hearing. A separate Frequently Asked Questions (FAQ) was prepared separately for the noise wall, which is located on the project website information center. Additional project information, including the proposed improvement design and Environmental Assessment, can be found on the project website: [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com).

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## General Project Questions

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### 1. Why is the County studying Deerfield Road?

Through the Lake County Division of Transportation (LCDOT) planning process, Deerfield Road from Milwaukee Avenue to Saunders/ Riverwood Road has been identified to have transportation deficiencies as documented in the Lake County 2040 Transportation Plan (2040 Plan). The 2040 Plan is a long range plan adopted in June 2014 that identifies deficiencies and recommends improvements necessary to address the future transportation needs of Lake County including roadway, transit, and non-motorized modes of travel. More information regarding the Lake County 2040 Transportation Plan can be found on their website ([link](#)). From the long range plan, the County develops a 5-year Highway Improvement Program to schedule projects, which includes various phases of engineering and construction.

In addition to transportation deficiencies identified within this portion of Deerfield Road, LCDOT pavement management data shows almost 40% of the base/substructure of the pavement to be in failing condition. As such, LCDOT views the roadway to be near the end of its life and the most cost-effective pavement management approach is to reconstruct the roadway. When a roadway is reconstructed, the entire pavement structure is removed (typically nearly 2 to 3 feet in depth) and rebuilt, which requires a significant financial investment. As such, when a roadway is reconstructed evaluation of capacity, safety, drainage, non-motorized accommodations, and roadway design elements are required. The specific needs identified for this project are documented in the Purpose and Need statement. Refer to FAQ #4 for more information on the Purpose and Need statement.

### 2. What is a Phase I Study?

The roadway project development process includes three phases:

- Phase I is preliminary engineering, environmental studies, and public coordination.
- Phase II is contract plan preparation and land acquisition.
- Phase III is roadway construction.

The Deerfield Road Phase I Study is following the Federal National Environmental Policy Act (NEPA) for project development to be eligible for federal funds. Following this process will allow the study team to balance the need for safe and efficient transportation improvements with any potential impact to the human and natural environment. The specific Phase I Study process consists of data collection, developing the project purpose and need, identifying a range of alternatives, screening the range of alternatives down to a preferred alternative, and then obtaining design approval from Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA).



## Environmental Assessment Questions

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### 3. What is an Environmental Assessment and why was it prepared for this project?

The federal National Environmental Policy Act, known as NEPA, requires that the significance of a project's environmental impact be evaluated for all federally funded projects. The significance of the project's impact, not its size or cost, determines the necessary class of action as well as its process and documentation requirements. An environmental assessment, called an EA, is required when the significance of the environmental impacts are uncertain. The purpose of this process is to clarify any uncertainty and document the finding. If no significant impacts are found, the process is concluded with a finding of no significant impact, referred to as a FONSI. However, if there are significant impacts, an environmental impact statement, or EIS, is then completed. An Environmental Assessment was prepared for this project due to the known environmental resources adjacent to Deerfield Road and potential for effects, and can be found on the project website. Based on the findings of the Environmental Assessment, the project team will be seeking a FONSI for the project.

### 4. What is the Purpose and Need statement?

The Purpose and Need statement is the first chapter of the Environmental Assessment (EA), and establishes the reasons for considering transportation improvements within the Deerfield Road corridor. Any alternatives under consideration must meet the project Purpose and Need to be carried forward for further evaluation and consideration. The "No-Build" alternative is also carried forward and evaluated. The project detailed Purpose and Need is Chapter 1 of the EA and also within Appendix A.

### 5. How were environmental impacts evaluated as part of this project?

A comparative evaluation of certain environmental impacts were used to screen the range of alternatives to a preliminary preferred alternative to be carried forward for detailed analysis to be documented in the Environmental Assessment. As part of the detailed analysis for the preferred alternative, all environmental impacts are further defined and addressed in a hierarchal structure:

- Avoid
- Minimize
- Mitigate

Evaluation of potential environmental impacts include social, economic, agricultural, cultural (i.e., historic & archaeological), air quality, noise, natural resources (plant/tree/wildlife), surface water resources, groundwater, floodplains/floodway, wetlands, special waste, special lands (forest preserves, parks, other protected natural areas), indirect and cumulative. The assessment and documentation of the



environmental impacts of the identified preferred alternative is documented in Chapter 3 of the Environmental Assessment.

## 6. How were impacts along the Deerfield Road corridor minimized, specifically from the Des Plaines River to Saunders/Riverwood Road?

The identified preferred alternative for the section of the project from the Des Plaines River to Saunders/Riverwoods Road has the smallest footprint out of all alternatives considered. Various design elements were assessed to minimize the project footprint while still meeting applicable roadway design and safety standards, including:

- Utilization of minimum lane widths of 11-feet versus the standard 12-foot lanes.
- Utilization of curb and gutter as opposed to shoulder and ditch.
- Inclusion of center turn lane to maximize through lane capacity versus adding a second through lane in each direction.
- Utilization of minimum roadway slope embankment grade.
- Utilization of retaining walls.
- Utilization of longitudinal box culverts in spot locations to eliminate large roadside ditches.
- Utilization of minimum offset from the multi-use path to the roadway (5-foot minimum spacing).
- Utilization of alignment shifts to maximize use of existing right-of-way.
- Minimizing profile adjustments from existing conditions.

