

U.S. Department of Transportation

Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT

**Deerfield Road (CH 11, FAU 1257) - US 45/IL 21 (Milwaukee Avenue) to
Saunders/Riverwoods Road, Lake County, Illinois**

Project Description

The proposed action includes reconstruction of an approximate two-mile section of Deerfield Road from US 45/IL 21 (Milwaukee Avenue) to Saunders/Riverwoods Road to meet the established project purpose and need. This includes a third lane (flush median), curb and gutter, new drainage system, Thorngate Creek culvert improvements, Des Plaines River bridge widening/rehabilitation, separated multi-use path, bike friendly shoulder, utility relocations, auxiliary lane additions at three signalized intersections, and through lane/auxiliary lane additions at one intersection. The project is predominantly located in the Village of Riverwoods, but also extends into the Village of Buffalo Grove and the Village of Deerfield at the west and east termini, respectively.

The preferred alternative as described in the Environmental Assessment (EA) will have independent utility and will function without any requirements for additional improvements elsewhere. The project will not restrict consideration of alternatives for other reasonably foreseeable transportation improvement initiatives, to this facility, or to other adjacent facilities.

The proposed action is included in the Federal Fiscal Year (FFY) 2019-2024 Transportation Improvement Program (TIP No. 10-03-0005) endorsed by the Policy Committee of the Chicago Metropolitan Agency for Planning (CMAP), the Metropolitan Planning Organization (MPO) for the region in which the project is located. The Lake County Division of Transportation (LCDOT) has identified Deerfield Road from Milwaukee Avenue to Saunders/Riverwoods Road in their 2040 Transportation Plan as a route widening.

Commitments

The mitigation measures and commitments listed below will be implemented during future phases of the project to minimize environmental impacts associated with the proposed improvements. The table below lists commitments that were included in the EA and any that have been made since.

Mitigation Measures and Commitments Table

| Description | Responsible Party | Commitment To |
|---|-------------------|---|
| Noise abatement measures are likely to be implemented at the southwest corner of the Deerfield Road and Saunders Road intersection. A final decision on noise abatement will not be made until the project's final design is approved and the public involvement process is complete. | LCDOT | Illinois Department of Transportation (IDOT) |
| During the design phase of the project, additional tree impact evaluation will be completed as necessary to avoid/minimize impacts, and a tree mitigation plan will be developed. Impacted trees will be replaced where practicable and feasible. No varieties of ash trees will be planted as replacement trees. | LCDOT | Village of Riverwoods |
| An Incidental Take Authorization shall be obtained from the Illinois Department of Natural Resources (IDNR) for potential impacts to the blackchin shiner prior to the project going to Letting. | LCDOT | IDNR |
| No tree clearing shall occur between April 1 and September 30 to avoid impacts to the northern long-eared bat. | LCDOT | IDNR and U.S. Fish and Wildlife Service |
| Accommodations for the movement of small to medium size terrestrial wildlife will be provided at the Thorngate Creek and Des Plaines River crossings, including the evaluation of a potential wildlife crossing between Wetland #1 and Wetland #15. The design, coordination, and final decision regarding wildlife crossings will continue during Phase II with final engineering and permitting. | LCDOT | Village of Riverwoods and Lake County Forest Preserve District (LCFPD) |
| Compensatory storage volume for fill placed in the regulatory floodway and 100-year floodplain of the Des Plaines River will be provided in proposed compensatory storage basins located west of the river and east of Milwaukee Avenue. Compensatory storage volume for fill placed in the 100-year floodplain of Thorngate Creek will be provided in a proposed compensatory storage basin located on the northeast (downstream) side of the Thorngate Creek crossing at Deerfield Road. | LCDOT | IDNR- Office of Water Resources, IDOT, and Lake County Stormwater Management Commission (LCSMC) |
| Compensation for wetland/waters of the U.S. (WOUS) impacts will be provided in accordance with Section 404 of the Clean Water Act (CWA), Interagency Wetlands Policy Act, and the Lake County Watershed Development Permit. The preferred method of wetland/WOUS mitigation is to purchase credits at a U.S. Army Corps of Engineers (USACE), IDNR, and LCSMC approved wetland mitigation bank located in the Des Plaines River basin. Impact minimization measures will continue during the design and permitting process. | LCDOT | USACE, IDNR, and LCSMC |
| During Phase II (contract plan preparation and land acquisition) it will be determined if any of the Recognized Environmental Condition (REC) sites or right-of-way adjacent to the REC sites will be impacted with the proposed work and/or if any right-of-way will be required at any of these locations. A Preliminary Site Investigation will be completed, if necessary. | LCDOT | IDOT |

| Description | Responsible Party | Commitment To |
|--|-------------------|---------------|
| <p>To avoid/minimize impacts to the Edward L. Ryerson Nature Preserve and the Edward L. Ryerson Conservation Area Illinois Natural Areas Inventory (INAI) site:</p> <ul style="list-style-type: none"> • Install fencing and signage to clearly delineate the boundaries of the Edward L. Ryerson Nature Preserve to ensure no disturbances occur within the Nature Preserve. • Avoid parking and staging in areas adjacent to the Nature Preserve. • Wash equipment before entering the work site next to the Edward L. Ryerson Nature Preserve and INAI site to prevent the transfer of non-native and invasive species into the Nature Preserve. • Implement and properly maintain soil erosion and sediment control Best Management Practices as required by the National Pollutant Discharge Elimination System Permit No. ILR10 Storm Water Pollution Prevention Plan. • To the extent practicable, avoid temporary and permanent lighting near the boundary of the Edward L. Ryerson Nature Preserve to minimize adverse effects to nocturnal wildlife and to help preserve the integrity of the Nature Preserve. If temporary or permanent lighting is required, implement the following: <ul style="list-style-type: none"> ○ All lighting should be fully shielded fixtures that emit no light upward. ○ Only “warm-white” or filtered LEDs (CCT <3,000 K; S/P ratio <1.2) should be used to minimize blue emission. ¹ ○ Only light the exact space with the amount (lumens) needed to meet highway safety requirements. ○ If LEDs are to be used, avoid over-lighting based on the higher luminous efficiency of LEDs. | LCDOT | IDNR |
| <p>To promote the integrity of the Herrmann’s Woods INAI site and minimize the establishment of new invasive species in the area:</p> <ul style="list-style-type: none"> • The Contractor will be required to clean all equipment (including, but not limited to: heavy machinery, hand tools, and boots) of all soil and debris prior to entering the INAI site. • The Contractor will be required to treat any remaining stump/root complexes of any invasive species that are cleared (e.g., black locust, honeysuckle species, buckthorn, autumn olive) with appropriate herbicide(s) to avoid re-sprouting. • Upon completion of construction disturbance to the INAI site, the area will be re-planted only with vegetation native to Lake County, Illinois. | LCDOT | IDNR |

| Description | Responsible Party | Commitment To |
|---|-------------------|-----------------|
| <p>Section 4(f) resources affected by the temporary occupancy (i.e., the Cahokia Flatwoods Forest Preserve, the Des Plaines River Trail (DPRT), and the Des Plaines River) will be fully restored. Coordination with the LCFPD regarding the restoration of forest preserve property will take place during Phase II. Contract plans and specifications will incorporate information provided by LCFPD, including:</p> <ul style="list-style-type: none"> • Seed mix recommendations (plugs may be included as necessary) to restore vegetated areas that may be disturbed; • Temporary biodegradable erosion control blanket (or equivalent) for seeded areas - an erosion control blanket that minimizes wildlife entrapment (e.g., loose weave netting) shall be used; • Tree mitigation (e.g., species, location) for anticipated removals; • Trail details and specifications to be used for trail restoration, as necessary. <p>Restoration of the Des Plaines River will be completed in accordance with Section 404 CWA Permit requirements.</p> <p>A detour with posted signage will be maintained for the DPRT during anticipated construction-related temporary short-term closures, including:</p> <ul style="list-style-type: none"> • Signage (posted in advance) indicating the dates of the proposed trail closure to notify users; • Closures will be coordinated with the LCFPD so that they can update their interactive trail map as additional notification; • A barrier and construction/detour signage will be placed at the location of the DPRT closure; • Detour signage will be posted at applicable DPRT connection trails; • Advance notice signage will be installed approximately 0.5-mile north and south of the detour route. | LCDOT | LCFPD and USACE |

¹ LED = Light-Emitting Diode; CCT = Correlated Color Temperature; K = degrees Kelvin; S/P ratio = scotopic/photopic ratio

Public Hearing and Comment

A Public Hearing was held on May 25, 2021, at 4:00pm. The purpose of the Public Hearing was to present and seek input on the final Deerfield Road project EA and Preferred Alternative. All Public Hearing materials (including the EA and Preferred Alternative design) were available on the project website (www.deerfieldroadcorridor.com) beginning May 10, 2021. The EA was made available for in-person review at three Village Halls (Riverwoods, Deerfield and Buffalo Grove), and at the LCDOT office in Libertyville, Illinois.

LCDOT desired to hold the Public Hearing in person. However, as a result of the COVID-19 pandemic and Lake County Public Health guidance, LCDOT decided to hold a virtual Public Hearing to protect the health and safety of all participants. The Public Hearing followed guidance issued by the Federal Highway Administration (FHWA) dated March 11, 2021, for Temporary Virtual Public Involvement. This “live” event began with a formal presentation of the project by the Phase I engineering consultant team and then granted the public an opportunity to provide a 2-minute statement to a court reporter regarding the Preferred

Alternative and EA. A “question and answer” session with LCDOT and the Phase I engineering consultant team followed the public comment opportunity. The virtual Public Hearing was recorded and posted to the project website on May 26, 2021. The virtual Public Hearing was attended by 89 people.

The Public Hearing was advertised via local newspapers, Village websites, project website, social media, message boards, and individualized mailings. There are no Environmental Justice communities within the project limits, as documented in the EA. A phone number was provided in all Public Hearing advertisements for individuals to call if they did not have internet access, to obtain hard copy materials, or for instructions regarding how to dial into the meeting. The Public Hearing was also made accessible to handicapped individuals. Instructions were available for those needing specific assistance or special accommodations. No individuals without internet access contacted the project team with the request to dial into the Public Hearing. All attendees were able to register for the Public Hearing on-line and then received instructions on various ways to participate in the Public Hearing using their electronic devices.

A total of 64 comments/questions were received during the Public Hearing and/or by the end of the comment period, June 14, 2021. Nine (9) comments were provided verbally during the Public Hearing, 23 comments/questions were submitted via the chat box during the Public Hearing, and 32 written comments/questions were received during the comment period from May 10, 2021, to June 14, 2021. The comments received were mixed with some in support of the proposed improvement and some with concerns. Some of the concerns that were raised involved the potential noise wall at the southwest corner of the Saunders Road/Deerfield Road intersection, anticipated tree impacts, effect to the character of the surrounding community, speed limit, accessibility, drainage issues, and proposed property acquisition. All comments and questions received during the public comment period were responded to and are included in the Errata. No comments with concerns regarding the Preferred Alternative or EA were submitted by the regulatory agencies.

An updated project “Frequently Asked Questions” document (FAQ) was prepared to address the most common questions/comments received during the Public Hearing. A separate FAQ document was prepared specifically addressing questions pertaining the potential noise wall. Individual responses were sent to individuals with questions that were not addressed by the updated FAQ document. The FAQ documents are both included in the Public Hearing summary and are posted separately on the project website (www.deerfieldroadcorridor.com).

On February 23, 2022, Lake County Division of Transportation certified that a Public Hearing was held on May 25, 2021, in accordance with 23 CFR 771(h)(2)(vi).

Agency Determinations

The following findings establish the project's adherence to applicable laws intended to protect sensitive environmental and socioeconomic resources:

- **Section 106 of the National Historic Preservation Act of 1966**

No archaeological sites were identified along the project corridor and no impacts are anticipated. Based on preliminary design, the proposed project will not adversely affect the Edward L. Ryerson Area Historic District, which is listed on the National Register of Historic Places (NRHP), or the nine architectural properties that warrant consideration for listing on the NRHP. The project will not impact historic bridges. On August 28, 2020, the Illinois State Historic Preservation Officer (SHPO) concurred that the proposed improvements would have “No Adverse Effect” on the historic properties subject to protection under Section 106 of the National Historic Preservation Act.

- **Section 4(f) of the U.S. DOT Act of 1966**

A 0.32-acre temporary easement is proposed at the Cahokia Flatwoods Forest Preserve to access the Deerfield Road bridge abutment and piers during construction (for bridge widening). Cahokia Flatwoods Forest Preserve is predominantly undeveloped. The temporary easement will be located along an existing access route. Two existing piers located in the Des Plaines River will be extended to accommodate the bridge widening. Approximately 0.09 acre of temporary fill is anticipated to complete the in-stream construction. This segment of the Des Plaines River is part of the regional Des Plaines River Water Trail. Two existing metal pipes (located near the southwest quadrant of the bridge) that convey stormwater runoff under the existing DPRT will also be replaced/upgraded. Temporary impact areas at the Cahokia Flatwoods Forest Preserve, the Des Plaines River, and the DPRT will be fully restored. The proposed improvements will not interfere with the activities, features, or attributes of the Section 4(f) resources.

The LCFPD is the Official with Jurisdiction over these Section 4(f) resources. Coordination occurred with the LCFPD throughout the project development process and opportunities were provided for public comment. The LCFPD concurred in writing on October 4, 2021, that the proposed action meets the conditions of 23 Code of Federal Regulations (CFR) §774.13(d) and that the temporary occupancy of the Section 4(f) resources by LCDOT is so minimal as to not constitute a “use” within the meaning of Section 4(f).

- **Section 176(c) of the Clean Air Act, as amended**

This project is located in a nonattainment area for transportation-related criteria pollutants; therefore, the transportation conformity requirements of the Clean Air Act apply. FHWA has determined that the preferred alternative meets project-level conformity requirements because it is included in the conforming metropolitan transportation plans and transportation improvement programs of the appropriate metropolitan planning organization.

The project was determined to be a project that is not an air quality concern under 40 CFR 93.123(b)(1), because it primarily services gasoline operated vehicular traffic. None of the roadways in the study area carry a substantial amount of diesel truck traffic currently nor are they expected to under the 2050 No-Build or Build condition. It has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations.

Conclusion

The FHWA has determined that the Preferred Alternative identified in the EA will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached EA and Errata, which have been independently evaluated by the FHWA and determined to adequately and accurately assess the need, environmental issues, and impacts from the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA and Errata.

June 22, 2022
Date


Arlene K. Kocher, Division Administrator



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

June 22, 2022

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In Reply Refer To:
HA-IL

George A. Tapas, PE, SE
Engineer of Local Roads and Streets
Illinois Department of Transportation

Subject: Finding of No Significant Impact
Deerfield Road from US 45/IL 21 to Saunders/Riverwoods Road

Dear Mr. Tapas:

The Federal Highway Administration (FHWA) received the Illinois Department of Transportation's March 29, 2022 request to issue a Finding of No Significant Impact (FONSI) for Deerfield Road from US 45/IL 21, Milwaukee Avenue to Saunders/Riverwoods Road in Lake County, Illinois. The FHWA has reviewed the Environmental Assessment (EA), the errata to the EA, the comments submitted during the public comment period and hearing, and the responses to comments. Based on this information, FHWA agrees that the project will not result in a significant impact on the human environment. Included with this letter is the electronically signed FONSI document.

If you have any questions, please contact Irene Pantoja, District 1, Transportation Engineer at Irene.Pantoja@dot.gov or 217-492-4628.

Sincerely,

Arlene K. Kocher
Division Administrator

Enclosure

ecc: Mr. Omer Osman, Secretary of Transportation, IDOT
Mr. Jose Rios, Region 1 Engineer, IDOT

ENVIRONMENTAL ASSESSMENT

ERRATA

DEERFIELD ROAD (FAU 1257)

IL 21/US 45 to SAUNDERS/RIVERWOODS ROAD

LAKE COUNTY, ILLINOIS



FEBRUARY 2022

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This Errata includes corrections, revisions, and/or additions to the Environmental Assessment (EA) for the Deerfield Road (CH 11, FAU 1257) project from US 45/IL 21 (Milwaukee Avenue) to Saunders/Riverwoods Road, in Lake County, Illinois, subsequent to the signed approval by the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) on May 3, 2021.

Signature Page

Paragraph 2, Sentence 1, Change “78 parcels” to “74 parcels”; error.

Chapter 1 – Purpose and Need

Page 1-2, Section 1.3 – What is the Need for the Proposed Project? – Paragraph 3, Sentence 1, Replace “Safety – Over a five-year period (2014-2018), there were 353 crashes and the predominant crash types were rear-end (47%) and left turning (26%).” to “Safety – Over a five-year period (2015-2019), there were 359 crashes and the predominant crash types were rear-end (45%) and turning left (26%).”

Chapter 3 – Environmental Setting, Impacts, and Mitigation

Page 3-5, Section 3.1.3 – Will the project have any change in travel patterns? – Table 3-6: Deerfield Road Traffic Volumes & Level of Services (LOS), Correction to replace the data in the three columns associated with “2016 ADT” and the three columns associated with “2040 No-Build ADT”

| Location | 2016 ADT (Average Daily Traffic) | LOS | | 2040 No-Build ADT | LOS | |
|--|-------------------------------------|-----|----|----------------------|-----|----|
| | | AM | PM | | AM | PM |
| Deerfield Road at Milwaukee Avenue | | | | | | |
| North Leg (Milwaukee Ave.) | 39,800 | D | D | 40,000 | D | F |
| South Leg (Milwaukee Ave.) | 38,200 | F | F | 39,000 | F | F |
| West Leg (Deerfield Rd.) | 15,700 | F | C | 16,300 | D | E |
| East Leg (Deerfield Rd.) | 19,550 | C | F | 20,200 | F | F |
| Deerfield Road at Portwine Road | | | | | | |
| North Leg (Portwine Rd.) | 1,950 | C | D | 2,000 | C | D |
| South Leg (Portwine Rd.) | 2,150 | E | F | 2,200 | E | F |
| West Leg (Deerfield Rd.) | 19,450 | B | A | 20,200 | C | B |
| East Leg (Deerfield Rd.) | 19,450 | A | B | 20,200 | B | D |
| Deerfield Road at Saunders/ Riverwoods Road | | | | | | |
| North Leg (Saunders/ Riverwoods Rd.) | 11,150 | E | C | 12,600 | E | D |
| South Leg (Saunders/ Riverwoods Rd.) | 15,450 | C | D | 16,500 | C | E |
| West Leg (Deerfield Rd.) | 19,450 | B | C | 20,200 | C | C |
| East Leg (Deerfield Rd.) | 25,150 | A | D | 26,100 | B | B |

with “2040 No-Build ADT” and “2040 Build ADT” respectively.

| Location | 2040 No-Build ADT | LOS | | 2040 Build ADT | LOS | |
|--|----------------------|-----|----|-------------------|-----|----|
| | | AM | PM | | AM | PM |
| Deerfield Road at Milwaukee Avenue | | | | | | |
| North Leg (Milwaukee Ave.) | 40,000 | D | F | 40,200 | D | F |
| South Leg (Milwaukee Ave.) | 39,000 | F | F | 38,700 | D | E |
| West Leg (Deerfield Rd.) | 16,300 | D | E | 16,300 | D | D |
| East Leg (Deerfield Rd.) | 20,200 | F | F | 20,600 | D | E |
| Deerfield Road at Portwine Road | | | | | | |
| North Leg (Portwine Rd.) | 2,000 | C | D | 2,100 | C | E |
| South Leg (Portwine Rd.) | 2,200 | E | F | 2,200 | E | D |
| West Leg (Deerfield Rd.) | 20,200 | C | B | 20,600 | C | C |
| East Leg (Deerfield Rd.) | 20,200 | B | D | 20,600 | C | E |
| Deerfield Road at Saunders/ Riverwoods Road | | | | | | |
| North Leg (Saunders/ Riverwoods Rd.) | 12,600 | E | D | 12,600 | D | D |
| South Leg (Saunders/ Riverwoods Rd.) | 16,500 | C | E | 16,600 | C | D |
| West Leg (Deerfield Rd.) | 20,200 | C | C | 20,600 | C | C |
| East Leg (Deerfield Rd.) | 26,100 | B | B | 26,500 | B | B |

Page 3-6, Section 3.1.4 – Will the project change or impact any pedestrian, bicycle, or transit facilities? – Paragraph 4, Sentence 1, Following this sentence add a new sentence “Pace Bus Route 626 operates along Deerfield Road with express service.”

Page 3-6, Section 3.1.4 – Will the project change or impact any pedestrian, bicycle, or transit facilities? – Paragraph 4, Sentence 2, Following this sentence add a new sentence “Existing bus stops on all four quadrants will be re-instated and improved.”

Page 3-6, Section 3.1.5 – Will the project require any residential or business relocations? – Paragraph 1, Sentence 1, Following this sentence add “However, there will be proposed property acquisition from 74 parcels consisting of 3.02 acres of right-of way, 6.56 acres of permanent easement, and 4.44 acres of temporary construction easement. The provisions of the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended” and the *IDOT Land Acquisition Procedures Manual* will be followed for all proposed property acquisition.”

Page 3-6, Section 3.1.7 – Will the project cause any economic impacts, economic growth, or economic development? – Paragraph 1, Sentence 1, Following this sentence add “An access improvement was recently made by the owner of the Shoppes of Riverwoods along Milwaukee Avenue, north of Deerfield Road to change the northernmost right-in-right-out to a ¾ access point. This access change benefits Colonial Court commercial property as a result of existing cross access with the Shoppes of Riverwoods.”

Page 3-6, Section 3.1.7 – Will the project cause any economic impacts, economic growth, or economic development? – Paragraph 1, Sentence 2, Following this sentence add a new sentence “Coordination has occurred with the Village of Riverwoods to plan for

a new access drive (constructed by others) that will connect to Colonial Court commercial property at the northeast quadrant and also serve the existing commercial site, Federal Life Insurance Company. The location of the new access drive is located on private property at an existing driveway location and mirrors a Village owned access drive on the south that serves several commercial properties, Cube Smart Storage and Brentwood North Medical Center, and also is a future connection to 37 undeveloped acres. The intersection of the Village owned access drive on the south and planned access road on the north with Deerfield Road is planned to be a future signal when warrants are met. The Village of Riverwoods desires a signal at this location to help spur development and improve access. In anticipation of a future signal at this location and to improve safety, the western most entrance to Brentwood North will be closed and two new access points to the Village owned access drive immediately to the west will be made as part of this project.”

Page 3-6, Section 3.1.7 – Will the project cause any economic impacts, economic growth, or economic development? – Paragraph 2, Following this paragraph add “The northern most entrance to the Mobil gas station at the southeast corner of the Saunders/Riverwoods Road intersection will be closed to accommodate the intersection improvements. Through coordination with the owner, this closure will not affect fuel delivery to the gas station.”

Page 3-41, Section 3.7.8 – What water related permits will the project require? – Dot point 1, Sentence 1, Replace “Project” with “Projects”.

Page 3-41, Section 3.7.8 – What water related permits will the project require? – Dot points 1 and 2, At the end of the dot points, add one footnote for both dot points stating, “The Regional Permit Program will expire on April 1, 2022. The USACE (Chicago District) is transitioning to Nationwide Permits. Section 401 CWA Water Quality Certification has been issued for most Nationwide Permits. If the project cannot meet the conditions of the Nationwide Permit Program, an Individual Section 404 CWA Permit and Section 401 CWA Individual Water Quality Certification would be required.”

Page 3-46, Section 3.9.3 – How were impacts to floodplains minimized and mitigated? – Paragraph 4, Sentence 1, Before this sentence add, “The proposed drainage design, including detention basin design, utilizes the latest rainfall data from the Illinois State Water Survey (ISWS) Bulletin 75 (March 2020). Bulletin 75 was released to account for the increasing intensity and frequency of rainfall events. The stormwater design meets the requirements of the 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. The proposed stormwater systems are designed to improve conveyance to help alleviate local flooding near side road intersections. During Final Design, existing and proposed flows to detention facilities and waterways will be analyzed with updated detail and submitted to LCSMC as part of the WDP submittal.”

Page 3-49, Section 3.10-2 – Will the project impact wetlands? – Paragraph 3, Sentence 2, At the end of the sentence, add a footnote stating, “The Regional Permit Program will expire on April 1, 2022. The USACE (Chicago District) is transitioning to Nationwide Permits. If the project cannot meet the conditions of the Nationwide Permit Program, an Individual Section 404 CWA Permit would be required.”

Page 3-51, Section 3.11 – Special Waste – Paragraph 1, Sentence 5, add on to the end of this sentence “and was validated by IDOT on April 29, 2021, with no changes.”

Page 3-51, Section 3.11 – Special Waste – Paragraph 1, Sentence 7, add on to the end of this sentence “and was validated on January 20, 2022, with one new Recognized Environmental Concern (REC).”

Page 3-52, Section 3.11.1 – Will the project involve any sites affected by special waste? – Paragraph 4, Sentence 1, replace “five sites” with “six sites”.

Page 3-52, Section 3.11.1 – Will the project involve any sites affected by special waste? – Paragraph 2, Dot-point 3, following dot-point 3 a new dot point is added “the presence of an auto repair shop (at 1 REC site).”

Page 3-59, Section 3.13.2 – Will any land from the Section 4(f) properties be needed for the project (either temporarily or permanently)? – Paragraph 5, Sentence 2, Replace “LCDOT will seek concurrence from the LCFPD” with “LCFPD provided their concurrence on October 4, 2021”.

Page 3-63, Section 3.16 – Environmental Commitments – Table 3-18, Row 3, Replace “Section 4(f) resources affected by the temporary occupancy (i.e., the Cahokia Flatwoods Forest Preserve, the DPRT, and the Des Plaines River) will be fully restored. Restoration of forest preserve property will be coordinated with the LCFPD. Restoration of the Des Plaines River will be completed in accordance with Section 404 CWA Permit requirements.” with “Section 4(f) resources affected by the temporary occupancy (i.e., the Cahokia Flatwoods Forest Preserve, the DPRT, and the Des Plaines River) will be fully restored. Coordination with the LCFPD regarding the restoration of forest preserve property will take place during Phase II. Contract plans and specifications will incorporate information provided by LCFPD, including:

- Seed mix recommendations (plugs may be included as necessary) to restore vegetated areas that may be disturbed;
- Temporary biodegradable erosion control blanket (or equivalent) for seeded areas - an erosion control blanket that minimizes wildlife entrapment (e.g., loose weave netting) shall be used;
- Tree mitigation (e.g., species, location) for anticipated removals;
- Trail details and specifications to be used for trail restoration, as necessary.

Restoration of the Des Plaines River will be completed in accordance with Section 404 CWA Permit requirements.

A detour with posted signage will be maintained for the DPRT during anticipated construction-related temporary short-term closures, including:

- Signage (posted in advance) indicating the dates of the proposed trail closure to notify users;
- Closures will be coordinated with the LCFPD so that they can update their interactive trail map as additional notification;
- A barrier and construction/detour signage will be placed at the location of the DPRT closure;
- Detour signage will be posted at applicable DPRT connection trails;
- Advance notice signage will be installed approximately 0.5-mile north and south of the detour route.

Chapter 4 – Comments and Coordination

Page 4-1 - Comments and Coordination - Paragraph 2, Following this paragraph add “A virtual Public Hearing was held on May 25, 2021, at 4:00pm. The purpose of the Public Hearing was to present and seek input on the final Deerfield Road project EA and Preferred Alternative. A total of 89 people attended the virtual Public Hearing and 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. An updated project “Frequently Asked Questions” (FAQ) document was prepared to address the most common questions/comments received during the Public Hearing. A separate FAQ document was prepared specifically addressing questions pertaining the potential noise wall. Individual responses were sent to individuals with questions that were not addressed by the updated FAQ document. The FAQ documents are both included in the Public Hearing summary and are posted separately on the project website (www.deerfieldroadcorridor.com). The Public Hearing was certified by LCDOT on February 23, 2022.”

Appendix A – Detailed Purpose & Need

Appendix A, Page 1-17, Section 1.3.2 – What are the safety needs? - Paragraph 1, Sentence 1, Replace “2014 to 2018” with “2015 to 2019”.

Appendix A, Page 1-17, Section 1.3.2 – What are the safety needs? – Table 1-9: Overall Study Area Crash Summary, Replace Table 1-9 years 2014 to 2018

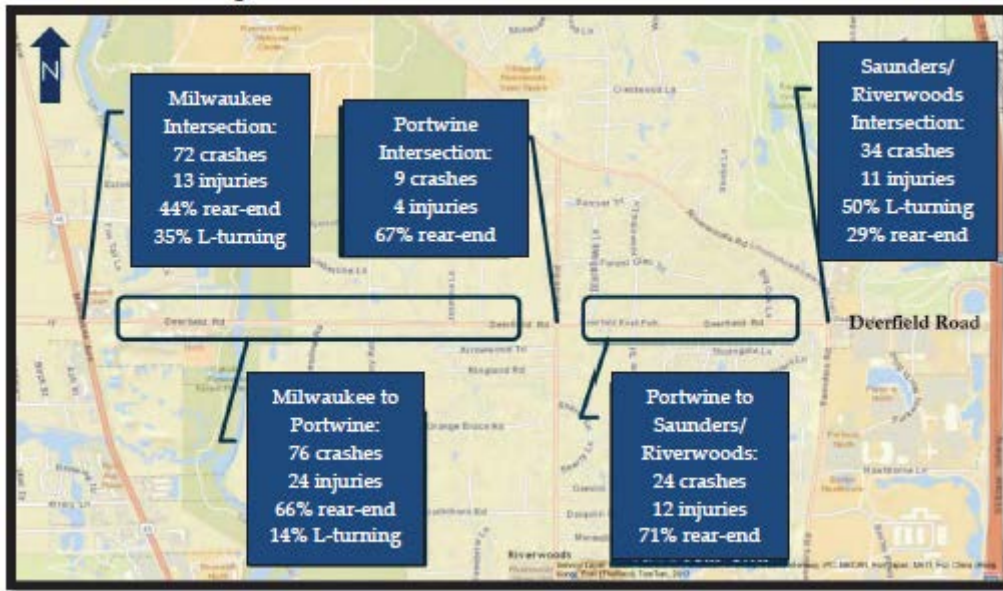
| Year | Crash Type ¹ | | | | | | | | | Total Crashes | Severe Crashes ² | |
|--------------|-------------------------|------------|------------|--------------|---------------|------------|------------|--------------|------------|---------------|-----------------------------|----------|
| | Rear End | Angle | Side swipe | Turning Left | Turning Right | Head On | Animal | Fixed Object | Other | | Type K | Type A |
| 2014 | 33 | 2 | 3 | 13 | 2 | 1 | 1 | 2 | 1 | 58 | 0 | 2 |
| 2015 | 26 | 2 | 9 | 31 | 4 | 0 | 3 | 3 | 2 | 80 | 0 | 1 |
| 2016 | 31 | 4 | 8 | 8 | 1 | 0 | 1 | 3 | 1 | 57 | 0 | 1 |
| 2017 | 33 | 3 | 4 | 20 | 3 | 2 | 3 | 5 | 2 | 75 | 0 | 0 |
| 2018 | 43 | 3 | 9 | 19 | 3 | 2 | 2 | 2 | 0 | 83 | 0 | 1 |
| Total | 166 | 14 | 33 | 91 | 13 | 5 | 10 | 15 | 6 | 353 | 0 | 5 |
| % | 47.0 | 4.0 | 9.3 | 25.8 | 3.7 | 1.4 | 2.8 | 4.2 | 1.7 | | | |

with the revised table for years 2015 to 2019.

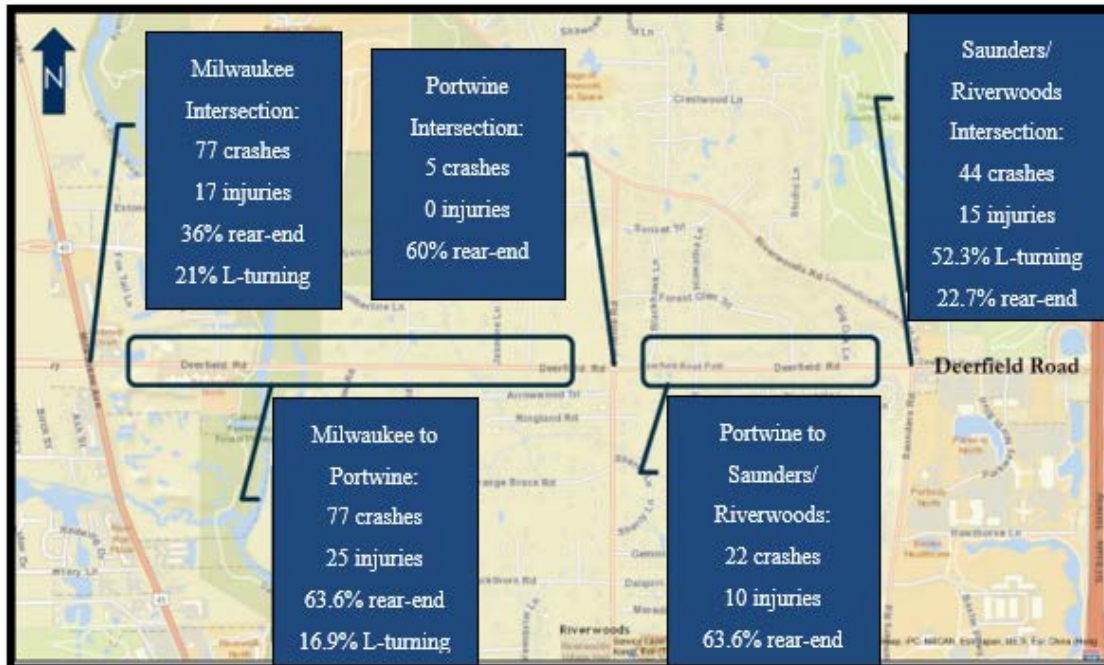
Deerfield Road; Milwaukee Avenue to Saunders/ Riverwoods Road

| Year | Crash Type ¹ | | | | | | | | | Total Crashes | Severe Crashes ² | |
|--------------|-------------------------|------------|------------|--------------|---------------|------------|------------|--------------|------------|---------------|-----------------------------|----------|
| | Rear End | Angle | Side swipe | Turning Left | Turning Right | Head On | Animal | Fixed Object | Other | | Type K | Type A |
| 2015 | 26 | 2 | 9 | 31 | 4 | 0 | 3 | 3 | 2 | 80 | 0 | 1 |
| 2016 | 31 | 4 | 8 | 8 | 1 | 0 | 1 | 3 | 1 | 57 | 0 | 1 |
| 2017 | 33 | 3 | 4 | 20 | 3 | 2 | 3 | 5 | 2 | 75 | 0 | 0 |
| 2018 | 43 | 3 | 9 | 19 | 3 | 2 | 2 | 2 | 0 | 83 | 0 | 1 |
| 2019 | 29 | 4 | 4 | 16 | 5 | 0 | 0 | 2 | 4 | 64 | 0 | 1 |
| Total | 162 | 16 | 34 | 94 | 16 | 4 | 9 | 15 | 9 | 359 | 0 | 4 |
| % | 45.1 | 4.5 | 9.5 | 26.2 | 4.5 | 1.1 | 2.5 | 4.1 | 2.5 | | | |

Appendix A, Page 1-19, Section 1.3.2 – What are the safety needs? – Figure 1-9:
Deerfield Road 2014-2018 Crash Locations, Replace Figure 1-9



With revised figure for years 2015-2019:



Appendix A, Page 1-19 & 1-20, Section 1.3.2 – What are the safety needs? – Paragraph 1 & 2 (page 1-19) and Paragraph 1, 2 & 3 (page 1-20), Replace entire paragraphs with “The crash data was obtained from the LCDOT Transportation Data Management System. The year 2015-2019 study period included a total of 359 crashes within the study area. Of the 359 total crashes, 138 crashes occurred at signalized intersections and 221 crashes occurred at midblock sections including unsignalized intersections. 77 crashes (56%) occurred at the Milwaukee Avenue signalized intersection, 5 crashes (4%) occurred at the Portwine Road signalized intersection, 44 crashes (32%) occurred at the Saunders/ Riverwoods Road signalized intersection, and 12 crashes (9%) occurred at the Parkway North signalized intersection. Including both unsignalized intersections and midblock sections, there were 16 crashes along Deerfield Road between Barclay Boulevard and Milwaukee Avenue, 77 crashes between Milwaukee Avenue and Portwine Road, 22 crashes between Portwine Road and Saunders/ Riverwoods Road, 9 crashes between Saunders/Riverwoods Road and Parkway North, and 11 crashes between Parkway North and I-94 southbound ramp. 34 crashes occurred just north of the Milwaukee Avenue intersection, 33 crashes occurred just south of the Milwaukee Avenue intersection, 2 crashes occurred just north of the Portwine Road intersection, 2 crashes occurred just south of the Portwine Road intersection, 4 crashes occurred just north of the Saunders/ Riverwoods Road intersection, and 8 crashes occurred just south of the Saunders/Riverwoods road intersection.

Predominant crash types, as defined in Table 2-8 footnote 1, within the study area were rear-end (45.1%) and left turning (26.2%). For the section of Deerfield Road between Milwaukee Avenue and Portwine Road, and Portwine Road and Saunders/Riverwoods Road (99 total crashes), there is a higher incidence of rear-end crashes (63.6%) than the total project study area (45.1%). The higher incidence within this section of the project is an indication of general congestion, excessive queueing from intersection, absence of turning lanes, lack of adequate gaps for main line and side road left turns, lane drops, and drivers not being aware of access points. No fatal crashes were reported during the study period. Four A-injury crashes were reported. The crash injury severity definitions are defined in Table 1-9 footnote 2.

Safety Tiers categorize roadway segments and intersections based on their level of safety performance and opportunity for improvement, providing a rating for relative comparison. The Safety Tiers include a 5%, High, Medium, Low or Minimal designation. Safety Tiers allow transportation officials to understand relative performance of a location compared to similar types of roadways or intersections. IDOT has identified five (5) Minimal and two (2) Medium Safety Tier locations within the study limits.

Approximately 15 percent of the crashes occurred when the pavement was wet, 8 percent occurred when there was snowy or icy conditions, and 20 percent of the crashes occurred during night/dark conditions. These percentages are not considered to be an overrepresentation of these types of crash occurrence conditions such that specific countermeasures are warranted.

If no improvements are made to Deerfield Road, and travel demand increases, the annual crash rate is likely to increase. The IDOT Highway Safety Manual Prediction Tool Version 3.0 (IDOT HSM tool) will be utilized to establish a baseline for the predicted average crash frequency and predicted average fatal and injury crash frequency for existing and 2040 No-Build conditions. The IDOT HSM tool uses the FHWA HSM as a starting point and incorporates Illinois-specific calibration factors and crash distribution tables for IDOT District 1, which covers the Chicago Metropolitan area.

Appendix A, Page 1-24, Section 1.3.4 – What are the Non-Motorized and Transit Connection Needs? - Paragraph 1, Replace entire paragraph with “Pace Bus operates three bus routes in the vicinity of the Deerfield Road project.

Pace Route 234 operates between the Metra UP-Northwest Line Des Plaines Station and the Pace Buffalo Grove Park-N-Ride. Within the project limits, Pace Route 234 operates along Illinois Route 21 (Milwaukee Avenue) north and south of Deerfield Road/Deerfield Parkway weekdays during the AM and PM rush hours. Once at the Metra UP-Northwest Line Des Plaines Station, transit users may transfer to Pace Routes 208, 209, 226, 230, and 250. Once at the Pace Buffalo Grove Park-N-Ride, transit users may transfer to Pace Route 272.

Pace Route 272 operates between the Golf Mill Shopping Center in Niles and Hawthorne Mall in Vernon Hills. Within the project limits, Pace Route 272 operates along Illinois Route 21 (Milwaukee Avenue) and Deerfield Parkway. Once at Golf Mill Shopping Center, transit users may transfer to the Pace Routes 208, 240, 241, 270, or Pulse Milwaukee Line. Once at Hawthorne Mall, transit users may transfer to Pace Route 574.

Pace Bus operates express service along Deerfield Road between the Buffalo Grove Metra Station and the CTA Yellow Line Dempster-Skokie Station for B-trips on Route 626. Once at the Dempster-Skokie CTA Station, Route 626 transit users may transfer to the Pace Route 250 or CTA Routes 54A and 97.

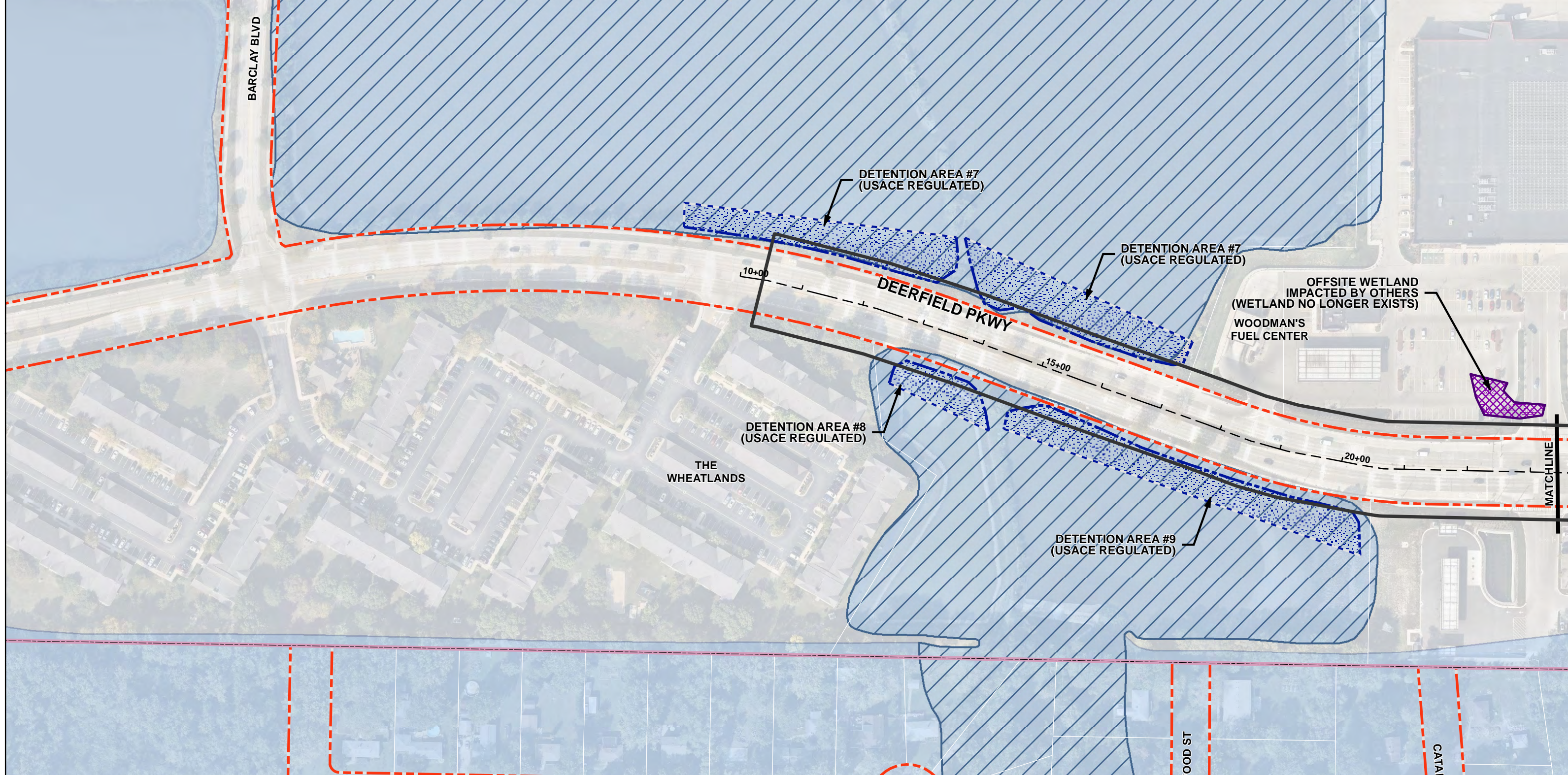
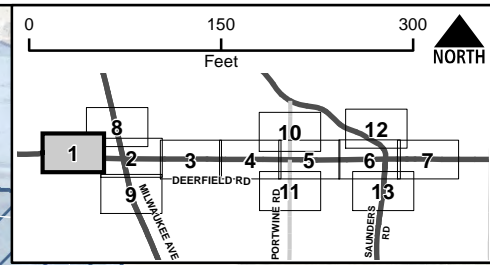
In addition to the Pace bus route, private shuttles operate from Aon Hewitt and Zebra Technologies (northwest of Deerfield Road and Milwaukee Avenue) to the Deerfield Metra Station or Highland Park Metra Station (both east of I-94) along Deerfield Road. These private shuttles cycle from the Metra stations to the worksite and back again for multiple trips in both the AM and PM peak hours. Moving through the corridor is crucial for these employees to be at work on time in the AM and making train connections in the PM. If no improvements are made, with projected travel demand increases, transit user delay could increase based on the projected increases in travel demand.

Appendix C – Figures and Tables (Figure C-2, Environmental Resources Map)

Appendix C, Figure C-2: Environmental Resources Map, All Sheets, Replace all sheets with the revised exhibits shown below to correct for a display error (INAI boundary) on Sheets 4, 5 & 10 for consistency with the EA text and agency coordination. In order to update the exhibits, the IDNR data license was renewed, and the legend was updated with a revised “source date” on all sheets. A new REC was added on Sheet 6 (3.2.99 Ray’s Auto) based on the PESA update.