## 7. What are the proposed tree impacts with the proposed improvement and how will they be mitigated?

A total of 1,020 trees with a size of 6-inches or greater are potentially impacted with the proposed improvement. A detailed tree impact assessment was prepared for the project and reflects a worst case scenario if all trees within existing right-of-way, proposed right-of-way, and proposed easements are impacted. Further design evaluation will occur during the next phase of engineering to refine the construction limits of the project and further assess tree impacts. Trees that are outside the construction limit and roadway safety clear zone will remain along the corridor. Coordination has occurred with the Village and Riverwoods Preservation Council throughout the project development process pertaining tree impacts. Trees will be planted where practical and feasible within the project area, but available space is limited. More detailed information pertaining the proposed tree impacts and mitigation is provided in Section 3.6 of the Environmental Assessment.



## Alternative Development Questions

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### 8. Why is multi-use path being included with this project?

The Lake County 2040 Non-Motorized Plan Bike Plan and Village of Riverwoods Comprehensive Plan (Bike Plan - Exhibit 3) both propose to fill in the gap in the bike path network along Deerfield Road between Milwaukee Avenue and Portwine Road. Providing non-motorized connections was identified in the project purpose and need. The preferred alternative that was selected includes a separated 8-foot multi-use path from Milwaukee Avenue to the Des Plaines River Trail, and also from Thornmeadow Road to Saunders/Riverwoods Roads, as well as bike friendly shoulders on the roadway to accommodate on-road cyclists. The separated path will be under the jurisdiction and maintenance of Lake County due to its regional connectivity and inclusion on the County 2040 Non-Motorized Bike Plan.

### 9. What happened to the previous Phase I studies for a separated bike path along Deerfield Road?

LCDOT previously designed and constructed a separate bike path bridge over the Des Plaines River south of the existing Deerfield Road bridge structure to connect the Des Plaines River Trail (DPRT) to Thornmeadow Road. That project was completed in 2010, and was designed to accommodate future improvements to Deerfield Road and will not be affected by the proposed improvements. In addition to the constructed bike path bridge and boardwalk, there are two previously approved Phase I Studies for multi-use paths along Deerfield Road, one by the Village of Riverwoods to connect the existing bike path terminus at Thornmeadow Road east to Saunders Road, and the other by LCDOT to connect the existing bike path terminus at the DPRT west to Milwaukee Avenue.

### 10. What improvements are proposed at the Milwaukee Avenue intersection?

The preferred improvement identified at the Milwaukee Avenue intersection includes adding a third Deerfield Road westbound through lane, which leads into the third lane through lane constructed as part of the Woodman's development project west of Milwaukee Avenue, westbound/eastbound dual left turn lanes on Deerfield Road, exclusive westbound right turn lane on Deerfield Road, and exclusive northbound right turn lane on Milwaukee Avenue. The preferred intersection improvement was selected from a range of 12 intersection alternatives and is described in detail within Chapter 2 and Appendix B of the Environmental Assessment.



## 11. Can retiming the Deerfield Road at Milwaukee Avenue intersection alleviate traffic congestion?

Retiming Milwaukee Avenue and coordinating the signals along Deerfield Road was considered in developing alternatives. Milwaukee Avenue is an IDOT Strategic Route Arterial (SRA) with very high traffic volumes; therefore, significantly changing the timing to give Deerfield Road enough “green time” to reduce queues would not be feasible because transportation performance along Milwaukee Avenue would be impacted. Retiming the intersection would be feasible if accompanied by lane capacity improvements (i.e., adding a third through lane along Milwaukee Avenue or Deerfield Road at the intersection) to improve transportation performance along both routes.

## 12. If Milwaukee Avenue is the main source for congestion, why are improvements needed west to Saunders/Riverwoods Roads?

This Phase I Engineering Study studied potential improvements to Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road, which are the logical termini of the project. It is true that the congestion and backups experienced on Deerfield Road, specifically for the westbound PM peak hour movement, is predominantly caused by the Milwaukee Avenue intersection. The Purpose and Need for the project, establishes the various needs within the project study area, which also includes the Portwine Road and Saunders/Riverwoods Road intersections. Additionally, safety, non-motorized accommodations, mobility, and operational deficiencies are other key project need elements to be considered along the entire project length. A range of six alternatives were considered for Section B of the project, which studied Deerfield Road from the Des Plaines River to the Saunders/Riverwoods Road intersection, including the no-build alternative.

The Deerfield Road pavement is over 50 years old and is at the end of its useful life. The most cost effective pavement management approach is to reconstruct the roadway pavement. There are a combined 100 total crashes for the segments of Deerfield Road between the signalized intersections of Milwaukee Avenue, Portwine Road and Saunders/Riverwoods Road, with 67% being rear-end crashes. There are 52 access points to Deerfield Road within this same stretch, which creates turning movements onto and off of Deerfield, creating conflicts with the through traffic. There is a gap in the bike path network from Thornmeadow Road on the west to Portwine Road on the east. Refer to Chapter 1 of the Environmental Assessment for the detailed purpose and need of the project.



### 13. What alternatives were considered and evaluated for Section B of the Deerfield Road corridor from the Des Plaines River to the Saunders/Riverwoods Road intersection?

A full range of alternatives were developed and then comparatively evaluated against 2040 No-Build conditions, which include:

- Alternative 1: 2-lane with shoulder and ditch (one through lane in each direction)
- Alternative 2: 3-lane with shoulder and ditch (one through lane in each direction with a center turn lane)
- Alternative 3: 3-lane with curb and gutter
- Alternative 4: 4-lane (two through lanes in each direction without a center turn lane)
- Alternative 5: 5-lane (two through lanes in each direction with a center turn lane)

The comparative evaluation of the Deerfield Road range of alternatives was completed using several evaluation criteria including:

- Transportation Performance,
- Mobility,
- Safety,
- Environmental Resources,
- Socio-Economics,
- Non-Motorized Accommodations, and
- Cost

Transportation performance and mobility measure of effectiveness were evaluated using the Synchro traffic model. Safety measures of effectiveness were evaluated using the Illinois Highway Safety Design Manual. Environmental resources and socio-economic impacts were evaluated based on area of impact. Non-motorized accommodations and cost are evaluated based on relative scale. The comparative evaluation was used to screen the range of alternatives. More information about the alternatives and evaluation can be found in Chapter 2 and Appendix B of the Environmental Assessment.





#### 14. Why was Alternative 3: 3-Lane with Curb and Gutter selected as the preferred alternative for Section B of the Deerfield Road corridor from the Des Plaines River to the Saunders/Riverwoods Road intersection?

Based on the alternatives development and evaluation process a 3-lane roadway section with curb and gutter (Alternative 3) arose as the preferred alternative based on the evaluation criteria analyzed, which is documented in detail within Chapter 2 and Appendix B of the Environmental Assessment (Figure 2-5). A summary is provided below:

- **Transportation Performance:** All alternatives provided a significant improvement over the 2040 No-Build Westbound Total Travel Time with Alternative 3 reducing the travel time through the corridor from about 36 minutes to 12 minutes. There is not a significant transportation benefit to Alternative 4 and 5 over Alternative 3, however these add-lane alternatives cost 30% to 50% more, respectively.
- **Mobility:** All alternatives increase the number of acceptable gaps for vehicles attempting to access Deerfield Road from side street and driveways from zero in the 2040 No-Build scenario to over 30 gaps per hour in the PM peak travel period.
- **Safety:** The 2040 No-Build and 2-Lane roadway section (Alternative 1) have a 5% increase in the predicted injury crashes per year over existing conditions due to the slight increase in traffic volume. Alternatives 2, 3, 4, and 5 all show a significant reduction in the predicted injury crashes per year with the 3-lane having the greatest reduction at over 50%. These alternatives meet the project Purpose and Need objectives to improve safety better than Alternative 1. Another key point against Alternative 1 is the large number of access points from the Des Plaines River to Saunders/Riverwoods Road. Based on IDOT guidance, a center turn lane is warranted for the 2-lane roadway to reduce left turning vehicles conflicting with through lane traffic and causing delay.
- **Environmental and Socio-Economic Impacts:** A wider footprint directly correlates with higher environmental and property impacts. Alternative 3 has the smallest footprint at about 90 feet wide. For reference, Alternative 1 and Alternative 4 about 100-foot wide footprints, and Alternative 2 and Alternative 5 have about 110-foot wide footprints. A 100-foot wide footprint would result in about 33% greater private property impacts than a 90-foot footprint. A 110-foot wide footprint would result in about 75% greater private property impacts than a 90-foot footprint. Alternative 4 and 5 have the greatest amount of added pavement area which would result in higher detention requirement.

Based on the evaluation results described above, Alternative 3 (3-lane with curb and gutter) was selected, because Alternative 3 has the best overall transportation performance improvement, improves mobility



(access), is the greatest safety improvement, has the smallest footprint, has the lowest environmental and socio-economic impacts, and is one of the lower cost alternatives.

### 15. Doesn't a curbed 2-lane alternative have less impacts than the selected preferred curbed 3-lane alternative?

A 2-lane roadway with curb and gutter was considered as an initial concept, and is discussed further in Appendix B Section 2.1.3.3 of the Environmental Assessment. For 2-lane arterial roadways, an 8-foot wide shoulder is required per IDOT Bureau of Local Roads and Streets (BLRS) Figure 32-2D to accommodate emergency vehicles. This shoulder is not required for 3-lane arterials because emergency vehicles can utilize the center turn lane. Figure 2-2 within EA shows the comparison of these two alternatives. The 2-lane with curb and gutter has 1 foot less of pavement width in each direction than the 3-lane with curb and gutter, for a total pavement width savings of two (2) feet (38 feet versus 40 feet, respectively). While the 2-lane roadway section with curb and gutter was considered, it was dismissed prior to the comparative evaluation because providing a center turn lane is a more effective use of the pavement area as it improves safety, mobility, and operations.

## Design Questions

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### 16. Will there be a bike path with this project and where will it be located?

Yes. A continuous separated 8-foot multi-use path will be included from Milwaukee Avenue to Saunders/Riverwoods Road, and will connect to the Des Plaines River Trail as well as adjacent paths east and west of this project. This multi-use path segment has been identified by Lake County to have regional importance and will be funded 100% by the County. The multi-use path is proposed to be along the south side of Deerfield Road from Milwaukee Avenue to Portwine Road, and then along the north side of Deerfield Road from Portwine Road to Saunders/Riverwoods Roads. The reason the multi-use path switches to the north at Portwine Road is to provide better accessibility to those that live along the north side of Deerfield Road. Additionally, the existing multi-use path east of Saunders/Riverwoods Road is located along the north side of Deerfield Road and crossing at Portwine Road is a safer crossing location as opposed to the Saunders/Riverwoods Road intersection due to the shorter crossing width and lower traffic volumes at the intersection.

### 17. Will there be sidewalks with the project and where will they be located?

Yes. Sidewalks will be included with this project following Lake County's non-motorized policy, which requires a local agency sponsor for cost participation and future maintenance. The Village of Riverwoods has indicated they would like to include sidewalks in the following locations:



- North side of Deerfield Road, from Milwaukee Avenue to Chicory Lane.
- West side of Portwine Road, from Arrowwood Trail to Deerfield Road.
- West side of Saunders Road, from Thorngate Owners Association Park to Deerfield Road.