- PROJECT STUDY LIMITS
- NATURE PRESERVE/BUFFER*
- SPECIAL LANDS
- ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE*
- HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY
- DELINEATED WETLAND
- WETLAND IDENTIFIED DURING DELINEATIONS SUBSEQUENTLY FILLED BY OTHERS
- ADID WETLANDS
- ROADSIDE DITCH
- WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS
- FLOODWAY
- 100 YEAR FLOODPLAIN
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- APPROXIMATE RIGHT-OF-WAY
- PROPERTY BOUNDARY
- MUNICIPAL BOUNDARY

NOTE: - ROADSIDE DITCHES AND OPEN WATER DETENTION AREAS ARE NOT U.S. ARMY CORPS OF ENGINEERS (USACE) REGULATED, UNLESS OTHERWISE NOTED PER PRELIMINARY JURISDICTIONAL DETERMINATION (DATED 06/28/2017).
 - ROADSIDE DITCH #3 IS COMPRISED OF MANY SEGMENTS SPREAD THROUGHOUT THE PROJECT STUDY AREA. INDIVIDUAL SEGMENTS ARE DEPICTED, BUT ARE NOT LABELED.
 - *SOURCE: IDNR, INPC, IL ENDANGERED SPECIES PROTECTION BOARD, AND NATURAL HERITAGE DATABASE (DATED 01/19/2022)
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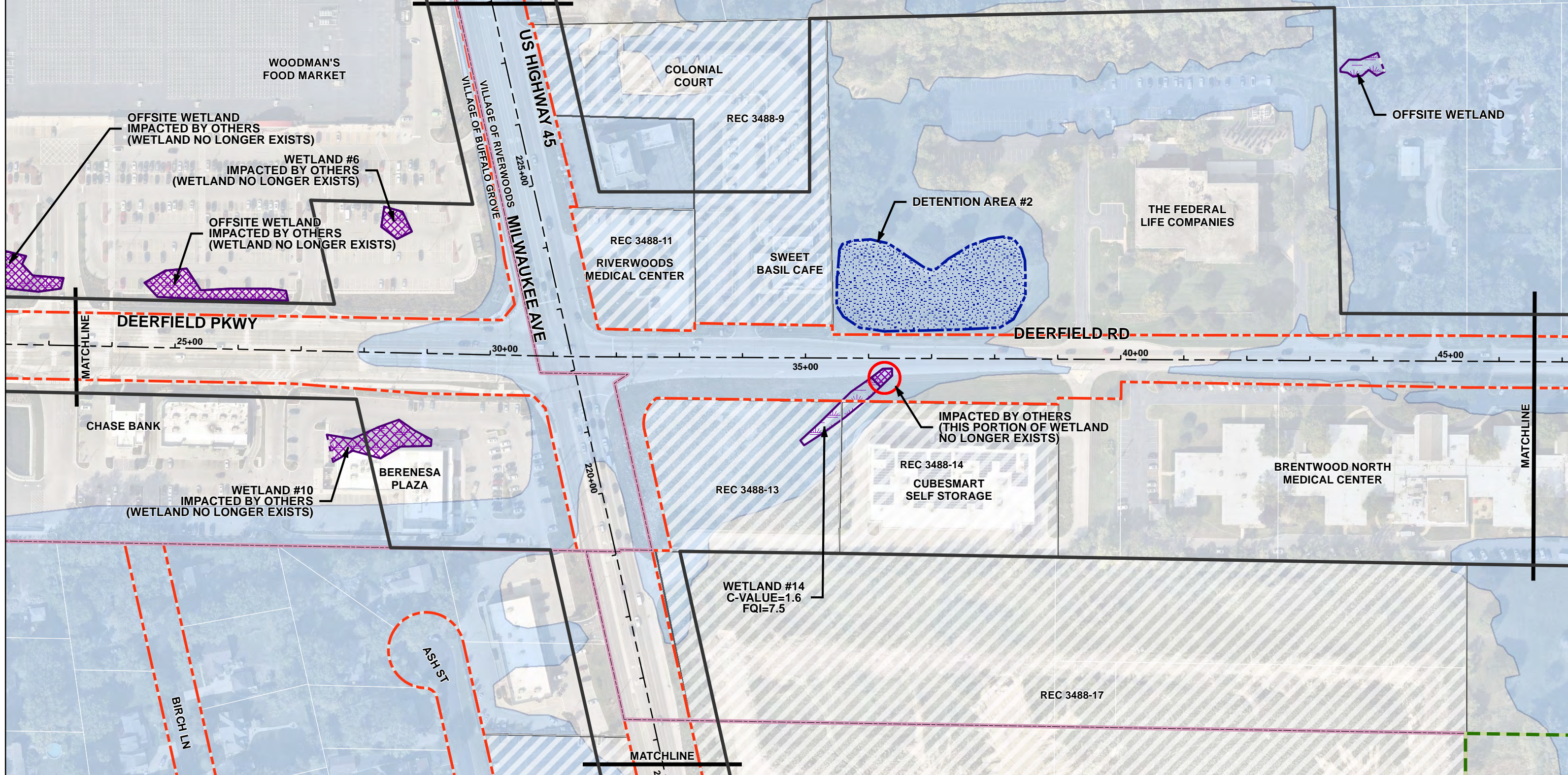
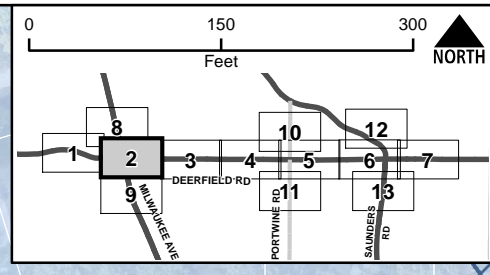
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WALNUT DR
 PATH: N:\LCDOT\150331\GIS\Exhibits\Environmental Resources Sheets 01212022 FIG C-2.mxd

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 1

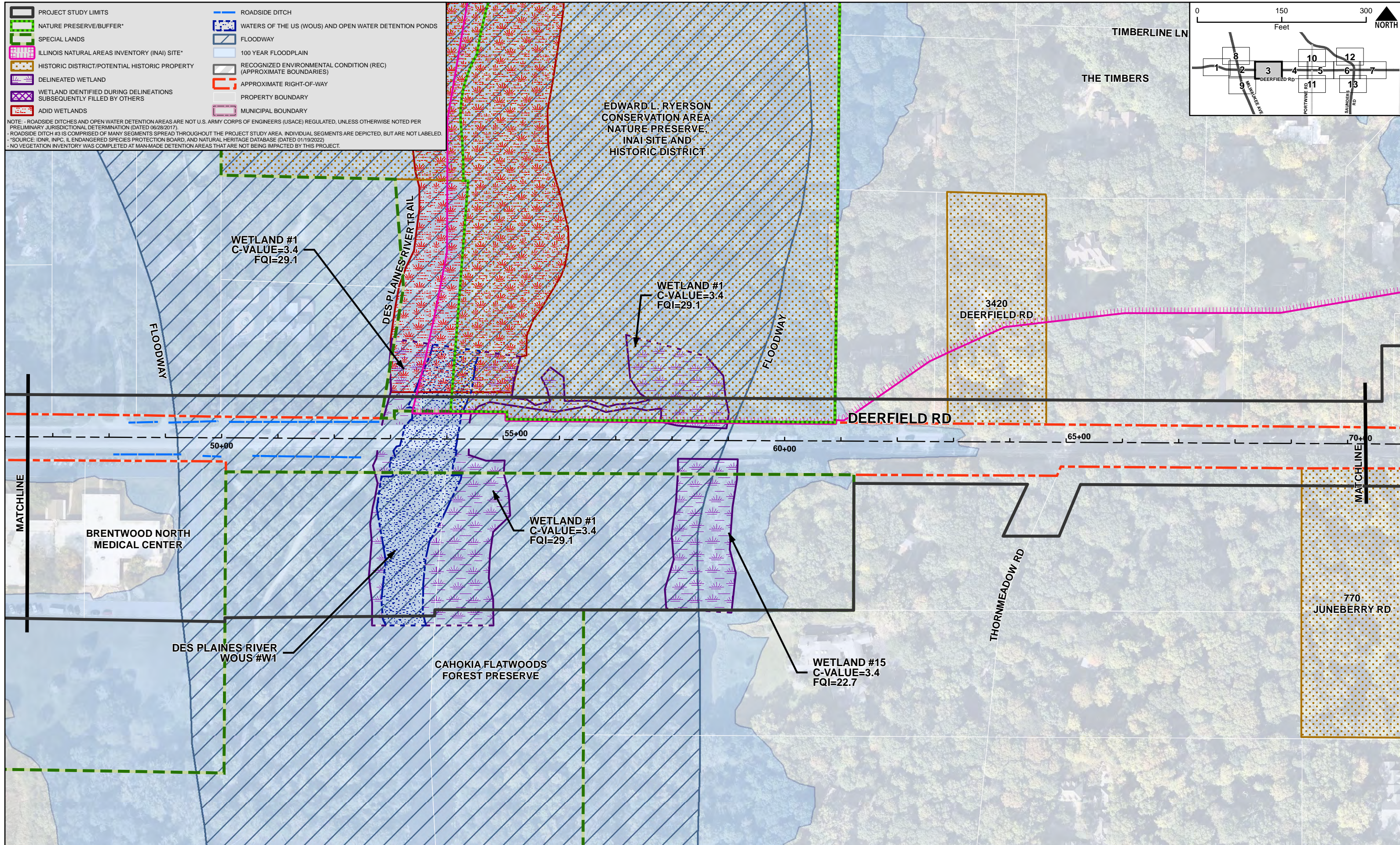
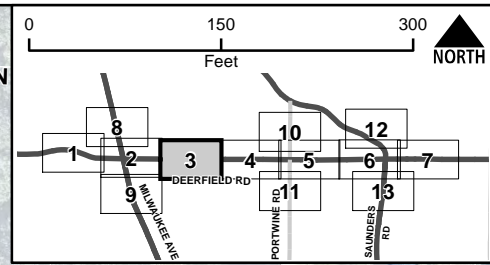
- PROJECT STUDY LIMITS
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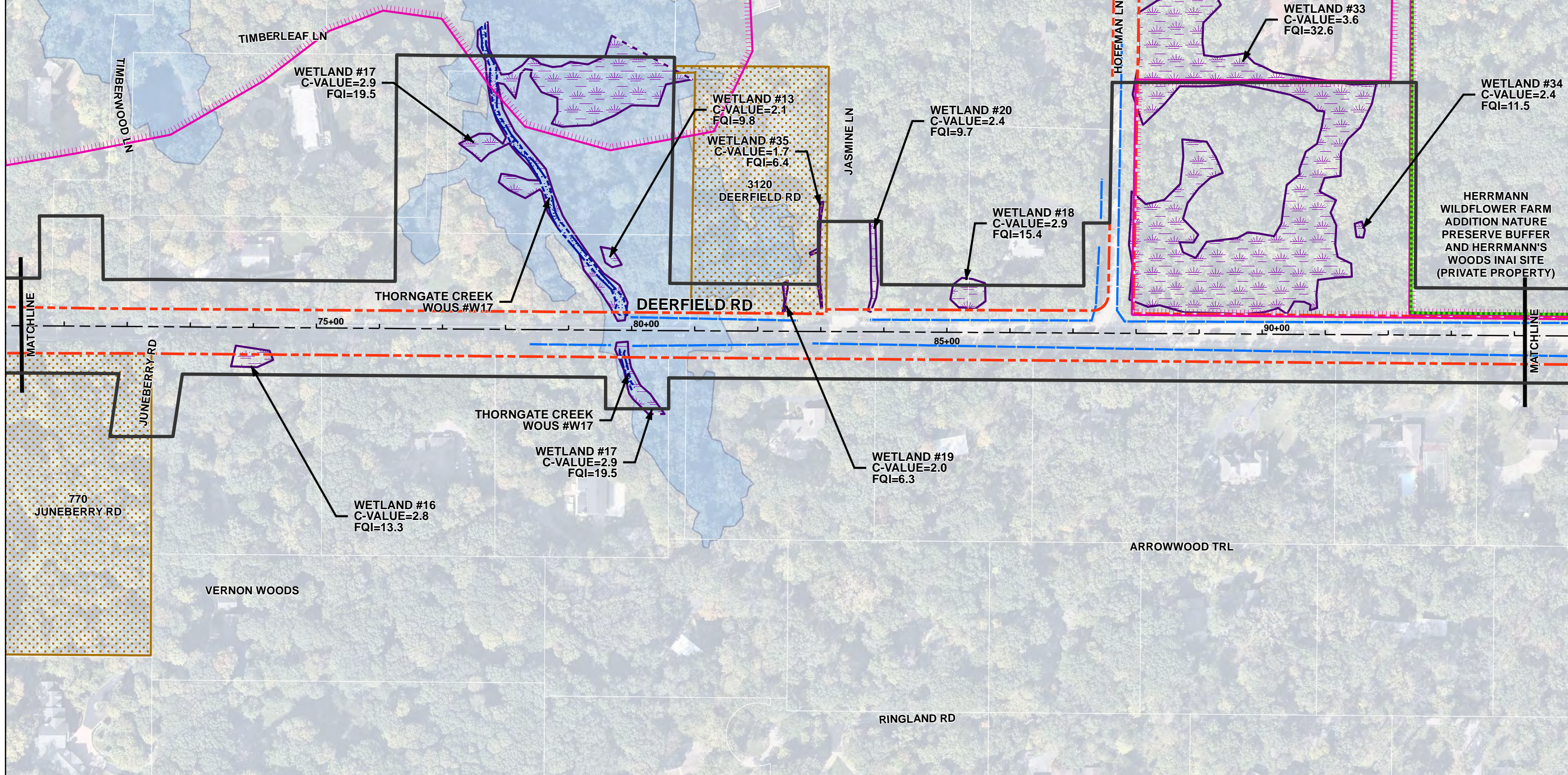
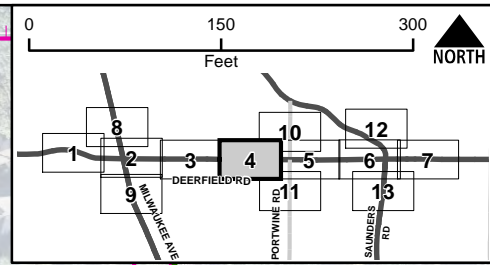
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| | | | |
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| | NATURE PRESERVE/BUFFER* | | WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS |
| | SPECIAL LANDS | | FLOODWAY |
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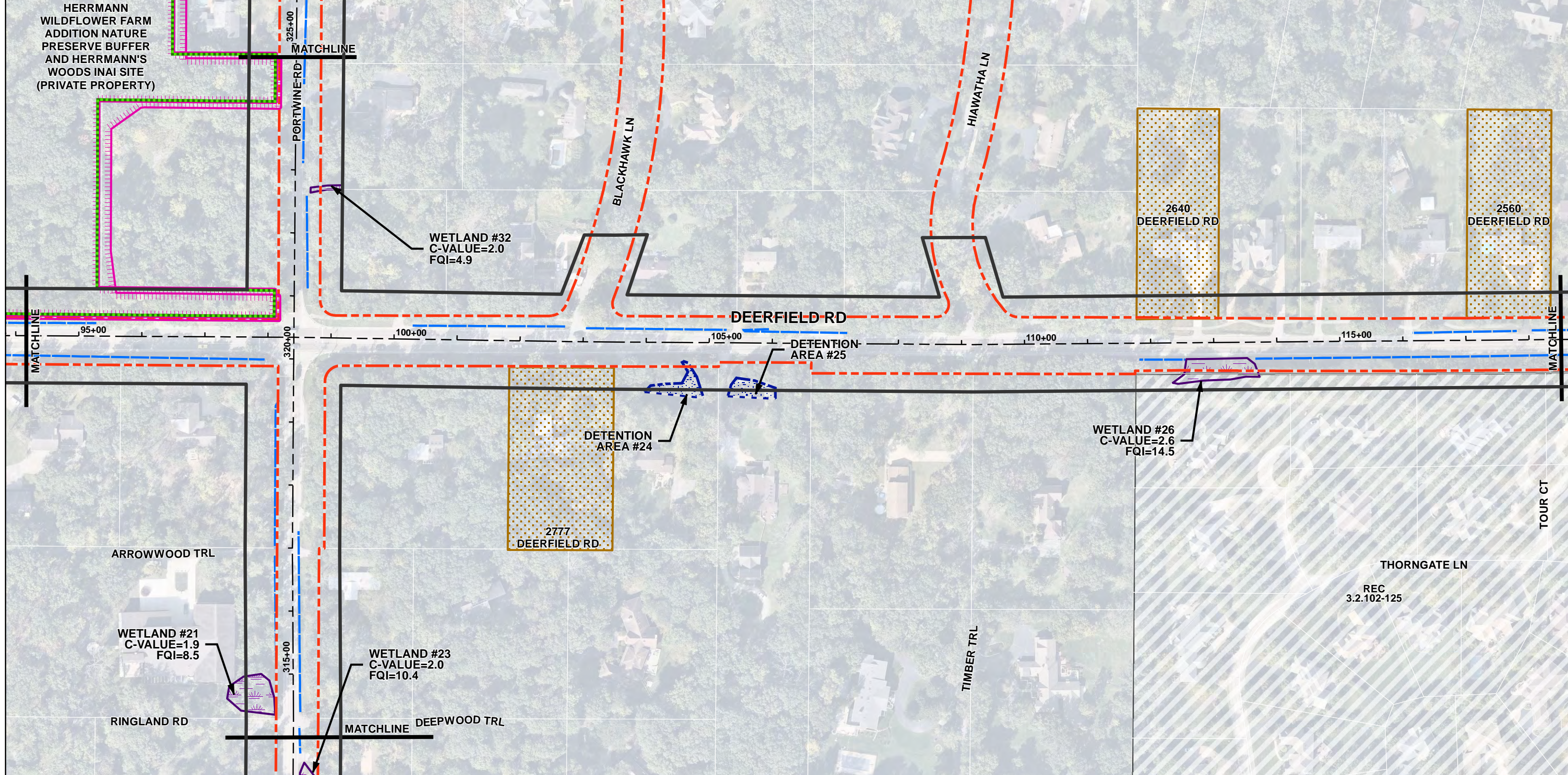
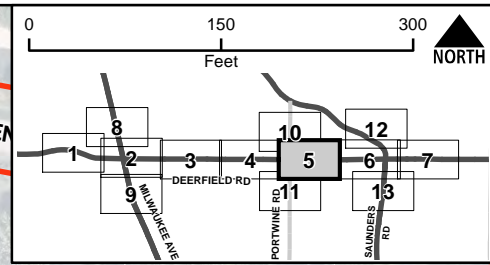


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FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 4

| | | | |
|--|--|--|---|
| | PROJECT STUDY LIMITS | | ROADSIDE DITCH |
| | NATURE PRESERVE/BUFFER* | | WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS |
| | SPECIAL LANDS | | FLOODWAY |
| | ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE* | | 100 YEAR FLOODPLAIN |
| | HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY | | RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES) |
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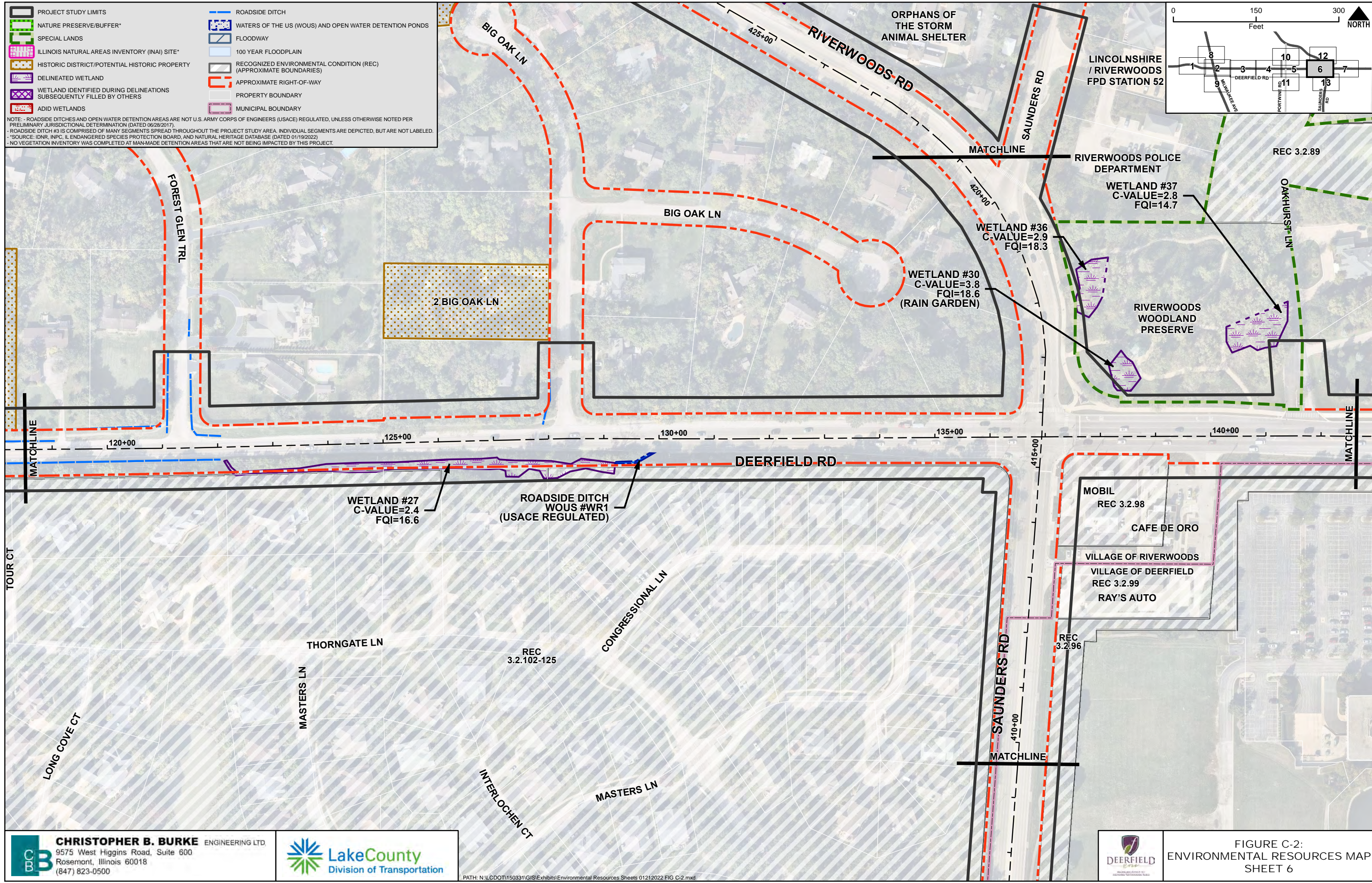
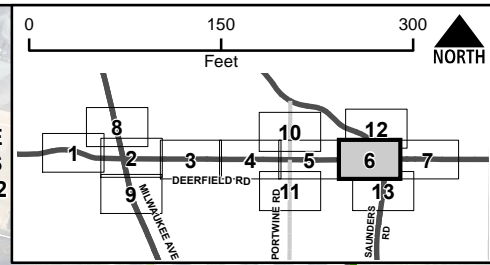
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PATH: N:\LCDOT\150331\GIS\Exhibits\Environmental Resources Sheets 01212022 FIG C-2.mxd

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 5

| | | | |
|--|--|--|---|
| | PROJECT STUDY LIMITS | | ROADSIDE DITCH |
| | NATURE PRESERVE/BUFFER* | | WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS |
| | SPECIAL LANDS | | FLOODWAY |
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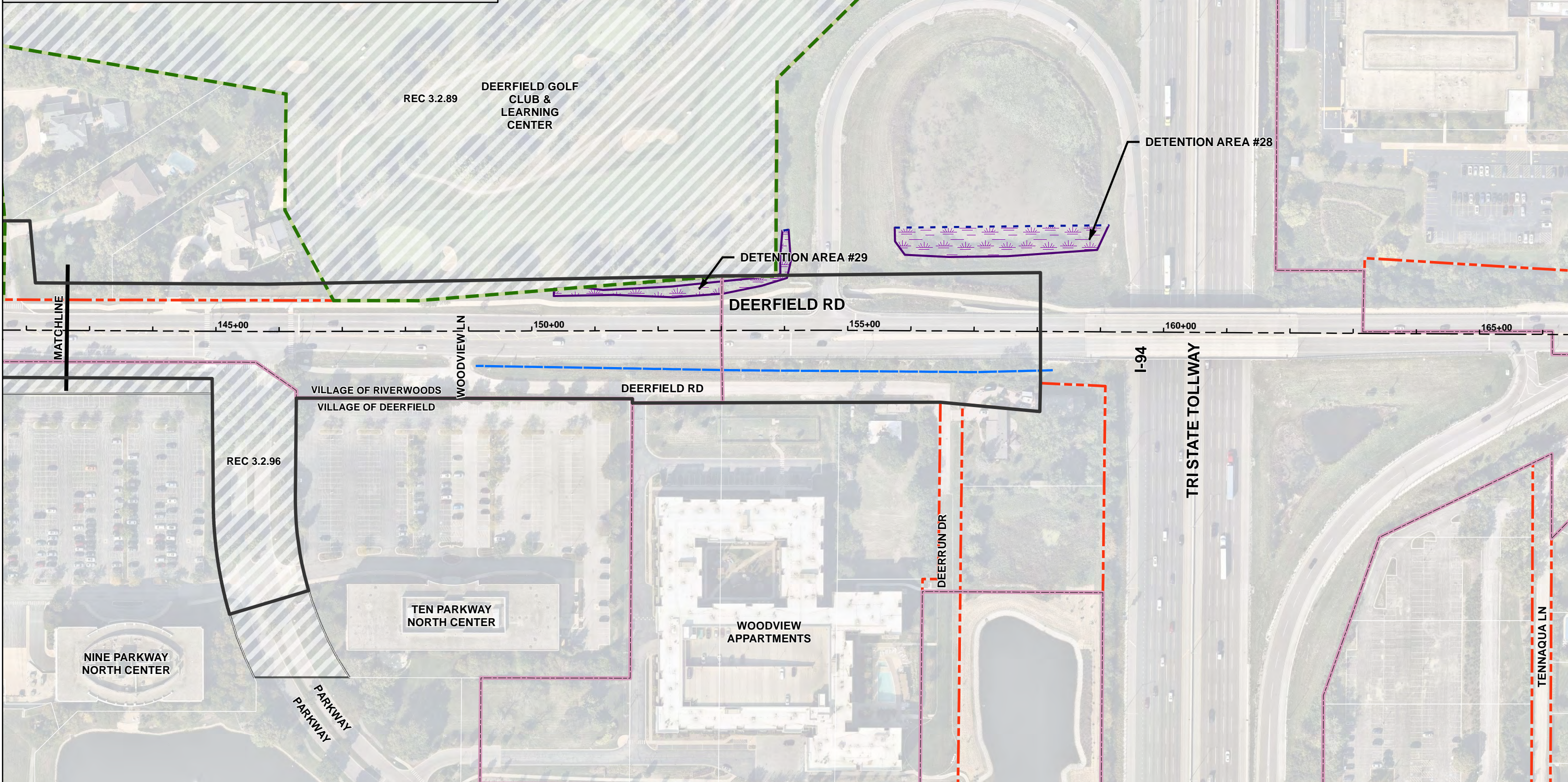
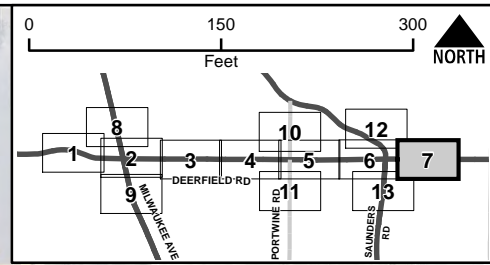
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PATH: N:\LCDOT\150331\GIS\Exhibits\Environmental Resources Sheets 01212022 FIG C-2.mxd

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 6

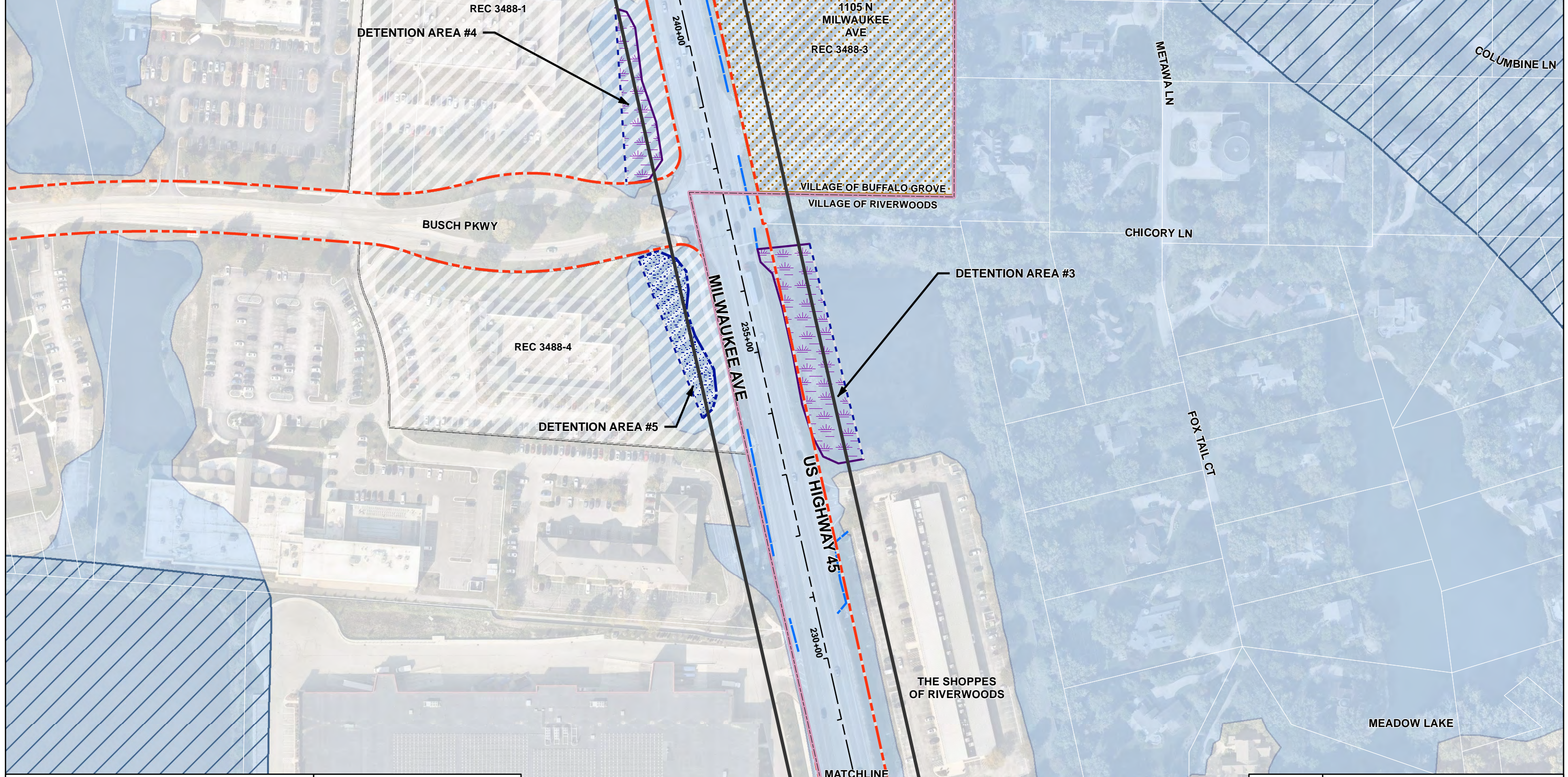
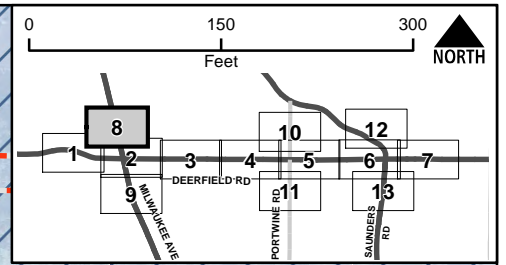
- PROJECT STUDY LIMITS
- NATURE PRESERVE/BUFFER*
- SPECIAL LANDS
- ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE*
- HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY
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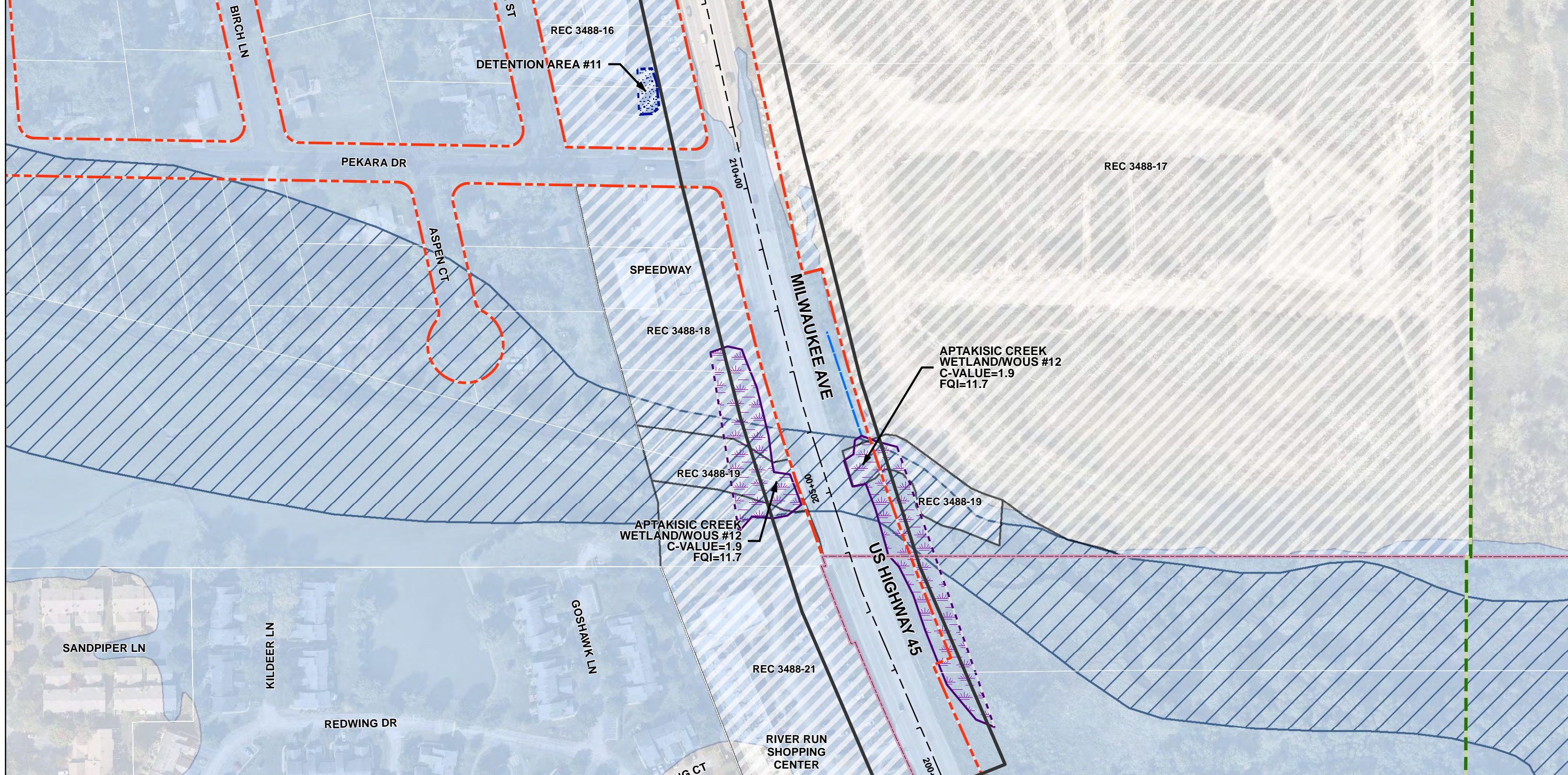
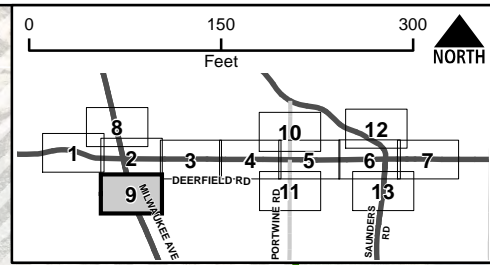
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| PROJECT STUDY LIMITS | ROADSIDE DITCH |
| NATURE PRESERVE/BUFFER* | WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS |
| SPECIAL LANDS | FLOODWAY |
| ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE* | 100 YEAR FLOODPLAIN |
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











NOTE: - ROADSIDE DITCHES AND OPEN WATER DETENTION AREAS ARE NOT U.S. ARMY CORPS OF ENGINEERS (USACE) REGULATED, UNLESS OTHERWISE NOTED PER PRELIMINARY JURISDICTIONAL DETERMINATION (DATED 06/28/2017).
 - ROADSIDE DITCH #3 IS COMPRISED OF MANY SEGMENTS SPREAD THROUGHOUT THE PROJECT STUDY AREA. INDIVIDUAL SEGMENTS ARE DEPICTED, BUT ARE NOT LABELED.
 - *SOURCE: IDNR, INPC, IL ENDANGERED SPECIES PROTECTION BOARD, AND NATURAL HERITAGE DATABASE (DATED 01/19/2022)
 - NO VEGETATION INVENTORY WAS COMPLETED AT MAN-MADE DETENTION AREAS THAT ARE NOT BEING IMPACTED BY THIS PROJECT.



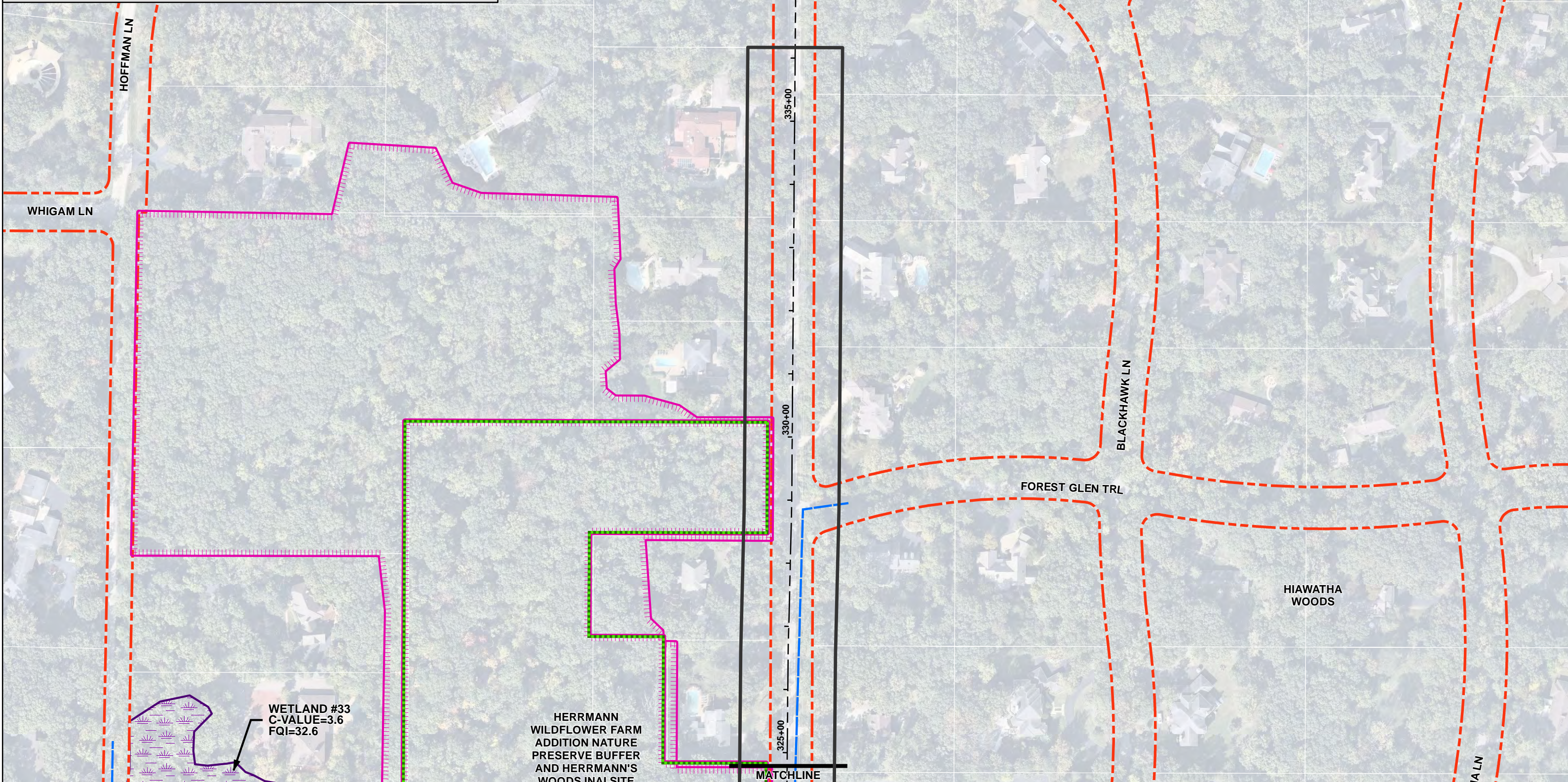
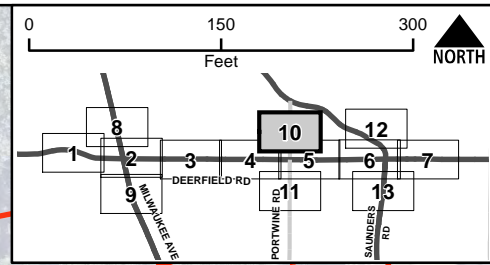
CHRISTOPHER B. BURKE ENGINEERING LTD.
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 Rosemont, Illinois 60018
 (847) 823-0500

PATH: N:\LCDOT\150331\GIS\Exhibits\Environmental Resources Sheets 01212022 FIG C-2.mxd

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 9

-  PROJECT STUDY LIMITS
-  NATURE PRESERVE/BUFFER*
-  SPECIAL LANDS
-  ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE*
-  HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY
-  DELINEATED WETLAND
-  WETLAND IDENTIFIED DURING DELINEATIONS SUBSEQUENTLY FILLED BY OTHERS
-  ADID WETLANDS
-  ROADSIDE DITCH
-  WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS
-  FLOODWAY
-  100 YEAR FLOODPLAIN
-  RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
-  APPROXIMATE RIGHT-OF-WAY
-  PROPERTY BOUNDARY
-  MUNICIPAL BOUNDARY

NOTE: - ROADSIDE DITCHES AND OPEN WATER DETENTION AREAS ARE NOT U.S. ARMY CORPS OF ENGINEERS (USACE) REGULATED, UNLESS OTHERWISE NOTED PER PRELIMINARY JURISDICTIONAL DETERMINATION (DATED 06/28/2017).
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 - NO VEGETATION INVENTORY WAS COMPLETED AT MAN-MADE DETENTION AREAS THAT ARE NOT BEING IMPACTED BY THIS PROJECT.



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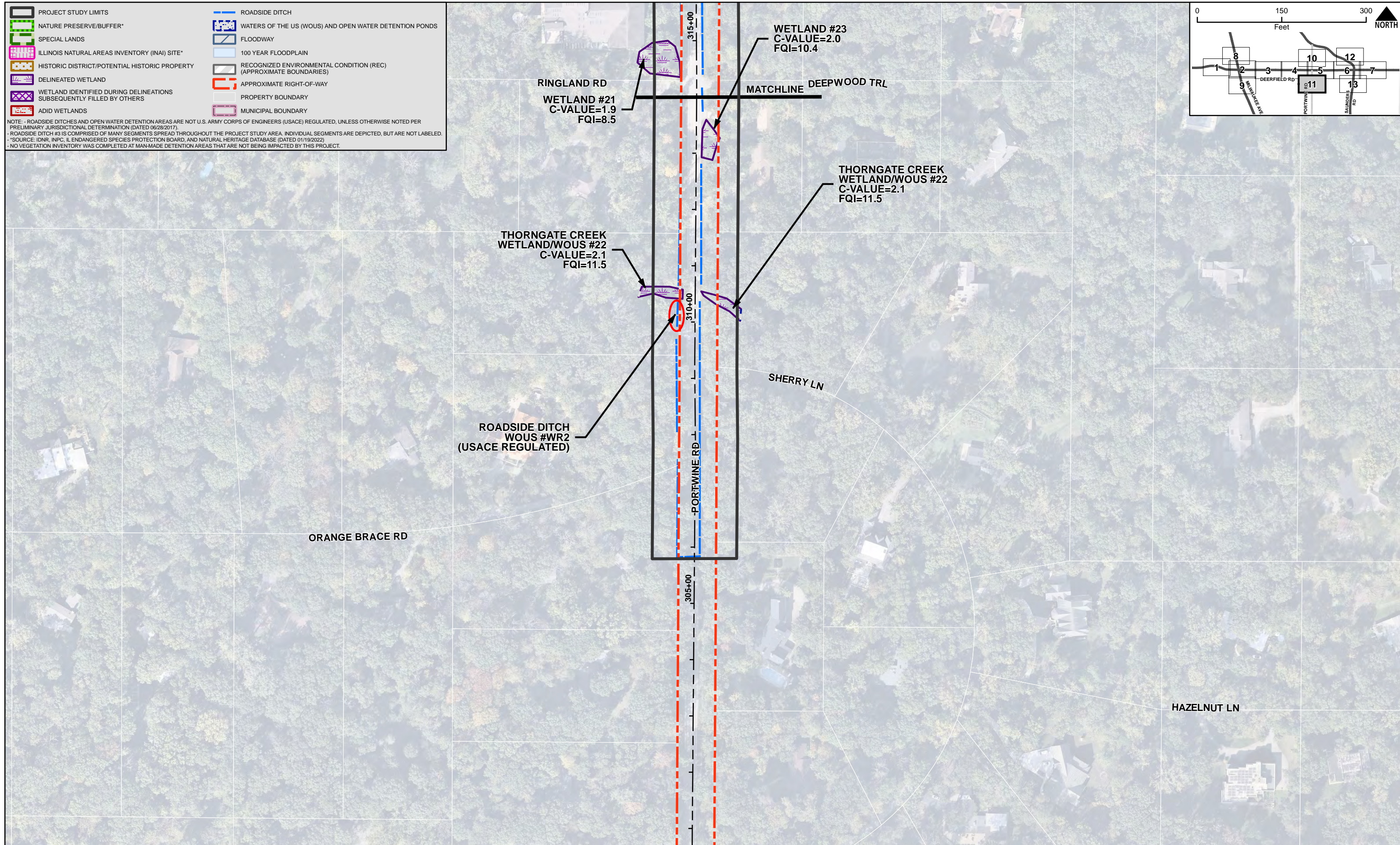
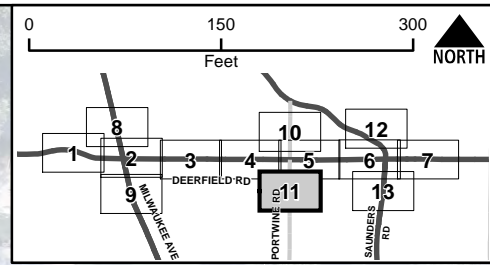
HERRMANN WILDFLOWER FARM ADDITION NATURE PRESERVE BUFFER AND HERRMANN'S WOODS INAI SITE (PRIVATE PROPERTY)

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 10

PATH: N:\LCDOT\150831\GIS\Exhibits\Environmental Resources Sheets 012\2022 FIG C-2.mxd

| | |
|--|---|
| PROJECT STUDY LIMITS | ROADSIDE DITCH |
| NATURE PRESERVE/BUFFER* | WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS |
| SPECIAL LANDS | FLOODWAY |
| ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE* | 100 YEAR FLOODPLAIN |
| HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY | RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES) |
| DELINEATED WETLAND | APPROXIMATE RIGHT-OF-WAY |
| WETLAND IDENTIFIED DURING DELINEATIONS SUBSEQUENTLY FILLED BY OTHERS | PROPERTY BOUNDARY |
| ADID WETLANDS | MUNICIPAL BOUNDARY |

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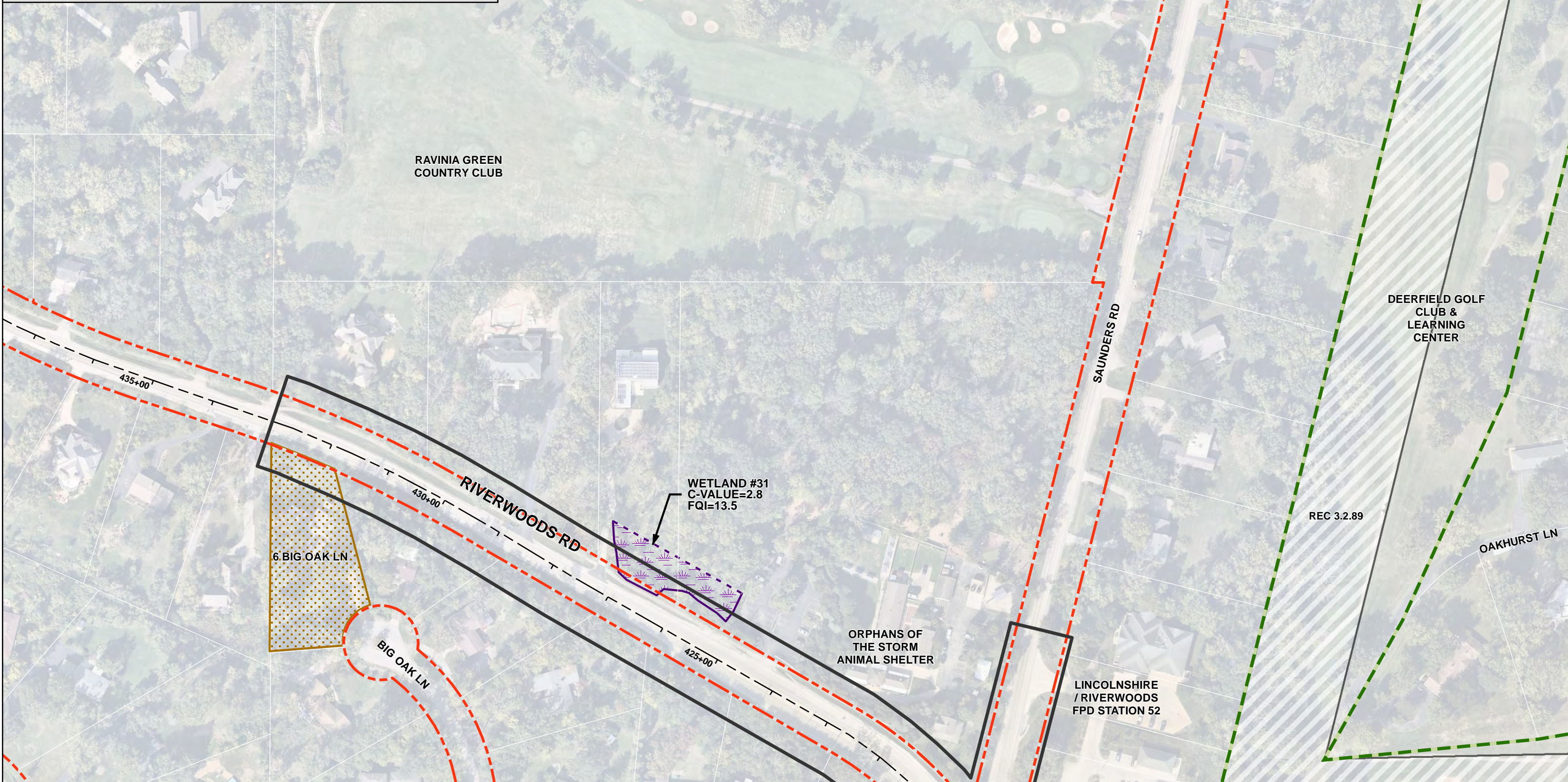
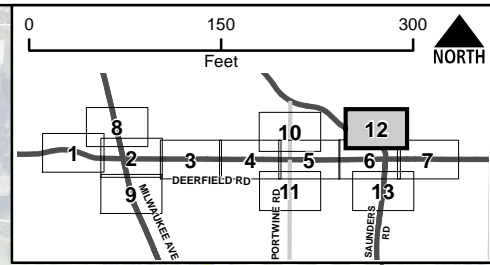