### 18. Why is a bike-friendly shoulder required in the areas where the separated multi-use path is present?

Lake County currently implements a bike-friendly shoulder within their curbed roadway improvements to accommodate users that are riding their bikes on the road. The bike-friendly shoulder is 3 feet wide with a 2-foot curbed gutter, so there is about 5 feet of “shoulder” space for folks to ride their bike on the road. The separated multi-use path is for users that don't feel comfortable to be on the roadway riding their bikes. As stated in the Environmental Assessment Appendix A, Deerfield Road is significant to on road bicyclists and is a main east-west route.

### 19. Is a detour proposed for the construction of the project?

No. A detour is not proposed and one lane in each direction will be maintained during construction. Coordination will occur with the Village of Riverwoods and residents pertaining the maintenance of traffic during construction. Access to properties along Deerfield Road will also be maintained. The County will also work with the Village of Riverwoods to address any concerns with potential cut-through traffic locations.

### 20. Will the existing drainage issues along Deerfield Road be addressed?

A new roadway drainage system will be provided along Deerfield Road for the entire project limits. This includes new curb and gutter from Milwaukee Avenue to Saunders/Riverwoods Road, which directs stormwater to a new underground storm sewer system. In some areas where there is a lot of stormwater draining towards Deerfield Road, improved or new drainage ditches and culverts will be provided. A new culvert will be provided carrying Thorngate Creek underneath Deerfield Road. The existing Deerfield Road bridge over the Des Plaines River will be widened to the south. The drainage system for the project will be designed utilizing the new state issued rainfall data (Bulletin 75).

### 21. What is the proposed speed limit on Deerfield Road following the completion of the project?

The existing speed limit of 40 mph meets current design criteria for this classification of roadway and was utilized for purposes of the Phase I Engineering Study. A speed study will be performed following construction completion to set the appropriate speed limit. Per the LCDOT ordinance, if the speed study results with speed limit drop, the lowest it could go is 35 mph. Here is a link to more information on the



LCDOT speed study: <https://www.lakecountyil.gov/3984/Speed-Studies> . LCDOT anticipates that the speed study will likely result with the speed limit staying 40 mph, but that will be confirmed. Speed limit changes must be approved by the Lake County Board.

## 22. Why is the speed limit lower on Deerfield Road east of I-94?

The reason the speed limit is lower east of I-94 is due to the density of access points along Deerfield Road, which classifies this portion of Deerfield Road an “Urban District”. This designation allows the speed limit to be reduced to 30 mph. The portion of Deerfield Road through Riverwoods does not meet the density requirement for the “Urban District” designation.

## 23. Why are traffic analyses based in peak travel periods only?

Evaluation of the movement of people, goods, and services during peak morning and evening travel periods is required by LCDOT, IDOT, and FHWA as part of the transportation planning process.

## 24. Has the COVID-19 pandemic affected the analysis and development of this project, specifically related to traffic?

We obtain traffic projections from Chicago Metropolitan Agency for Planning (CMAP) for the design year 2050, which is required for reconstruction projects like this one. Lake County has been monitoring traffic on their roadways during the pandemic. The pandemic flipped everything upside down with things being shut down and people working from home, so people's behaviors and travel patterns have changed. Throughout the county, traffic levels are back up to about 90 percent pre-pandemic levels. Traffic might not peak as high in the a.m. and p.m. but is more distributed throughout the day. People are making different trips; they are still making trips. Metra and commuter rails are still down significantly. Because people might be going into the office only a few days a week or working from home, they are not buying their monthly passes on Metra, they are driving. There is congestion out on the highways. We are looking at a longer range horizon, so it's not just the next couple of years, but our roadways are designed for a 20-30 year horizon, so we must plan and design for the long-term.

## 25. How many feet is Deerfield Road being widened from the Des Plaines River to Saunders/Riverwoods Road?

Existing Deerfield Road from the Des Plaines River to Saunders/Riverwoods Road consists of 24-feet of pavement (one 12-foot lane in each direction) with a 4 to 5 foot aggregate shoulder, so a total roadway width of approximately 32 to 34 feet. The proposed roadway consists of two 11-foot lanes with 12-foot center turn lane with 3-foot bike friendly shoulders and 2.5-foot curb and gutter, so a total roadway width of 45 feet. If the roadway is widened symmetrically on both sides, the roadway would be widened by



approximately 6 to 7 feet on each side. Not all areas of the project are widened symmetrically in order to avoid impact to environmentally sensitive areas, such as nature preserves, forest preserves, high quality wetlands, and historic properties.

Another factor to be aware of is that recent subdivisions, such as the Thorngate Subdivision, dedicated right-of-way for potential future roadway improvements. Therefore, there was very minimal property acquisition from the Thorngate Subdivision. However, along the north side of Deerfield Road opposing the Thorngate Subdivision, the properties are older and have a narrower right-of-way and therefore have more substantial proposed acquisition. The proposed improvement exhibits located on the project website show the detailed location of the roadway improvements and relationship to existing conditions.

## Public Involvement Questions

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### 26. How will public input be taken into consideration?

Stakeholder involvement is critical to project success, and the involvement process strives to achieve the following:

- Understand stakeholders' key issues and concerns.
- Obtain stakeholder feedback in the decision-making process early and often.
- Address all modes of transportation.
- Apply flexibility in design to address stakeholders' concerns whenever possible.

Public involvement for the Deerfield Road project started with the PIM #1 (November 30, 2016) where the public helped to define the project purpose and need. In addition, a Stakeholder Involvement Group (SIG) was formed, which is comprised of a balanced representation of community leaders from the study area, stakeholders with expertise or technical interest in environmental, land use, transportation, and economic development that are affected by the study, as well as other representative stakeholders. The SIG first met March 2, 2017, to discuss the PIM #1 Summary, the project development process, the public involvement process, and provide input for the preliminary project Purpose and Need statement. Alternatives carried forward must meet the project Purpose and Need. SIG #2 was held on June 28, 2017, to discuss the status of the Purpose and Need Statement, the range of alternatives to be developed, the alternatives evaluation process, and the alternatives evaluation criteria. SIG #3 was held on January 25, 2018, to screen the range of alternatives and present the preliminary preferred alternative to be carried forward for detailed analysis. A Public Hearing was held on May 25, 2021, to seek input on the Environmental Assessment and Preferred Alternative.



Throughout the project development, many individual 1-on-1 meetings were held with project stakeholders. Stakeholder input will continue to be considered throughout the project development process. The public involvement process is described in more detail in the Stakeholder Involvement Plan (SIP) provided on the project website. Final project decisions will be made by the Lake County Division of Transportation (LCDOT) in consultation with the Illinois Department of Transportation Bureau of Local Roads and the Federal Highway Administration.

## Property Acquisition Questions

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### 27. How much property is being affected with this project?

A total of 64 parcels are affected consisting of 3.03 acres of fee simple right-of-way, 6.77 acres of permanent easement, and 4.53 acres of temporary construction easement. All property acquisition will follow federal land acquisition procedures.

### 28. How is property acquired for the project?

Federal land acquisition procedures will be followed for all temporary and permanent property acquisition associated with this project, which occurs during the next phase of engineering and is anticipated to begin in 2022. The general land acquisition process consists of:

1. Finalizing the proposed acquisition and preparation of the plat of highway.
2. An appraisal and review appraisal are performed to establish a property value and any damages.
3. Property owners are informed of the appraised value of the proposed acquisition.
4. Lake County and their right-of-way agent will provide an offer to the property owner.
5. The owner will have time to consider the offer.

Fair market value of your property will be assessed just as if you sold your property under normal conditions. There will be no settlement expenses as the County will cover all title evidence, documentation, recordings, and fees.

### 29. Regarding property line fences and trees along the roadway right-of-way, who will be responsible for removing and replacing them?

A fence or tree that is located on private property where there is proposed property acquisition will be removed as part of the roadway construction project. Costs associated with impacts to the property such as fences, landscaping, and trees are factored into the property appraisal and damages, and the owner will be compensated. The owner can then hire their own contractor of their choosing to replace a fence,



landscaping, or re-plant trees. If a temporary fence is needed during construction, that can be discussed with the County. Coordination with the property owner about compensation for impacted private property will occur during the land acquisition process in the next phase of engineering, which is anticipated to begin in 2022.

## Project Funding & Cost Questions

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### 30. How is the Deerfield Road project being funded and what is the construction cost?

The Phase I Engineering and Environmental Study is being funded with Federal and local Lake County funds. Phase II Engineering (design engineering) and right-of-way acquisition is being locally funded with Lake County funds. Construction and Construction Engineering are being funded with Federal and local Lake County funds. The current project funding can be found on the Chicago Metropolitan Agency for Planning (CMAP) website under the Transportation Improvement Program (TIP) page (<https://etip.cmap.illinois.gov/>).

The Phase I Engineering construction cost is \$32,587,206.

### 31. How will the Deerfield Road project affect property values?

The effect of a roadway project on property values is difficult to discern since there are a number of factors that could lead to an individual's perception including improved transportation and accessibility, proximity, or other factors. LCDOT, IDOT, and FHWA do not reimburse or collect from property owners for any positive or negative changes to property values which may or may not have been caused by roadway projects.

## Project Schedule Questions

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### 32. What is the schedule for this project?

Phase I Engineering is anticipated to be completed in Spring 2022. Phase II (Design Engineering) and land acquisition will occur during 2022 and 2023, and construction is anticipated to substantially begin in 2024. Construction will likely take two construction seasons to fully complete the project.



## Traffic Noise Frequently Asked Questions

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This document provides responses to the frequently asked questions pertaining to traffic noise and the proposed potential noise wall adjacent to the Thorngate Subdivision associated with the Phase I Engineering Study of Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road. Project information, including information shared at the 2019 Noise Forum Meeting and Traffic Noise Report, can be found on the project website [www.deerfieldroadcorridor.com](http://www.deerfieldroadcorridor.com). A separate Frequently Asked Questions document was prepared for the overall project. Please review this information, as it will help inform you of the traffic noise process and results. This document is posted on the project website.

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## 1. Why was a Traffic Noise Study completed?

A traffic noise assessment was required to comply with State and Federal regulations because Federal funds are being used for this project and due to the project scope. The scope of this project includes proposed roadway reconstruction with the addition of through traffic lanes at Milwaukee Avenue and the addition of a center turn lane throughout the length of the Deerfield Road corridor. If any part of the project meets the requirements for a noise analysis, the entire project must be evaluated for traffic noise according to the IDOT Highway Traffic Noise Assessment Manual (2017). A copy of the manual is located on the project website (Information Center/Project Reports). The entire project area was evaluated for traffic noise and based on the analysis, only one location warranted noise abatement (i.e., noise wall) per the IDOT Noise Policy.

## 2. What is the proposed improvement for Deerfield Road between the Des Plaines River and Saunders/Riverwoods Road?

The proposed improvement for this section of Deerfield Road consists of a 3-lane roadway that includes a center bi-directional turn lane, curb and gutter, and 8 foot multi-use path (south side up to Portwine Road; north side up to Saunders/Riverwoods Road). As Deerfield Road approaches the Saunders/Riverwoods Road intersection, the same number of lanes will be provided on Deerfield as currently exists today (5). In this area, there will be some modifications that will require the existing south curb line to move between 4 and 11 feet to the south. The reason for this is to accommodate a lengthening of the eastbound right turn lane by 60 feet to meet intersection design standards, provide a 3 foot "bike friendly" shoulder, and 2.5 foot wide curb and gutter.