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FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 11

- PROJECT STUDY LIMITS
- NATURE PRESERVE/BUFFER*
- SPECIAL LANDS
- ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE*
- HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY
- DELINEATED WETLAND
- WETLAND IDENTIFIED DURING DELINEATIONS SUBSEQUENTLY FILLED BY OTHERS
- ADID WETLANDS
- ROADSIDE DITCH
- WATERS OF THE US (WOUS) AND OPEN WATER DETENTION PONDS
- FLOODWAY
- 100 YEAR FLOODPLAIN
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
- APPROXIMATE RIGHT-OF-WAY
- PROPERTY BOUNDARY
- MUNICIPAL BOUNDARY

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ORPHANS OF THE STORM ANIMAL SHELTER

LINCOLNSHIRE / RIVERWOODS FPD STATION 52

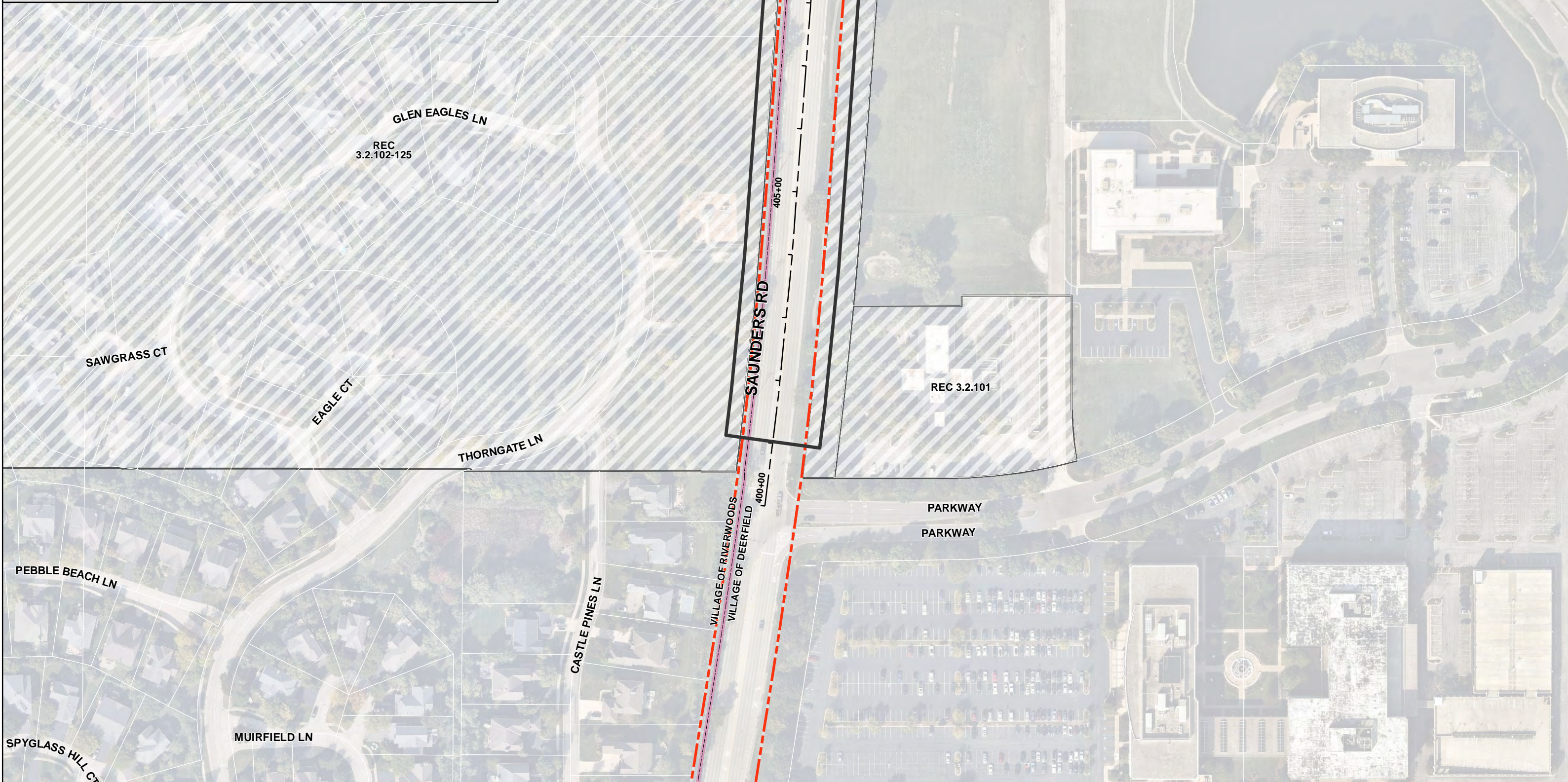
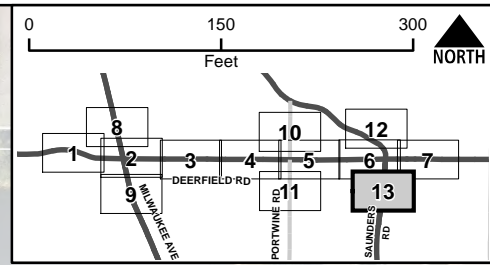
RIVERWOODS POLICE DEPARTMENT

MATCHLINE

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 12

- PROJECT STUDY LIMITS
- NATURE PRESERVE/BUFFER*
- SPECIAL LANDS
- ILLINOIS NATURAL AREAS INVENTORY (INAI) SITE*
- HISTORIC DISTRICT/POTENTIAL HISTORIC PROPERTY
- DELINEATED WETLAND
- WETLAND IDENTIFIED DURING DELINEATIONS SUBSEQUENTLY FILLED BY OTHERS
- ADID WETLANDS
- ROADSIDE DITCH
- WATERS OF THE US (WOU) AND OPEN WATER DETENTION PONDS
- FLOODWAY
- 100 YEAR FLOODPLAIN
- RECOGNIZED ENVIRONMENTAL CONDITION (REC) (APPROXIMATE BOUNDARIES)
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PATH: N:\LCDOT\150331\GIS\Exhibits\Environmental Resources Sheets 01212022 FIG C-2.mxd

FIGURE C-2:
 ENVIRONMENTAL RESOURCES MAP
 SHEET 13

Appendix D – Environmental Surveys/Correspondence
(Section D-5, Special Waste)

Appendix D, Section D-5 - Special Waste, Sheet 1 (Cover Sheet), Following this sheet add the PESA validation cover sheet dated April 29, 2021.

Appendix D, Section D-5 - Special Waste, Sheet 2 (Local Roads PESA Cover Sheet), Replace with the updated January 20, 2022 Local Roads PESA Cover Sheet .



Illinois Department of Transportation

Memorandum

To: Charles Riddle
From: Jack A. Elston
Subject: PVLR Review
Date: April 29, 2021

Attn: Irma Romiti-Johnson
By: Scott E. Stitt
Scott E. Stitt

Project: FAU 1257 (Deerfield Road), Milwaukee Avenue to Saunders Road/Riverwoods Road
District 1: Lake County
Requesting Agency: LCDOT
Survey Target Date: 07/01/2021
Anticipated Letting: Not Provided
BDE Sequence #: 20261

Job #: P-91-159-16
Contract #: Not Provided
Anticipated DA: 05/01/2018
Section: 15-00038-07-WR
ISGS Project #: 3488V

Attached is a copy of a PESA Validation Letter Report (PVLR) conducted by the Illinois State Geological Survey (ISGS) at the request of the Bureau of Design and Environment for the subject project.

The databases normally associated with a PESA have been reviewed, however, no site inspections or personal interviews were conducted, and no other typical PESA-type assessment was completed. This letter report is designed to meet the requirements of Departmental Policy D&E 11 and therefore the project is cleared for design approval.

Although this letter report does not follow the standard PESA format, and tables indicating recognized environmental conditions (RECs) and non-RECs are not included, REC sites are present in the project area and shall be considered.

This letter report should be reviewed in conjunction with PESA #3488 dated 02/27/2018. Table 1 of this letter report identifies sites along the project route that were identified on environmental databases but have new listings or were not identified as such in the PESA. Please carefully read and review the summaries of the various sites in both documents and determine if there are potential impacts which may affect the project. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

If you have any questions regarding this letter report, please contact Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313 District Utility Coordinator
District Bureau of Land Acquisition

**PRELIMINARY
ENVIRONMENTAL SITE ASSESSMENT**

for

**Deerfield Road – Milwaukee Avenue to Saunders/Riverwoods Road,
Lake County, Illinois**

Prepared for:

Lake County Division of Transportation
600 W. Winchester Road
Libertyville, IL 60048

Prepared by:

Christopher B. Burke Engineering, Ltd.

January 20, 2022

CBBEL Project No. 150331

Appendix D – Environmental Surveys/Correspondence
(Section D-6, Section 4(f) Temporary Occupancy)

Appendix D, Section D-6 – Section 4(f) Temporary Occupancy Evaluation Documentation, Complete replacement with the attached revised Section 4(f) Temporary Occupancy Documentation.

Section 4(f) Temporary Occupancy Evaluation (per 23 CFR 774.13(d))

Summary Table

| | |
|-----------------------------|---|
| Date: | September 20, 2021 |
| IDOT Region: | District 1 |
| Project: | Deerfield Road from Milwaukee Avenue to Saunders Road |
| Project Description: | Proposed roadway widening, sidewalk, and shared-use path |
| Section 4(f) Resource: | Cahokia Flatwoods Forest Preserve, Des Plaines River Trail (DPRT), Des Plaines River Water Trail* *The three resources are at one common location |
| Type of 4(f) Resource: | Forest preserve, recreational multi-use trail, regional water trail (canoe route) |
| Impact on 4(f) Resource: | Construction access to widen the existing Deerfield Road bridge over the Des Plaines River (including in-stream construction); Replacement of an existing access driveway at Cahokia Flatwoods Forest Preserve; Replacement of two existing culverts under the DPRT |
| Official with Jurisdiction: | Alex Ty Kovach, Executive Director, Lake County Forest Preserve District (LCFPD) |

Describe how the conditions for Temporary Occupancy are met:

1. 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.

Duration will be temporary and limited to the time necessary to complete construction activities at the Deerfield Road bridge over the Des Plaines River and culvert replacement at the DPRT. Construction within the Section 4(f) resources will be less than the duration of the proposed Deerfield Road widening project. A temporary easement for access through the forest preserve property is needed to complete the construction activities. However, the bridge widening and culvert replacement will take place within existing Deerfield Road right-of-way that is owned and used for transportation purposes by the Lake County Division of Transportation (LCDOT). There will be no change in ownership of land.

Construction of the Deerfield Road improvements is anticipated to last approximately two years. Based on information known at this time, the project team anticipates three construction stages for the proposed Deerfield Road bridge widening. Temporary construction access to the Des Plaines River work zone and short-term closures of the DPRT will be necessary at the beginning of each construction stage. Construction access and the duration of each closure is anticipated to be up to approximately one week in length for each stage. The culvert replacement at the DPRT will also take place at this time. LCDOT is committed to maintaining a detour for the DPRT during these short-term closures. The detour is discussed below in more detail at #3.

2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes of the Section 4 (f) property are minimal.

The proposed project will require a temporary easement of 0.32 acre at the Cahokia Flatwoods Forest Preserve. The Cahokia Flatwoods Forest Preserve is approximately 221 acres in size. It is located immediately adjacent to the south side of the existing Deerfield Road right-of-way and on the east and west sides of the Des Plaines River. Near the project, the DPRT parallels the west

bank of the Des Plaines River (see attached exhibits).

The temporary easement is needed to complete the following activities:

- Construction access to widen the existing Deerfield Road bridge over the Des Plaines River - The construction access would take place at an existing LCFPD driveway and access road to minimize tree/brush removal and other potential impacts to forest preserve property. The existing driveway connects the DPRT with the existing LCDOT shared-use path (located parallel to the south side of Deerfield Road). The existing LCFPD driveway would be replaced as part of the proposed improvements.
- In-stream construction to widen the existing Deerfield Road 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. The bridge widening will take place within existing Deerfield Road right-of-way. The means and methods to widen the two existing bridge piers have yet to be determined. Based on the methods of construction used for the adjacent existing LCDOT shared-use path bridge completed in 2010, it is anticipated that building a temporary causeway from the closest river bank may be necessary to access each pier. Approximately 0.09 acre of temporary fill is anticipated to complete the in-stream construction. In-stream construction methods will be evaluated in more detail in Phase II, as part of final design and permitting (e.g., Section 404 Clean Water Act).
- Access and replace/upgrade two existing 15-inch corrugated metal pipes that convey stormwater runoff under the DPRT - The two existing metal pipes are located within the existing LCDOT right-of-way.

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

No permanent adverse physical impacts to the Section 4(f) resources are anticipated. The proposed Deerfield Road improvements will not interfere with the activities, features, or attributes of the adjacent Section 4(f) resources. Cahokia Flatwoods Forest Preserve is predominantly undeveloped. The temporary easement will be located along an existing access route at the north end of the preserve.

An existing access driveway and shared-use trail connection is located at the northwest corner of Cahokia Flatwoods Forest Preserve. The access driveway will be accessible to connect with the existing LCDOT shared-use path (located on the south side of Deerfield Road) and the DPRT with periodic closures during construction. Detours will be posted for users during the anticipated short-term temporary closures of the DPRT for culvert replacement and other construction activities. The anticipated temporary closure of the DPRT would be located within the existing Deerfield Road right-of-way at approximately the same location as the temporary closure that took place during construction of the LCDOT shared-use path bridge. Construction of the LCDOT shared-use path and shared-use path bridge was completed in 2010 and was designed with consideration of the future Deerfield Road improvements.

Several detour alternatives were evaluated for short term closures of the DPRT while bridge work is occurring. The recommended detour provides the safest option for pedestrians/bicyclists. The detour will utilize an existing DPRT spur at Aptakisic Road (approximately 1-mile north of the proposed DPRT closure at Deerfield Road). The detour route heads west from the DPRT and

crosses Milwaukee Avenue at a signalized intersection. The detour proceeds west along Aptakisic Road along a separated multi-use path to Barclay Boulevard. It then proceeds south on a multi-use path to Deerfield Parkway. The detour crosses Deerfield Parkway at a marked crosswalk and then proceeds east along the south side of Deerfield Parkway until Milwaukee Avenue. As part of this project, the future shared-use path will be constructed along the south side of Deerfield Road as an initial construction activity as well as a protected crossing at the south leg of Milwaukee Avenue. The detour will use this “newly constructed” path and head east to the existing shared-use path at the Des Plaines River.

Appropriate construction/detour signage will be installed for the DPRT detour. Signage indicating the dates of the proposed trail closure will be installed at the DPRT prior to the closure to notify users, and the LCFPD will update their interactive trail map as additional notification. A barrier will be placed at the location of the DPRT closure. Advance notice signage will also be installed approximately 0.5-mile north and south of the detour route.

LCDOT is committed to maintaining a detour for the DPRT during these short-term closures. The proposed detour route was discussed with the LCFPD on September 16, 2021. The LCFPD concurred with the proposed detour. Refer to the attached meeting summary that includes a map of the proposed detour route.

It is anticipated that causeways and cofferdams will likely be needed within the Des Plaines River to complete the Deerfield Road bridge widening. Flow within the Des Plaines River will be maintained during in-stream construction so that recreational activities (e.g., canoeing) are not prohibited. The water trail is anticipated to remain open during construction activities so that canoeing is not disrupted.

4. 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.

Temporary impact areas at the Cahokia Flatwoods Forest Preserve, the DPRT, and the Des Plaines River will be fully restored. Restoration of forest preserve property has been coordinated with the LCFPD. Disturbed areas within the temporary easement will be returned to existing contours and stabilized with vegetation approved by the LCFPD.

The LCFPD will provide the project team with seed mix recommendations (plugs may be included as necessary) to restore vegetated areas that may be disturbed. A trailside seed mix will be provided by LCFPD for areas that are currently mowed. Additional native seed mixes will be provided by LCFPD for the naturalized riparian corridor. Temporary biodegradable erosion control blanket (or equivalent) shall be used for seeded areas. An erosion control blanket that minimizes wildlife entrapment (e.g., loose weave netting) shall be used. Additional coordination will take place during Phase II.

Two Siberian Elm trees that were identified within the temporary easement may be impacted. Attempts will be made to avoid/minimize tree impacts. As mitigation for tree impacts, it is anticipated that native replacement trees will be planted on LCFPD property in the vicinity of the impacts or at other suitable locations (as determined by LCFPD). Mitigation for tree impacts (e.g., species, location) will be coordinated further with LCFPD during Phase II. The LCFPD acknowledged that Siberian Elm trees are lower quality species (i.e., non-native, weedy tree species with invasive traits) and their removal is acceptable at this location, if necessary.

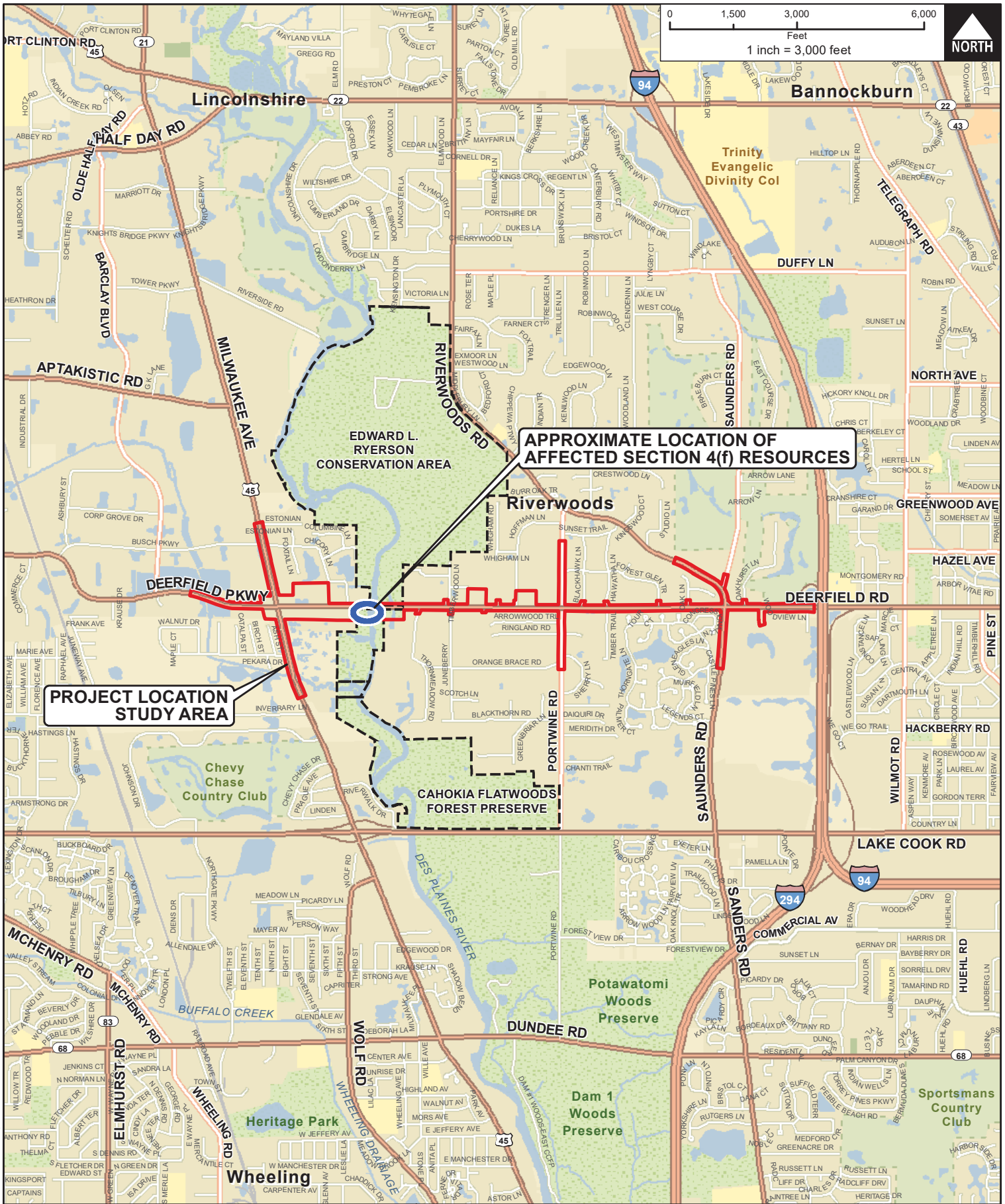
The LCFPD will also provide trail details and specifications to be used for trail restoration, as necessary. Additional coordination will take place during Phase II.

The Des Plaines River is jurisdictional under Section 404 of the Clean Water Act (CWA). A Section 404 CWA permit will be obtained from the US Army Corps of Engineers (USACE) during Phase II for the bridge widening and in-stream construction. Restoration of the Des Plaines River will be completed in accordance with Section 404 CWA permit requirements.

5. There must be documented agreement of the official(s) with jurisdiction over the section 4(f) resource regarding the above conditions.

Throughout the Phase I Engineering Study, this project has been coordinated with the LCFPD (i.e., official with jurisdiction over the Section 4(f) resource). A summary of the coordination activities is provided below. Meeting minutes for each individual LCFPD coordination meeting is attached to this document. Summaries of Public Meetings and Stakeholder Involvement Group (SIG) Meetings are not included.

- a) Initial coordination meeting with the LCFPD and the Lake County Stormwater Management Commission: August 24, 2016
- b) Public Meetings - LCFPD was invited to attend and provide comments on materials
 - i. Public Meeting #1 (Issues and Needs): November 30, 2016
 - ii. Public Meeting #2 (Preliminary Preferred Alternative): October 30, 2018
- c) Stakeholder Involvement Group (SIG) Meetings - LCFPD is a member of the SIG and has provided input throughout the project development process
 - i. SIG Meeting #1: March 2, 2017
 - ii. SIG Meeting #2: June 28, 2017
 - iii. SIG Meeting #3: January 25, 2018
 - iv. SIG Meeting #4: Offered and not held per concurrence from SIG
- d) Coordination meeting with the LCFPD and the Riverwoods Preservation Council: January 4, 2019
- e) Coordination meeting with the LCFPD: January 29, 2020
- f) Email transmittal of Temporary Occupancy Documentation: April 15, 2021
- g) Letter Invitation to attend the Public Hearing: May 6, 2021
- h) Transmittal of the Environmental Assessment for review and comment: May 10, 2021
- i) Virtual Public Hearing: May 25, 2021 (Comment period concluded June 14, 2021)
- j) Coordination meeting with the LCFPD: September 16, 2021
- k) Email transmittal of revised Temporary Occupancy Documentation: September 20, 2021
- l) Approval letter from the official with jurisdiction (i.e., LCFPD) for Section 4(f) Temporary Occupancy Documentation regarding the conditions above (completed after the Public Hearing): October 4, 2021



PROJECT LOCATION STUDY AREA

APPROXIMATE LOCATION OF AFFECTED SECTION 4(f) RESOURCES

CLIENT:  **Lake County**
Division of Transportation

TITLE: **PROJECT LOCATION MAP**

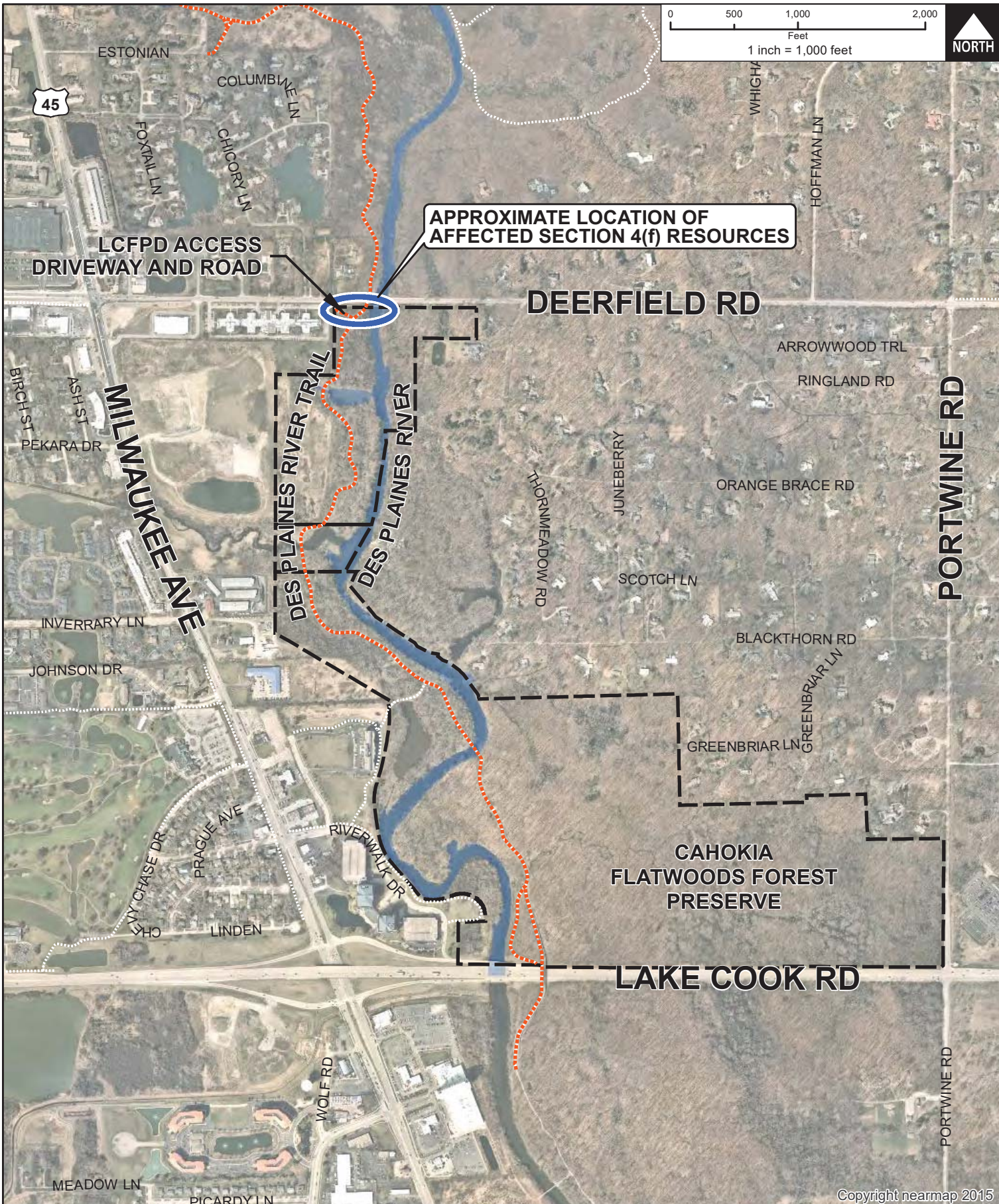
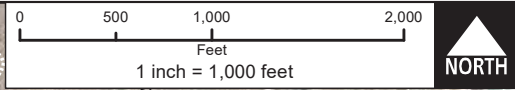
PROJ. NO. 190025
DATE: 03/01/2019
SHEET 1 OF 1
ATTACHMENT:

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

| | | | |
|-------|---------------------------|------------|----------|
| DSGN. | | SCALE: | 1:36,000 |
| DWN. | DRW | AUTHOR: | DWALTERS |
| CHKD. | | PLOT DATE: | 8/8/2019 |
| FILE: | Location Map Attachment A | | |

A

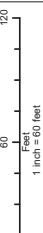
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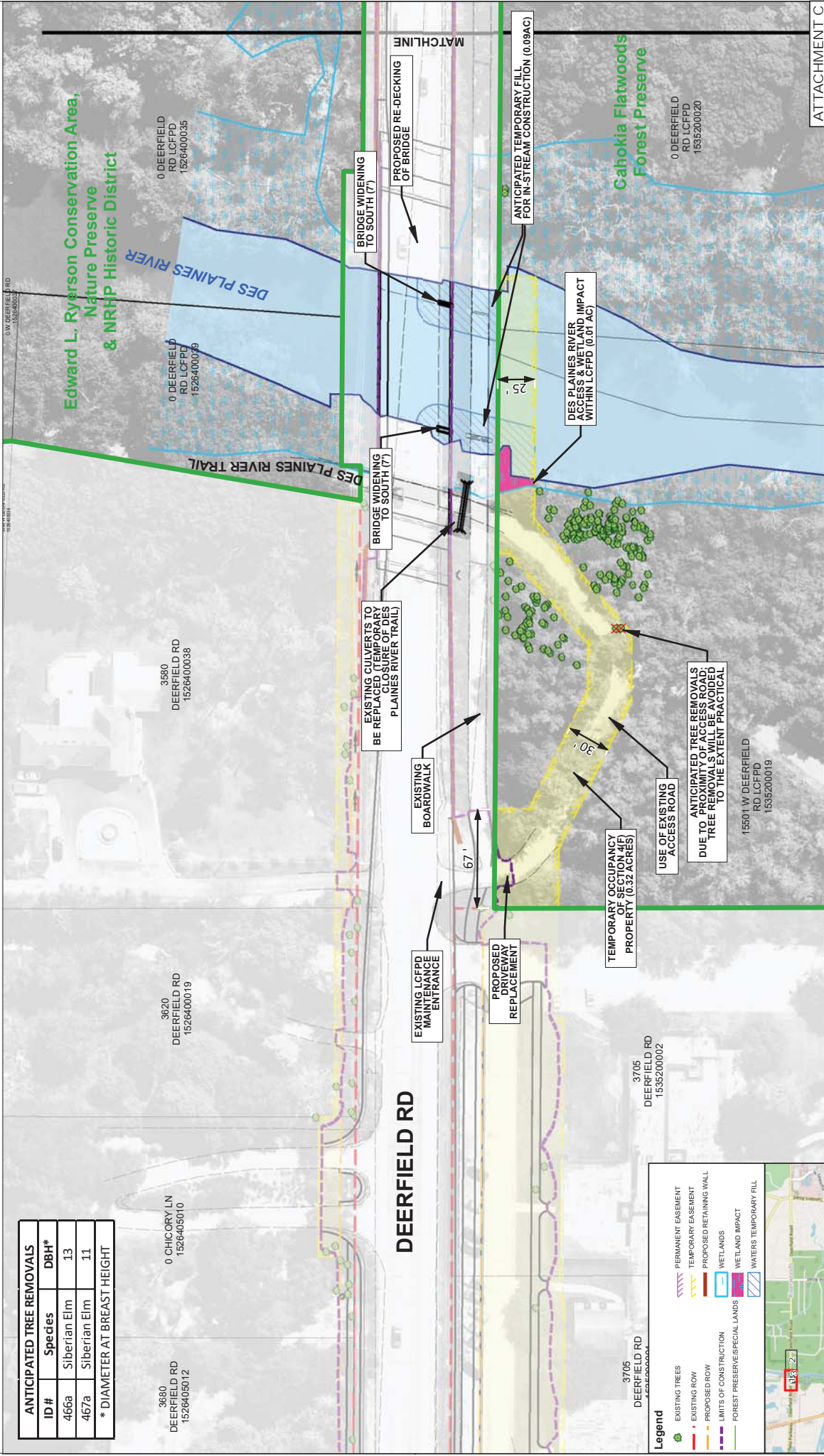
Copyright nearmap 2015

| | | | | |
|---|--------|-------------------------|------------|------------------|
| CLIENT:  | TITLE: | AERIAL MAP | | PROJ. NO. 150331 |
| | | | | DATE: 08/07/2019 |
| | | | | SHEET 1 OF 1 |
| | | | | ATTACHMENT: |
|  CHRISTOPHER B. BURKE ENGINEERING, LTD. 9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500 | DSGN. | | SCALE: | 1:12,000 |
| | DWN. | DRW | AUTHOR: | DWALTERS |
| | CHKD. | | PLOT DATE: | 8/8/2019 |
| | FILE: | Aerial Map Attachment B | | |
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NOTE: AERIAL PHOTOGRAPH TAKEN FROM NEARMAP, DATED: 4/09/2019

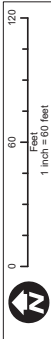
| ANTICIPATED TREE REMOVALS | | |
|-----------------------------|--------------|------|
| ID # | Species | DBH* |
| 466a | Siberian Elm | 13 |
| 467a | Siberian Elm | 11 |
| * DIAMETER AT BREAST HEIGHT | | |



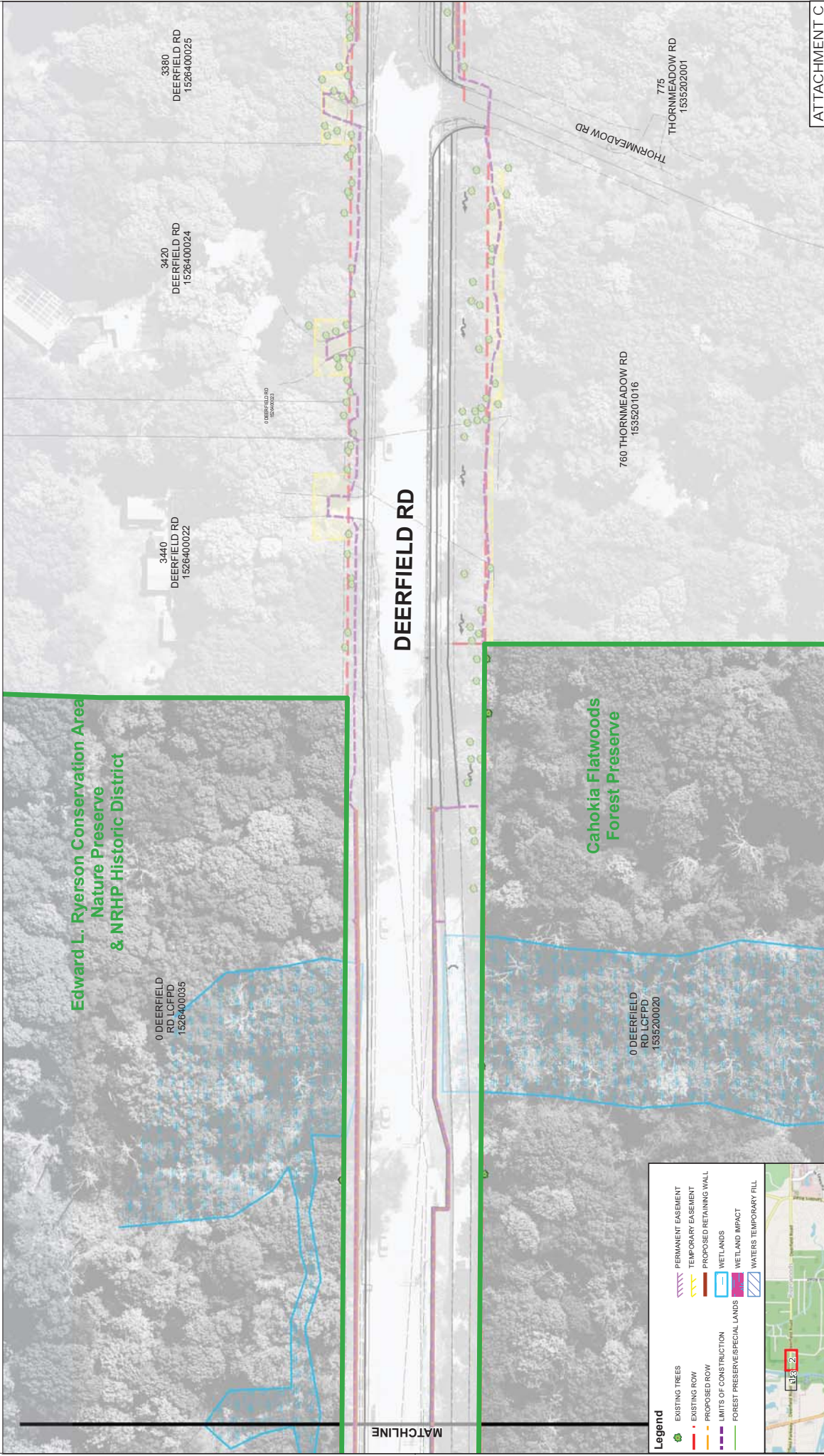
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- LIMITS OF CONSTRUCTION
- FOREST PRESERVE/SPECIAL LANDS
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- PROPOSED RETAINING WALL
- WETLANDS
- WETLAND IMPACT
- WATERS TEMPORARY FILL

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| <p>LakeCounty Division of Transportation</p> | <p>CLIENT:</p> <p>CHRISTOPHER B. BURKE ENGINEERING LTD 9575 West Higgins Road, Suite 600 Rosemont, Illinois 60018 (847) 823-0500</p> | <p>ATTACHMENT C</p> <p>SHEET 1 OF 3</p> <p>CDBEL # 15-0331</p> <p>DATE: 02/07/2019</p> <p>SHEET 1</p> | | | | | | | | | | | | | | | | | | | | |
| | <p>TITLE:</p> <p>SECTION 4(F) EXHIBIT DEERFIELD ROAD MILWAUKEE AVENUE TO SAUNDERS ROAD</p> | | | | | | | | | | | | | | | | | | | | | |
| | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DESIGN</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td>CHECK</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td>SCALE</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td>MODEL</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td>PROJECT</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td>FILE NAME</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td colspan="3"> <p>PROJECT: M:\LIC\2017\150331\CSE\Exhibit\Section 4(F) Exhibit.mxd</p> </td> </tr> </table> | | DESIGN | DATE | BY | CHECK | DATE | BY | SCALE | DATE | BY | MODEL | DATE | BY | PROJECT | DATE | BY | FILE NAME | DATE | BY | <p>PROJECT: M:\LIC\2017\150331\CSE\Exhibit\Section 4(F) Exhibit.mxd</p> | |
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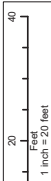
NOTE: AERIAL PHOTOGRAPH TAKEN FROM NEARMAP, DATED: 4/09/2019



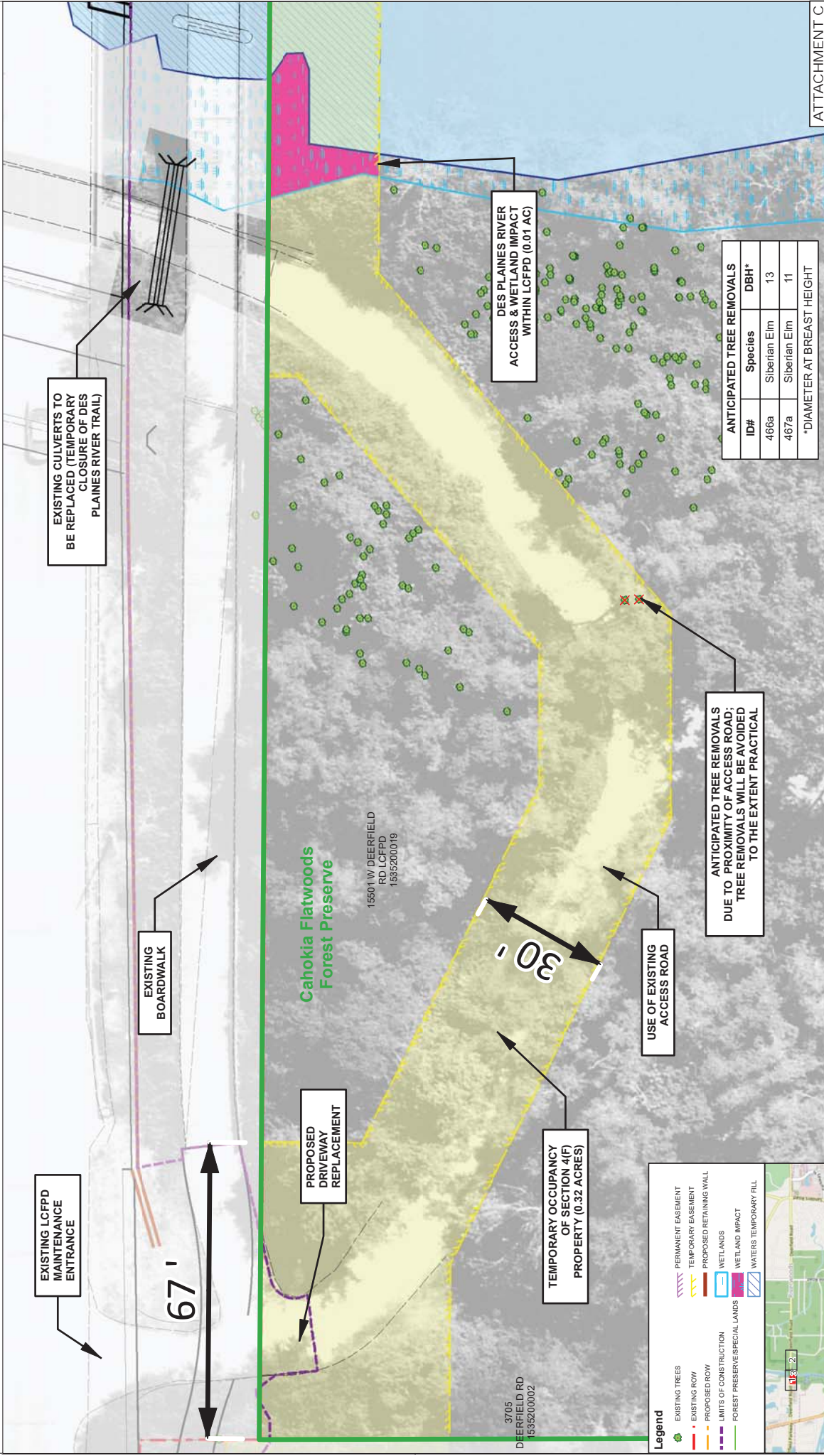
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| | <p>CLIENT:</p> <p>CHRISTOPHER B. BURKE ENGINEERING LTD 9575 West Higgins Road, Suite 600 Rosemont, Illinois 60018 (847) 823-0500</p> | <p>TITLE:</p> <p>SECTION 4(F) EXHIBIT DEERFIELD ROAD MILLWAUKEE AVENUE TO SAUNDERS ROAD</p> | <p>ATTACHMENT C</p> |
| | <p>DATE: 02/07/2019</p> <p>FILE NAME: Section4(F) Exhibit.mxd</p> <p>PRJ: M:\CG2011\9331\CGSE\Exhib\Section 4(F) Exhibit.mxd</p> | <p>DATE: 02/07/2019</p> <p>FILE NAME: Section4(F) Exhibit.mxd</p> <p>PRJ: M:\CG2011\9331\CGSE\Exhib\Section 4(F) Exhibit.mxd</p> | <p>DATE: 02/07/2019</p> <p>FILE NAME: Section4(F) Exhibit.mxd</p> <p>PRJ: M:\CG2011\9331\CGSE\Exhib\Section 4(F) Exhibit.mxd</p> |



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



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

CLIENT:

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

ATTACHMENT C

SHEET 3 of 3
 CBREL # 15-0331
 DATE: 02/07/2019

SECTION 4(F) EXHIBIT
DEERFIELD ROAD
MILWAUKEE AVENUE TO
SAUNDERS ROAD

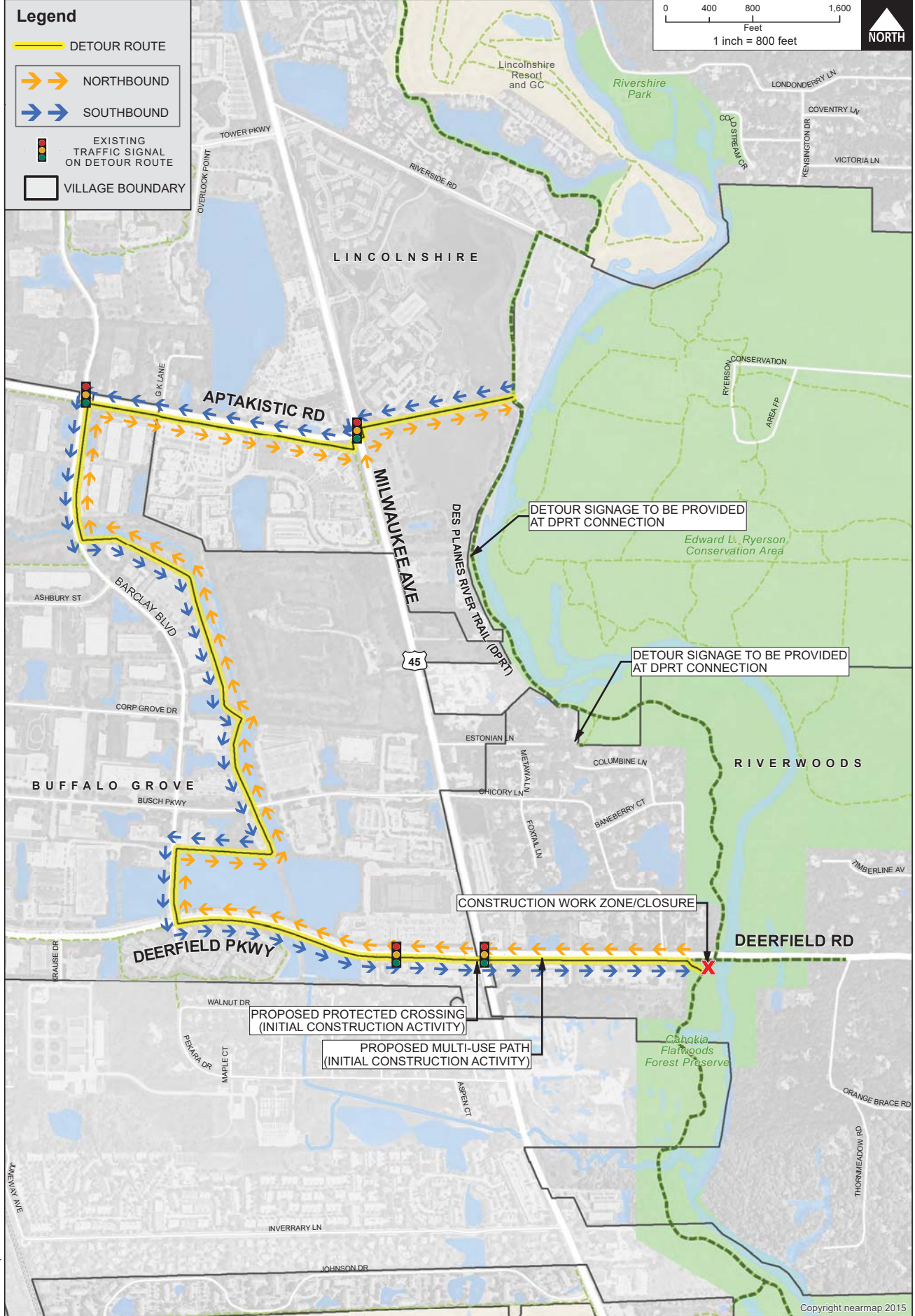
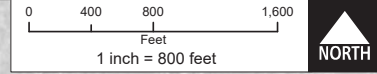
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- DETOUR ROUTE
- ➔➔ NORTHBOUND
- ➔➔ SOUTHBOUND
- EXISTING TRAFFIC SIGNAL ON DETOUR ROUTE
- VILLAGE BOUNDARY



Path: N:\LC\DOT\150331\GIS\Exhibits\Detour Map - DPRT.mxd

CLIENT: **LakeCounty**
Division of Transportation

TITLE: **DES PLAINES RIVER TRAIL
DETOUR MAP**

PROJ. NO. 150331
DATE: 09/17/2021
SHEET 1 OF 1
DRAWING NO.