## 3. What is the proposed improvement for Saunders Road?

The proposed improvement on Saunders Road includes a new northbound right turn lane and 6 foot sidewalk along the west side of Saunders Road directly behind the existing curb. The Saunders Road intersection will be modernized with new signal equipment and cross walks on all legs of the intersection. The proposed sidewalk will extend south to the Thorngate HOA Park.

## 4. What are the criteria that must be met for noise mitigation to be considered for a project?

A noise barrier may be proposed when a traffic noise impact occurs, and a noise barrier is determined to be feasible and reasonable.

Based on the IDOT Noise Policy, for a residential area, a traffic noise impact occurs when the design year (2050) build condition traffic noise levels are predicted to be 66dB(A) or greater. A traffic noise impact also occurs if the design year (2050) build condition traffic noise levels are predicted to substantially increase (15 dB(A) or greater) over existing conditions. Traffic noise levels are determined by computer modeling.

A noise barrier is determined to be feasible if it achieves at least a 5 dB(A) traffic noise reduction for at least two impacted receptors. A traffic noise reduction of  $\pm 5$  dB(A) is a readily perceivable change in noise.

A noise barrier must also be reasonable, which includes the following three criteria:



- It must meet the noise reduction design goal of achieving at least an 8 dB(A) reduction for at least one benefited receptor. A benefited receptor is the recipient of an abatement measure that receives a noise reduction of 5 dB(A) or greater. A benefited receptor does not need to be an impacted receptor.
- The estimated build cost per benefited receptor must be less than or equal to the allowable cost per benefited receptor. The base allowable cost is \$30,000 per benefited receptor. The allowable cost may be adjusted based on a number of factors. Refer to the IDOT Highway Traffic Noise Assessment Manual (2017) for additional information.

For example, if a noise barrier will benefit 10 residences, and the total cost of the noise barrier is \$270,000, then the cost per benefited receptor would be \$27,000 (which is less than the allowable cost of \$30,000 per benefited receptor) and the noise barrier would be considered economically reasonable.

- If noise abatement measures are determined to be feasible and achieve the first two reasonableness criteria, the benefited receptor viewpoints must be considered. If the majority of the viewpoints are in favor of the noise barrier, then the noise barrier would be considered “likely to be implemented.”

If a noise barrier is not considered feasible or reasonable for an area, the noise barrier abatement measure will not be implemented as part of the project.

## 5. Can a berm be used instead of a noise wall?

Earth berms can be considered for noise abatement. However, the use of berms depends on the space available. For maintenance reasons, the slope of the berm should not be steeper than 3(H):1(V). For this project, there is limited available space to build a berm that would achieve the necessary noise reduction. The potential noise wall for this project would be 15 feet tall. Comparatively, a 10-15 feet tall berm would be about 60-90 feet wide. The available area for noise abatement would need to accommodate this base width.

## 6. Can vegetation be used as noise mitigation?

Landscaping (vegetation) is not recognized by the FHWA as a traffic noise abatement measure. However, landscaping can provide traffic noise reductions if it is sufficiently wide, dense (e.g., evergreen trees), and tall such that it cannot be seen through or over. Generally, the vegetation needs to be between 100 and 200 feet in width, 16 to 18 feet tall, and with dense understory growth to obtain a perceivable noise reduction of 5 dB(A). Vegetation/trees can potentially help screen the traffic from view, but it is generally not feasible to plant this number of trees or have available sufficient right-of-way for this to be a prudent abatement measure.

## 7. What property would be needed for the potential noise wall adjacent to the Thorngate Subdivision?

If the noise wall is included with this project, additional property acquisition will be required. The noise wall would be installed on property that is owned by Lake County. Permanent and Temporary Easements would be required for construction and future maintenance of the noise wall. All property acquisition would be from the Thorngate HOA property adjacent to the Deerfield Road and Saunders Road right-of-way. There is one exception (781 Links Court) where acquisition would be required directly from the property owner. Refer to the proposed improvement exhibit on the project website showing the potential noise wall location and associated property acquisition.



A summary of the proposed property acquisition is provided below. If the noise wall is not included with the project, the property acquisition associated with the noise wall can be eliminated.

- Along Deerfield Road, 5 feet of right-of-way will be needed adjacent to the eastbound right turn lane; a 5 foot permanent easement would be needed along the entire Thorngate Subdivision for future maintenance of the wall; a 5 foot temporary construction easement would be needed to construct the wall (predominantly for clearing vegetation/trees and grading).
- Along Saunders Road, a 10 foot temporary construction easement would be needed to construct the wall (predominantly for clearing vegetation/trees and grading).

Deerfield Road cannot be shifted to the north to avoid property acquisition to the Thorngate Subdivision.

## 8. How is property that is needed for the project acquired?

This project is using federal funds and therefore a certain process must be followed for property acquisition, which includes preparation of a plat of highway, appraisal, review appraisal, an offer made, and a negotiation with the property owner. Compensation is provided for permanent and temporary acquisition based on the appraisals and any other damages to the remainder of the property. This process is anticipated to begin when Phase II Engineering commences in mid 2020.