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

| | | | |
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| DSGN. | | SCALE: | 1:9,600 |
| DWN. | DRW | AUTHOR: | DWALTERS |
| CHKD. | | PLOT DATE: | 9/20/2021 |
| FILE: | Detour Map - DPRT | | |

EXH

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MEETING SUMMARY

Meeting Date: August 24, 2016 – 1:00 p.m.
Location: Lake County Division of Transportation
Project: Deerfield Road – IL 21 to Saunders/Riverwoods Road (15-00038-07-WR)
Purpose: Initial LCSMC/LCFPD Coordination Meeting

| <u>Attendees</u> | <u>Representing</u> | <u>Email</u> |
|-------------------------|--|----------------------------|
| Bob Gardiner | Lake County Stormwater Management Commission | rgardiner@lakecountyil.gov |
| Randy Seebach | Lake County Forest Preserve District | rseebach@lcfpd.org |
| Chuck Gleason | LCDOT – Project Manager | cgleason@lakecountyil.gov |
| Mike Burke | LCDOT – Project Engineer | mjburke@lakecountyil.gov |
| Matthew Huffman | CBBEL – Phase I Project Manager | mhuffman@cbbel.com |
| Ilene Dailey | CBBEL – Drainage Project Manager | idailey@cbbel.com |
| Pete Knysz | CBBEL – Environmental Project Manager | pknysz@cbbel.com |

A kick-off meeting was held on August 24, 2016 at 1:00 p.m. for the Lake County Division of Transportation (LCDOT) Deerfield Road (IL 21 to Saunders/Riverwoods Road) Phase I Engineering Study. The purpose of the meeting was to introduce the project to the Lake County Stormwater Management Commission (LCSMC) and Lake County Forest Preserve District (LCFPD). A meeting agenda was distributed and included: introductions, project background, project startup & data collection, anticipated scope of work & termini, Deerfield Road corridor issues & needs, project development & schedule, public involvement, and other discussion. An existing conditions aerial exhibit was displayed for discussion purposes.

Chuck Gleason opened the meeting and is the LCDOT project manager and point of contact for the project. Matt Huffman is the consultant project manager with Christopher B. Burke Engineering (CBBEL). Ilene Dailey is the drainage lead and Pete Knysz is the environmental lead.

Below is a summary of meeting discussion points, with any action items noted:

- 1) Project background was provided. This project includes Phase I engineering and environmental studies for Deerfield Road from US 45/IL 21 (Milwaukee Avenue) to Saunders Road / Riverwoods Road in Lake County, Illinois. The project is located within the Villages of Buffalo Grove and Riverwoods. The project is adjacent to predominantly forested, large lot, residential properties and also LCFPD property. The Cahokia Flatwoods Forest Preserve is south of Deerfield Road and the Edward L. Ryerson Conservation Area is north of Deerfield Road, and is also a designated Illinois Nature Preserve. Both of the holdings are at and around the Des Plaines River. Mr. Seebach previously provided exhibits of the Edward L. Ryerson Nature Preserve location.
- 2) The Des Plaines River Trail (DPRT) is located along the west side of the Des Plaines River and has a crossing underneath Deerfield Road, which has substandard clearance. The entire DPRT is open to horseback riding and is a shared multi-use trail within the project study area. Mr. Seebach stated that there are equestrian generators within the Village of Riverwoods, east of the Des Plaines River. Currently the LCDOT multi-use path and bridge is being used, which connects Thornmeadow Road on the east to the DPRT on the west side of the Des Plaines

River. Mr. Gleason stated current LCDOT policy does not allow equestrian uses on their paths. This is currently being discussed between LCFPD and LCDOT.

- 3) LCDOT designed and constructed a separate multi-use path and bridge over the Des Plaines River connecting the DPRT to Thornmeadow Road. The bridge was offset from the existing Deerfield Road bridge to allow for a future widening of Deerfield Road. The low chord of the bike path bridge is above the 100-year flood plain elevation. East of the bridge abutment there is boardwalk. CBBEL was the engineering consultant for both LCDOT multi-use path projects.
- 4) There are two approved Phase I Studies for multi-use paths along Deerfield Road that have not advanced to Phase II Engineering, one by the Village of Riverwoods (Thornmeadow Road to Saunders/Riverwoods Road) and the other by LCDOT (Milwaukee Avenue to DPRT). The Phase I designs will be incorporated into this project and designs modified based on the proposed roadway improvement along Deerfield Road. The Village of Riverwoods multi-use path connects to the existing LCDOT multi-use path at Thornmeadow Road and goes east along the south side of Deerfield Road to Portwine Road where it crosses to the north side of Deerfield Road, and then connects to the existing path at Saunders/Riverwoods Road. The LCDOT multi-use path connects the existing Buffalo Grove Path at the west side of Milwaukee Avenue south of Deerfield Road and goes east to the existing connecting to the LCDOT multi-use path and DPRT. Both projects were stopped in the engineering process to assure that the proposed improvements of the Deerfield Road project do not affect them, such as the proposed roadway width, vertical profile adjustments, and right-of-way acquisition.
- 5) CBBEL/LCDOT are currently collecting data for the project, including: topographic survey, wetland delineations, traffic counts/projections, crash data, and historical roadway/development plans.
- 6) It was discussed that there have not been any record of pavement flooding or overtopping at the Des Plaines River. There has been one report of pavement flooding near Forest Glen Trail, which LCDOT has investigated. CBBEL will coordinate with IDOT and local agencies regarding flooding issues. Mr. Gardiner stated that the areas west and north of the project study area have flooding issues and LCSMC is investigating improving several private subdivision detention basins.
- 7) LCFPD and LCSMC do not have any planned projects near or within the project study area.
- 8) A full bridge and hydraulic study will be prepared for the Deerfield Road crossing of the Des Plaines River. Libertyville Township has recently installed a stream gauge near the crossing. Hydraulic analysis will also be performed for the crossing of Deerfield Road over Thorngate Creek. A base flood elevation (BFE) study will be prepared for each applicable area per LCSMC criteria. Bob Gardiner stated there were improvements to the hydrology of Thorngate Creek around 2009 downstream (north) of Deerfield Road. Both Bob and Randy will check their records for any design plans or hydraulic modeling used. There was a question to LCSMC regarding the hydraulic modeling used for the Des Plaines River USGS Flood-Inundation Study; Mr. Gardiner believed the modeling was based on the regulatory model, with modifications. He does not have the modeling. CBBEL will check with USGS. Mr. Gardiner stated there is a new permit process through IDNR/OWR for floodway impacts. Floodway permitting is anticipated to be handled through IDOT Local Roads, which will be verified by CBBEL. No compensatory storage credits are believed to be available in the LCFPD site north of Deerfield Road. Other compensatory storage locations will be investigated and need to be located within a 'hydraulically equivalent' reach.

*ACTION: LCSMC and LCFPD to check their records for improvements to Thorngate Creek.
CBBEL to look into modeling for the Des Plaines River USGS Flood Inundation Study.
CBBEL to verify IDNR/OWR floodway permitting.*

- 9) The purpose of the project is to add capacity and address safety issues along Deerfield Road. The anticipated scope of work includes pavement reconstruction and add lanes with urban cross section with signal upgrades/modernization, closed drainage system, separate non-motorized facilities, and Des Plaines River bridge improvements. A variety of roadway cross section alternatives will be evaluated, including a 3-lane, 4-lane and 5-lane typical roadway cross section.
- 10) Issues and needs along the Deerfield Road corridor were discussed. Mr. Seebach stated the existing access driveway to the DPRT needs to be maintained and a more suitable connection from the Deerfield Road multi-use path to the DPRT should be investigated. Currently the existing access driveway is used to connect the two facilities, which is not desirable. Mr. Gardiner stated that with a storm sewer system for conveyance and likely for detention, various methods should be investigated for best management practices for water quality. Mr. Gleason suggested that the median may be used for creative stormwater options. Significant tree impacts are anticipated along the corridor.
- 11) The project schedule is 36 months. The federal project development process is being followed through IDOT Bureau of Local Roads. The project is being processed as an Environmental Assessment.
- 12) The project will have a Stakeholder Involvement Group (SIG) that will be composed of local agencies, business owners, and residents. Mr. Gardiner will be the LCSMC SIG representative and Mr. Seebach will be the LCFPD SIG representative. A Public Information Meeting is being targeted for November 2016 and SIG membership will be solicited.

The meeting adjourned at approximately 2:00 p.m.

Submitted by: Matthew J. Huffman, P.E. (CBBEL)



MEETING SUMMARY

Meeting Date: January 4, 2019
Location: Lake County Division of Transportation
Project: Deerfield Road (15-00038-07-WR)
Purpose: Riverwoods Preservation Council and Lake County Forest Preserve District Coordination Meeting

| <u>Attendees</u> | <u>Representing</u> | <u>Email</u> |
|-------------------------|---------------------------------------|----------------------------|
| Michael Clayton | RPC – President | mclayton@marauder.net |
| Jim Anderson | LCFPD – Director of Natural Resources | janderson@lcfpd.org |
| Chuck Gleason | LCDOT (Project Manager) | cgleason@lakecountyiil.gov |
| Pete Knysz | CBBEL (Env Project Manager) | pknysz@cbbel.com |

A coordination meeting was held on January 4, 2019 at 9 a.m. with the Riverwoods Preservation Council (RPC) and the Lake County Forest Preserve District (LCFPD) for the Lake County Division of Transportation (LCDOT) Deerfield Road (IL 21 to Saunders Road) Phase I Engineering Study. The purpose of the meeting was to continue on-going dialogue with the RPC and LCFPD and discuss potential environmental concerns along the project corridor.

Below is a summary of meeting discussion points, with any action items noted (**in bold**):

- 1) LCDOT presented a brief history of the project, timeline, and preferred alternative. The preferred alternative includes intersection improvements, a 3-lane roadway section with curb and gutter on Deerfield Road from the Des Plaines River to Saunders/Riverwoods Road, and a bike path (adjacent to the south side of Deerfield Road west of Portwine Road, and adjacent to the north side of Deerfield Road east of Portwine Road).

An Environmental Assessment (EA) is being prepared for the project. Environmental studies and reports are on-going. These studies/reports include, but are not limited to:

- Tree survey completed by Christopher B Burke Engineering, Ltd (CBBEL) – **RPC and LCFPD requested a copy of the tree survey data.**
- Threatened and Endangered species surveys completed by the Illinois Natural History Survey (INHS) – Project team is waiting for reports. **RPC and LCFPD requested a copy of the reports when available.**
- Wetland/Waters of the US (WOUS) delineation completed by CBBEL – **CBBEL submitted a copy of the delineation report to the RPC and LCFPD on January 4, 2019.** CBBEL also provided a copy of the Preliminary Jurisdictional Determination and Boundary Confirmation letters from the Lake County Stormwater Management Commission.
- Traffic Noise Study by CBBEL is in process.

- 2) The LCFPD owns property immediately adjacent to the north and south sides of Deerfield Road near the Des Plaines River crossing, including the Edward L Ryerson Conservation Area/Nature Preserve and Cahokia Flatwoods Forest Preserve. Impacts to the Edward L Ryerson Conservation Area/Nature Preserve are not anticipated. A temporary easement for construction access and culvert replacement may be necessary at the Cahokia Flatwoods Forest Preserve. The LCFPD did not express concerns with the temporary easement during the meeting.
- 3) The RPCs primary concerns include: (1) tree removal and (2) direct/indirect impacts from road salt.
 - The RPC requested that the project team minimize tree impacts and avoid high quality trees (e.g., large diameter oak trees with good condition and form). **CBBEL is to provide the tree survey data to the RPC and LCFPD. The RPC and LCFPD will review the tree survey data and identify specific trees that they would like the project team to preserve, if possible.**

Potential tree mitigation options were discussed, including planting trees in Best Management Practice (BMP) opportunity areas and compensatory floodplain storage areas. LCDOT noted that available space for tree planting within the right-of-way is limited. LCFPD suggested that habitat restoration (e.g., tree planting and buckthorn removal on forest preserve property) be considered a potential mitigation option. The RPC is also interested in roadside habitat restoration as part of the tree mitigation strategy.

The RPC asked if LCDOT could provide the Village of Riverwoods (Village) with funding for trees to be planted on private property. The Village has already established a cost share program that property owners may use for tree replacement. **LCDOT will investigate mitigation options** and noted that homeowners will be compensated if trees on their property are removed during project improvements.

- CBBEL and LCDOT briefly discussed road salt/chloride management. Chloride is a persistent pollutant. Sediment traps/catch basins would help with sediment control, but are not anticipated to provide much chloride control. Chloride management practices (e.g., proper training, pre-wetting) can minimize potential environmental impacts due to road salt. The bike path will not be snow plowed by LCDOT. **The LCFPD and RPC requested that LCDOT prepare a Salt Management Plan. In turn, it was also recommended that the Village prepare a Salt Management Plan.**
- 4) LCFPD and RPC requested that **a wildlife crossing be provided at Thorngate Creek and near the Des Plaines River.** LCFPD stated that providing the wildlife crossing would be sufficient – no guide wall/drift fence would be required.
 - The existing culvert structure carrying Deerfield Road over Thorngate Creek is a single circular 48-inch reinforced concrete pipe. At the current time, CBBEL is proposing a 4-foot (W) x 5-foot (H) box culvert that would be embedded at the upstream and downstream ends to encourage fish movement. LCFPD recommended that the bottom of the culvert be roughened. **A small to medium sized wildlife crossing (e.g., to accommodate raccoon-sized animals and smaller, not deer) will be investigated by the project team.** LCFPD stated that an enlarged culvert would be acceptable (i.e., “dry” walkways/ledges or multiple culverts are not expected). **CBBEL is to determine the design storm and evaluate potential options.**
 - LCFPD requested that a culvert be installed east of the Des Plaines River to provide a hydrologic connection between Wetland 15 and Wetland/WOUS 1 and also allow for small

to medium sized wildlife (e.g., amphibian) movement. LCFPD requested that the hydrology at Wetland 15 not be modified. LCFPD prefers a concrete structure. **CBBEL is to evaluate potential options.**

- 5) The RPC and LCFPD requested that a copy of the proposed seed mix be provided for their review/comment. CBBEL and LCDOT stated that the seed mix to be used adjacent to roadways should be salt tolerant. **LCDOT submitted a copy of the typical seed mix used by LCDOT for roadway projects to the RPC and LCFPD on January 4, 2019.**

LCFPD and RPC requested the opportunity to comment on proposed seed mixes to be used at BMP Opportunity Areas, including compensatory floodplain storage areas.

The RPC will consider submitting a survey to landowners adjacent to the project corridor to see if they prefer roadside vegetation along Deerfield Road mowed less frequently than typical LCDOT procedures.

- 6) CBBEL stated that based on preliminary design, at the current time it is anticipated that wetland impacts will be less than 0.5 acre. It is anticipated that mitigation will be provided via a wetland bank. **LCFPD requested that LCDOT consider entering into an Intergovernmental Agreement and providing restoration funds to the LCFPD, instead.** CBBEL stated that mitigation options can be presented to the appropriate agencies to meet regulatory requirements (e.g., Section 404 of the Clean Water Act and Interagency Wetlands Policy Act). LCFPD said that they are willing to discuss options with the appropriate regulatory agencies.

The meeting adjourned at approximately 11:00 a.m.

Submitted by: Pete Knysz (CBBEL)



MEETING SUMMARY

Meeting Date: January 29, 2020
Location: Lake County Forest Preserve District
Project: Deerfield Road (15-00038-07-WR)
Purpose: Lake County Forest Preserve District Coordination Meeting –
Project Status & Wildlife Crossings

| <u>Attendees</u> | <u>Representing</u> | <u>E-mail</u> |
|-------------------------|---|---------------------------|
| Randy Seebach | LCFPD - Director Planning & Land Preservation | rseebach@lcfpd.org |
| Jeff Sloom | LCFPD - Planning Manager | jsloom@lcfpd.org |
| Jim Anderson | LCFPD - Director Natural Resources | janderson@lcfpd.org |
| John Nelson | LCFPD - Director Operations & Infrastructure | jenelson@lcfpd.org |
| Kevin Carrier | LCDOT - Director of Planning & Programming | kcarrier@lakecountil.gov |
| Chuck Gleason | LCDOT - Project Manager | cgleason@lakecountyil.gov |
| Matt Huffman | CBBEL - Project Manager | mhuffman@cbbel.com |
| Pete Knysz | CBBEL - Environmental Project Manager | pknysz@cbbel.com |

A coordination meeting was held on January 29, 2020 at 11 a.m. with the Lake County Forest Preserve District (LCFPD) for the Lake County Division of Transportation (LCDOT) Deerfield Road (IL 21 to Saunders Road) Phase I Engineering Study. The purpose of the meeting was to update the LCFPD on the project status and discuss the potential wildlife crossing just east of the Des Plaines River.

Below is a summary of meeting discussion points, with any action items noted **(in bold)**:

- 1) LCDOT and CBBEL presented a brief project status update, including but not limited to the following topics:
 - The preferred alternative includes intersection improvements, a 3-lane roadway section with curb and gutter on Deerfield Road from the Des Plaines River to Saunders/Riverwoods Road, an 8-foot wide multi-use path adjacent to the south side of Deerfield Road (west of Portwine Road) and adjacent to the north side of Deerfield Road (east of Portwine Road), space for a potential 5-foot wide sidewalk along the north side of Deerfield Road from Milwaukee Avenue to Chicory Lane, and an approximate 15-foot high noise wall likely to be implemented along the south side of Deerfield Road and the west side of Saunders Road adjacent to the Thorngate Subdivision.
 - The project footprint has been modified to accommodate drainage design updates related to the new Bulletin 70 rainfall data. Additional right-of-way, permanent drainage easements, and temporary construction easements are required for larger detention/compensatory storage basins, culverts, storm sewers, and ditches.
 - Anticipated tree impacts (based on location in right-of-way and easements) were updated for the recently modified project footprint and were submitted to the Riverwoods Preservation Council (RPC) for review. The Village of Riverwoods high quality tree species

list is utilized. During the design phase of the project, additional tree impact evaluation will be completed as necessary to avoid/minimize impacts, and a tree replacement plan will be developed. Impacted trees will be replaced where practicable and feasible. Potential tree mitigation may include planting trees at the compensatory floodplain storage areas and incorporating RPC recommended replacement species.

- 2) The proposed improvements will require a temporary construction easement at the Cahokia Flatwoods Forest Preserve located adjacent to the south side of Deerfield Road for access, bridge widening, and culvert replacement. Construction access would take place at an existing LCFPD driveway. The existing Deerfield Road bridge over the Des Plaines River will be widened approximately 8-feet to the south. The bridge widening will require in-stream construction (i.e., temporary waters impacts). IDOT has reviewed the Section 4(f) Temporary Occupancy documentation for this project (for the temporary easement on forest preserve property) and stated that LCDOT may proceed with the required Section 4(f) public involvement activities (e.g., Public Hearing). After the Public Hearing comment period, LCDOT will seek formal concurrence/signature from the LCFPD regarding the Temporary Occupancy documentation.

LCFPD to check if LCDOT will need to pay for the use of the temporary construction easement.

- 3) At a meeting on January 4, 2019, the LCFPD and RPC requested that a wildlife crossing be evaluated at two locations along the Deerfield Road project corridor: (1) at Thorngate Creek and (2) east of the Des Plaines River (approx. STA 127+00). There is an existing bridge and adjacent trail at the Des Plaines River that currently provides a wildlife crossing on the west side of the river. The meeting attendees were provided with a *Potential Wildlife Crossing Evaluation Memorandum*, prepared by CBBEL, dated June 19, 2019. The memorandum discusses these two potential wildlife crossings.

Technical guidance for the memorandum was based on information from the US Forest Service and Federal Highway Administration (FHWA) websites, specifically: *Wildlife Crossing Structure Handbook, Design and Evaluation in North America*. From an engineering perspective, both wildlife crossings appear to be feasible. The project team must be sensitive to changes in the roadway profile, so there are size limitations associated with each wildlife crossing. The potential wildlife crossings would accommodate small to medium sized wildlife. The potential crossings are not meant to accommodate larger mammals, such as deer.

Thorngate Creek

- A single 10-foot (W) by 5-foot (H) precast reinforced concrete box culvert (RCBC) is currently proposed at Thorngate Creek. This crossing is currently included in the preliminary design. The existing culvert structure is a single circular 48-inch reinforced concrete pipe (RCP) culvert.
- The proposed culvert will have cast-in ledges located on the interior wall on each side of the RCBC, above the normal water level and below the 2-year water level. Each shelf will have a width of 2 feet and clearance of 2.5 feet due to available cover. Earthen access ramps/ slopes (≤ 30 degrees) from the adjacent habitat would lead to the elevated ledges/walkways inside the RCBC.
- The culvert will be embedded 1 foot below the streambed elevation to allow natural stream substrate to accumulate along the bottom of the culvert to accommodate the passage of fish and other aquatic organisms.

- The proposed culvert would be approximately 84 feet from face to face.
- The FHWA guidance (mentioned above), recommends that small to medium-sized mammal underpasses (to accommodate wildlife and seasonal drainage) have a minimum width and height of 1 to 4 feet. This wildlife crossing meets the requirement. However, due to design constraints, the proposed culvert is slightly below the modified culvert requirements for minimum clearance (i.e., >3 feet) and shelf elevation (i.e., above the high water mark).

Des Plaines River

- A single 4-foot (W) by 3-foot (H) precast RCBC is currently being investigated to the east of the Des Plaines River between Wetland 1 (located on the north side of Deerfield Road within the Edward L Ryerson Nature Preserve) and Wetland 15 (located on the south side of Deerfield Road within the Cahokia Flatwoods Forest Preserve). This culvert is not currently included in the preliminary design and does not serve a hydraulic need. Under existing conditions there is not a culvert at this location. The exact location can vary about 75 feet, which is the frontage distance the two adjacent wetlands share.
- Based on the Preliminary Jurisdictional Determination (PJD) completed by the US Army Corps of Engineers (USACE) and Lake County Stormwater Management Commission (LCSMC), Wetland 1 is a USACE regulated wetland and Wetland 15 is an isolated wetland. The PJD expires in June 2020. Based on floristic quality, both wetlands are high quality.
- The culvert would be embedded 0.5 foot to allow natural substrate to accumulate along the bottom of the culvert.
- The proposed culvert would be approximately 53 feet from face to face.
- A wetland hydrology analysis will not be completed as part of this Phase I study. It is anticipated that wetland hydrology will be evaluated during Phase II as part of Lake County Watershed Development Ordinance (WDO) permitting. Under the WDO, the design must maintain between 80-150% of the existing condition, 2-year, 24-hour storm event runoff volume from the on-site tributary drainage area to the preserved isolated wetland or a wetland impact will be assumed. CBBEL's initial impression is that will likely not be an issue, but will be evaluated during Phase II. There would be concern if the isolated wetland was impacted due to the hydrology changes from the culvert and would likely be removed from the proposed improvement.
- The wildlife crossing between the two wetlands could potentially be used by reptiles and amphibians. CBBEL has reviewed the site wildlife lists (provided by LCFPD) for the adjacent forest preserves. Reptiles and amphibians were included on both lists. The LCFPD documents wildlife presence, but does not maintain records if an area is located along an amphibian migration route or general area where dispersal may occur. CBBEL stated that a crossing is more likely to be used by reptiles/amphibians if it is situated in a known seasonal migration route or an area of reptile movement (otherwise its use by reptiles/amphibians may be quite limited).
- This wildlife crossing meets the small to medium-sized mammal underpass and the amphibian/reptile tunnel minimum width and height requirements.

- This potential wildlife crossing has a slight change in topography at the culvert openings. The FHWA guidance suggests that amphibian/reptile tunnel design be completely level without slope of any kind at the culvert openings or within the tunnel. Tunnels should have good drainage. CBBEL stated that the tunnel is likely to be damp. Amphibians do not move through flooded tunnels. CBBEL recommended that slope and hydrology be evaluated further in Phase II. Grading could occur up to the existing right-of-way with this project. If additional grading needs to be conducted, the LCFPD would need to perform this work.
- Since this wildlife crossing is not required for the Deerfield Road improvements, LCDOT would expect LCFPD to maintain the culvert, if it were to be constructed. LCFPD agreed to maintain the wildlife crossing with respect to obstructions. However, structural failures are a concern. The LCFPD does not want to be responsible for culvert replacement or roadway repairs associated with culvert failure. **Maintenance responsibilities will be discussed in more detail during Phase II.**
- **CBBEL will add the Des Plaines River wildlife crossing to the preliminary engineering plans.**

The potential wildlife crossings are based on preliminary engineering and will need to be reviewed/approved by the appropriate agencies. **A commitment will be included in the Environmental Assessment (EA) that the design, coordination, and final decision regarding wildlife crossings will continue during Phase II with final engineering and permitting.**

CBBEL stated that use of the wildlife crossing structure should be encouraged by installing fencing (e.g., 2-foot high wire mesh), rock walls, or other barriers along the road to direct wildlife to the culvert/tunnel. Meeting attendees stated that the proposed retaining wall could serve this purpose. The existing fence along the north right-of-way is proposed to remain. The LCFPD would need to make modifications to that fence, such as an opening at the wildlife crossing; the existing fence meanders between the roadway right-of-way and LCFPD property.

- 4) The draft EA has been submitted to the Illinois Department of Transportation (IDOT) for review. Comments are anticipated in the near future.
- 5) The Public Hearing is anticipated for April 2020, but this is contingent upon IDOT and FHWA reviews being timely completed. Construction letting is anticipated for 2023. Land acquisition is anticipated to have a big influence on the project schedule.

The meeting adjourned at approximately 12:15 p.m.

Submitted by: Pete Knysz (CBBEL)

From: [Matthew Huffman](#)
To: [Seebach, Randy L.](#)
Cc: [Gleason, Chuck L.](#); [Peter Knysz](#)
Subject: LCDOT, Deerfield Road - Environmental Assessment & Public Hearing
Date: Thursday, April 15, 2021 2:18:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Sect 4f Temp Occupancy Deerfield Rd 06242020.pdf](#)

Randy,

I hope all is well! The EA for the Deerfield Road project is in for signature with the Public Hearing planned for May 25th (virtually). The EA will be released for public comment on May 10th (comment period ends June 14th). An electronic copy will be on the project website and we wanted to see if you would like a hard copy? Following the Public Hearing, we will transmit the Section 4(f) Temporary Occupancy Documentation for signature following the Public Hearing (attached for reference).

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



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

- **Abraham Lincoln**



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

LAKE COUNTY FOREST PRESERVE DISTRICT
1899 W WINCHESTER RD
LIBERTYVILLE IL 60048-5367

RE: 15501 W DEERFIELD RD & 0 DEERFIELD RD, VILLAGE OF RIVERWOODS, IL 60015
PIN: 15-35-200-019 & 15-35-200-020

Dear LAKE COUNTY FOREST PRESERVE DISTRICT:

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 10th.

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 10th. 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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: 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 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 or contact: Matt Huffman, Consultant Project Manager, at 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 or (847) 823-0500.

Sincerely,



Kevin J. Carrier

Director of Planning & Programming



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 10, 2021

Mr. Randy Seebach
Director Planning and Land Preservation
Lake County Forest Preserve District
1899 W. Winchester Road
Libertyville, IL 60048

Dear Mr. Seebach:

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 10th at www.DeerfieldRoadCorridor.com. A copy of the EA is enclosed for your review and comment.

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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: 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 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 or contact: Matt Huffman, Consultant Project Manager, at 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 or (847) 377-7447.

Sincerely,

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



MEETING SUMMARY

Meeting Date: September 16, 2021
Location: Lake County Forest Preserve District
Project: Deerfield Road (15-00038-07-WR)
Purpose: Lake County Forest Preserve District Coordination Meeting

| Attendees | Representing | E-mail |
|------------------|---|----------------------------|
| Randy Seebach | LCFPD - Director Planning & Land Preservation | rseebach@lcpfd.org |
| Chuck Gleason | LCDOT - Project Manager | cgleason@lakecountyiil.gov |
| Matt Huffman | CBBEL - Project Manager | mhuffman@cbbel.com |
| Pete Knysz | CBBEL - Environmental Project Manager | pknysz@cbbel.com |

A coordination meeting was held on September 16, 2021 at 11 a.m. with the Lake County Forest Preserve District (LCFPD) for the Lake County Division of Transportation (LCDOT) Deerfield Road (IL 21 to Saunders Road) Phase I Engineering Study. The purpose of the meeting was to discuss the Section 4(f) Temporary Occupancy documentation and details pertaining the proposed detour for the Des Plaines River Trail and restoration of disturbed areas.

Below is a summary of meeting discussion points, with any action items noted (**in bold**):

- 1) Following the signature of the Section 4(f) Temporary Occupancy documentation by the LCFPD, the Illinois Department of Transportation (IDOT) provided additional comments regarding the details of the proposed detour for the Des Plaines River Trail and restoration of affected areas.
- 2) The Deerfield Road bridge spans the Des Plaines River and the regional Des Plaines River Trail (DPRT). Based on information known at this time, the project team anticipates three construction stages for the proposed Deerfield Road bridge widening. A full road closure is not anticipated (i.e., one lane will remain open during construction). Short-term closures of the DPRT will be needed at the beginning of each construction stage. The duration of the closures is anticipated to be about a week in length for each stage, but could be less than that. LCDOT is committed to maintaining a detour during these short-term closures.
 - Several detour alternatives were evaluated. The recommended detour provides the safest option for pedestrians/bicyclists. The detour will utilize an existing DPRT spur at Aptakisic Road (0.27 miles), approximately 1-mile north of the proposed closure at Deerfield Road, which crosses Milwaukee Avenue at a signalized intersection. The detour proceeds west along Aptakisic Road along a separated multi-use path for 0.48 miles to Barclay Boulevard and then south along Barclay Boulevard until the multi-use path meets Deerfield Parkway (1.24 miles). The detour then proceeds east along the south side of Deerfield Parkway until it meets Milwaukee Avenue (0.52 miles). As part of this project, the future multi-use path will be constructed as an initial construction stage as well as protected crossing across the south leg of Milwaukee Avenue to the existing multi-use path at the Des Plaines River (0.34 miles). The total length of the detour is 2.85 miles with the existing DPRT being 1.04 miles in length from the start of the detour location (north limits) to the closure. CBBEL noted that

appropriate construction/detour signage will be provided for the DPRT detour. The LCFPD concurred with the proposed detour for the DPRT during construction of the Deerfield Road bridge widening.

- The LCFPD requested that a barrier be placed at the location of the closure and appropriate signage be placed at the north and south limits of the detour. Advance notice signage should also be installed approximately 0.5-mile north and south of the detour route. South of the north detour limit, there are two other connections to the DPRT: (1) at the former Cubby Bear site (just south of the Parkway Drive/Milwaukee Avenue intersection; (2) at Estonian Lane (just north of the Busch Parkway/Milwaukee Avenue intersection). Signage will also be needed at these connection locations.
 - The LCFPD requested that they be notified a couple weeks in advance of the proposed DPRT closures so that they can update their interactive trail map to alert users. Signage indicating the dates of the proposed trail closure should also be installed at the DPRT prior to the closure to notify regular users. CBBEL stated that a project commitment can be added to the Phase I documentation.
- 3) The proposed temporary easement at Cahokia Flatwoods Forest Preserve may be disturbed during construction activities and to access the work zone at the Des Plaines River to widen the existing Deerfield Road bridge piers and abutments. Temporary impact areas, including the existing access drive/trail spur, will be restored. Disturbed areas will be returned to existing contours and stabilized, as necessary, with appropriate vegetation approved by the LCFPD. There two Siberian Elm trees (diameter at breast height = 11 & 13 inches, respectively) that were identified within the temporary easement that may be impacted. Attempts will be made to avoid/minimize tree impacts. CBBEL stated that mitigation for tree impacts (e.g., species, location) will be coordinated with LCFPD further during Final Design and Permitting. The LCFPD acknowledged that these are lower quality trees (i.e., non-native tree species with invasive traits) and are not concerned with their removal.
- **The LCFPD stated that they will provide the project team with seed mix recommendations (plugs may be included as necessary) to restore vegetated areas that may be disturbed.** A trailside seed mix will be provided for areas that are currently mowed. Additional seed mixes will be provided for the naturalized riparian corridor. Temporary biodegradable erosion control blanket (or equivalent) shall be used for seeded areas. An erosion control blanket that minimizes wildlife entrapment (e.g., loose weave netting) shall be used. Additional coordination will take place during Final Design and Permitting.
 - **The LCFPD stated that they will also provide trail details and specifications to be used for trail restoration.** Additional coordination will take place during Final Design and Permitting.
 - CBBEL stated that a commitment will be added to the project documents to coordinate with the LCFPD regarding restoration seed mixes, specifications, and details for temporarily disturbed areas at Cahokia Flatwoods Forest Preserve. Coordination will take place during Final Design and Permitting.
- 4) **CBBEL will re-transmit the Section 4(f) Temporary Occupancy documentation to the LCFPD for review and signature.** *The LCFPD stated they do not have any other concerns at this time about the proposed temporary use of LCFPD property.*

- 5) **The EA Errata will be modified to include this coordination and commitments for the DPRT detour and restoration of disturbed areas.**
- 6) Phase II Engineering has initiated while Phase I Engineering is being completed. The project is currently on the August 2023 letting, but is contingent on land acquisition being certified/cleared. This would put construction activity for the bridge in 2024. CBBEL stated that potential project delays could occur if land acquisition is delayed.

The meeting adjourned at approximately 11:30 p.m.

Submitted by: Matt Huffman & Pete Knysz (CBBEL)

N:\LCDOT\150331\Admin\MS.2021.09.16.LCFPD.4.doc

From: [Matthew Huffman](#)
To: [Seebach, Randy L.](#)
Cc: [Peter Knysz](#); [Gleason, Chuck L.](#)
Subject: RE: LCDOT, Deerfield Road - LCFPD Section 4(f) Coordination
Date: Monday, September 20, 2021 11:32:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Sect 4f Temp Occupancy Deerfield Rd 09202021.pdf](#)
[Sect 4f Temp Occupancy Deerfield Rd 07012021_wTC.docx](#)

Randy,

Please find attached the revised Section 4(f) Temporary Occupancy documentation for the Deerfield Road project. We included additional detail pertaining the DPRT detour and restoration per our discussion last week. An exhibit showing the detour route is included as an attachment. Additionally, we added the meeting minutes from our various coordination points. The track changes word document is provided so you can easily see what has changed from the prior version.

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



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"You cannot escape the responsibility of tomorrow by evading it today."
- **Abraham Lincoln**

From: Matthew Huffman
Sent: Friday, September 17, 2021 4:20 PM
To: Seebach, Randy L. <rseebach@lcfpd.org>
Cc: Peter Knysz <pknysz@cbbel.com>; Gleason, Chuck L. <CGleason@lakecountyil.gov>
Subject: LCDOT, Deerfield Road - LCFPD Section 4(f) Coordination

Hi Randy,

Thank you again for the meeting yesterday. Please find attached the draft minutes for yesterday's meeting for your review/comment. We are wrapping up a detour exhibit to include in the 4(f) documentation pertaining the detour and anticipate the 4(f) documentation to be provided to you Monday morning.

Thanks and have an enjoyable weekend.

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



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

- **Abraham Lincoln**



October 4, 2021

Mr. Kevin Carrier
Director of Planning and Programming
Lake County Division of Transportation
600 West Winchester Road
Libertyville, IL 60048-1381

RE: Deerfield Road Improvement- Milwaukee Ave to Saunders Rd LCFPD Section 4(f) Coordination

Dear Mr. Kevin Carrier:

In response to the Section 4(f) documentation dated September 20, 2021, regarding the referenced project, we have reviewed the general scope of the work for this project and the Lake County Forest Preserve District (District) concurs with the determination that the improvement will not adversely affect the activities, features and attributes of Cahokia Flatwoods Forest Preserve that is protected under section 4 (F) of the Department of Transportation Act of 1966.

The District is aware that LCDOT will be acquiring approximately 0.32-acres of temporary easement for construction access and in-stream construction to widen the existing Deerfield Road bridge over the Des Plaines River and replace the existing District driveway. In addition, we are also aware that a temporary short-term closure of the Des Plaines River Trail will be needed to replace an existing culvert under the trail and a detour will be provided during construction. Restoration of affected areas will be restored and coordinated further during Phase II Engineering.

Attached, please find the signed Letter of Concurrence page indication that the District is in agreement with the determination that this project has no adverse effects to the Districts property.

We look forward to working with LCDOT on Phase II of this project, which will require negotiation of the terms of the temporary easement for the District, as mentioned above.

Sincerely,

Alex Ty Kovach
Executive Director

Cc; Randall L. Seebach, Lake County Forest Preserve District

Deerfield Road Improvement
Milwaukee Avenue to Saunders Road
Lake County, Illinois

LCFPD Signature Page

Based on the attached analysis, the conditions of 23 CFR 774.13(d) have been met and the temporary occupancy of the Section 4(f) resources by LCDOT is so minimal as to not constitute a use within the meaning of Section 4(f).

Concur: Yes No

Print Name: Alex Ty Kovach

Signature: 

Title: Executive Director
(Official with Jurisdiction - Authorized Representative)

Date: 10-04-2021

Comments: No additional comments.

From: [Househ, Alex](#)
To: [Matthew Huffman](#)
Subject: FW: Lake County, Deerfield Road (IL 21 to Saunders/Riverwoods Rd) Sec 15-00038-07-WR - Section 4(f) Temporary Occupancy Documentation
Date: Thursday, October 28, 2021 1:28:16 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Sect 4f Temp Occupancy Deerfield Rd 10152021-Executed.pdf](#)

Hi Matt,

fyi

From: Raffensperger, William <William.Raffensperger@illinois.gov>
Sent: Thursday, October 28, 2021 12:05 PM
To: Househ, Alex <Alex.Househ@illinois.gov>
Cc: Fierro, Gerardo <Gerardo.Fierro@Illinois.gov>; Pantoja, Irene (FHWA) <IRENE.PANTOJA@DOT.GOV>; Rogers, John (FHWA) <john.rogers@dot.gov>
Subject: FW: Lake County, Deerfield Road (IL 21 to Saunders/Riverwoods Rd) Sec 15-00038-07-WR - Section 4(f) Temporary Occupancy Documentation

Mr. Househ –

The attached Section 4(f) temporary occupancy evaluation considers the impacts to an access drive to the Cahokia Flatwoods Forest Preserve and Des Plaines River Trail (DPRT), Section 4(f) protected properties. The proposed scope of work is to widen the bridge carrying Deerfield Road over the Des Plaines River and replace a culvert under the DPRT. As such, it is necessary to close the access drive to protect users of the DPRT. The attached evaluation proposes a marked detour to maintain use of the DPRT.

Approval of a Section 4(f) temporary occupancy requires the following:

1. Duration must be less than the time needed for construction of the project, and there should be no change in ownership of the land.
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes of the Section 4 (f) property are minimal.
3. There are no anticipated permanent adverse physical impacts, no interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.
4. The land being used must be returned to a condition which is at least as good as that which existed prior to the project.
5. There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.

Based on the attached Section 4(f) temporary occupancy evaluation, IDOT has determined that the project will not “use” the 4(f) property by exception as the five criteria for temporary occupancy are met as defined in 23 CFR 774.13(d).

A copy of this email and Section 4(f) evaluation must be included in the EA as evidence that this coordination is complete.

William Raffensperger, PE, PTOE, PTP
Local Studies and Plans 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: Househ, Alex <Alex.Househ@illinois.gov>
Sent: Thursday, October 28, 2021 11:07 AM
To: Raffensperger, William <William.Raffensperger@illinois.gov>
Subject: FW: Lake County, Deerfield Road (IL 21 to Saunders/Riverwoods Rd) Sec 15-00038-07-WR - Section 4(f) Temporary Occupancy Documentation

From: Matthew Huffman <mhuffman@cbbel.com>
Sent: Thursday, October 28, 2021 10:02 AM
To: Househ, Alex <Alex.Househ@illinois.gov>
Cc: Fierro, Gerardo <Gerardo.Fierro@Illinois.gov>; Gleason, Chuck L. <CGleason@lakecountyil.gov>; Peter Knysz <pknysz@cbbel.com>
Subject: [External] RE: Lake County, Deerfield Road (IL 21 to Saunders/Riverwoods Rd) Sec 15-00038-07-WR - Section 4(f) Temporary Occupancy Documentation

Hi Alex,

Good morning. I wanted to follow-up on the Section 4(f) documentation submitted on October 15th for the Deerfield Road project? I believe we addressed Central Office BLRS comments and are not awaiting FHWA approval.

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

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Appendix E – Agency and Public Coordination

Appendix E, Page 3, Section 4.1.3 – Individual Agency Meetings and Correspondence –
Dot point 4, following this dot point add:

- Village of Riverwoods and Resident Phil Dlouhy, January 22, 2021
- Village of Riverwoods, March 23, 2021
- LCFPD, September 9, 2021
- Lake County Public Works, December 21, 2021

Appendix E, Page 8, Section 4.2.2.4 – Public Hearing – Paragraph 1, Replace “A public hearing is anticipated to be held in early 2021 to provide information to the public on the preferred alternative and the results of the Environmental Assessment. Attendees will be able to provide comments, and an official transcript of the hearing will be prepared.” with “A virtual Public Hearing was held on May 25, 2021, at 4:00pm. The purpose of the Public Hearing was to present and seek input on the final Deerfield Road project EA and Preferred Alternative. All Public Hearing materials (including the EA and Preferred Alternative design) were available on the project website (www.deerfieldroadcorridor.com) beginning May 10, 2021. The EA was made available for in-person review at three Village Halls (Riverwoods, Deerfield and Buffalo Grove), and at the LCDOT office in Libertyville, Illinois.

The Public Hearing followed guidance issued by the Federal Highway Administration (FHWA) dated March 11, 2021, for Temporary Virtual Public Involvement. This “live” event began with a formal presentation of the project by the Phase I engineering consultant team and then granted the public an opportunity to provide a 2-minute statement to a court reporter regarding the Preferred Alternative and EA. A “question and answer” session with LCDOT and the Phase I engineering consultant team followed the public comment opportunity. The virtual Public Hearing was recorded and posted to the project website on May 26, 2021. The virtual Public Hearing was attended by 89 people.

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 provided verbally during the virtual Public Hearing, 23 comments/questions were submitted 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. The comments received were mixed with some in support of the proposed improvement and some with concerns. Some of the concerns that were raised involved the potential noise wall at the southwest corner of the Saunders Road/Deerfield Road intersection, anticipated tree impacts, effect to the character of the surrounding community, speed limit, accessibility, drainage issues, and proposed property acquisition. All comments and questions received during the public comment period were responded to and are included in the Errata. No comments with

concerns regarding the Preferred Alternative or EA were submitted by the regulatory agencies.

An updated project “Frequently Asked Questions” document (FAQ) was prepared to address the most common questions/comments received during the Public Hearing. A separate FAQ document was prepared specifically addressing questions pertaining the potential noise wall. Individual responses were sent to individuals with questions that were not addressed by the updated FAQ document. The FAQ documents are both included in the Public Hearing summary and are posted separately on the project website (www.deerfieldroadcorridor.com). The Public Hearing Summary is included in Appendix E-12.”

Appendix E, Page 8, Section 4.2.3 – Outreach and Informational Materials - Dot point 7, at the end add “; March/April 2021; May/June 2021.”

**Appendix E – Agency and Public Coordination (Section E-8,
Village of Riverwoods)**

Appendix E, Section E-8 - Village of Riverwoods - Add Village of Riverwoods meeting minutes from May 23, 2020 and January 21, 2021.

MEETING SUMMARY

Meeting Date: May 23, 2020 – 10:30 a.m.
Location: Virtual
Project: Deerfield Rd. – Milwaukee Ave. to Saunders/Riverwoods Rd. (15-00038-07-WR)
Purpose: Village of Riverwoods Coordination Meeting #10

| <u>Attendees</u> | <u>Representing</u> | <u>Email</u> |
|-------------------------|-------------------------------|--|
| John Norris | Riverwoods – Mayor | jinorris@riverwoods-il.net |
| Kris Ford | Riverwoods Resident | |
| Henry Hollander | Riverwoods – Village Trustee | hhollander@riverwoods-il.net |
| Patrick Glenn | Riverwoods – Village Engineer | pqlenn@gha-engineers.com |
| Bruce Harvard | Riverwoods – Village Attorney | |
| Chuck Gleason | LCDOT – Project Manager | cgleason@lakecountyil.gov |
| Matthew Huffman | CBBEL – Project Manager | mhuffman@cbbel.com |

A tenth coordination meeting was held with the Village of Riverwoods on May 23, 2021 via Zoom at 10:30 a.m. for the Lake County Division of Transportation (LCDOT) Deerfield Road (Milwaukee Avenue to Saunders/Riverwoods Road) Phase I Engineering Study. The purpose of the meeting was to provide an update on the Environmental Assessment, proposed improvement design, public involvement next steps, and overall project next steps.

Below is a summary of meeting discussion points, with any action items noted in bold:

Draft Environmental Assessment

1. The project team re-submitted the Environmental Assessment (EA) for signature in March 2021. All IDOT and FHWA comments have been addressed. The EA is planned to be released for public review and comment on May 10th. The EA comment period will be open to June 14th. A Virtual Public Hearing is targeted to be held May 24th. The in-person component of the Public Hearing is being discussed with IDOT and FHWA given the COVID 19 pandemic. The EA must be signed off on by FHWA before it can be released to the public.
2. A noise comment was received from a homeowner along the north side of Deerfield Road who requested that noise wall be investigated along the north side. The project team has been communicating with this resident and cc'ing the Mayor to keep the Village informed. The resident is also concerned about bounce back noise. The project team stated that there is bounce back with noise walls, however, in this case it is a negligible increase in noise (less than 3 decibels). Additionally, noise walls that are in close proximity to each other can create an echoing effect, which could be by some receptors to have a negative effect.
3. The footprint of the EA was expanded to accommodate drainage modifications for the new Bulletin 75 rainfall data.
4. Once the EA is signed, the project team will proceed to a Public Hearing which is being targeted for September 2020.

Proposed Improvement Design

1. The Milwaukee Avenue intersection design study was resubmitted to IDOT and was provided to the Village.
 - a. Shoppes of Riverwoods Drainage Issue (IDOT Comment) - IDOT requested that Lake County DOT address the known drainage issue and include a permanent drainage easement at the Woodman's drainage outfall location within the Shoppes of Riverwoods drainage ditch. The Village stated they have no plans to address this issue and are not aware that the Shoppes of Riverwoods owners plan to address the issue. The County does not plan to include addressing this drainage issue adjacent to IDOT ROW with the Deerfield Road project since it is nearly 1,000 feet north of the project construction limits. The EA will include a permanent easement per IDOT's request, but no engineering will be performed to address the issue. The Village supports the County's position of this specific issue being IDOT's to address and that non addressing this will have negative effect on the Shoppes of Riverwoods or adjacent Meadow Lake subdivision. There is also an agreement between the Shoppes of Riverwoods and Meadow Lake with regards to stormwater management.
 - b. Brentwood west Access Drive Closed (IDOT Comment) - During the latest round of IDOT review of the Milwaukee Avenue IDS comments, IDOT expressed safety and operational concerns about the two closely spaced full access driveways to Brentwood North and the Lock-Up Storage (Village Owned). LCDOT has proposed to close the Brentwood North west access drive and make two new connections to the Village owned driveway that currently only serves the Lock-Up Storage. The Village voiced no objection to this change. The project team has reached out to Brentwood and provided them a plan; they concurred with the proposed re-design of their access to the Village roadway.
 - i. The Village stated that Brentwood North has changed names to Elevate Care Riverwoods.
2. Drainage Design Discussion – Drainage elements were discussed. **The Village requested the current drainage design plans.** The project team stated that they are still working through the Thorngate Creek crossing and some changes may be made. There are a few other areas that will be modified as well.
 - a. Recent Flooding – Plat Glenn provided an update on the flooding experienced during the recent rain events. There was flooding at the usual locations with focus on the Forest Glenn Trail culvert. Part of the issues is maintenance but its is likely undersized. The project team stated that the culvert will be increased from 24" to 42" to provide more capacity, which should help alleviate some of the issues at this location. The storm sewer that is being connected to is 42" in size, so the proposed design is maximizing the size of the crossroad culvert with this project. The Village stated that this culvert fills up with a lot of debris. The project team can evaluate high capacity grates during Phase II Engineering. The Village mentioned that the detention design for the Thorngate Creek sub development has excess storage for stormwater north of Deerfield Road.
 - b. The project team submitted the Location Drainage Study to IDOT for the Milwaukee Avenue intersection. The LDS was provided to the Village for review. There was some concern about using the Village owned site for detention/compensatory

storage. The project team stated that two detention/compensatory storage sites are proposed in the LDS.

- c. The Village has concern about the trunk line location being along the east side of Portwine Road, north of Deerfield Road since the flow direction is west to east. **The project team status they could switch the location of the trunk line and can further evaluate this change along the north leg of Portwine Road.** One of the reasons that it was located on the east was the avoidance of the Hermann Wildflower Nature Preserve Buffer.
3. Other - Village Owned Property (southeast Corner) – The Village provided an update regarding their property at the southeast corner of the Milwaukee Avenue intersection. Currently, the property is under contract by a gas station operator and is in the due diligence portion of the development process. The developer is looking to put a right-in-right-out at the eastern property line. The project stated this is not an issue, but design modifications would be needed to the roadway design, specifically in the drainage swale/depression and proposed retaining wall.
4. The Village is considering repaving the existing multi-use path along the north side of Deerfield Road west of Saunders Road. The project team confirmed that the entire path will be removed with the roadway project and that they would not be reimbursed for any costs.

Public Involvement Next Steps

1. The project team will be targeting property owner coordination ahead of the public hearing, including Federal Life, Mr. Fourkas, Mobil gas Station and Hiawatha Woods.
 - a. The project team has had difficulty contacting the Mobil gas station operator.
 - b. The Village stated that the property owner for the undeveloped parcel north of the Fourkas property should be contacted about the project. **Bruce will provide their contact information to the project team. The project team will reach out to the owner.**
2. Based on the schedule for the EA, the Public Hearing is being targeted for September 2020 with completion of Phase I Engineering in October 2020. The project team stated that they will be pursuing a combination of a virtual and in person public hearing. The Village will be coordinated with regarding the planning for the Public Hearing.

Next Steps

1. The project team will work on responding to the EA comments. Once the EA is signed, then the Public Hearing will be scheduled.
2. An October 2023 project letting is being targeted with construction likely starting in early 2024. The project is anticipated to be completed in 2025.

The meeting adjourned at approximately 11:20 a.m.

Submitted by: Matthew Huffman, PE (CBBEL)

MEETING SUMMARY

Meeting Date: January 21, 2021 – 10:00 a.m.

Location: Riverwoods Village Hall

Project: Deerfield Rd. – Milwaukee Ave. to Saunders/Riverwoods Rd. (15-00038-07-WR)

Purpose: Village of Riverwoods Coordination Meeting #10

| <u>Attendees</u> | <u>Representing</u> | <u>Email</u> |
|-------------------------|---------------------------------------|--|
| John Norris (Phone) | Riverwoods – Mayor | jinorris@riverwoods-il.net |
| Henry Hollander | Riverwoods – Village Trustee | hhollander@riverwoods-il.net |
| Patrick Glenn | Riverwoods – Village Engineer | pglenn@gha-engineers.com |
| Phil Dlouhy | Riverwoods Resident | pbdlouhy@msn.com |
| Pete Knysz | CBBEL – Environmental Project Manager | pknysz@cbbel.com |
| Matthew Huffman | CBBEL – Project Manager | mhuffman@cbbel.com |

A tenth coordination meeting was held with the Village of Riverwoods and resident Phil Dlouhy on January 21, 2021 at Riverwoods Village Hall at 10:00 a.m. for the Lake County Division of Transportation (LCDOT) Deerfield Road (Milwaukee Avenue to Saunders/Riverwoods Road) Phase I Engineering Study. The purpose of the meeting was to discuss the potential noise wall at the southwest quadrant of the Deerfield Road at Saunders Road intersection.

Below is a summary of meeting discussion points:

Draft Environmental Assessment

1. Mr. Dlouhy read pre-written remarks about concerns pertaining the Traffic Noise Report and inclusion of a noise wall with this project. (Attached)
2. General discussion occurred following Mr. Dlouhy’s remarks and the project team started to provide a response to some of the questions posed. The project team will follow-up with a formal response to Mr. Dlouhy’s comments/questions.
3. The Village asked several questions pertaining to potential speed limit reduction and how much effect that would have on the traffic noise model. They requested that a speed limit reduction be considered for this project. The project team stated they would bring this request to LCDOT’s attention and also will inquire with IDOT. It was also asked if a reduced speed limit scenario(s) could be performed in the traffic noise model to determine if there would still be a traffic noise impact at the Thorngate subdivision.

The project team stated that any modifications to the Traffic Noise Report, since already approved, would need to be presented to IDOT. It is possible that another viewpoint solicitation could be conducted, but reasoning would need to be provided to IDOT for approval to conduct a new solicitation of the benefited receptors.

It was asked if there would be an echo effect with the noise wall. The project team stated that traffic noise may bounce off the wall back towards the traffic, but that any increase in noise level due to reflections would likely not be discernable by the receptors on the north/east side of the street.



It was asked if the wall construction could be deferred to a later date. The project team stated that the wall, if warranted for inclusion in the project, will be constructed as part of the federal improvement.

Next Steps

1. The project team will prepare a response to Mr. Dlouhy's comments/questions regarding the Traffic Noise Report and the potential noise wall.
2. The project team will inform LCDOT of the Village's request for consideration of a speed limit reduction on Deerfield Road.

The meeting adjourned at approximately 11:30 a.m.

Submitted by: Matthew Huffman, PE (CBBEL)

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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.

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.

**Appendix E – Agency and Public Coordination (Section E-9,
LCFPD & LCSMC)**

Appendix E, Section E-9 – Lake County Forest Preserve District & Lake County Stormwater Management Commission - Add Lake County Forest Preserve District meeting minutes from September 16, 2021.



MEETING SUMMARY

Meeting Date: September 16, 2021
Location: Lake County Forest Preserve District
Project: Deerfield Road (15-00038-07-WR)
Purpose: Lake County Forest Preserve District Coordination Meeting

| <u>Attendees</u> | <u>Representing</u> | <u>E-mail</u> |
|-------------------------|---|----------------------------|
| Randy Seebach | LCFPD - Director Planning & Land Preservation | rseebach@lcpfd.org |
| Chuck Gleason | LCDOT - Project Manager | cgleason@lakecountyiil.gov |
| Matt Huffman | CBBEL - Project Manager | mhuffman@cbbel.com |
| Pete Knysz | CBBEL - Environmental Project Manager | pknysz@cbbel.com |

A coordination meeting was held on September 16, 2021 at 11 a.m. with the Lake County Forest Preserve District (LCFPD) for the Lake County Division of Transportation (LCDOT) Deerfield Road (IL 21 to Saunders Road) Phase I Engineering Study. The purpose of the meeting was to discuss the Section 4(f) Temporary Occupancy documentation and details pertaining the proposed detour for the Des Plaines River Trail and restoration of disturbed areas.

Below is a summary of meeting discussion points, with any action items noted (**in bold**):

- 1) Following the signature of the Section 4(f) Temporary Occupancy documentation by the LCFPD, the Illinois Department of Transportation (IDOT) provided additional comments regarding the details of the proposed detour for the Des Plaines River Trail and restoration of affected areas.
- 2) The Deerfield Road bridge spans the Des Plaines River and the regional Des Plaines River Trail (DPRT). Based on information known at this time, the project team anticipates three construction stages for the proposed Deerfield Road bridge widening. A full road closure is not anticipated (i.e., one lane will remain open during construction). Short-term closures of the DPRT will be needed at the beginning of each construction stage. The duration of the closures is anticipated to be about a week in length for each stage, but could be less than that. LCDOT is committed to maintaining a detour during these short-term closures.
 - Several detour alternatives were evaluated. The recommended detour provides the safest option for pedestrians/bicyclists. The detour will utilize an existing DPRT spur at Aptakisic Road (0.27 miles), approximately 1-mile north of the proposed closure at Deerfield Road, which crosses Milwaukee Avenue at a signalized intersection. The detour proceeds west along Aptakisic Road along a separated multi-use path for 0.48 miles to Barclay Boulevard and then south along Barclay Boulevard until the multi-use path meets Deerfield Parkway (1.24 miles). The detour then proceeds east along the south side of Deerfield Parkway until it meets Milwaukee Avenue (0.52 miles). As part of this project, the future multi-use path will be constructed as an initial construction stage as well as protected crossing across the south leg of Milwaukee Avenue to the existing multi-use path at the Des Plaines River (0.34 miles). The total length of the detour is 2.85 miles with the existing DPRT being 1.04 miles in length from the start of the detour location (north limits) to the closure. CBBEL noted that

appropriate construction/detour signage will be provided for the DPRT detour. The LCFPD concurred with the proposed detour for the DPRT during construction of the Deerfield Road bridge widening.

- The LCFPD requested that a barrier be placed at the location of the closure and appropriate signage be placed at the north and south limits of the detour. Advance notice signage should also be installed approximately 0.5-mile north and south of the detour route. South of the north detour limit, there are two other connections to the DPRT: (1) at the former Cubby Bear site (just south of the Parkway Drive/Milwaukee Avenue intersection; (2) at Estonian Lane (just north of the Busch Parkway/Milwaukee Avenue intersection). Signage will also be needed at these connection locations.
 - The LCFPD requested that they be notified a couple weeks in advance of the proposed DPRT closures so that they can update their interactive trail map to alert users. Signage indicating the dates of the proposed trail closure should also be installed at the DPRT prior to the closure to notify regular users. CBEL stated that a project commitment can be added to the Phase I documentation.
- 3) The proposed temporary easement at Cahokia Flatwoods Forest Preserve may be disturbed during construction activities and to access the work zone at the Des Plaines River to widen the existing Deerfield Road bridge piers and abutments. Temporary impact areas, including the existing access drive/trail spur, will be restored. Disturbed areas will be returned to existing contours and stabilized, as necessary, with appropriate vegetation approved by the LCFPD. There two Siberian Elm trees (diameter at breast height = 11 & 13 inches, respectively) that were identified within the temporary easement that may be impacted. Attempts will be made to avoid/minimize tree impacts. CBEL stated that mitigation for tree impacts (e.g., species, location) will be coordinated with LCFPD further during Final Design and Permitting. The LCFPD acknowledged that these are lower quality trees (i.e., non-native tree species with invasive traits) and are not concerned with their removal.
- **The LCFPD stated that they will provide the project team with seed mix recommendations (plugs may be included as necessary) to restore vegetated areas that may be disturbed.** A trailside seed mix will be provided for areas that are currently mowed. Additional seed mixes will be provided for the naturalized riparian corridor. Temporary biodegradable erosion control blanket (or equivalent) shall be used for seeded areas. An erosion control blanket that minimizes wildlife entrapment (e.g., loose weave netting) shall be used. Additional coordination will take place during Final Design and Permitting.
 - **The LCFPD stated that they will also provide trail details and specifications to be used for trail restoration.** Additional coordination will take place during Final Design and Permitting.
 - CBEL stated that a commitment will be added to the project documents to coordinate with the LCFPD regarding restoration seed mixes, specifications, and details for temporarily disturbed areas at Cahokia Flatwoods Forest Preserve. Coordination will take place during Final Design and Permitting.
- 4) **CBEL will re-transmit the Section 4(f) Temporary Occupancy documentation to the LCFPD for review and signature.** *The LCFPD stated they do not have any other concerns at this time about the proposed temporary use of LCFPD property.*

- 5) **The EA Errata will be modified to include this coordination and commitments for the DPRT detour and restoration of disturbed areas.**
- 6) Phase II Engineering has initiated while Phase I Engineering is being completed. The project is currently on the August 2023 letting, but is contingent on land acquisition being certified/cleared. This would put construction activity for the bridge in 2024. CBBEL stated that potential project delays could occur if land acquisition is delayed.

The meeting adjourned at approximately 11:30 p.m.

Submitted by: Matt Huffman & Pete Knysz (CBBEL)

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**Appendix E – Agency and Public Coordination (Section E-11,
Other Stakeholder Coordination)**

Appendix E, Section E-11 – Other Stakeholder Coordination - Add Federal Life meeting minutes from October 2, 2021.



MEETING SUMMARY

Meeting Date: October 2, 2018 – 9:00 a.m.
Location: Village of Riverwoods
Project: Deerfield Road – IL 21 to Saunders/Riverwoods Road (15-00038-07-WR)
Purpose: Federal Life Coordination Meeting #1

| <u>Attendees</u> | <u>Representing</u> | <u>Email</u> |
|-------------------------|---------------------------------|--|
| Anders Raaum | Federal Life – CFO | ARaaum@federallife.com |
| John Norris | Riverwoods – Mayor | jnorris@riverwoods-il.net |
| Henry Hollander | Riverwoods – Village Trustee | hhollander@riverwoods-il.net |
| Bruce Harvard | Riverwoods – Village Attorney | bharvard@cshlegal.com |
| Chuck Gleason | LCDOT – Project Manager | cgleason@lakecountyiil.gov |
| Matthew Huffman | CBBEL – Phase I Project Manager | mhuffman@cbbel.com |

A coordination meeting was held with Federal Life, who operates an insurance company east of Milwaukee Avenue along the north side of Deerfield Road. This is the first coordination meeting with them regarding the Lake County Division of Transportation (LCDOT) Deerfield Road (IL 21 to Saunders/Riverwoods Road) Phase I Engineering Study. The purpose of the meeting was to introduce purpose of the project, provide project update, review the alternatives development process, review the preferred alternative design and public involvement next steps. Federal Life, Anders Raaum, is on the Stakeholder Involvement Group, and is aware of project development elements of the project. The meeting was held on October 2, 2018 at 9:00 am. A meeting agenda was distributed, and proposed improvement plans displayed.

Below is a summary of meeting discussion points, with any action items noted:

- 1) A review and recap of the project was provided, which covered the project purpose and need, which focused on the Milwaukee Avenue and Deerfield Road intersection. Currently in the PM peak hour there is nearly a 2-mile backup causing an over 30 minutes delay for westbound traffic.
- 2) There is a Stakeholder Involvement Group (SIG) that was formed for the project, which held three meetings, the last being in January 2018. The SIG has been used to seek input from during the project development process. The purpose of the last SIG meeting was to review the alternatives development process. Eleven intersection alternatives were considered at the Milwaukee Avenue intersection. Through an analysis and evaluation process, factoring in input from IDOT, a preferred intersection alternative was selected.
- 3) Coordination of the Milwaukee Avenue intersection preliminary preferred alternative was coordinated with IDOT in March/April 2018 regarding the Milwaukee Avenue intersection, since it is under their jurisdiction. Their concurrence was received.
- 4) The project team coordinated with Federal Resource agencies and received their concurrence on the preferred alternative in June/July 2018.
- 5) A detailed review of the project Milwaukee Avenue intersection was provided by the project team.

- a) The Woodman's development intersection permit improvements were reviewed, which includes a second eastbound through lane, which tapers out at the Lock Up Self Storage driveway. Currently there are two access points from Deerfield Road to the Federal Life Property, the western drive is the main access point while the eastern access drive is for deliveries and is gated. which included a center barrier down Milwaukee Avenue adjacent to the southbound dual left turn lanes. This will limit access to the existing driveway to this property to a right-in-right-out. No roadway improvements are being made along this corner of the intersection. The Woodman's intersection permit improvements are anticipated to be substantially completed by the end of 2018.
 - b) The Mayor discussed some of the accessibility challenges at the northeast corner of the Milwaukee Avenue intersection and the Village interest is to try and assist to address these accessibility issues for businesses within their jurisdiction. With the Woodman's development and development at the southwest quadrant, additional pressure is being put on the commercial businesses within Colonial Court and Shoppes of Riverwoods.
 - c) Federal Life would like the right-in-right-out removed at the eastern move driveway because it precludes their truck deliveries. The project team will make this design change.
 - d) Federal Life and the Village expressed concern about crossing three lanes of traffic to make a left turn into their site.
 - e) A sidewalk is being proposed along the north side of Deerfield Road from Milwaukee Avenue to Chicory Lane.
 - f) Future development of the Federal Life site was discussed. Currently there are not expansion plans and they are at their max size per zoning requirements.
 - g) Discussion of moving the existing detention pond was discussed. The project team stated they are evaluating expanding the existing detention pond as a second option to provide detention and compensatory storage. A permanent drainage easement would be purchased from Federal Life to perform this work and maintain/access the site. Federal Life was open to this expansion since it would not affect their current site operation or parking.
 - h) A signal at the western access drive was discussed, which mirrors the Lock Up Self Storage driveway, which is on Village owned property. At some point in the future, the Village desires a signal at this location. The roadway to the south would connect to the undeveloped property south of Brentwood and the Lock Up Self Storage, which would likely generate traffic that would meet signal warrants.
 - i) The Village asked is a u-turn would be allowed at the Federal Life left turn; the project team stated there is adequate space for a passenger car to make a u-turn at this location.
- 6) The project team discussed the upcoming public meeting to show the preferred alternative design. The public hearing is anticipated for spring 2019.

The meeting adjourned at approximately 10:00 a.m.

Submitted by: Matthew J. Huffman, P.E. (CBBEL)



**DEERFIELD ROAD (IL 21 TO SAUNDERS/RIVERWOODS ROAD)
PHASE I ENGINEERING STUDY**

SIGN-IN SHEET

MEETING PURPOSE: Riverwoods Health & Wellness Center Coordination Meeting
 MEETING DATE: October 2, 2018
 MEETING TIME: 11:00 am
 LOCATION: Riverwoods Village Hall
 ATTENDEES:

| NAME | TITLE | REPRESENTING | EMAIL ADDRESS |
|--------------------|------------------|----------------|----------------------------|
| 1. MATT HERFMAN | Project Manager | CRBEL | MHerfman@chobel.com |
| 2. CHUCK GRIPSON | Project Manager | LCOST | GRIPSON@LAWCOUNTYIL.GOV |
| 3. HENRY HOLLANDER | Troopie | Riverwoods | henryhollander@comcast.net |
| 4. BRUCE HUWARD | Village attorney | Riverwoods | bhuward@cshlegal.com |
| 5. ROBERT REISMAN | | 1105 MILWAUKEE | ROB@TAMPMANAGEMENT.COM |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |

Appendix E – Agency and Public Coordination (New Section E-12, Public Hearing)

Section E-12, Virtual Public Hearing; Add a new section at the end of Appendix E, Virtual Public Hearing Summary Section E-12, which includes all documentation, court reporter transcript, all comments received, and responses to comments.

May 10, 2021 to June 14, 2021



DEERFIELD ROAD PHASE I ENGINEERING STUDY

(MILWAUKEE AVENUE TO SAUNDERS/RIVERWOODS ROAD)

Public Hearing Summary

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Attachments:

- Attachment A – Display Ads Certificate of Publication
- Attachment B – 3rd Party Outreach
- Attachment C – General Mailing
- Attachment D – Newsletter and Comment Form
- Attachment E – Land Acquisition Letter and Exhibits
- Attachment F – Elected Officials and Agencies Letters
- Attachment G – Virtual Public Hearing Exhibits
- Attachment H – Virtual Public Hearing PowerPoint Presentation
- Attachment I – Virtual Public Hearing Transcript
- Attachment J – Virtual Public Hearing Questions and Comments
- Attachment K – Virtual Public Hearing Responses
- Attachment L – Certification

1 EXECUTIVE SUMMARY

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) 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.

On February 23, 2022, Lake County Division of Transportation certified a Public Hearing was held and transmitted the transcript and supporting documentation to FHWA in accordance with 23 CFR 771(f)(2)(vi).

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. 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 10th.

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: 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 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 or contact: Matt Huffman, Consultant Project Manager, at 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) 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.

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 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 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 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 10th.

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: 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@cbtel.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 or contact: Matt Huffman, Consultant Project Manager, at DeerfieldRoadCorridorComment@cbtel.com or (847) 823-0500.

*This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Victoria Watts at (800) 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) 526-0844 for 711; TTY users (Spanish) (800) 501-0864 for 711; and for Telebraille dial (877) 526-6670 at least five days prior to meeting.

The certificates of publication are included as Attachment A.

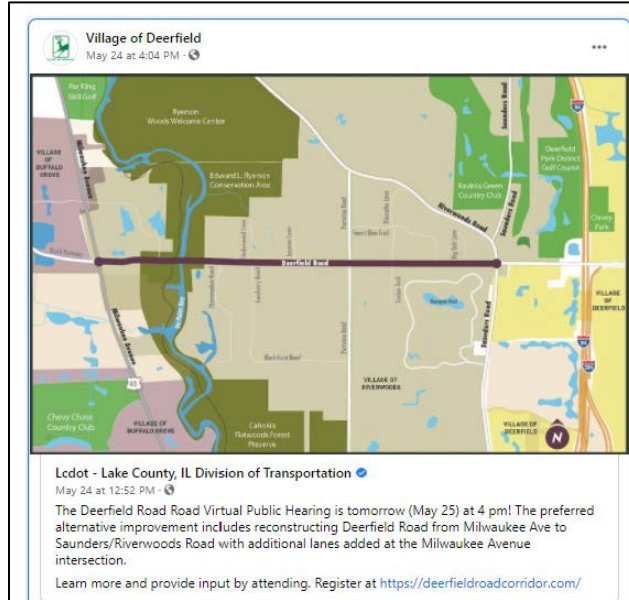
2.2 3RD PARTY OUTREACH

A range of additional 3rd 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.

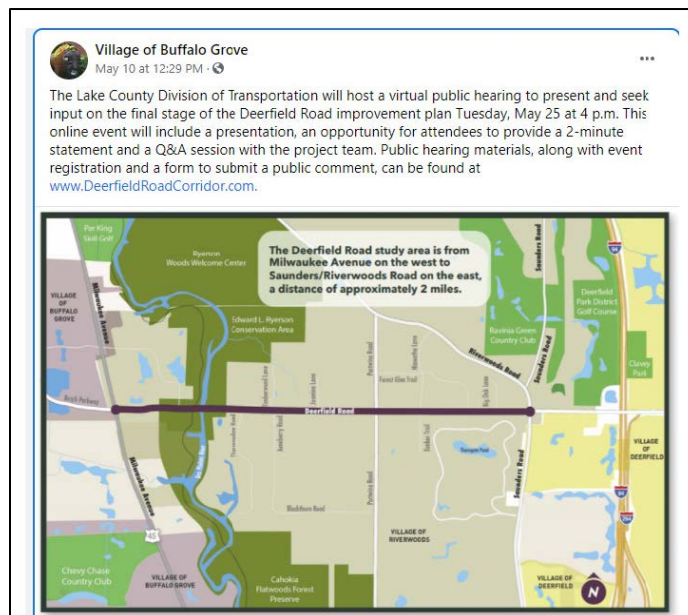
An announcement was included in a social media post on the Village of Riverwoods Facebook page on May 7, 2021.



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 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.



ATTEND THE
Virtual Public Hearing



TUESDAY, MAY 25, 2021 | 4 PM

Register at 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 10th**.


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 **May 25 at 4 pm**

Email Address


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



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. All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10.

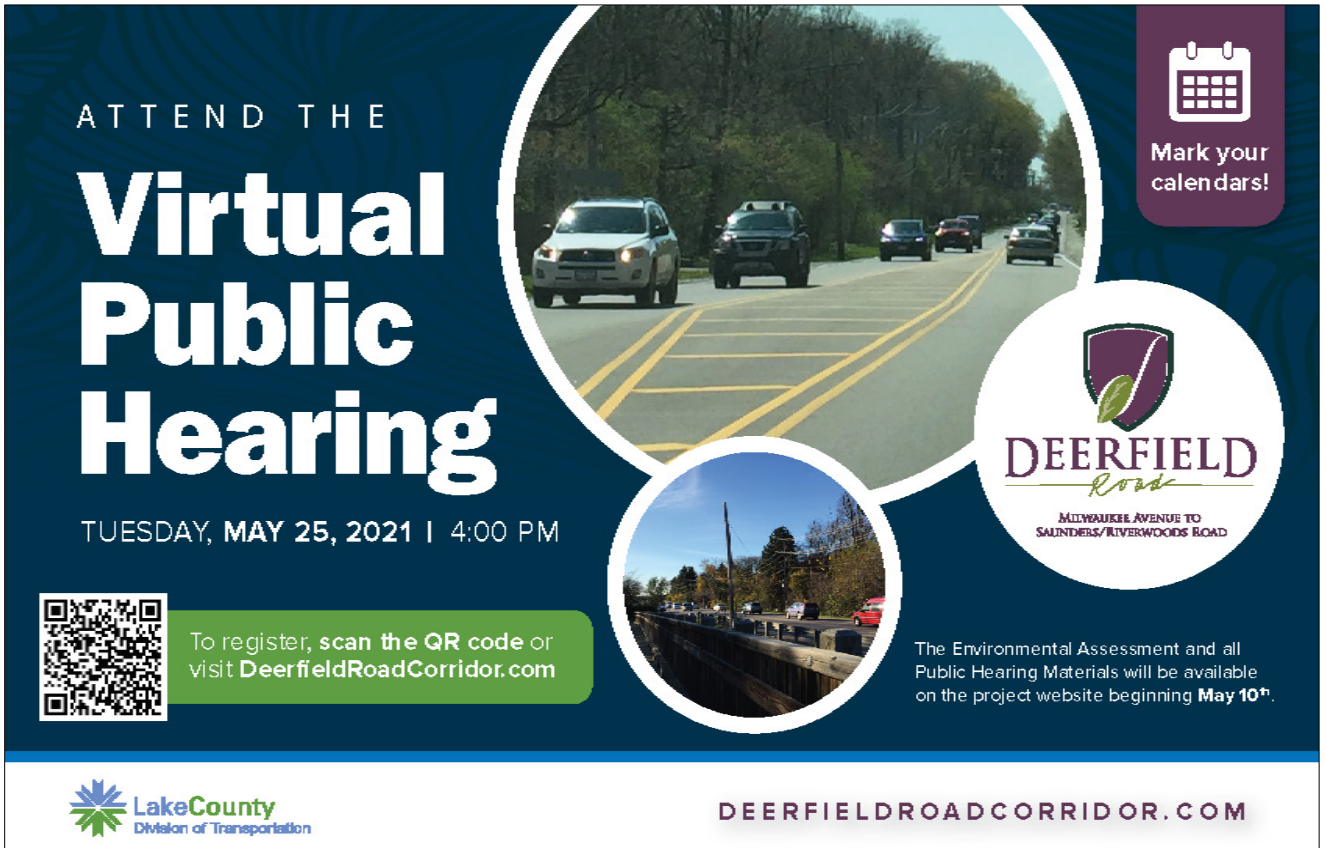
Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: DeerfieldRoadCorridor.com

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 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 or contact: Matt Huffman, Consultant Project Manager, at 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

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 10th**.

 **LakeCounty**
Division of Transportation

DEERFIELDROADCORRIDOR.COM

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 10th 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 and village halls within the study area starting May 10th.

Interested persons may **register to attend the virtual public hearing at 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) 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

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

TUESDAY, MAY 25TH
@ 4:00 p.m.

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



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.

Attend the Virtual Public Hearing!
REGISTER AT DeerfieldRoadCorridor.com

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

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, 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.

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@cibel.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.

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: DeerfieldRoadCorridorComments@cibel.com

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

Lake County
Division of Transportation

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

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 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. *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) 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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Get Involved
Information Center
Contact Us

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

ENVIRONMENTAL ASSESSMENT

PROJECT REPORTS

NEWSLETTERS/FACT SHEETS

MEETING MATERIALS

RELATED LINKS

GLOSSARY

INFORMATION CENTER

Environmental Assessment

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

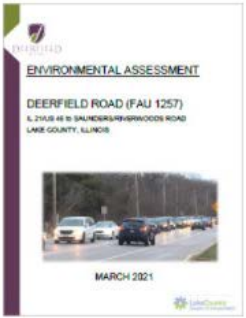
SUPPLEMENTAL MATERIALS

- 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)
1,215.54 ± 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 | | | |

[Join Our Mailing List](#)

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

Home
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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@cobel.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

CONTACT

Chuck Gleason, Project Manager
 Lake County Division of Transportation
 600 W Winchester Road
 Libertyville, IL 60048
 847-377-7447



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:



LakeCounty

Division of Transportation

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60049-1381
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 10th.

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 10th. 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. The details of the Virtual Public Hearing are as follows:

| | |
|-----------|--|
| Date: | Tuesday, May 25, 2021 |
| Time: | 4:00 PM |
| Register: | 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 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 or contact: Matt Huffman, Consultant Project Manager, at DeerfieldRoadCorridorComment@cbbel.com or (847) 823-0500.

www.lakecountyll.gov/transportation

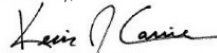
Following the comment period, the project team will be evaluating all input received and making necessary changes to the proposed improvement and EA. To document the changes to the EA, an Errata document will be prepared and LCDOT may recommend to the Federal Highway Administration (FHWA) that a Finding 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 or (847) 823-0500.

Sincerely,



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

www.lakecountylil.gov/transportation

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:



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

Ms. Linda Pedersen
District 1
Lake County Board
18 N. County St., 10th Floor
Waukegan, IL 60085

Dear Ms. Pedersen:

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 10th at 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. The details of the Virtual Public Hearing are as follows:

| | |
|-----------|--|
| Date: | Tuesday, May 25, 2021 |
| Time: | 4:00 PM |
| Register: | 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 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 or contact: Matt Huffman, Consultant Project Manager, at DeerfieldRoadCorridorComment@cbbel.com or (847) 823-0500.

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

Sincerely,



Kevin J. Carrier
Director of Planning & Programming

www.lakecountytill.gov/transportation

3 PUBLIC HEARING SUMMARY

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

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

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.

6 CERTIFICATION

On February 23, 2022, Lake County Division of Transportation certified that a Public Hearing was held on May 25, 2021, in accordance with 23 CFR 771(h)(2)(vi), and is included in Attachment L.

Attachment A
Display Ads Certificate of Publication

CHICAGO TRIBUNE

media group

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Naperville, IL 60563-9389

Bill To:

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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.**

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

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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.**

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



Jeremy Gates

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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
3rd 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

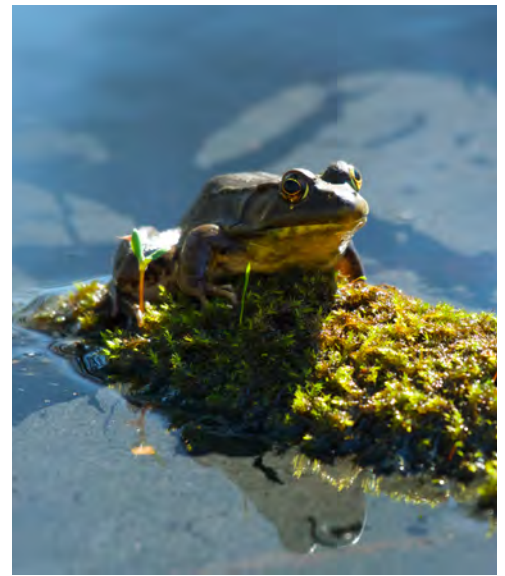
Riverwoods Preservation Council

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.

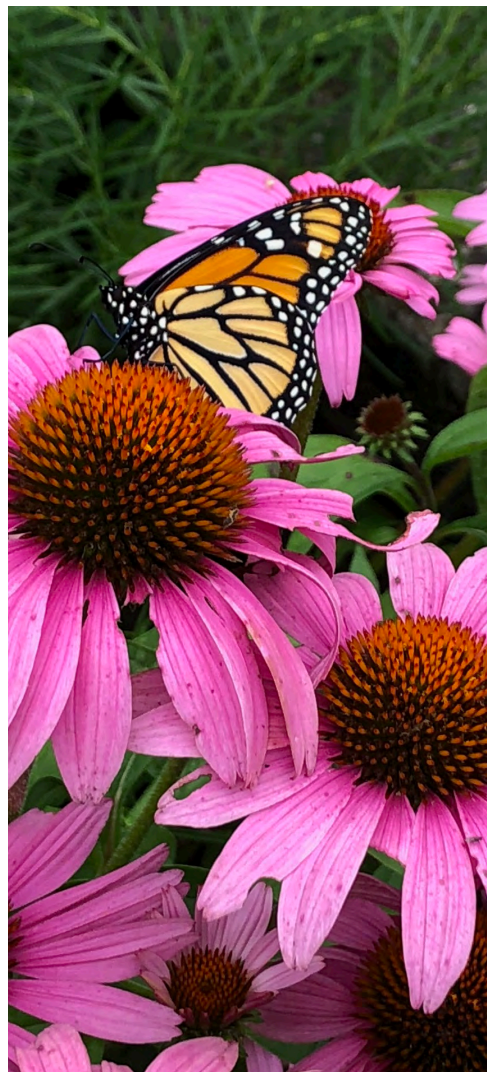
All in all, Mayor John Norris left our Village with a legacy that's going to be difficult to match and we are all grateful for his commitment and service to Riverwoods.

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

RIVERWOODS VILLAGE BOARD OF TRUSTEES

Kris Ford
Mayor/Board President
847-945-3990
kford@villageofriverwoods.com

VILLAGE TRUSTEES

Michael Clayton
Economic Dev./Finance/ Capital Planning
224-813-1263
mclayton@villageofriverwoods.com

Liliya Dikin
847-945-3990
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Andrew Eastmond
847-945-3990
aeastmond@villageofriverwoods.com

Michael Haber
Legal/Utilities
847-940-1957
mhaber@villageofriverwoods.com

Henry Hollander
Roads/Land Use
847-945-4879
hhollander@villageofriverwoods.com

Rick Jamerson
Police/Building
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rjamerson@villageofriverwoods.com

COMMUNITY SERVICES

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847-945-3990
rkraly@villageofriverwoods.com

Bruce Dayno
Chief of Police
847-945-1130
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.

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



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 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.

ATTEND THE
Virtual Public Hearing

TUESDAY, MAY 25, 2021 | 4 PM

Register at 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 10th**.



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.

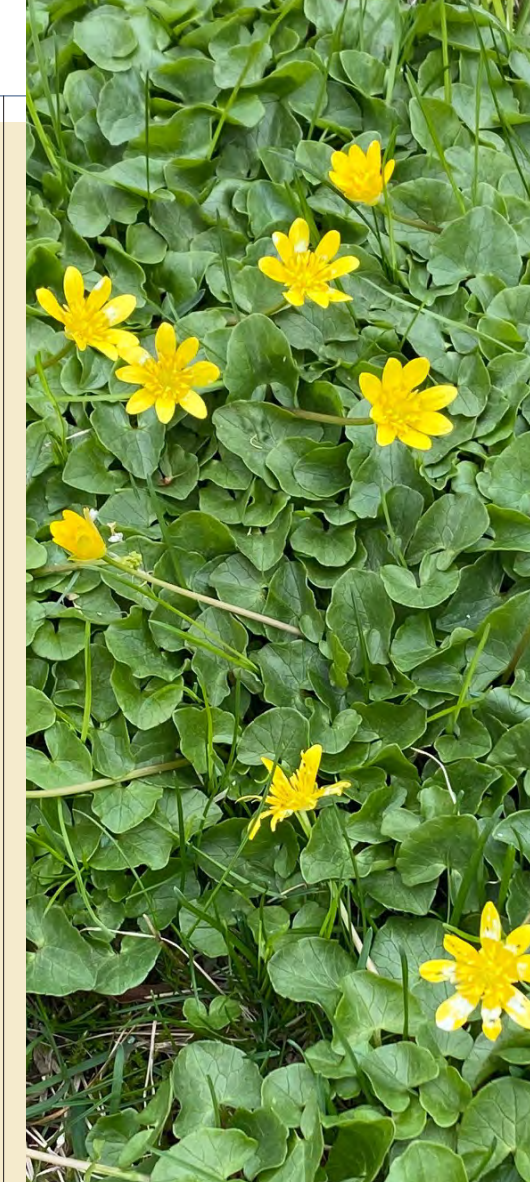
Wetlands function best in a natural state. Do not clear them or clean them up. Wildlife often thrives in areas with brush piles, rotting logs, and other things some people might consider untidy.

A Pretty Little Menace

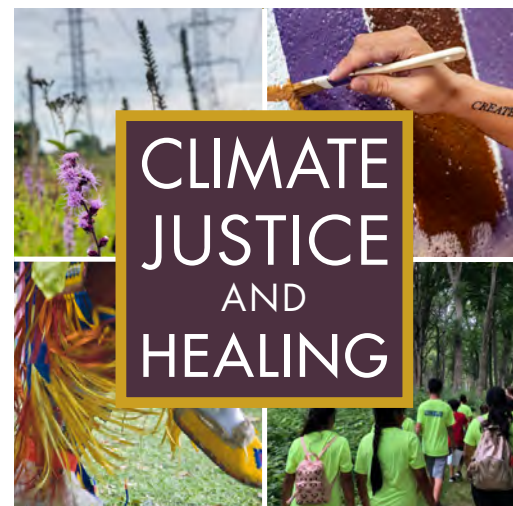
Spring in Riverwoods means the appearance of many colorful wildflowers, but not all these wildflowers are innocuous. There is a robust spring ephemeral called lesser celandine that was introduced into the U.S. as an ornamental garden plant but is becoming a serious invasive along the floodplain of the 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 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

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.



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 or visit 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



**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 10th**.

From: [Matthew Huffman](#)
To: [Matthew Huffman](#)
Bcc: 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](#)

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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: www.DeerfieldRoadCorridor.com

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10th. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10th, 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. 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 19th 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 12th to 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@lakecountyil.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



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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](#)
[Deerfield_3rdPartyAds_FINAL_250x250.jpg](#)
[Deerfield_3rdPartyAds_FINAL_300x250.jpg](#)
[Deerfield_3rdPartyAds_FINAL_300x600.jpg](#)
[Deerfield_3rdPartyAds_FINAL_1200x630.jpg](#)

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 10th, 2021 with the Virtual Public Hearing on May 25th, 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 10th. 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



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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

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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021

Time: 4:00 PM

Register: www.DeerfieldRoadCorridor.com

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10th. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10th, 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. 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 19th 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 12th to 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.

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

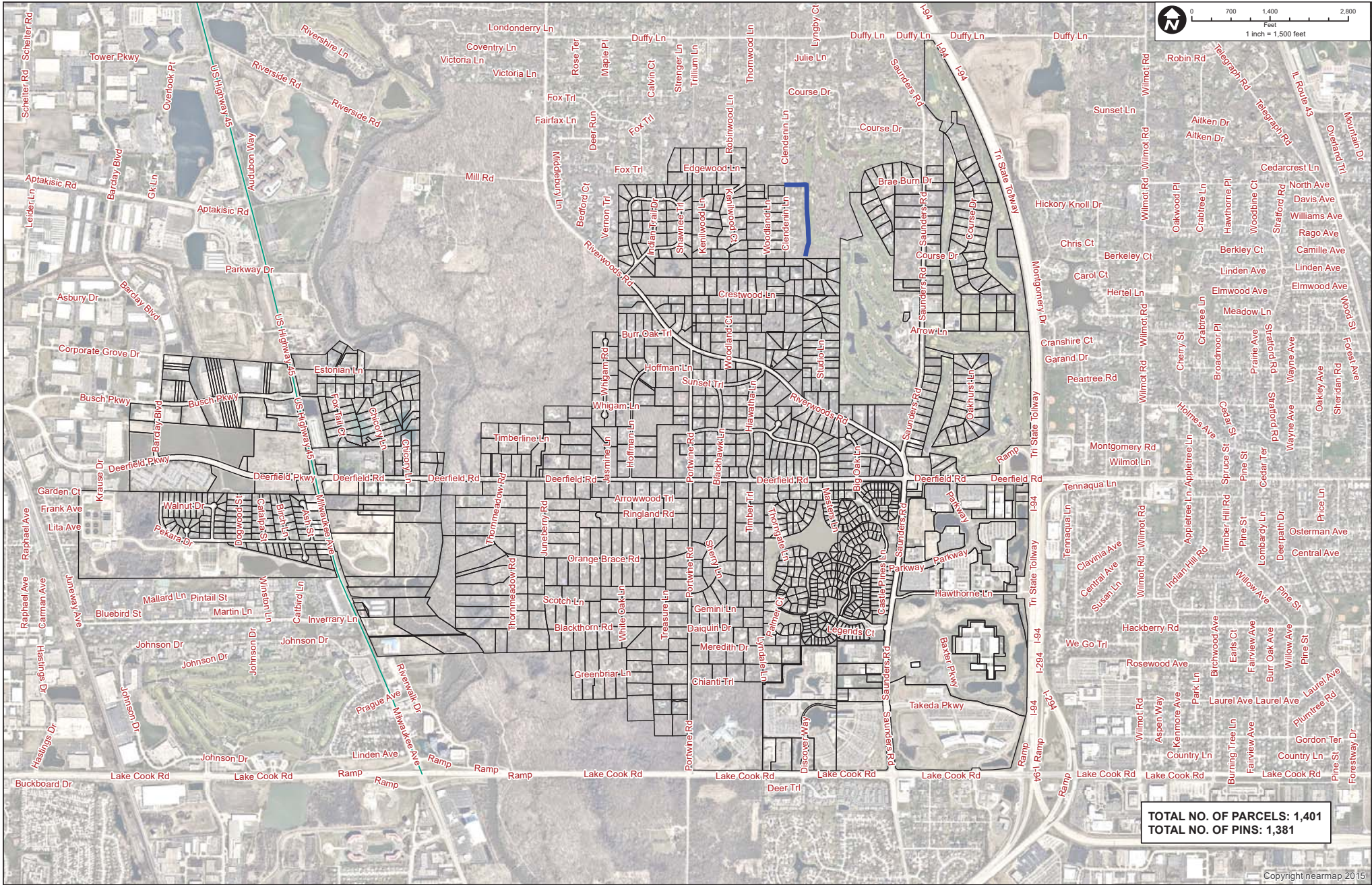


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"You cannot escape the responsibility of tomorrow by evading it today."

- **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 10th**.



To register, scan the QR code or visit DeerfieldRoadCorridor.com



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 10th 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 and village halls within the study area starting May 10th.

Interested persons may **register to attend the virtual public hearing at 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) 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

TUESDAY, MAY 25TH
@ 4:00 p.m.

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

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

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

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** 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. *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.



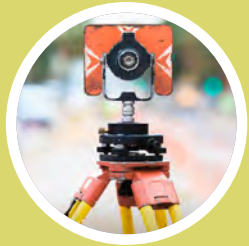
DID YOU KNOW?

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



1,018 trees will potentially be removed



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 🌳

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

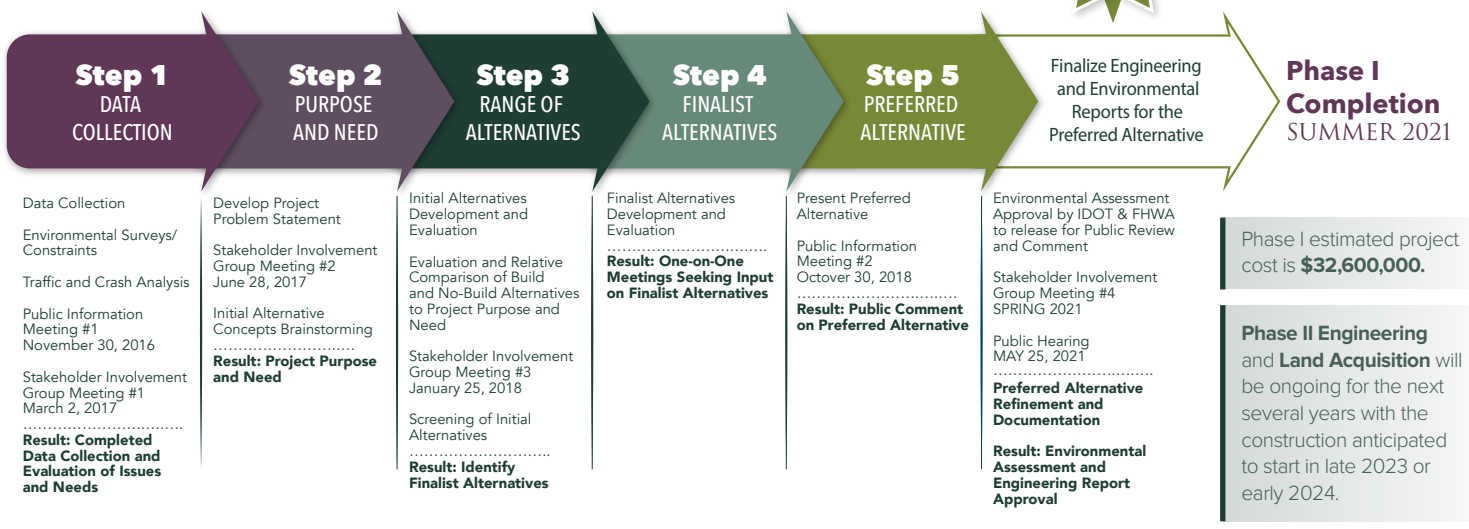
SECTION 4(f)

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.

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 10th**.

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

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 



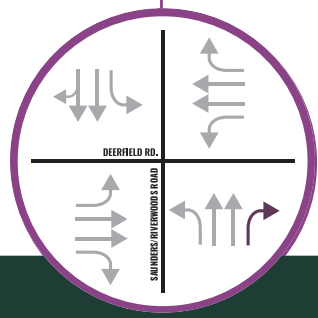
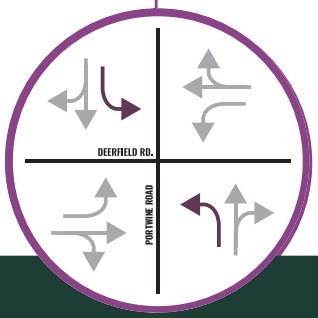
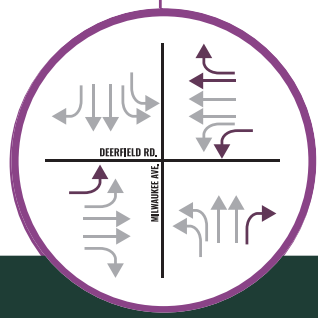
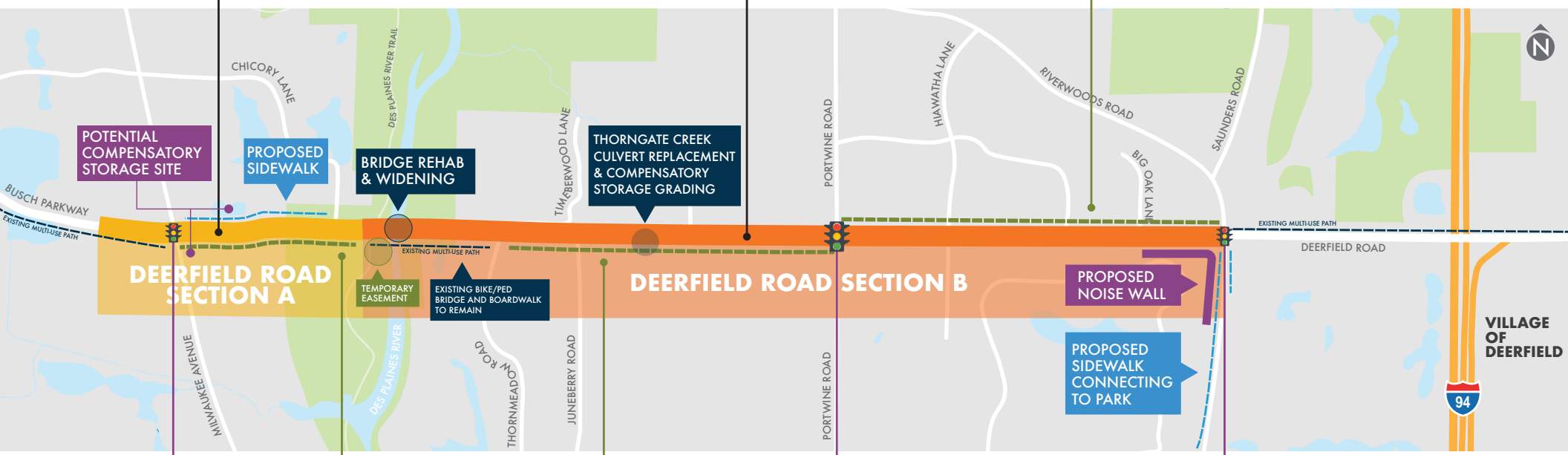
DEERFIELD ROAD - SECTION A
PREFERRED ALTERNATIVE:
8-LANE WITH CURB AND GUTTER



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.