## 9. Where is my property line?

Property lines are shown on the detailed proposed improvement exhibits and noise wall exhibit. The roadway right-of-way, which is owned by Lake County, is depicted as a thick dashed red line style and is approximately 13 feet (adjacent to the eastbound right turn lane) to 25 feet (west of the right turn lane) from the existing roadway curb. The existing power lines and existing wire fence are located within the Lake County roadway right-of-way. Beyond the roadway right-of-way, is HOA property, which is a minimum of 22 feet (and is higher closer to Saunders/Riverwoods Road intersection) from the roadway right-of-way to private property parcels. Many residents adjacent to Deerfield Road and Saunders Road currently have landscaped this area or located other items such as playgrounds within the HOA property. The parcel lines are typically shown as black, solid lines on the project exhibits.

## 10. Will there be any additional costs for property owners or the HOA to construct the noise wall?

No. All costs for land acquisition and construction of the noise wall will be paid for by Lake County as part of the project.

## 11. Where would the potential noise wall be located?

The potential noise wall would be located approximately 17 feet (adjacent to eastbound right turn lane) to 23 feet (west of eastbound right turn lane) from the existing roadway curb along Deerfield Road and approximately 17 feet from the existing roadway curb along Saunders Road. The approximate location is shown on the noise wall exhibit. Another reference point is the existing wire fence located near the rear of the residential lots. Along Deerfield Road, the potential noise wall would be located approximately 6 feet from the wire fence to the south



(towards the homes); along Saunders Road, the potential noise wall would be located approximately between the two wire fences.

## 12. What would the potential the noise wall look like?

The potential noise wall would have a form liner that would look like natural stone. An example picture is included in the Noise Forum Meeting PowerPoint presentation located on the project website (Information Center/Meeting Materials). The potential noise wall would be 15 feet tall.

## 13. How was the height of the wall determined?

As part of the traffic noise analysis, a computer noise model was used to evaluate different wall heights. As part of the analysis, many iterations are run to determine a noise wall height that meets the feasibility and reasonableness requirements mentioned above. Based on the analysis completed for this project, the potential noise wall would be 15 feet tall. A lower wall did not meet the feasibility and reasonableness requirements.

## 14. How were the receptor locations selected? Why are some twice as far away from the road compared to others? There are several properties on the north side that are close to the road as well.

The location of R11 is at common noise environment where the noise wall is planned to go. We normally place the receptors at an exterior area frequently human used. R11 was located at a playset that's very close to the road. In other locations along the corridor, we looked for areas of frequent human use in people's yards, whether it be a front yard, rear yard etc., and then we placed a receptor at those locations. So that's why the locations varied with respect to distance from the edge of the roadway all along the corridor. After collecting the baseline condition data, we use a standard computerized model to project what the noise levels will be under built condition for 2050 traffic. We calibrate that computer model with existing conditions and then we use that model to look at what's going to happen when we build our project. And that's when we start looking at where there are noise impacts. We must follow a federal process that is laid out and that's how noise walls get chosen. Is the design of the wall effective? Does it provide noise reduction? If it doesn't, it's not added into the project even though there might be a noise impact.

## 15. Would additional field monitoring at R11 (Thorngate receptor point) affect the traffic noise model?

Additional field monitoring is not necessary. Per the IDOT Noise Policy, monitoring is only required at 25-50% of representative receptors. FHWA generally suggests sampling periods that range from 8-15 minutes. As part of our study, noise monitoring was completed at 47% of the representative receptor locations. We sampled each monitoring location for 12 minutes.

Noise measurements are normally taken at exterior areas of frequent human use. The receptor/monitoring location referenced above was placed adjacent to a playset. The monitoring locations for this project were reviewed by IDOT. Receptor locations followed the guidance in the IDOT Highway Traffic Noise Assessment Manual (2017). Appropriate placement of the R11 receptor location was also confirmed with FHWA.



The monitoring results were compared to the existing conditions TNM results to validate the TNM model. In general, noise monitoring results should be within  $\pm 3$  dB(A) of the TNM generated results for the model to be considered validated. Since our monitored noise levels were within 3 dB(A) of the TNM predicted noise levels for existing conditions, our TNM model was considered “validated”.

## 16. What will happen to the existing vegetation and landscaping between the roadway and residential homes?

If the noise wall is constructed, it would require the removal of many of the existing trees and other vegetation currently located between the roadway and the residential homes. The noise wall would be 15 feet tall and would also require trimming of tree branches that extend towards the wall. A rendering of what the potential noise wall would look like from a back yard perspective is provided in the Noise Forum meeting PowerPoint presentation located on the project website. Landscaping behind the noise wall will not be provided as part of this project. Since the property directly behind the noise wall is owned by the HOA, any plantings immediately adjacent to the noise wall would be HOA responsibility. Grass would be planted between the noise wall and the roadway. Detailed landscaping will be determined during Phase II Engineering.

## 17. How much noise reduction would be achieved with the noise wall?

Based on computer modeling, the vast majority of the 37 benefited receptors would receive a noise reduction of between 5 and 11 dB(A) in the 2050 future build condition with the implementation of a noise wall. More than half of these benefited receptors would be on the lower end of that range (i.e., between 5 and 7 dB(A)). Three of the receptors would receive a slightly higher than 11 dB(A) noise reduction due to the receptor location/area of frequent outdoor activity, such as a playset, being located immediately adjacent to the potential noise wall.

Please note that based on computer modeling (and confirmed by field monitoring), the worst case receptor for the Thorngate Subdivision has an existing traffic noise level of 66 dB(A), which would be considered an impact in the build condition. Based on computer modeling, under the 2050 future build condition, the worst case receptor for the Thorngate Subdivision has a predicted noise level of 69 dB(A). This is a difference of 3 dB(A) from existing to build condition. A change of  $\pm 3$  dB(A) is a barely perceivable change in noise.