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 10th.

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

(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

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 10th.

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 10th. 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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: 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 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 or contact: Matt Huffman, Consultant Project Manager, at 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 or (847) 823-0500.

Sincerely,



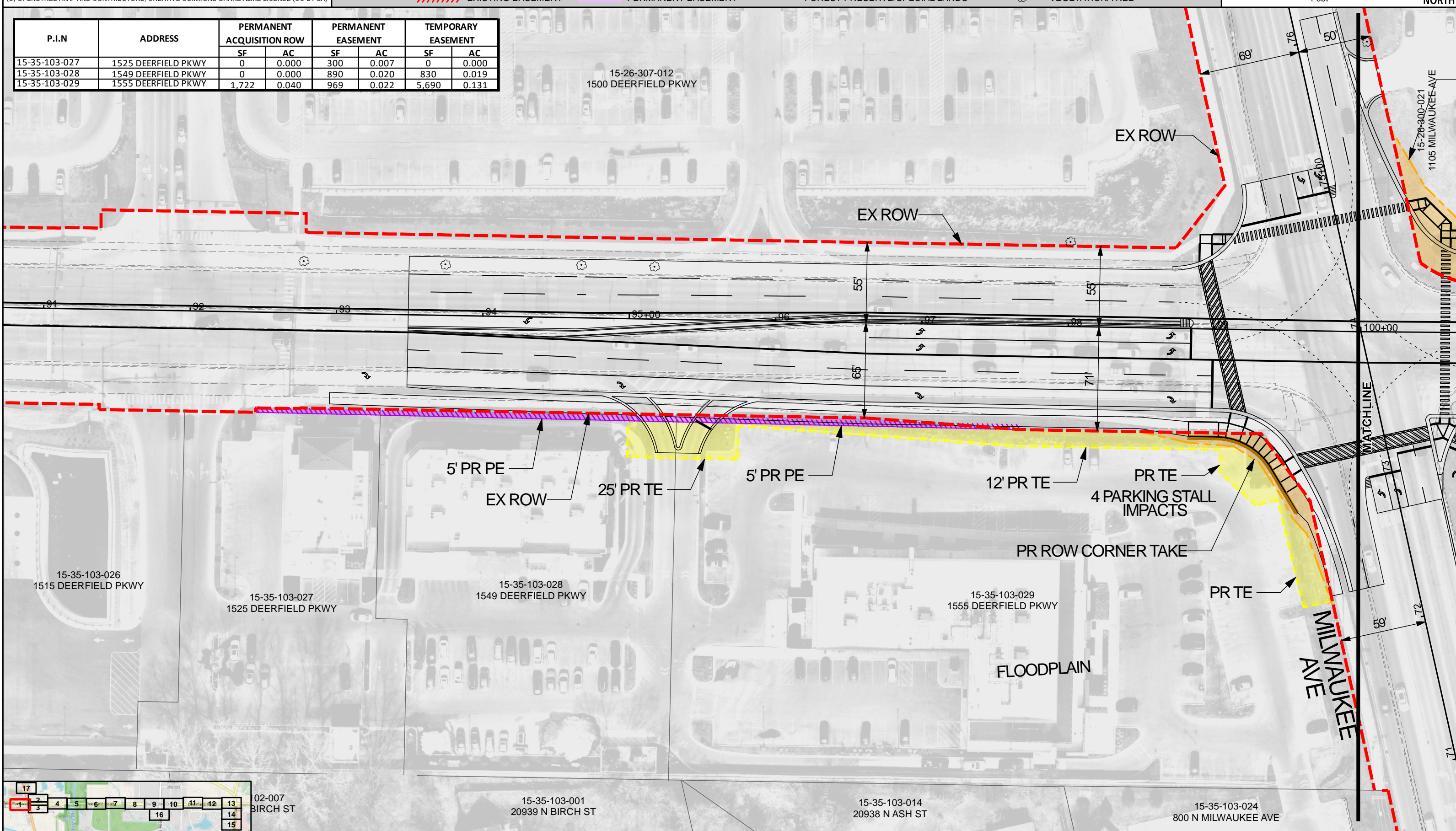
Kevin J. Carrier, P.E.

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 | DEERWAWKEE 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 |

| 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 |



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

CLIENT:

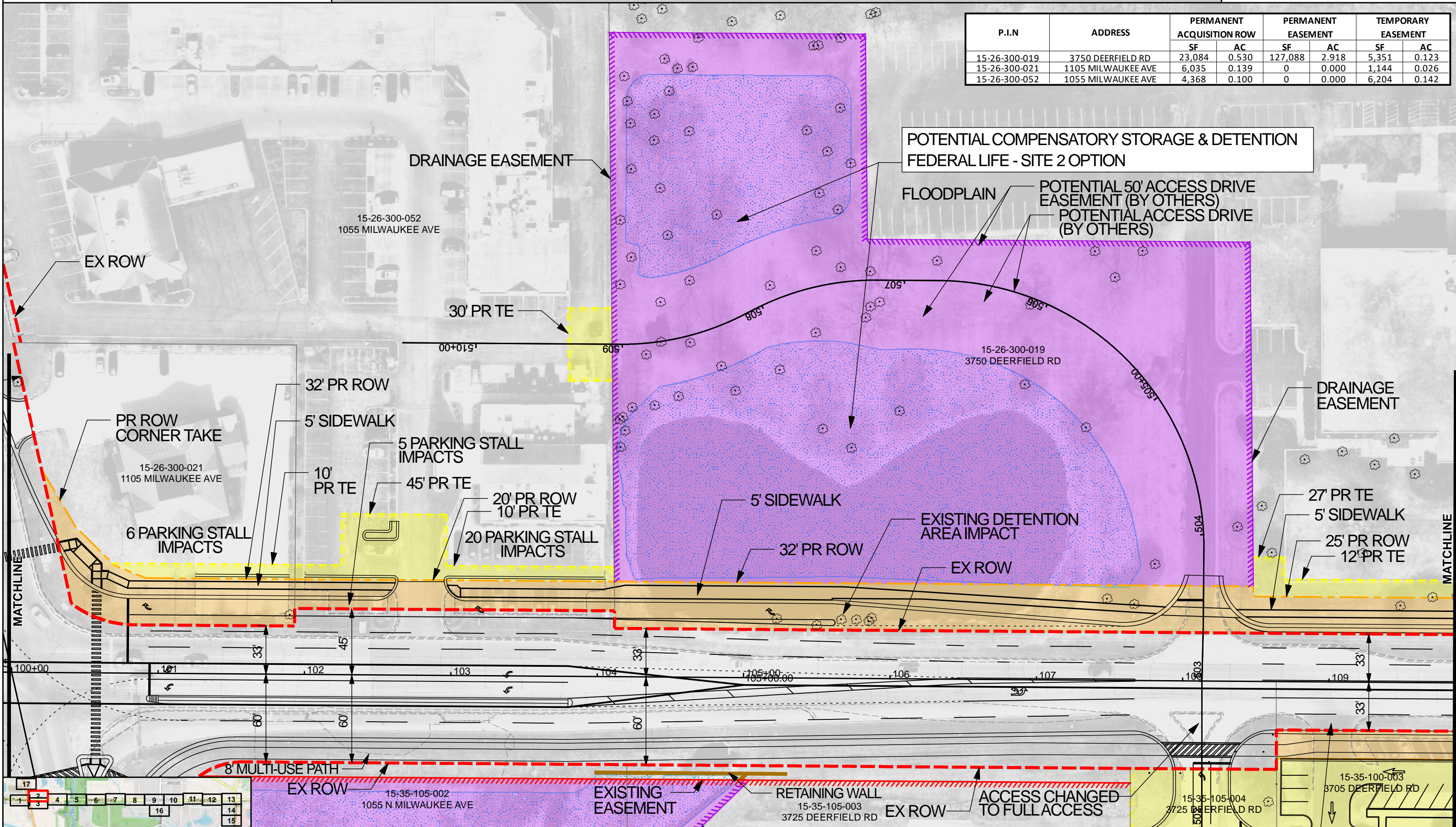
DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION INFORMATION
 PROPERTY ACQUISITION FOLLOWS THE FEDERAL UNIFORM ACT AND GENERALLY INCLUDES DETERMINATION OF OWNERSHIP, APPRAISAL, AND NEGOTIATION. OWNERS WILL BE COMPENSATED FOR THE PROPOSED PROPERTY ACQUISITION BASED ON CURRENT MARKET VALUE IN ACCORDANCE WITH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

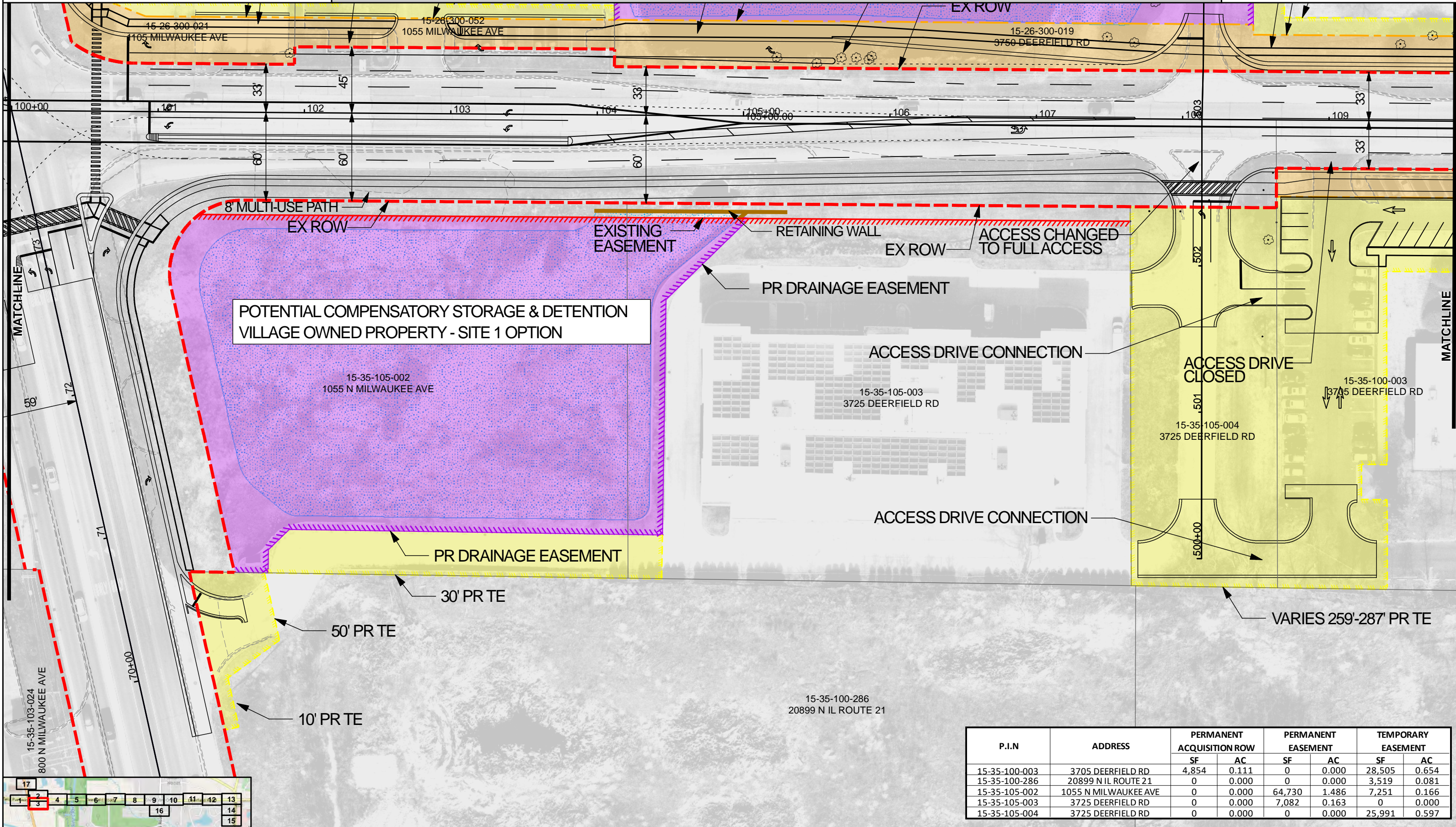
- FEE SIMPLE ACQUISITION (ORANGE)** - THE ACQUISITION OF ALL RIGHTS AND INTEREST OF REAL PROPERTY (INDICATED AS RIGHT-OF-WAY ON THE EXHIBIT)
- PERMANENT EASEMENTS (PURPLE)** - UNDERLYING OWNERSHIP IS RETAINED BY THE PROPERTY OWNER, BUT ACCESS IS PERMANENTLY ALLOWED DURING AND AFTER CONSTRUCTION FOR MAINTENANCE OR FACILITIES SUCH AS DRAINAGE ELEMENTS.
- 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 |





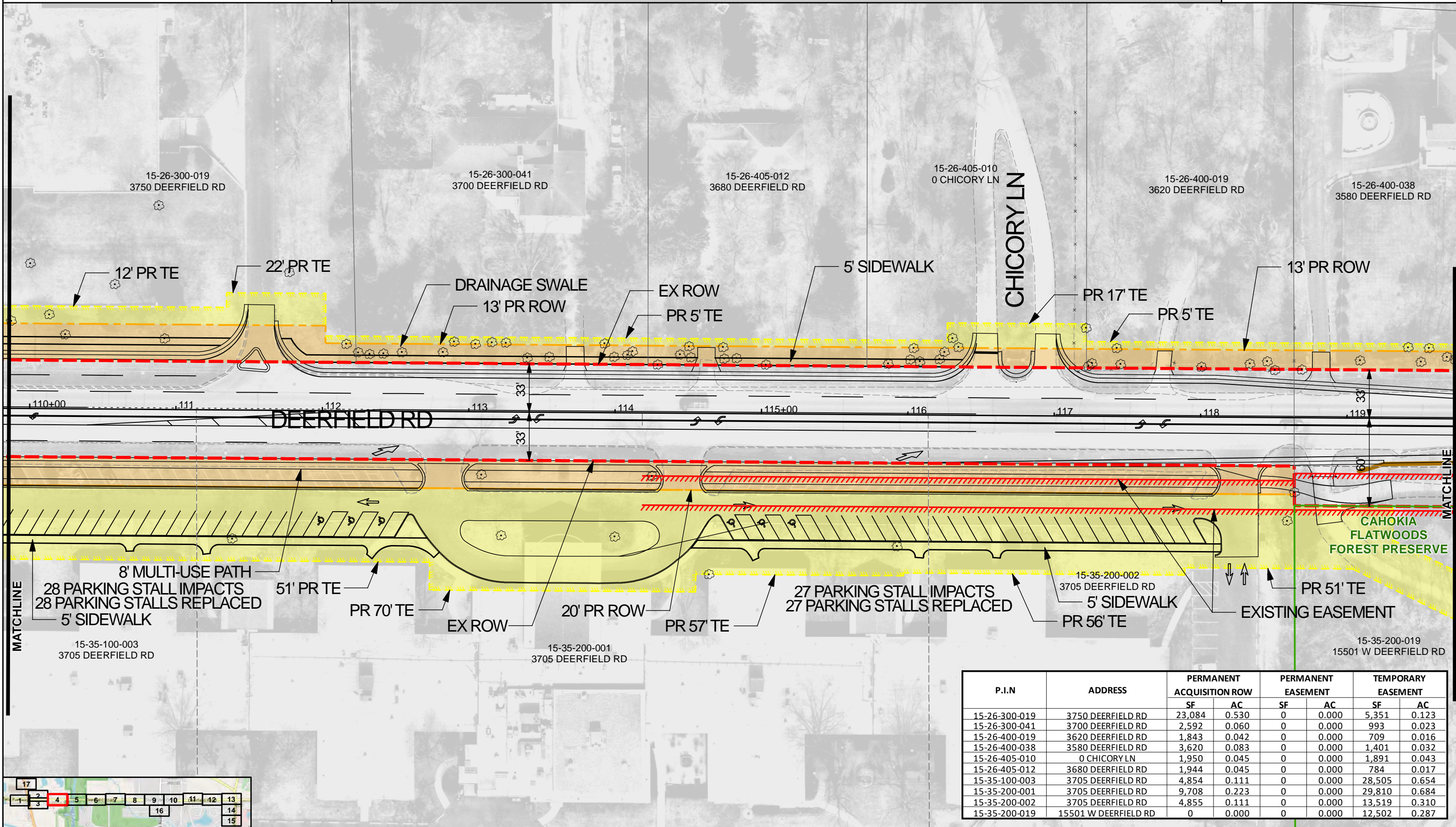
| P.I.N | ADDRESS | PERMANENT ACQUISITION ROW | | PERMANENT EASEMENT | | TEMPORARY EASEMENT | |
|---------------|----------------------|---------------------------|-------|--------------------|-------|--------------------|-------|
| | | SF | AC | SF | AC | SF | AC |
| 15-35-100-003 | 3705 DEERFIELD RD | 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 |

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

CLIENT:
LakeCounty
 Division of Transportation

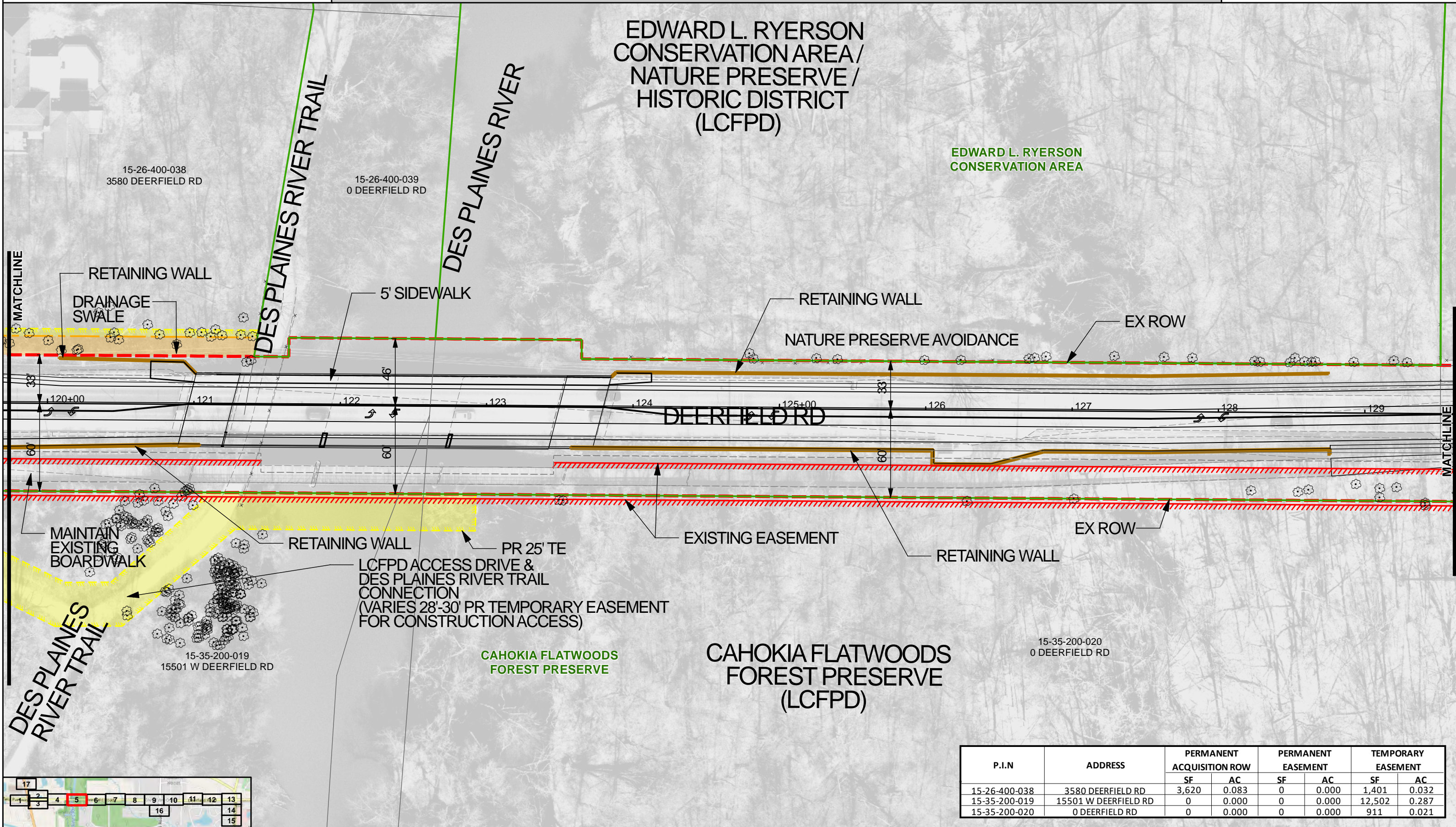
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FEE SIMPLE ACQUISITION (ORANGE) - THE ACQUISITION OF ALL RIGHTS AND INTEREST OF REAL PROPERTY (INDICATED AS RIGHT-OF-WAY ON THE EXHIBIT)
PERMANENT EASEMENTS (PURPLE) - UNDERLYING OWNERSHIP IS RETAINED BY THE PROPERTY OWNER, BUT ACCESS IS PERMANENTLY ALLOWED DURING AND AFTER CONSTRUCTION FOR MAINTENANCE OR FACILITIES SUCH AS DRAINAGE ELEMENTS.
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TITLE:
DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION
 CBBEL # 15-0331
 DATE: 04/20/2021
 SHEET 3 of 17
SHEET 3



| 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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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
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CLIENT:

LakeCounty
 Division of Transportation

DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION INFORMATION

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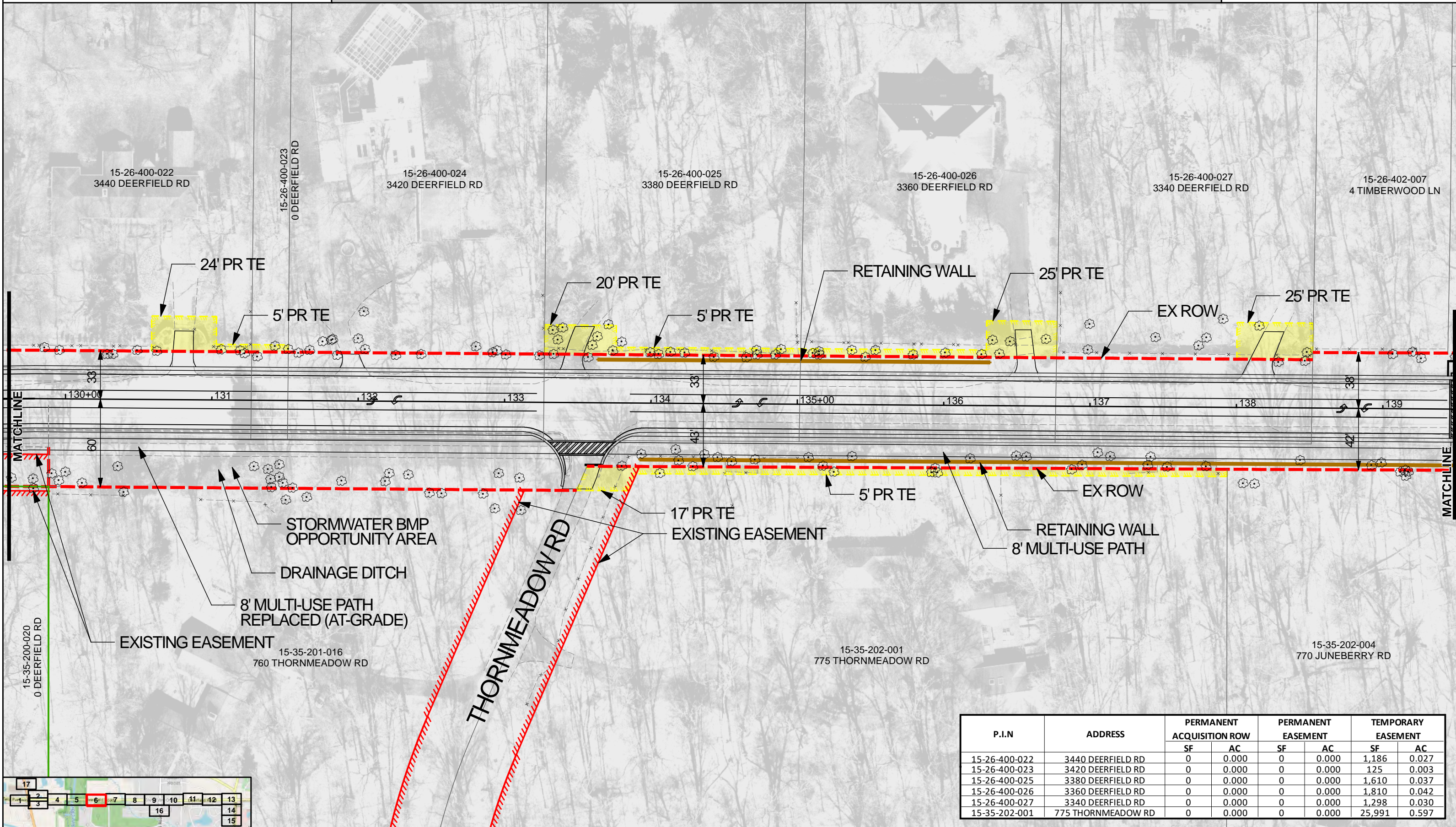
FEE SIMPLE ACQUISITION (ORANGE) - THE ACQUISITION OF ALL RIGHTS AND INTEREST OF REAL PROPERTY (INDICATED AS RIGHT-OF-WAY ON THE EXHIBIT)

PERMANENT EASEMENTS (PURPLE) - UNDERLYING OWNERSHIP IS RETAINED BY THE PROPERTY OWNER, BUT ACCESS IS PERMANENTLY ALLOWED DURING AND AFTER CONSTRUCTION FOR MAINTENANCE OR FACILITIES SUCH AS DRAINAGE ELEMENTS.

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

CLIENT:

LakeCounty
 Division of Transportation

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:

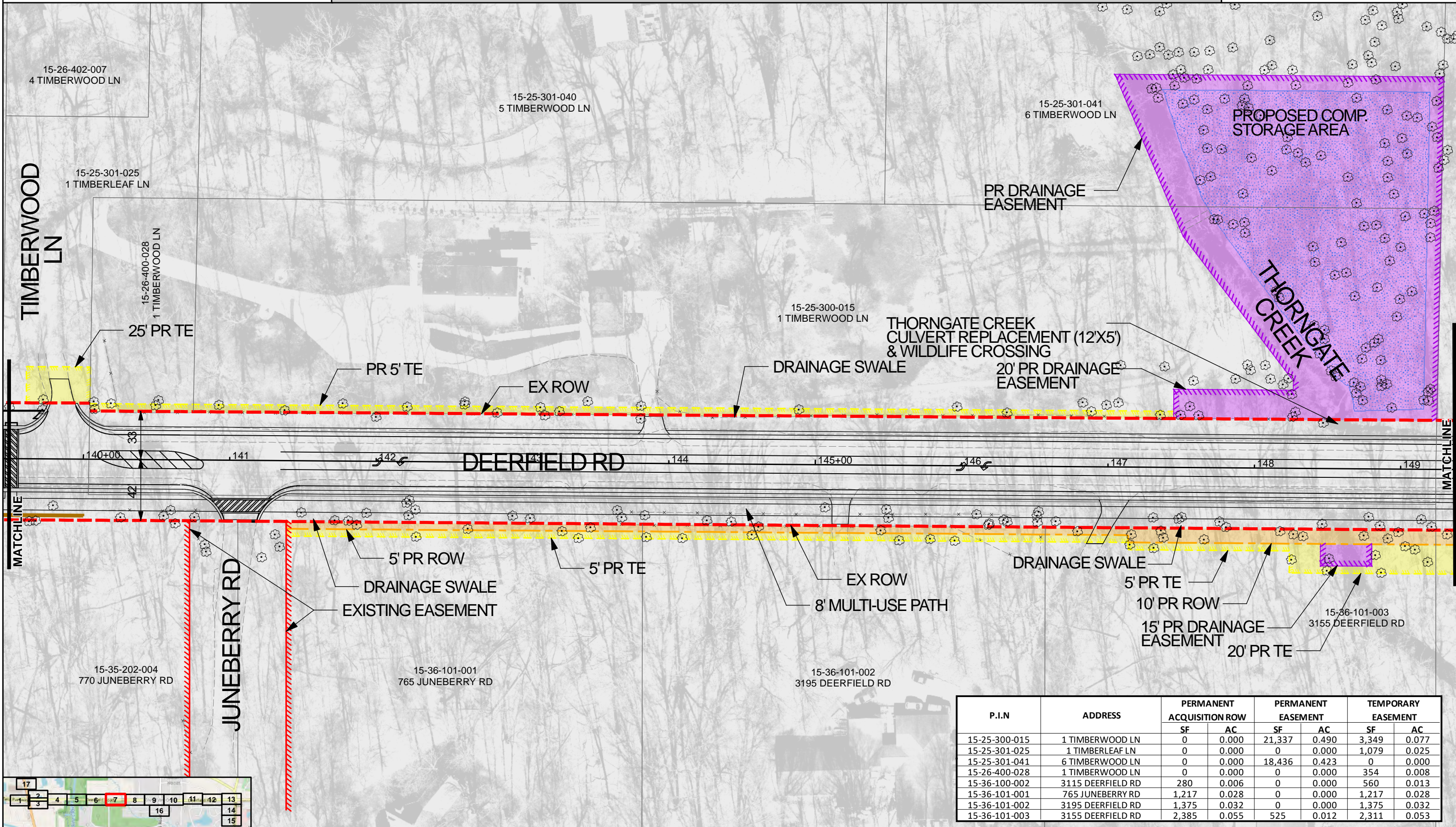
FEE SIMPLE ACQUISITION (ORANGE) - THE ACQUISITION OF ALL RIGHTS AND INTEREST OF REAL PROPERTY (INDICATED AS RIGHT-OF-WAY ON THE EXHIBIT)

PERMANENT EASEMENTS (PURPLE) - UNDERLYING OWNERSHIP IS RETAINED BY THE PROPERTY OWNER, BUT ACCESS IS PERMANENTLY ALLOWED DURING AND AFTER CONSTRUCTION FOR MAINTENANCE OR FACILITIES SUCH AS DRAINAGE ELEMENTS.

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 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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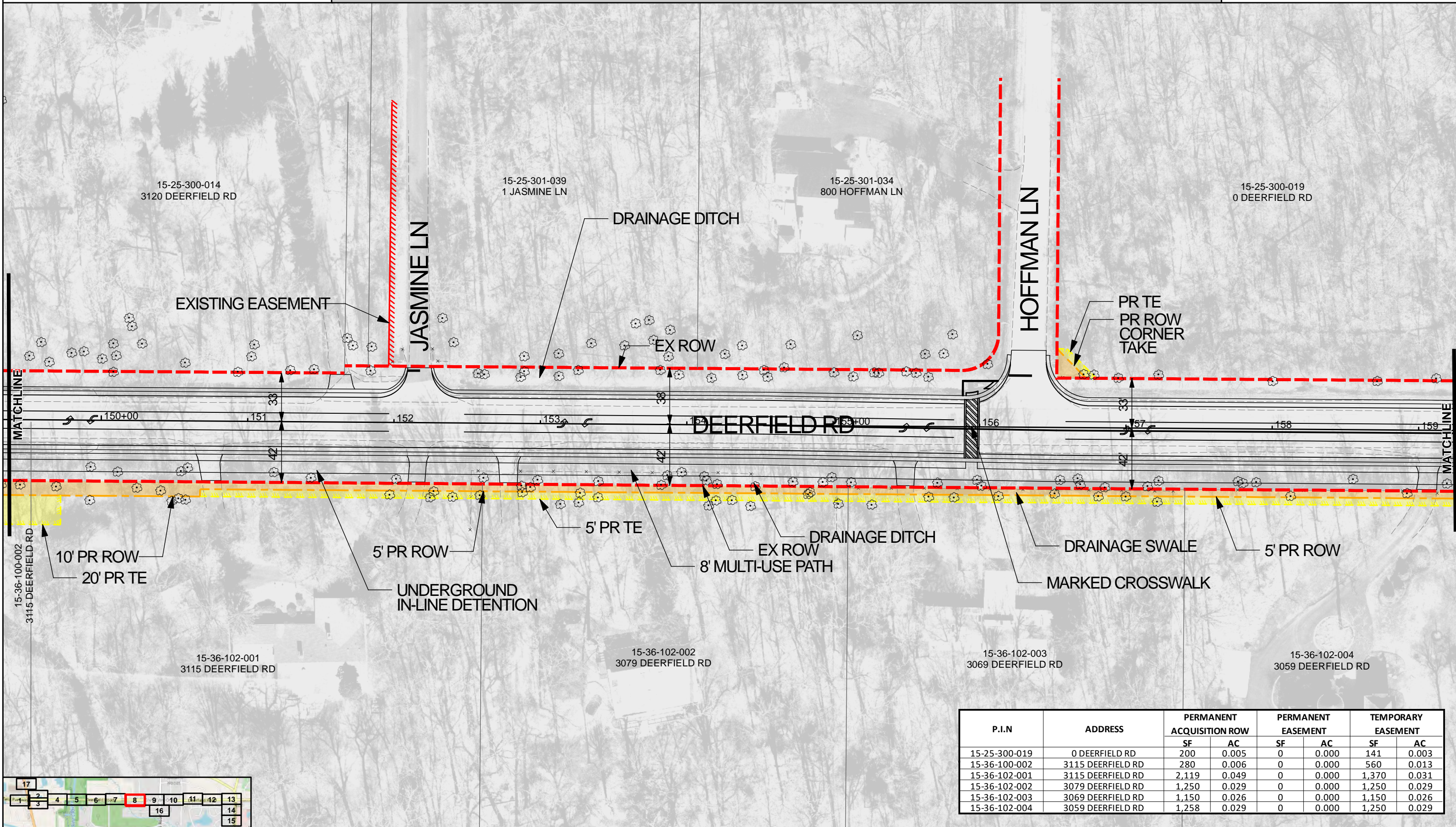
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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

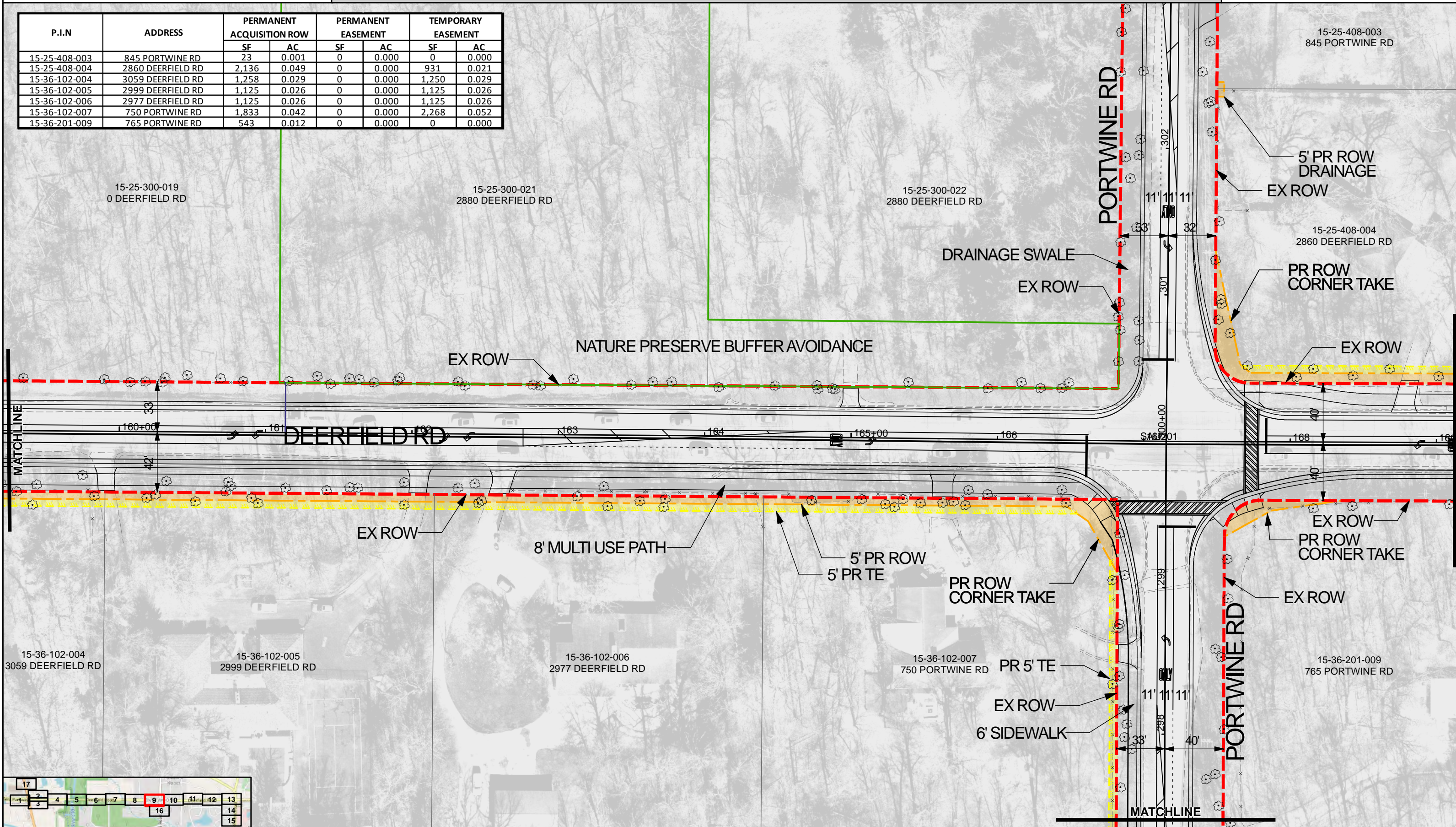
CBBEL # 15-0331
 DATE: 04/20/2021
 SHEET 7 of 17
SHEET 7



| 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 |



| 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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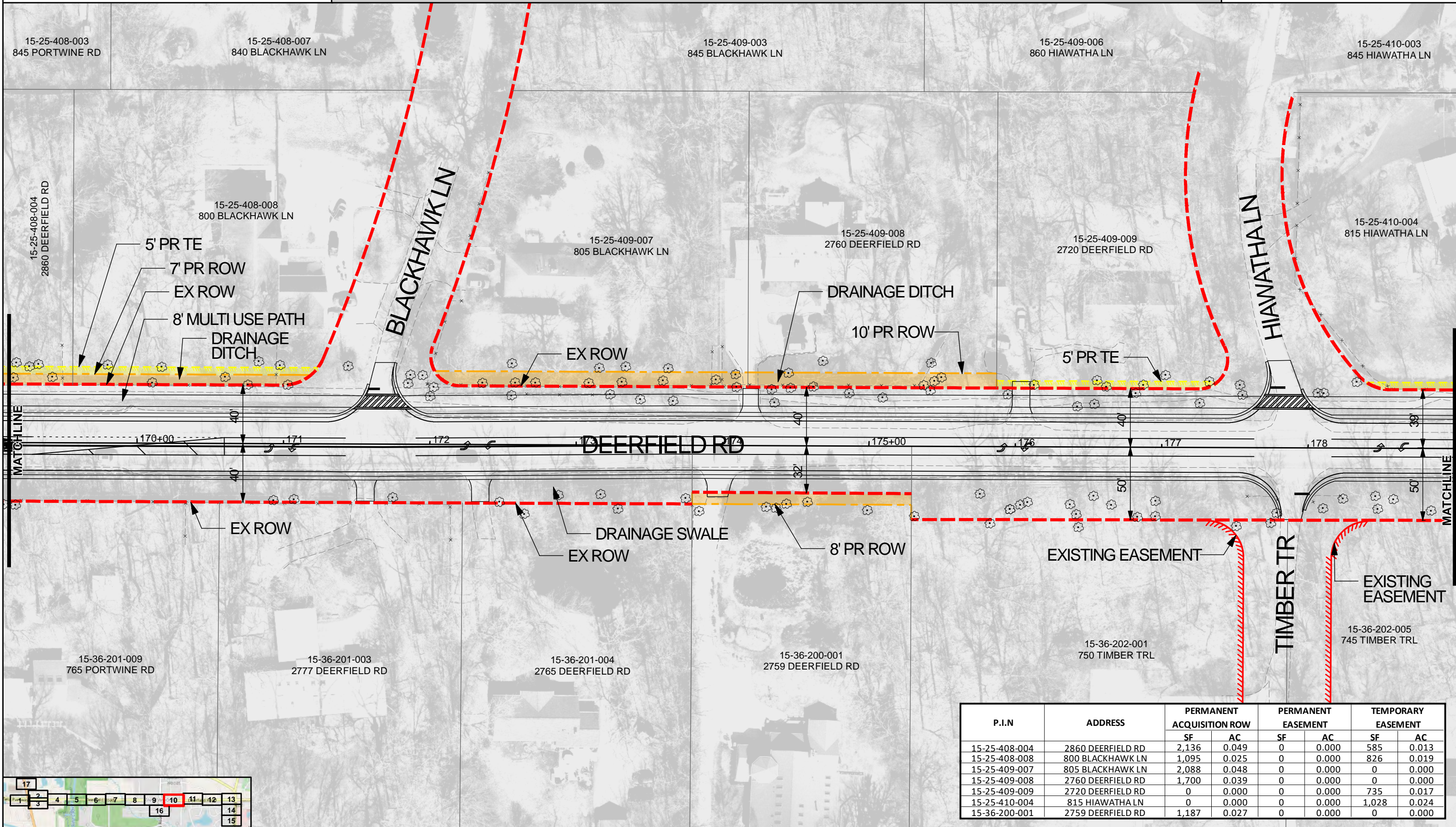
LakeCounty
 Division of Transportation

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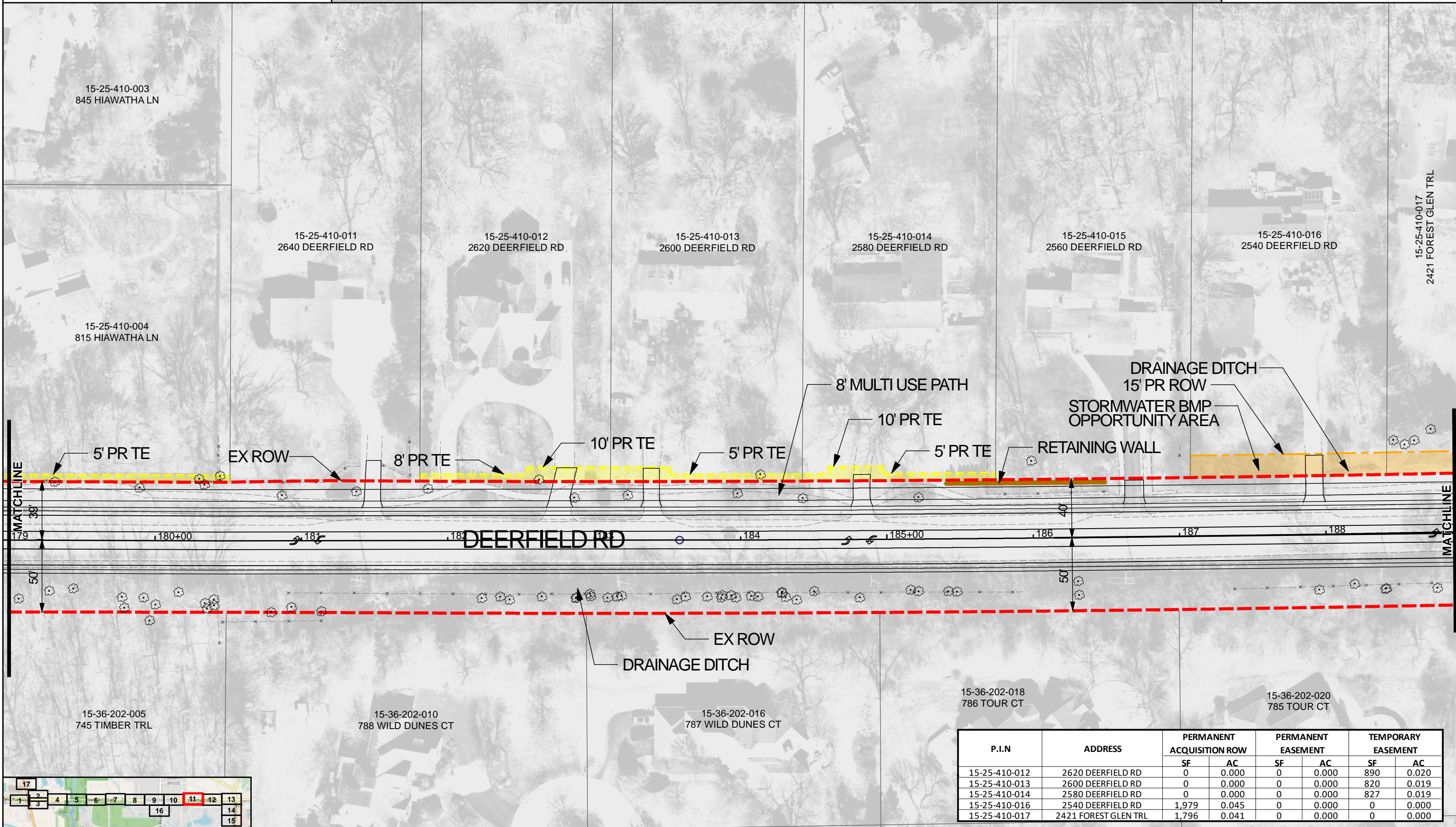
TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

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 |

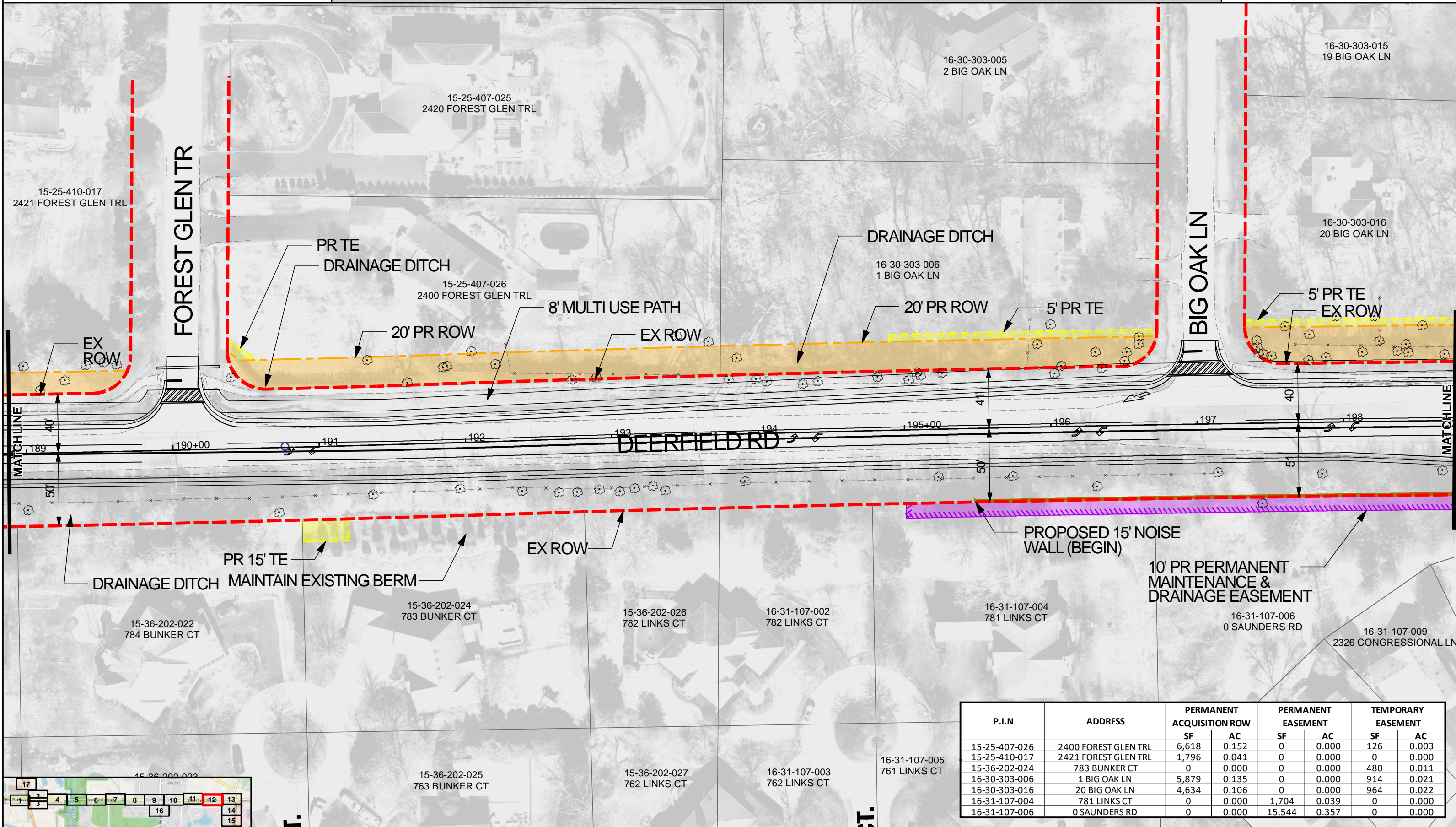
CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT:

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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

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

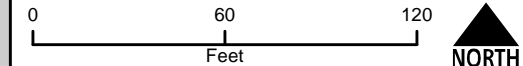


| P.I.N | ADDRESS | PERMANENT ACQUISITION ROW | | PERMANENT EASEMENT | | TEMPORARY EASEMENT | |
|---------------|----------------------|---------------------------|-------|--------------------|-------|--------------------|-------|
| | | SF | AC | SF | AC | SF | AC |
| 15-25-407-026 | 2400 FOREST GLEN 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 |

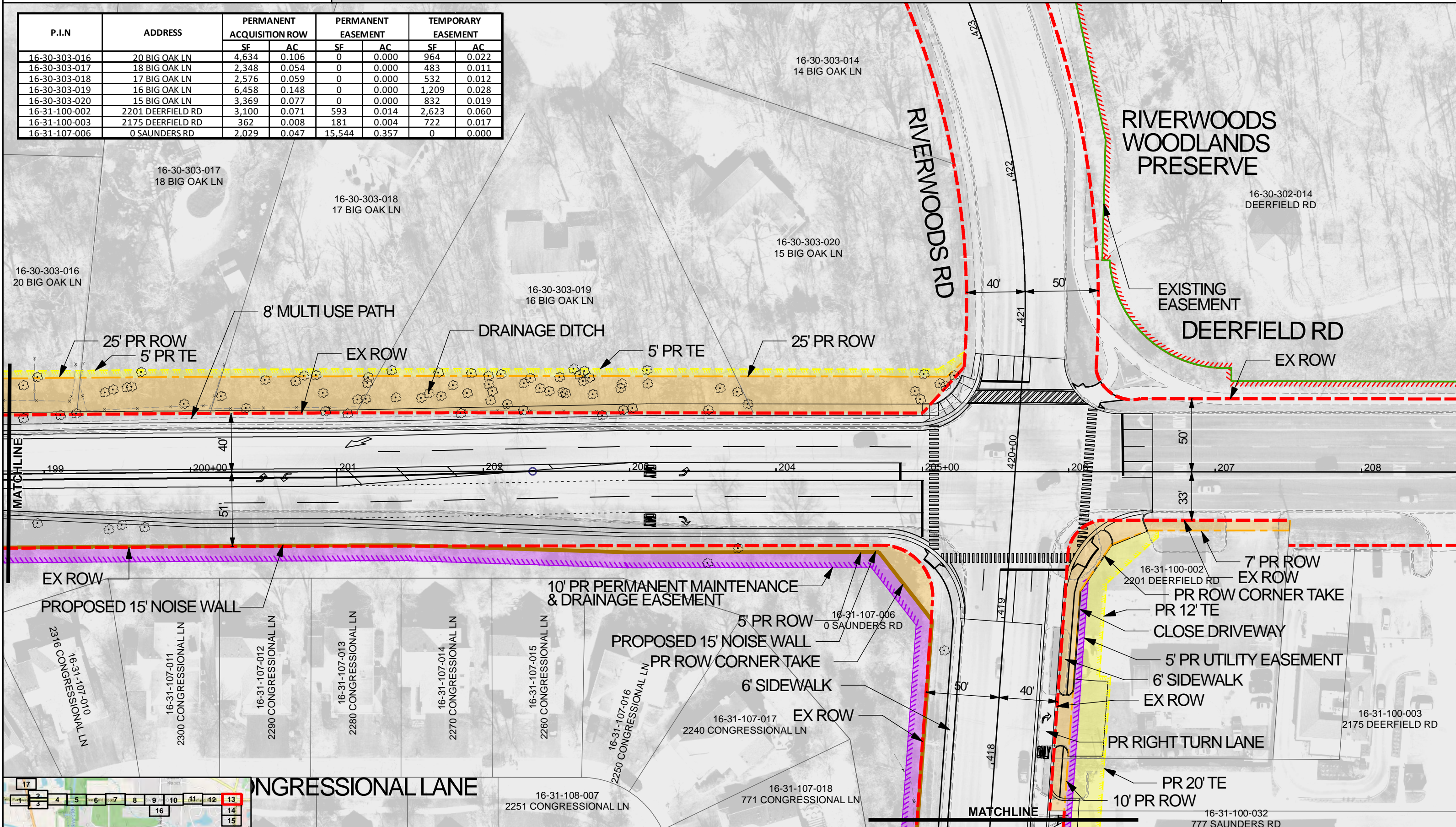


LEGEND

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY EASEMENT
- PROPOSED RETAINING WALL
- FOREST PRESERVE/SPECIAL LANDS
- PERMANENT EASEMENT
- EXISTING EASEMENT
- PERMANENT EASEMENT
- FOREST PRESERVE/SPECIAL LANDS
- PROPOSED RETAINING WALL
- 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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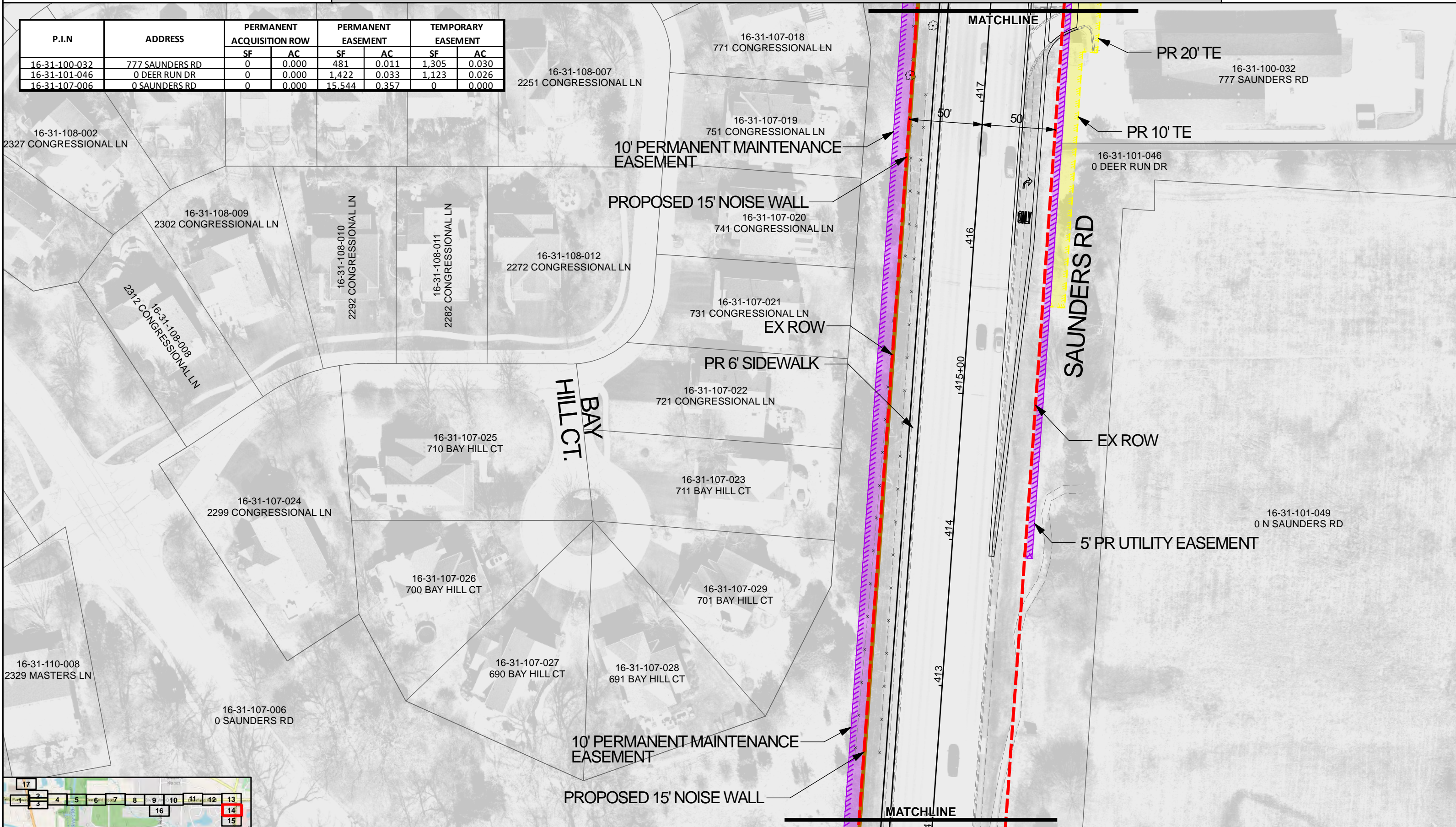
CLIENT: **LakeCounty**
 Division of Transportation

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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

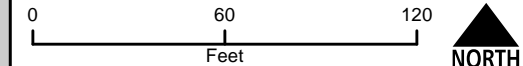
CBBEL # 15-0331
 DATE: 04/20/2021
 SHEET 13 of 17
SHEET 13

| 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 |

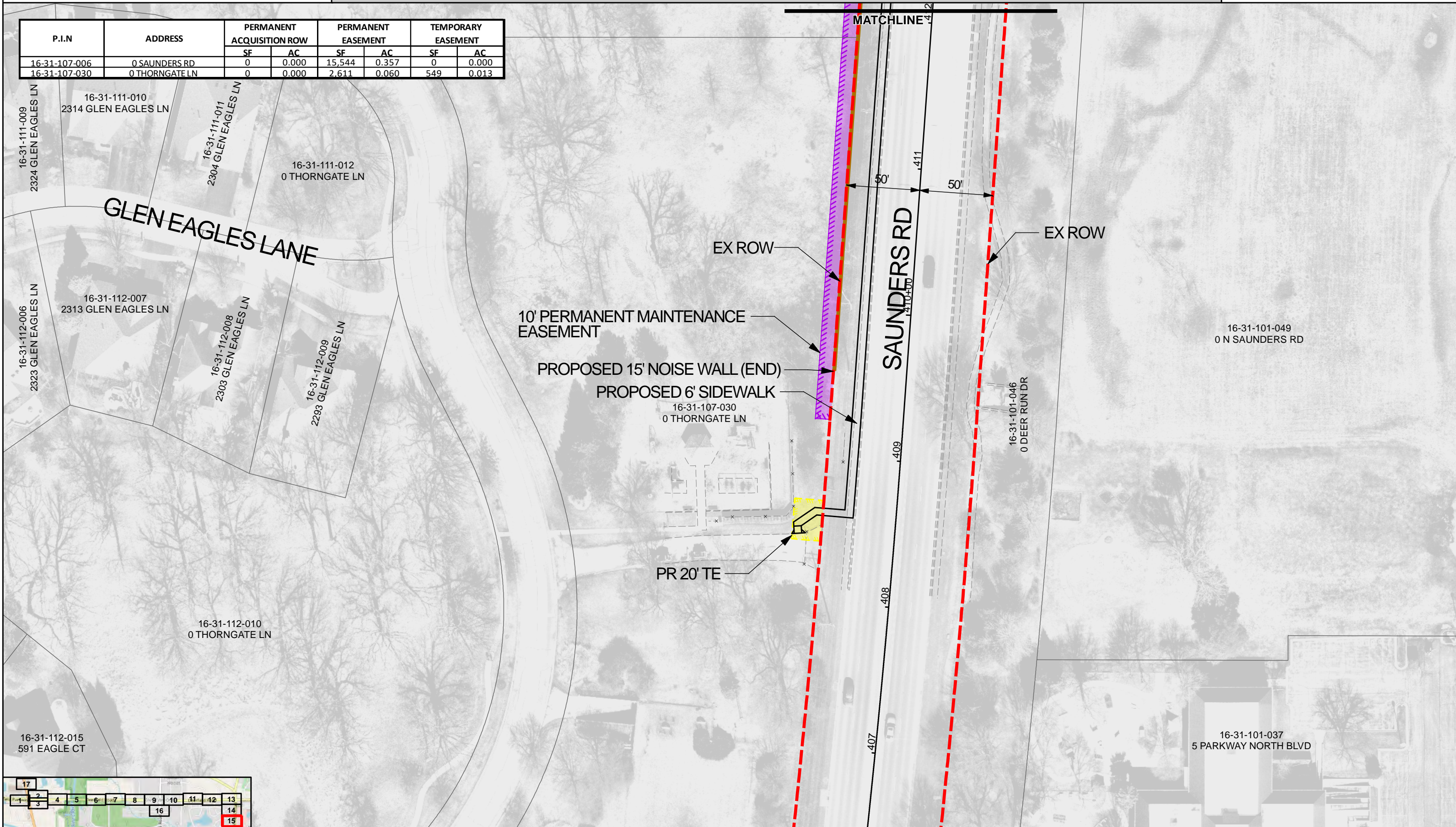


LEGEND

- 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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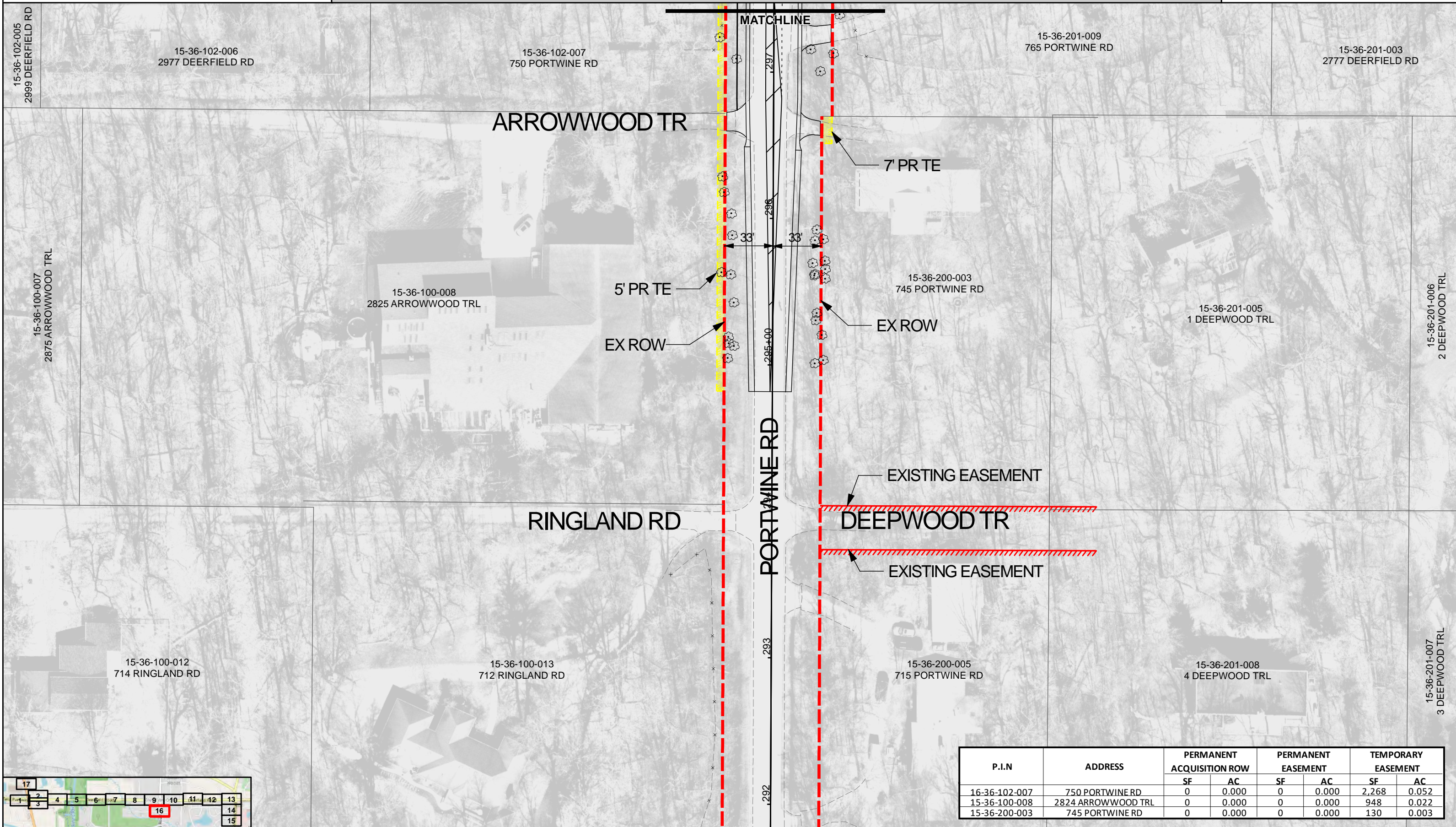
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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

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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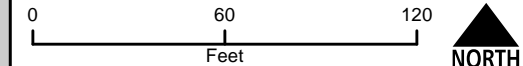
TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

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

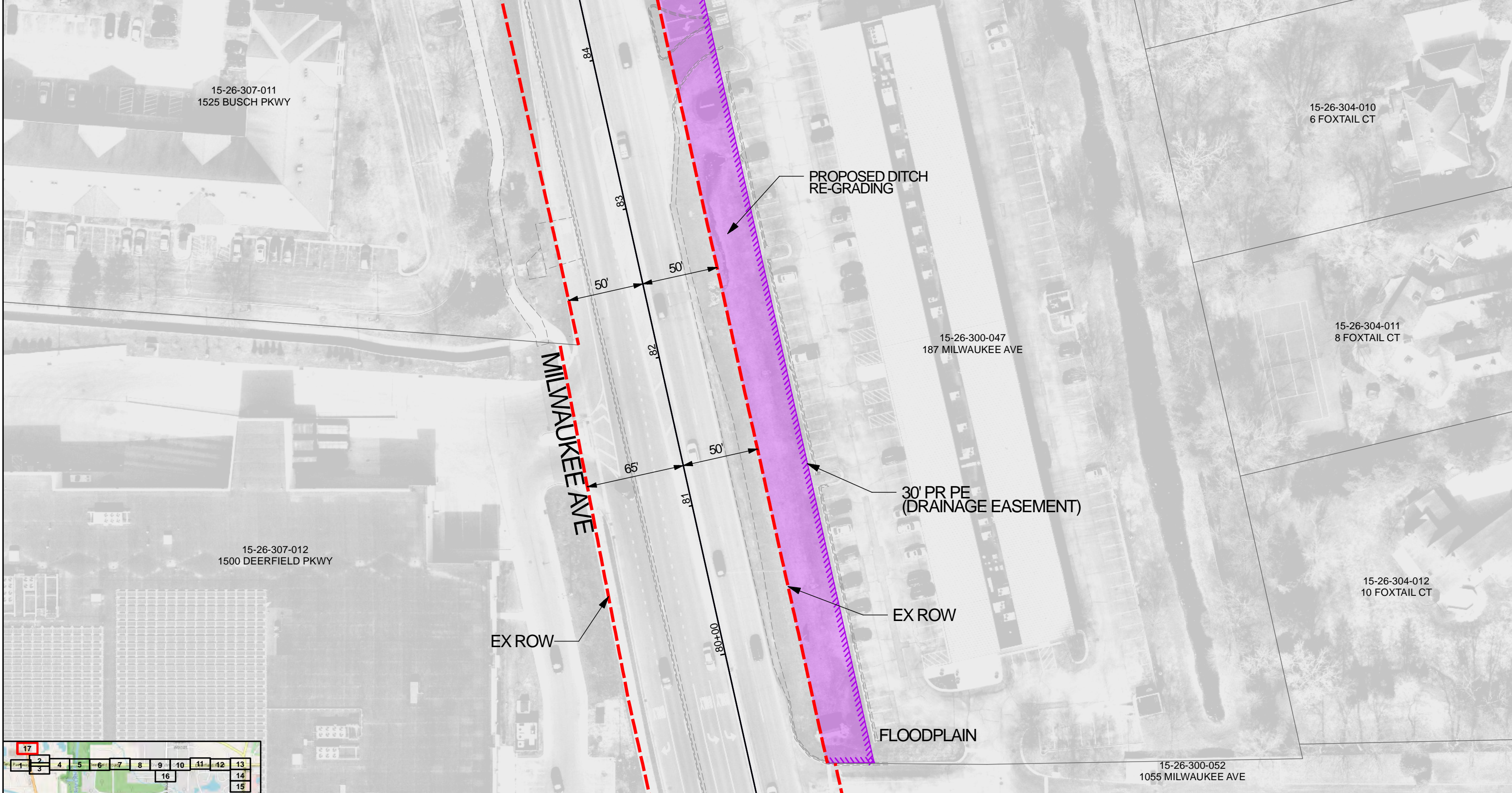
SHEET 16

LEGEND

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



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TITLE: **DEERFIELD ROAD IMPROVEMENTS LAND ACQUISITION**

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 10th at 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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: 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 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 or contact: Matt Huffman, Consultant Project Manager, at 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 or (847) 377-7447.

Sincerely,

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



>Welcome!

DEERFIELD ROAD PHASE I

ENGINEERING AND ENVIRONMENTAL STUDY

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)

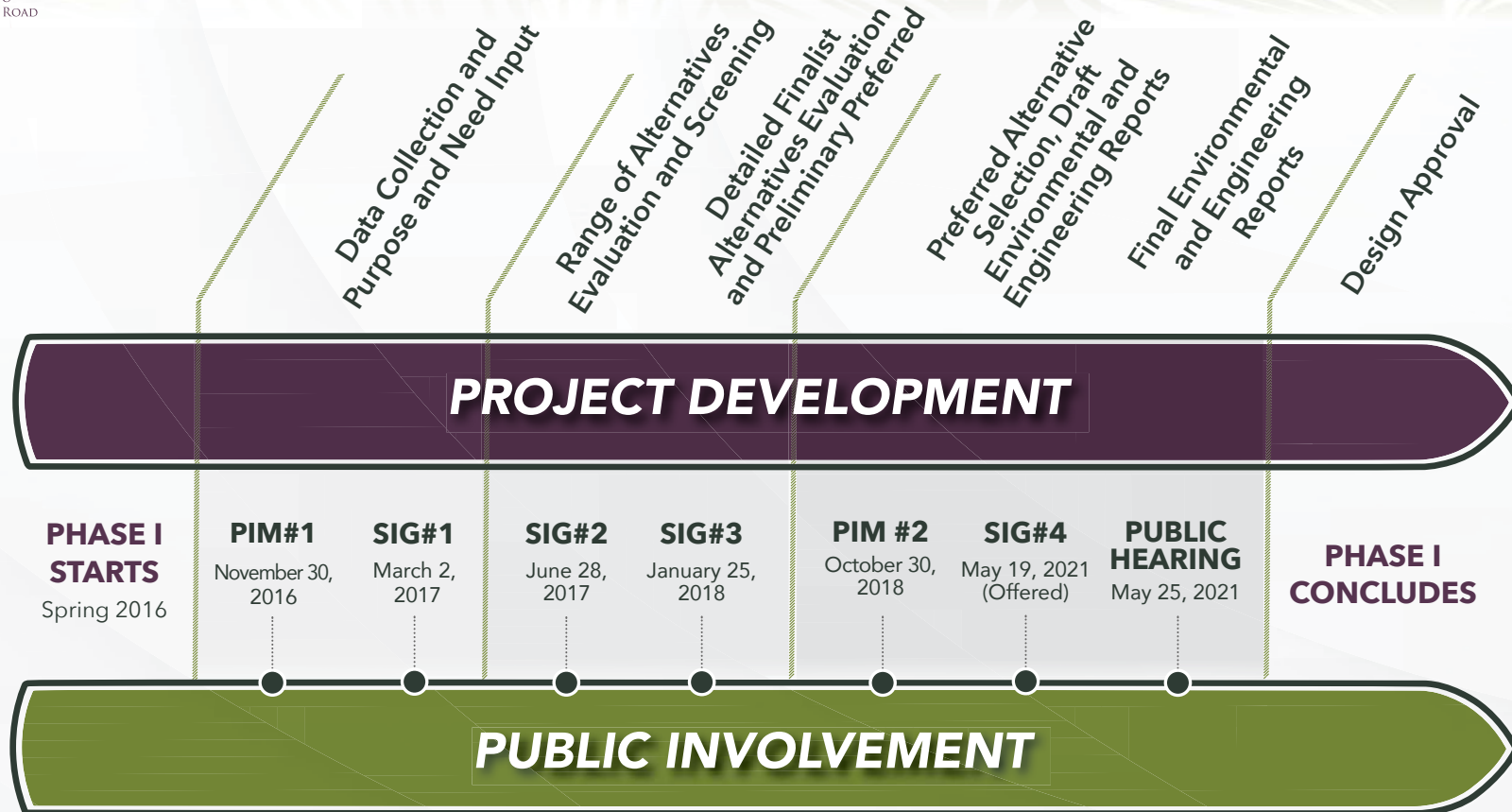
Targeted Fall 2023 Construction Start

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:

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 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:

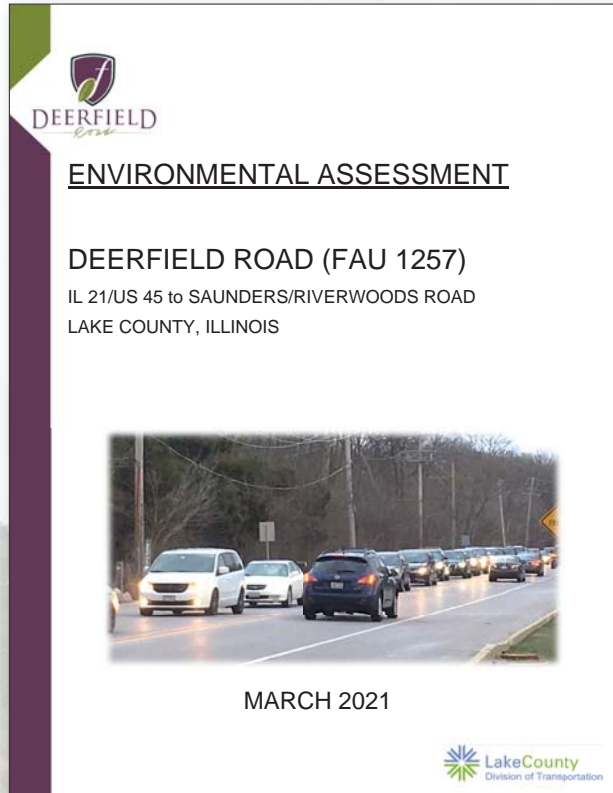
- ✓ The needs for the project include capacity, safety, mobility, non-motorized and transit connections, and Operational Deficiencies.

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.




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.

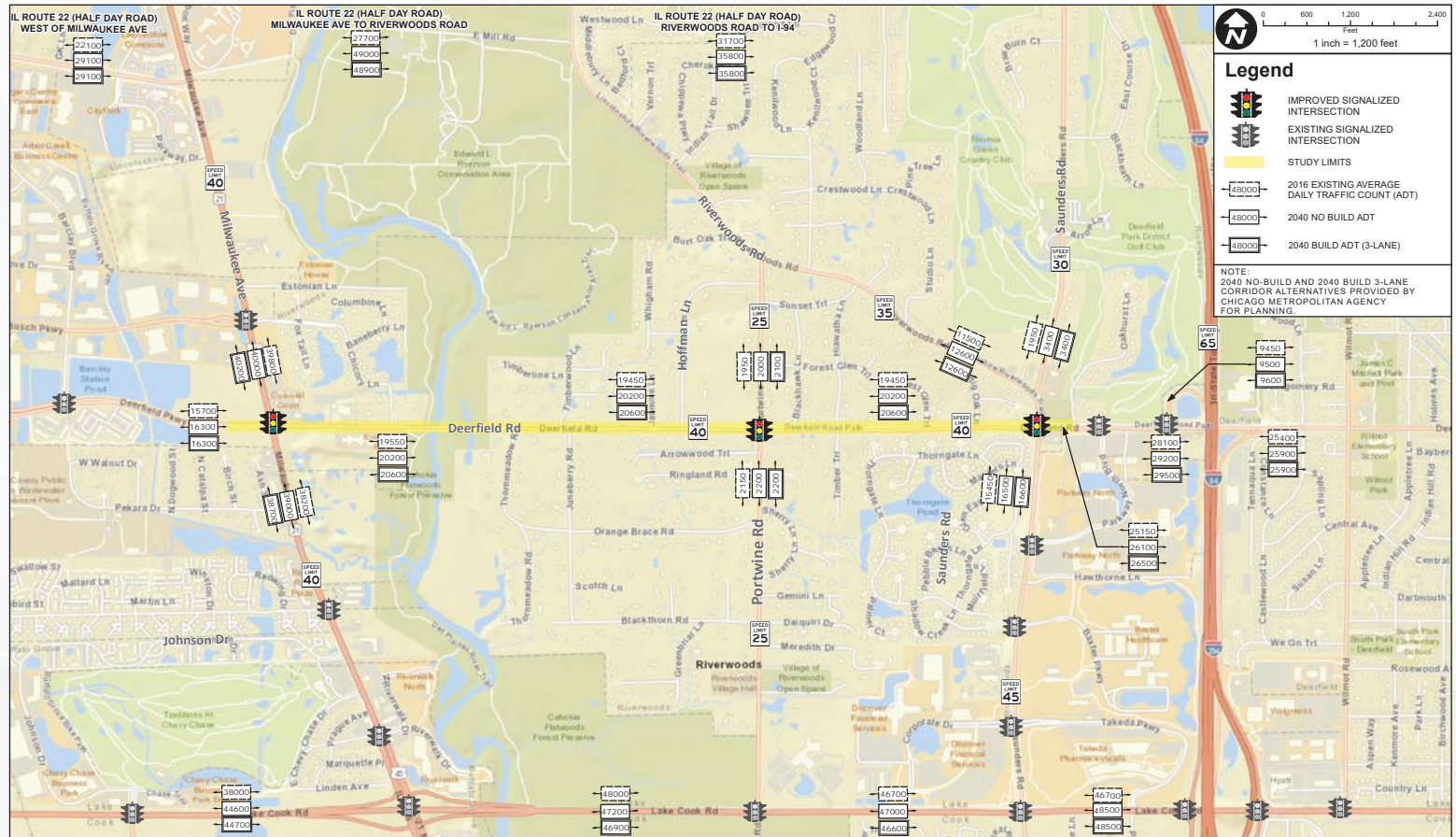
ENVIRONMENTAL ASSESSMENT REVIEW PERIOD: MAY 10 - JUNE 14, 2021



MILWAUKEE AVENUE TO
SAUNDERS/RIVERWOODS ROAD

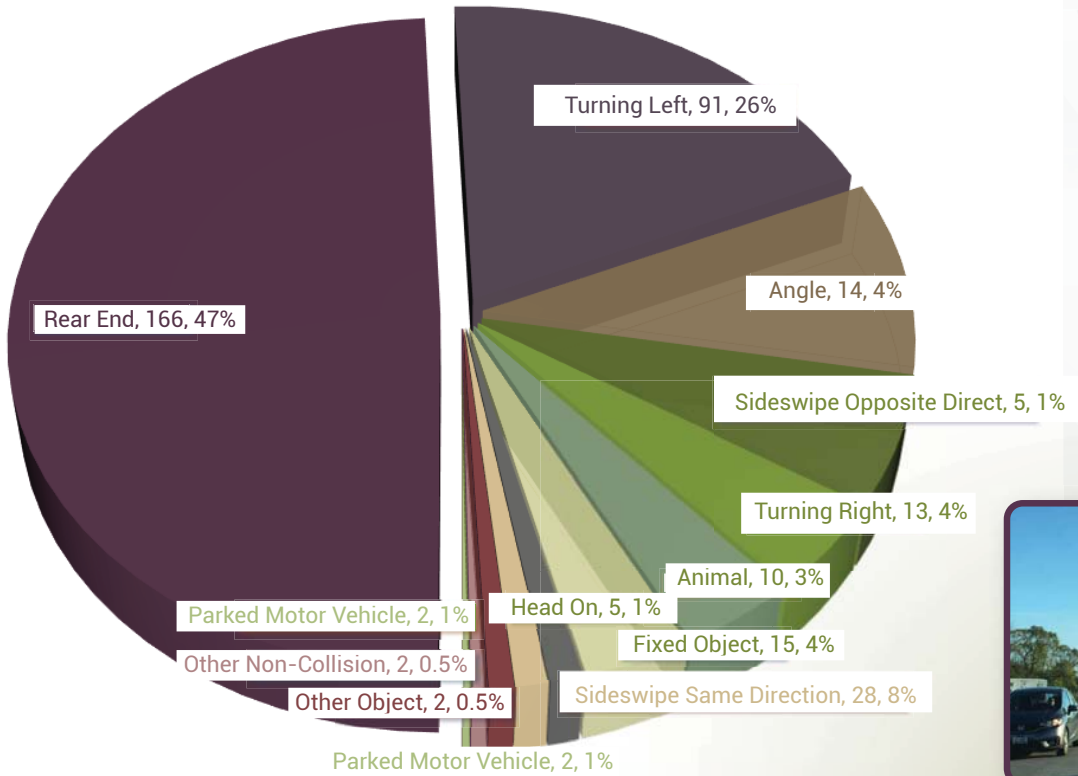
AVERAGE DAILY TRAFFIC DATA

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:

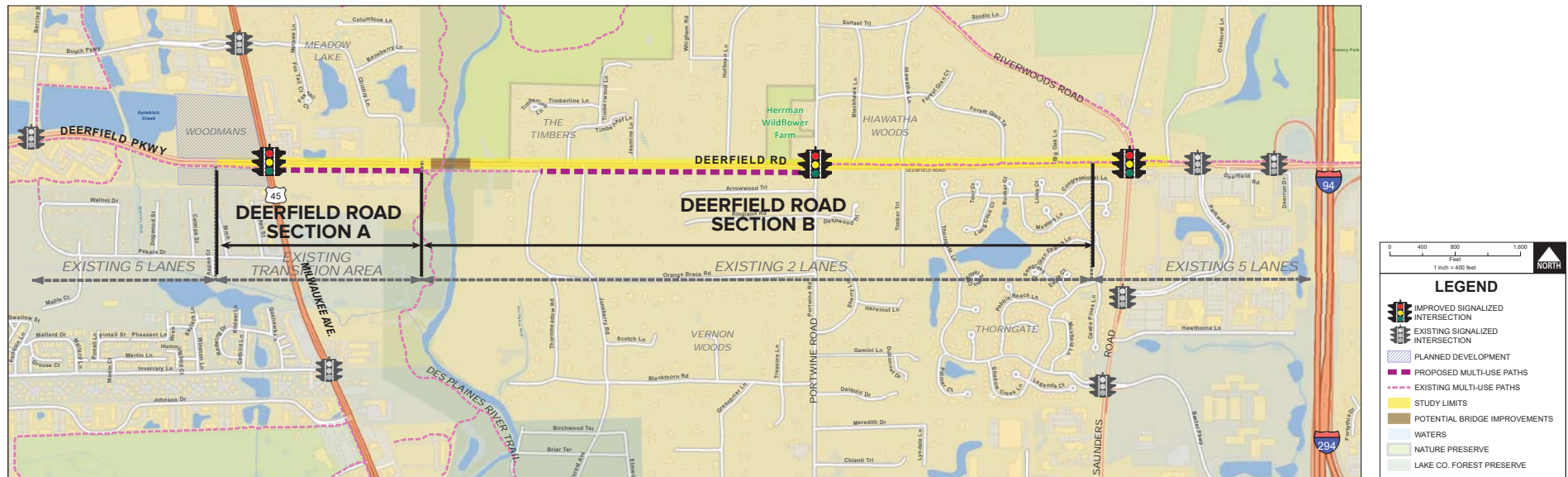
- Environmental Assessment Overview
- Public Hearing Preview

PUBLIC INVOLVEMENT - AS OF TODAY



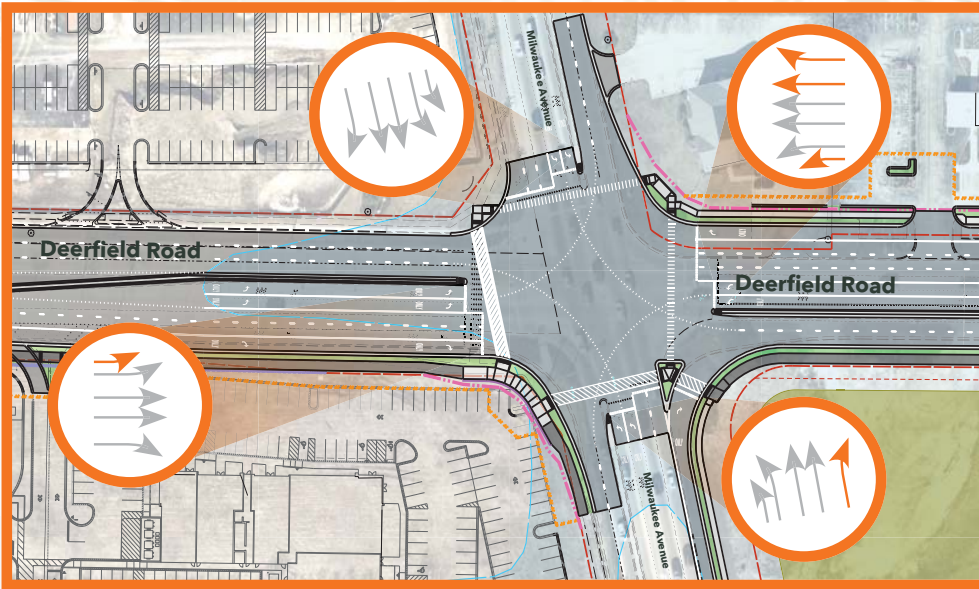
RANGE OF ALTERNATIVES

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

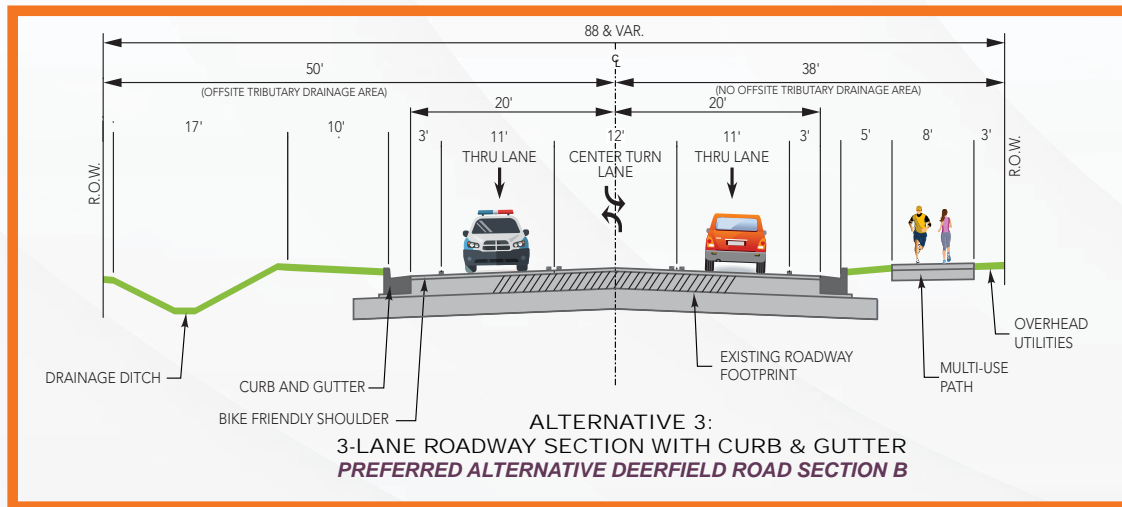


The alternatives evaluation and preferred alternative selection was shown at Public Meeting #2. Refer to Public Meeting #2 materials for more detailed information.