## 18. What is the noise wall vote for?

The vote you are casting is only for the potential noise wall to be recommended for implementation as part of the project. The roadway project will proceed regardless of the vote results.

## 19. Who is allowed to vote?

Only benefited receptors of the noise wall are allowed to vote. For this potential noise wall, there are 37 benefited receptors. The benefited receptor locations are depicted on the Noise Wall Exhibit. To be a benefited receptor, a noise reduction of at least 5 dB(A) must be obtained with the proposed noise wall under future 2050 traffic conditions. Benefited receptors include property owners and renters/leasers residing on the benefited property. In the case of rental properties, both the property owner and renter are allowed to vote.

## 20. Can the plans to build the noise wall at Thorngate change?

The proposed noise wall has met the state/federal criteria for being included as part of the project and will be advanced into the next phase of engineering. More than likely, the noise wall will remain as part of the project and it's unlikely to be removed from the project following the traffic noise analysis process completed during Phase I Engineering. If significant roadway design changes occurred during the next phase of engineering, the traffic noise report would need to be updated and the noise wall re-evaluated. It is very unlikely that such a significant change would occur at this location given the minimal changes at the Saunders/Riverwoods Road intersection.

## 21. What is the main source of noise generated from vehicles?

Noise from vehicles occurs from tire interaction with the pavement and is characterized as the “whine” of traffic noise. Propulsion noise (engine, exhaust, and intake) is typically the dominant noise source when a vehicle is traveling at low speeds. Tire-pavement noise typically becomes the dominant noise source when a vehicle travels at higher speeds. Tire-pavement noise will still exist with electric vehicles.

We discussed the issue of electric vehicles with FHWA. FHWA knows that Traffic Noise Model has limitations. FHWA is evaluating priorities and will continue to improve TNM as funding allows.

## 22. Can pavement type affect traffic noise from vehicles?

“Quieter pavements” have been identified by some states as a way to reduce traffic noise up to 3 to 4 dB(A). FHWA only recognizes this measure as eligible for federal funding if the state has an approved Quiet Pavement Research Program. IDOT does not currently have an approved Quiet Pavement Research Program. Quieter pavements can be used on federal-aid projects, but the pavement cannot be classified as a noise abatement measure. We followed FHWA guidance and the IDOT Noise Policy regarding pavement type in our analysis.

It should also be noted that as pavement texture varies with time, the performance of this measure is difficult to predict for noise abatement. For example, asphalt pavement breaks apart, while concrete textures wear down over time. Winter conditions and snowplows exacerbate pavement wear. In addition, noise created at the tire and pavement interface is only one of several traffic noise sources that include engine, exhaust, and auto body vibrations. In summary, altering the pavement material does not result in substantial noise reductions over a long-term period.

## 23. Why can't a speed reduction be a solution for increased noise level?

Reduction of speed has the potential to reduce traffic noise levels. Generally, a reduction of 20 mph would be needed to reduce the traffic noise level by 5 dB(A). Speed reductions of this magnitude may have adverse impacts on the ability to achieve the purpose of the project. Speed limits must adhere to established design guidelines and policies. We ran two modified speed limit scenarios in Traffic Noise Model for the Build condition: one at 35 mph along Deerfield Road and one at 30 mph along Deerfield Road. Both scenarios resulted in lower predicted noise levels. However, each scenario resulted in a traffic noise impact (i.e., at least 66 dB(A)) at the R11 receptor location. The 30 mph model was just over the threshold for an impact. Also see Response 10.



LCDOT policy is to evaluate the speed via a speed study following completion of the project. Per the LCDOT ordinance, if the speed study results with speed limit drop, the lowest they could go is 35 mph. Here is a link to more information on the LCDOT speed study: <https://www.lakecountyil.gov/3984/Speed-Studies>. LCDOT anticipates that the speed study will likely result with the speed limit staying 40 mph, but that will be confirmed. Speed limit changes must be approved by the Lake County Board.

The reason the speed limit is lower east of I-94 is due to the density of access points along Deerfield Road, which classifies this portion of Deerfield Road an “Urban District”. This designation allows the speed limit to be reduced to 30 mph. The portion of Deerfield Road through Riverwoods does not meet the density requirement for the “Urban District” designation.

#### 24. Have you considered spending money on replacing windows in homes which border Deerfield Road instead of a noise wall, like what was done near O'Hare airport?

Replacing windows is not a mitigation strategy considered for a roadway improvement project. Typically, this is the standard procedure is used if you are evaluating areas of interior use. Analysis for this project is based on exterior use. The funds that are utilized must be for improvements within the permanent right-of-way or easements. What was done as part of O'Hare was highly unique, not typically done as part of highway improvement projects.

#### 25. Have real estate appraisers been consulted to determine the impact of the noise wall on property values in Riverwoods?

No, the appraised value to the affected properties is somewhat subjective and it's hard to answer. Out of the responses from people, 88% voted in favor of the wall. So, folks that want the wall see it as a benefit to them. For them maybe it's an improvement to their property. But as far as the financial effects, we do not investigate those as part of a roadway improvement project.

#### 26. Will the wall reflect noise?

There is the potential that some noise reflection could happen with the noise wall. However, the distance that the noise would travel is longer therefore once it bounces, the noise levels decrease. The amount that it would bounce back is typically not perceivable because it's only a couple decibels.

#### 27. How will a noise wall benefit the adjacent homeowners?

The noise wall is meant to address the noise impact from the proposed roadway. The rest of the community, unfortunately, is not factored into the decision of whether a noise wall gets installed. We look to see who is impacted by the roadway under build conditions and then we evaluate the wall from a feasibility perspective.