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

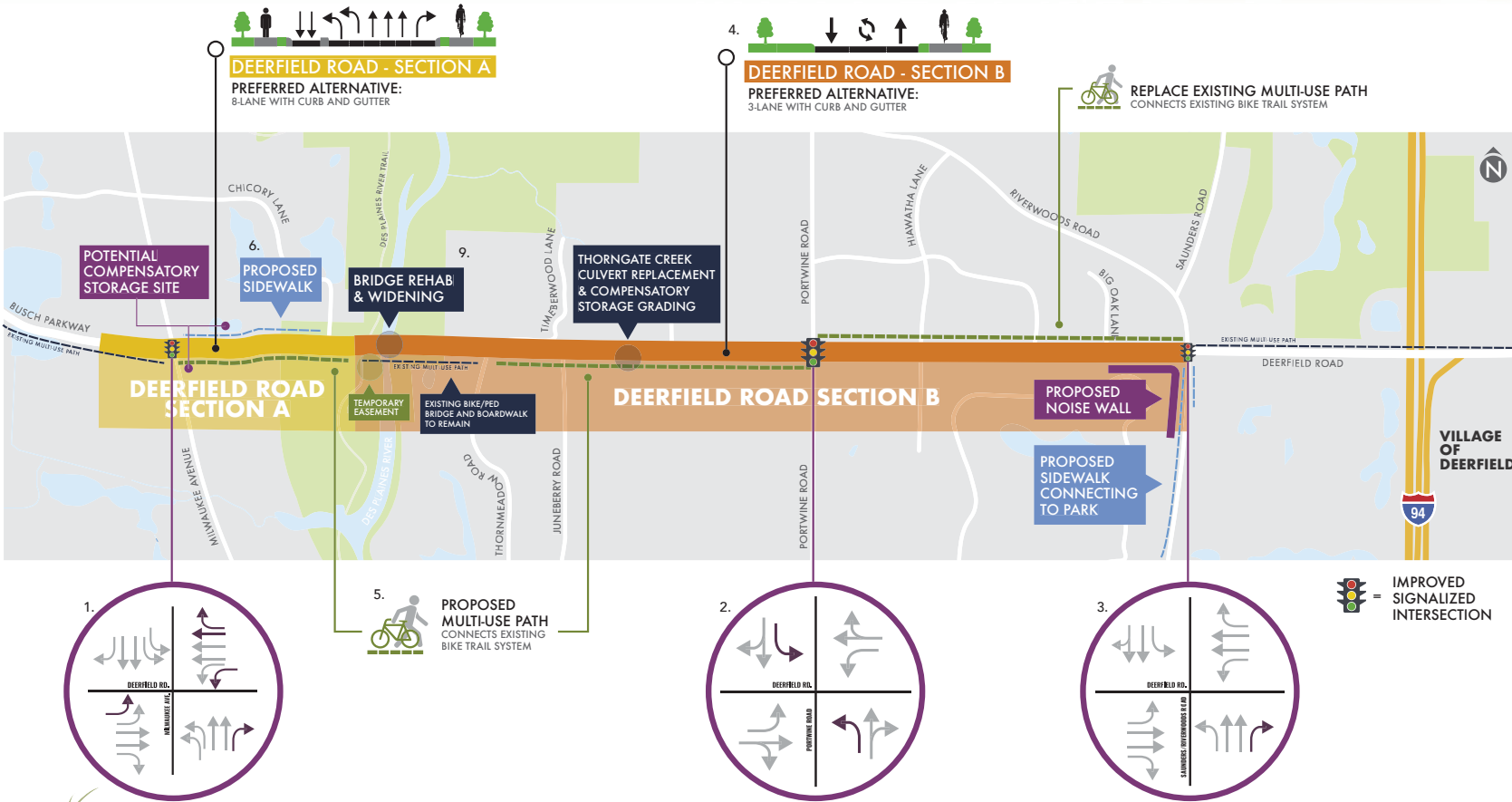
ALTERNATIVE 3
3-Lane With Curb
and Gutter

- selected as the
preferred alternative

- Reconstructed 3-lane roadway with center turn lane
- Curb and gutter
- Multi-use path
- New drainage system

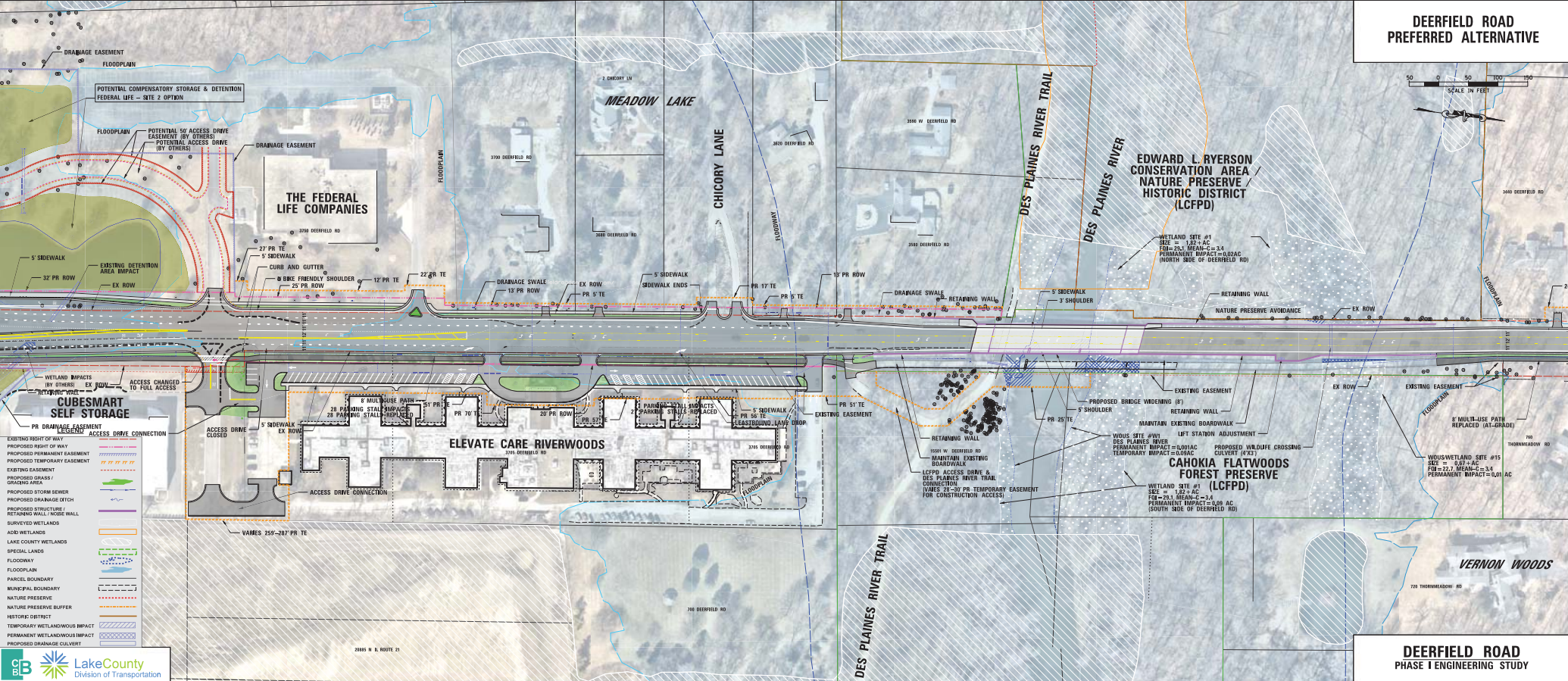
PREFERRED ALTERNATIVE

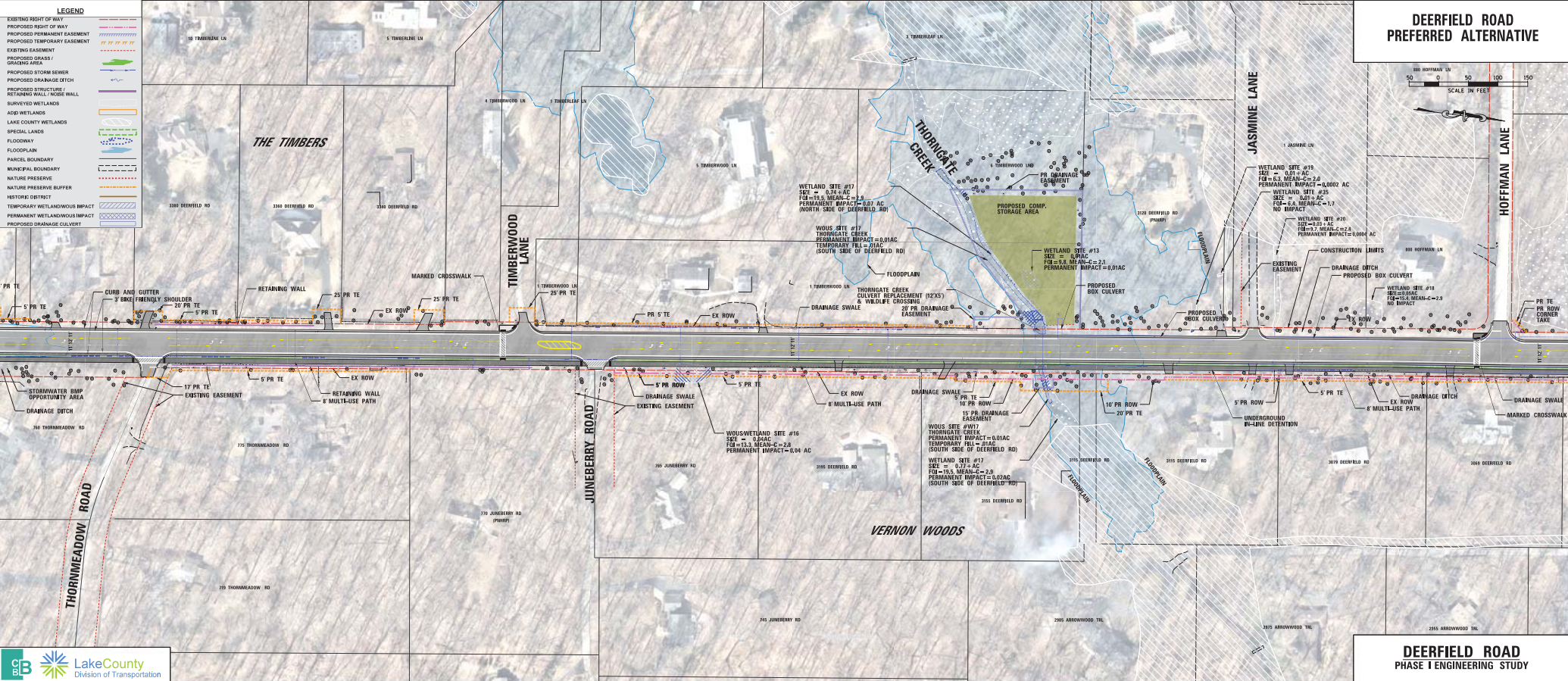
PREFERRED ALTERNATIVE SUMMARY



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**





**DEERFIELD ROAD
PREFERRED ALTERNATIVE**



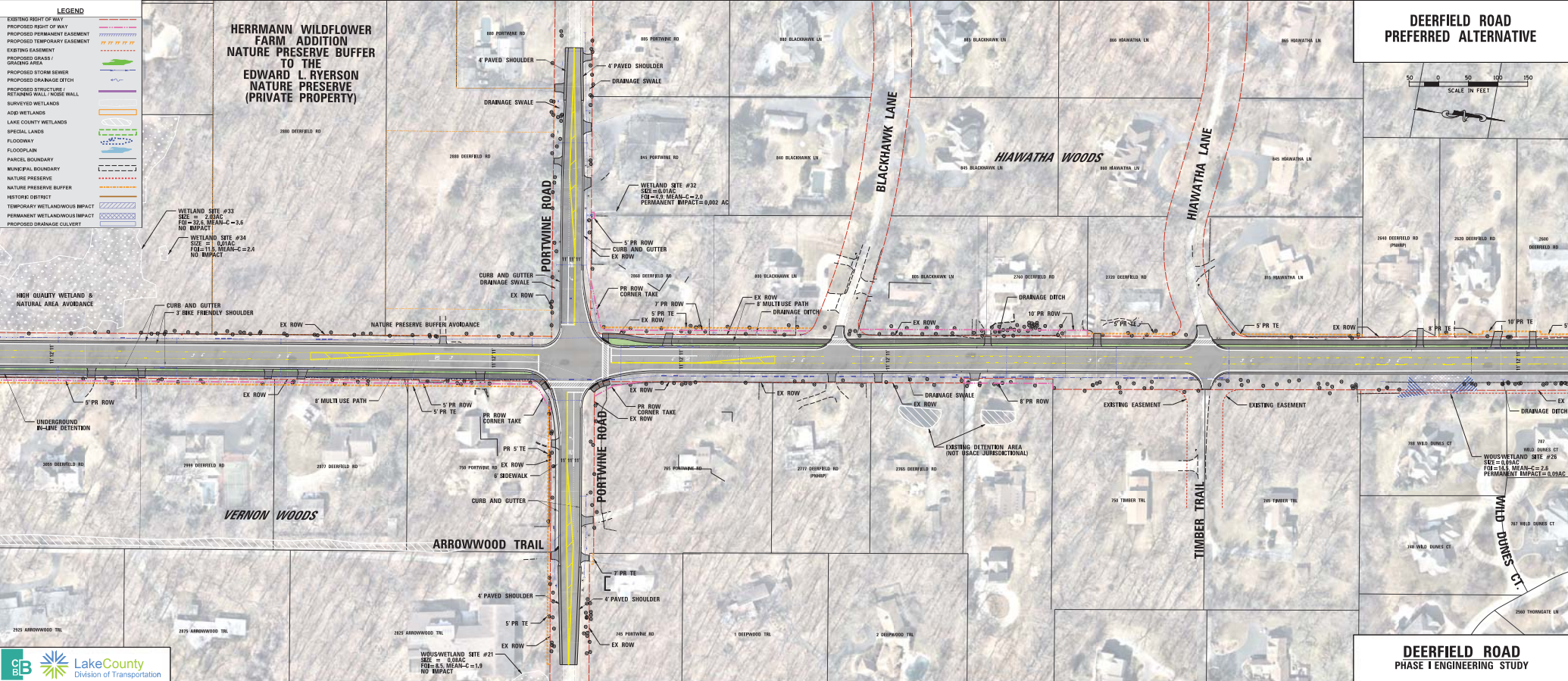
- LEGEND**
- EXISTING RIGHT OF WAY
 - PROPOSED RIGHT OF WAY
 - PROPOSED PERMANENT EASEMENT
 - PROPOSED TEMPORARY EASEMENT
 - EXISTING EASEMENT
 - PROPOSED GRASS / SOILING AREA
 - PROPOSED STORM SEWER
 - PROPOSED DRAINAGE DETCH
 - PROPOSED STRUCTURE / RETAINING WALL, HOSE WALL
 - EXISTING WETLANDS
 -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

**DEERFIELD ROAD
PHASE I ENGINEERING STUDY**



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 DETCH
- PROPOSED STRUCTURE / RETAINING WALL, HOSE 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



DEERFIELD ROAD PREFERRED ALTERNATIVE

0 50 100 150
SCALE IN FEET

DEERFIELD ROAD PHASE I ENGINEERING STUDY

**DEERFIELD ROAD
PREFERRED ALTERNATIVE**



WETLAND SITE #26
SIZE = 0.10 AC
FOR U.S. MEAN-L = 2.0
NO IMPACT

WETLAND SITE #27
SIZE = 0.14 AC (EXTENDS OFFSITE)
FOR U.S. MEAN-L = 2.0
NO IMPACT

WETLAND SITE #30
RAW GORSE
FOR U.S. MEAN-L = 3.8
NO IMPACT

**RIVERWOODS
WOODLANDS
PRESERVE**

DEERFIELD ROAD

PRO CORNER ROW TAKE
CLOSE ENTRANCE
**MOBIL &
RAYS AUTO
SERVICE**

PRO 12' TE
5' PR UTILITY EASEMENT
PRO RIGHT TURN LANE
6' SIDEWALK
PRO 20' TE
10' PR ROW

**CAFE
DE ORO**

PRO 12' TE
5' PR UTILITY EASEMENT

SAUNDERS RD

EX ROW
PRO 10' TE
6' SIDEWALK
5' PR UTILITY EASEMENT

EX ROW
PRO 10' TE
6' SIDEWALK
5' PR UTILITY EASEMENT

EX ROW
PRO 10' TE
6' SIDEWALK
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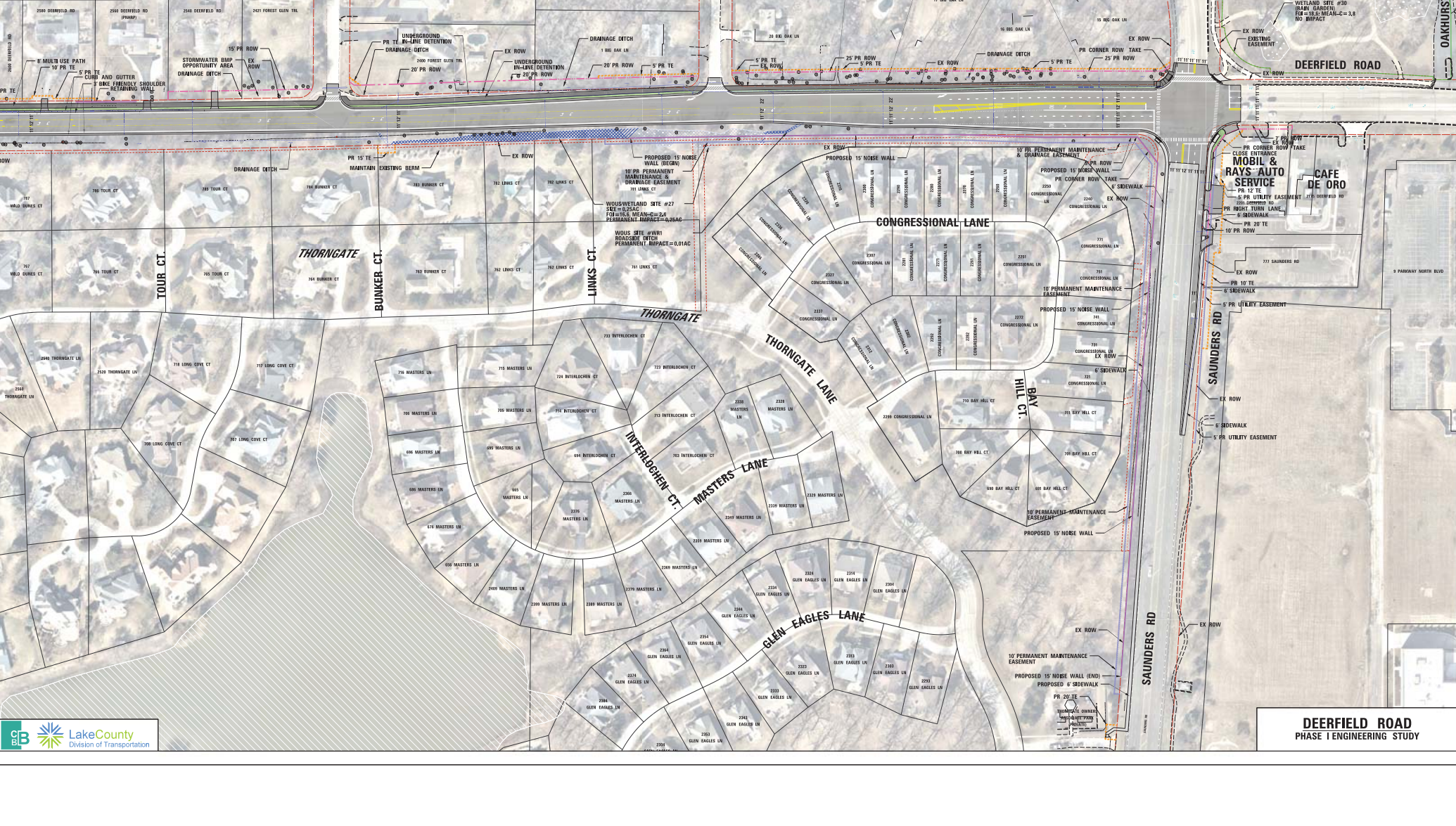
EX ROW
PRO 10' TE
6' SIDEWALK
5' PR UTILITY EASEMENT

EX ROW
PRO 10' TE
6' SIDEWALK
5' PR UTILITY EASEMENT

**DEERFIELD ROAD
PHASE I ENGINEERING STUDY**

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- EXISTING EASEMENT
- PROPOSED GRADES / DRAINAGE AREA
- PROPOSED STORM BOWSER
- PROPOSED DRAINAGE DITCH
- PROPOSED STRUCTURE / RETAINING WALL, NOISE 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/NOISE IMPACT
- PERMANENT WETLAND/NOISE IMPACT
- PROPOSED DRAINAGE CULVERT



 **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**

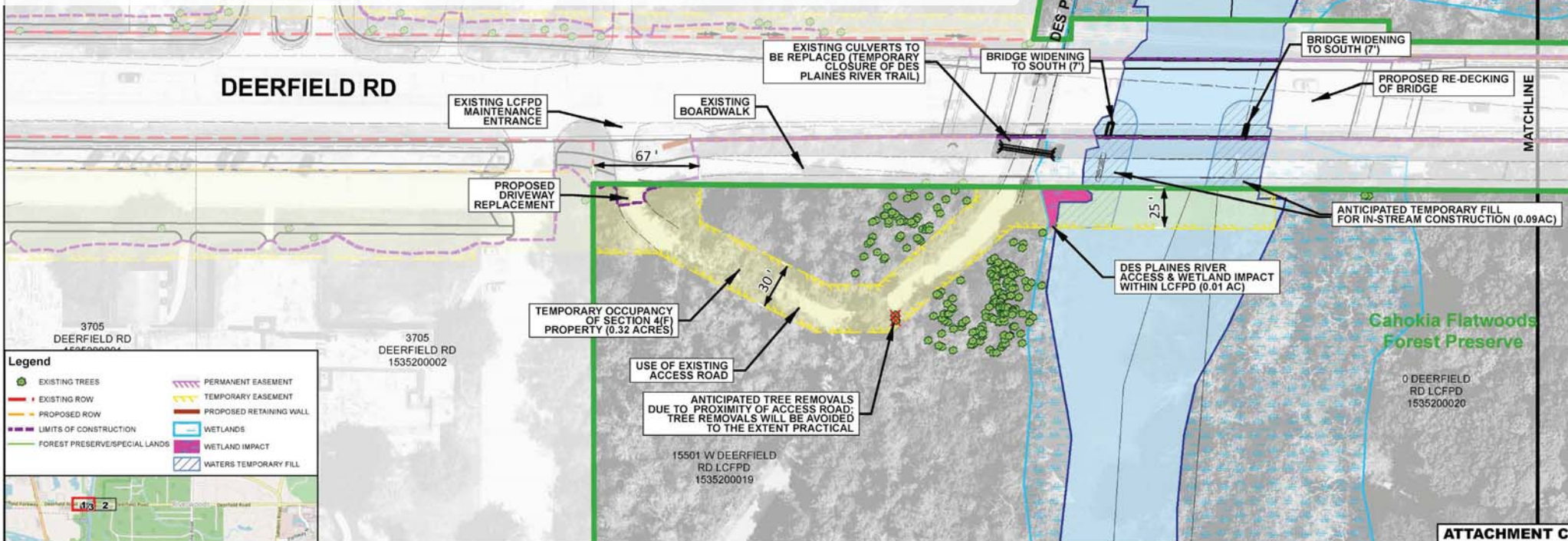
| EVALUATION CRITERIA | UNIT OF MEASURE | NO-BUILD 2040 | | PREFERRED ALTERNATIVE | |
|--|--------------------------------|---------------|-----------|-----------------------|----------|
| TRANSPORTATION PERFORMANCE (SYNCHRO MODELING) | | | | | |
| Deerfield Road Average Daily Traffic (ADT) | | 20,200 | | 20,600 | |
| Intersection Level of Service (LOS) and Average Delay' | | 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 |
| MOBILITY (SYNCHRO MODELING) | | | | | |
| 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 |
| NON-MOTORIZED ACCOMMODATIONS | | | | | |
| Non-Motorized Accommodations | scale | -- | | ++++ | |
| SAFETY (ILLINOIS HIGHWAY SAFETY DESIGN MANUAL) | | | | | |
| Average Predicted Crashes - Deerfield Road (Milwaukee Avenue to Saunders/Riverwoods Road) | % increase injury crashes/year | 4.8% | | -51.4% | |
| ENVIRONMENTAL RESOURCES | | | | | |
| 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 | |
| SOCIO-ECONOMIC IMPACTS | | | | | |
| 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 | |
| COST | | | | | |
| Phase I Engineering Estimate of Construction Cost | dollars | -- | | \$32,600,000 | |

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 ¹

| Village of Riverwoods Classification ² | 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 ² | 183 | 92 | 72 | 23 | 370 | 215 | 36.3% |
| Other Tree Species | 274 | 121 | 115 | 138 | 648 | 276 | 63.7% |
| Total | 457 | 213 | 187 | 161 | 1,018 | 491 | 100% |

¹ 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.

² 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.

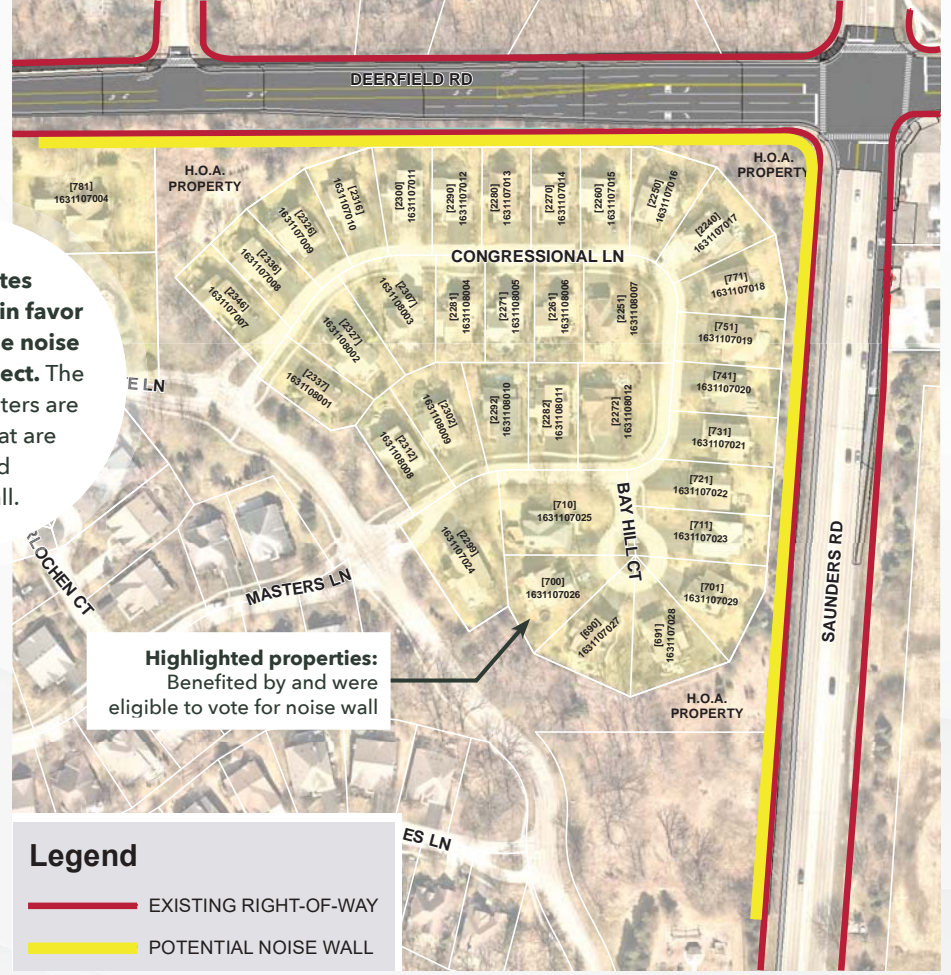
DESIRABLE TREE SPECIES

- 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



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

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



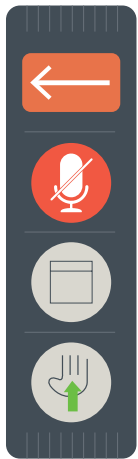
MIKE MATKOVIC
CBBEL
PANELIST

HOW TO ASK A QUESTION

STEP ONE

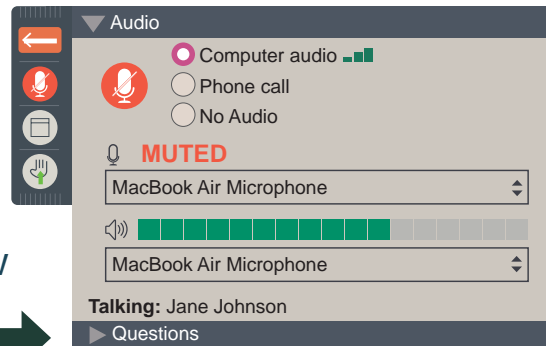
Expand your control panel by clicking the orange arrow

Raise hand to make a public comment



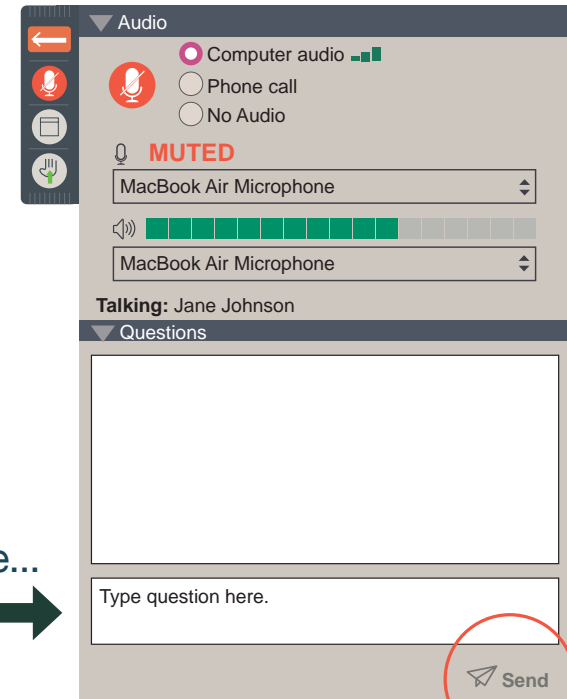
STEP TWO

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

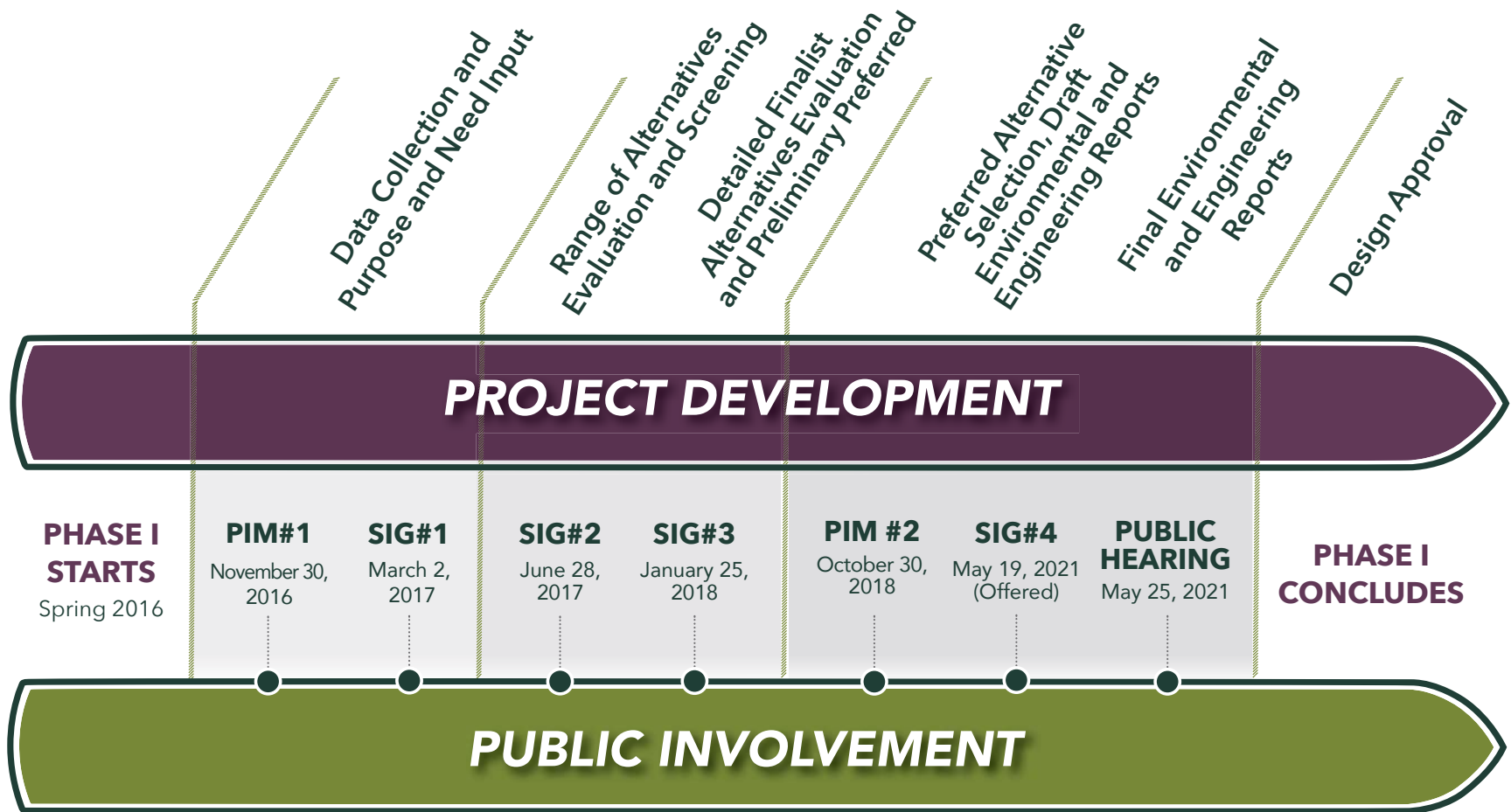
PHASE III

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**.

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.

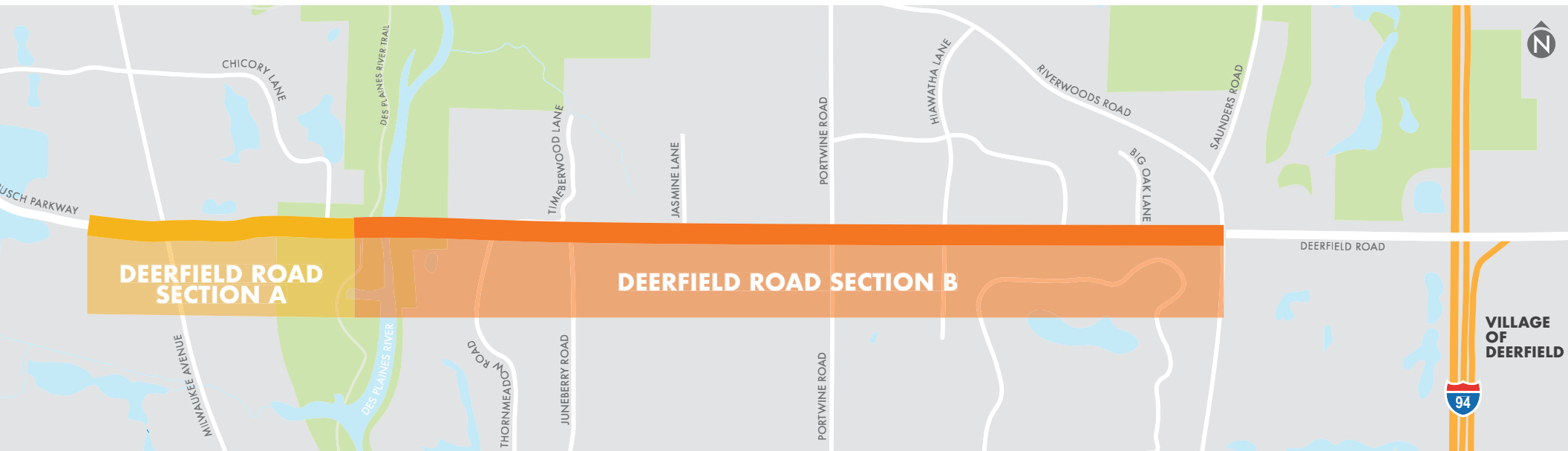
Need:

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



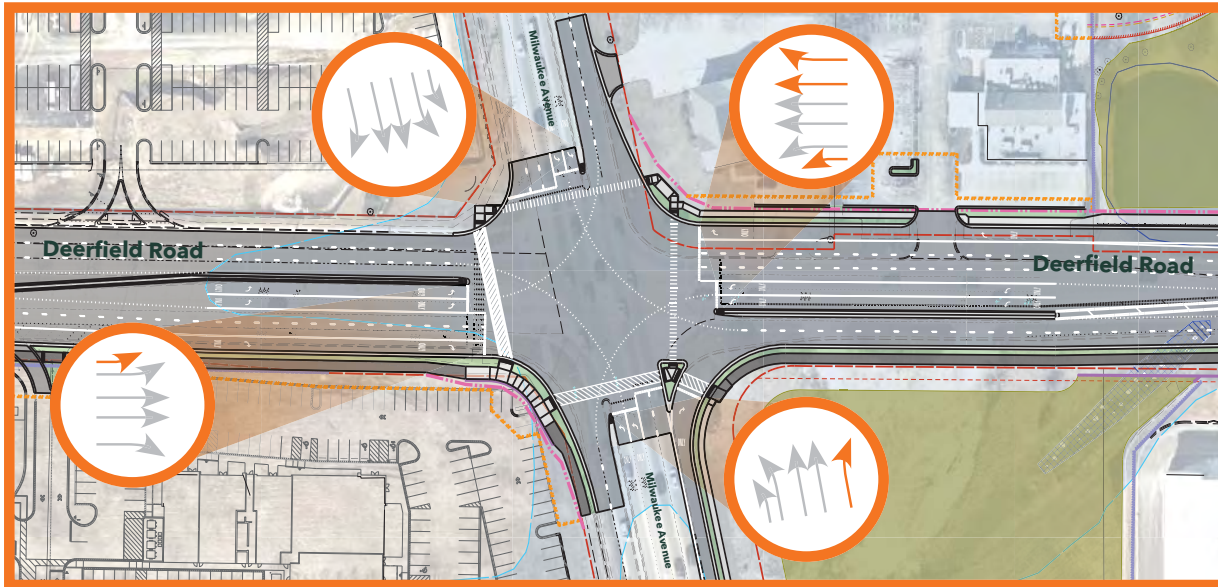
ALTERNATIVE DEVELOPMENT - APPROACH

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*

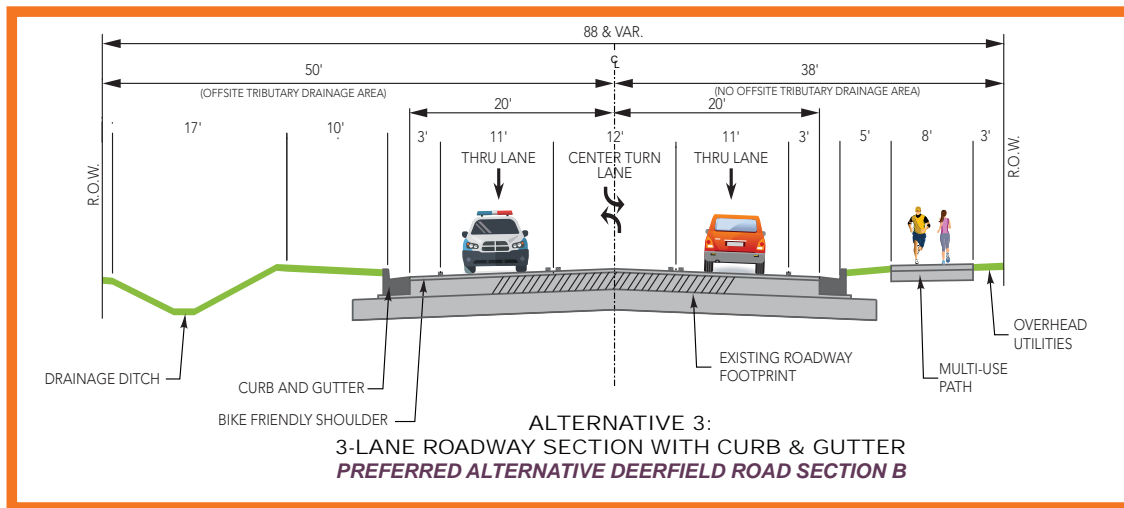


ALTERNATIVE A1D

- 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



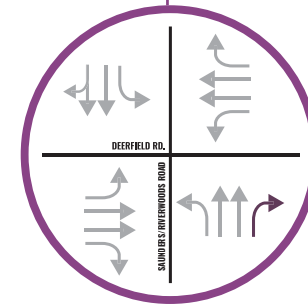
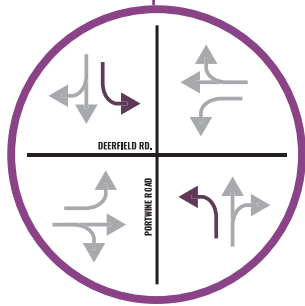
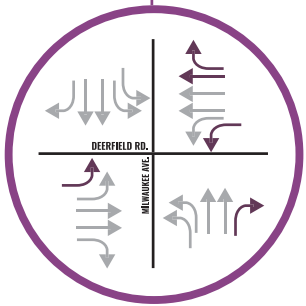
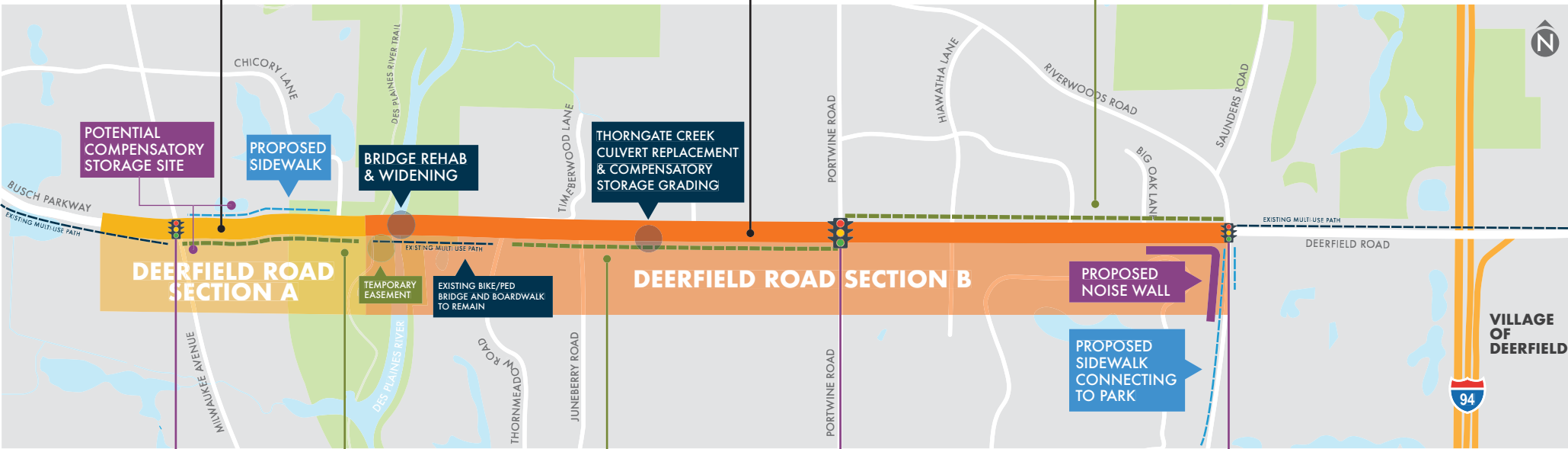
DEERFIELD ROAD - SECTION A
 PREFERRED ALTERNATIVE:
 8-LANE WITH CURB AND GUTTER



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



REPLACE EXISTING MULTI-USE PATH
 CONNECTS EXISTING BIKE TRAIL SYSTEM



= 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

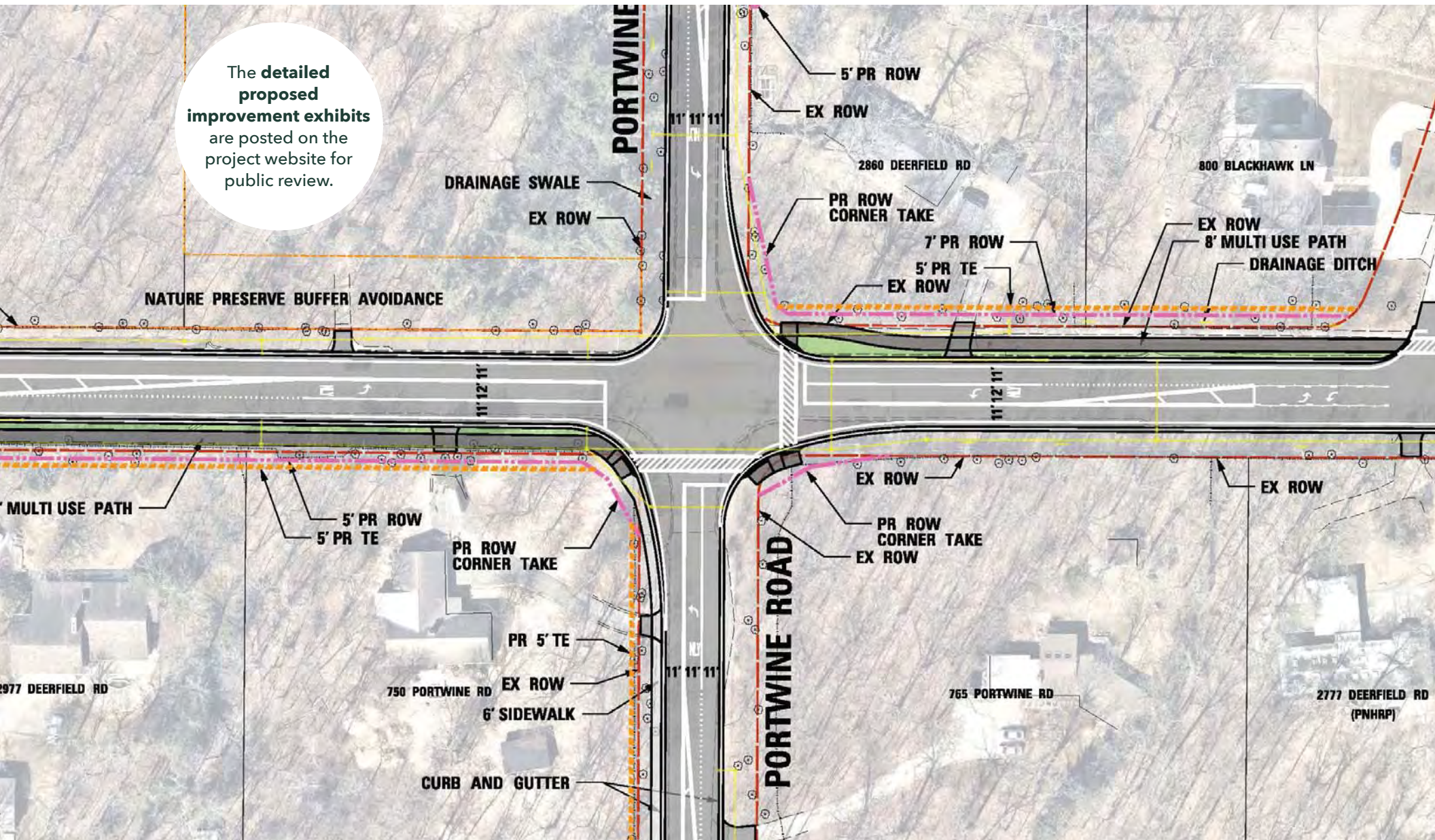
PREFERRED ALTERNATIVE - BENEFITS



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

PREFERRED ALTERNATIVE DETAILED EXHIBITS EXAMPLE

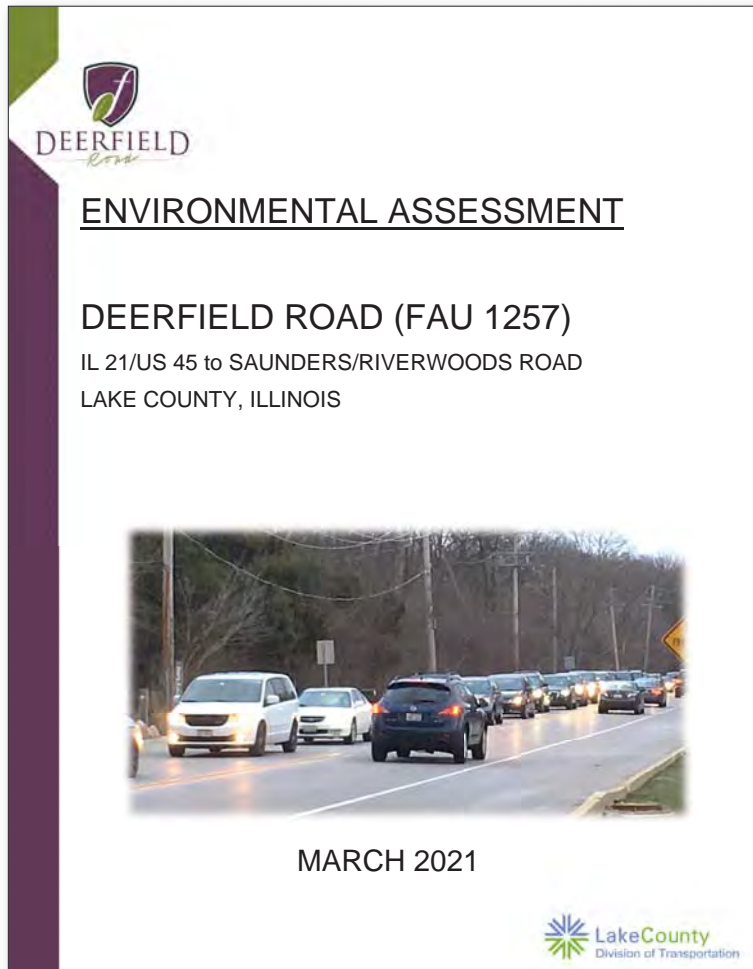
The detailed proposed improvement exhibits are posted on the project website for public review.




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, and if you would like to review a hard copy of the EA, please contact the project team.

ENVIRONMENTAL ASSESSMENT

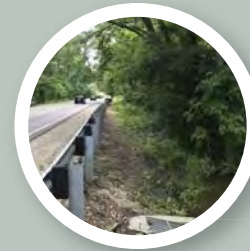
Environmental Assessments

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)?

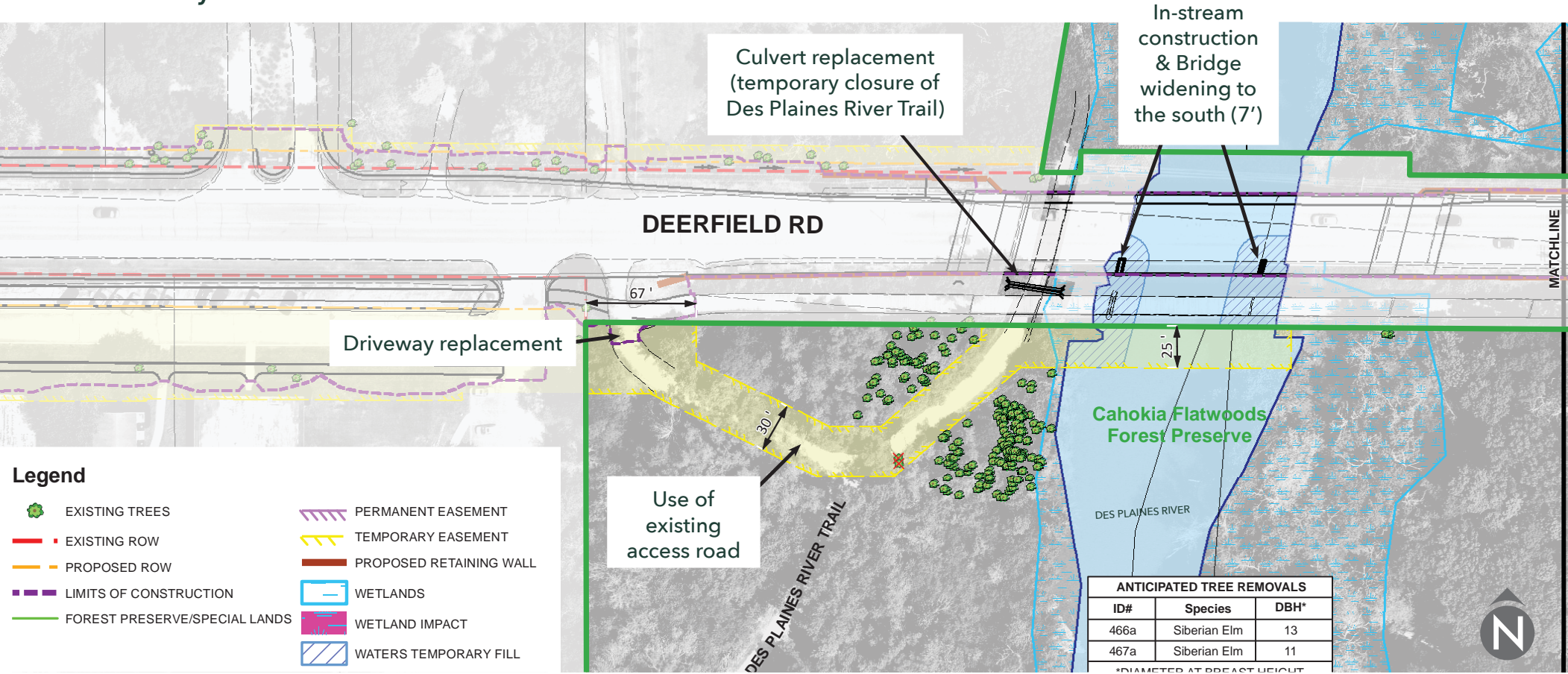
Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 protects historic sites and publicly owned parks, recreational areas, and wildlife and waterfowl refuges.

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)

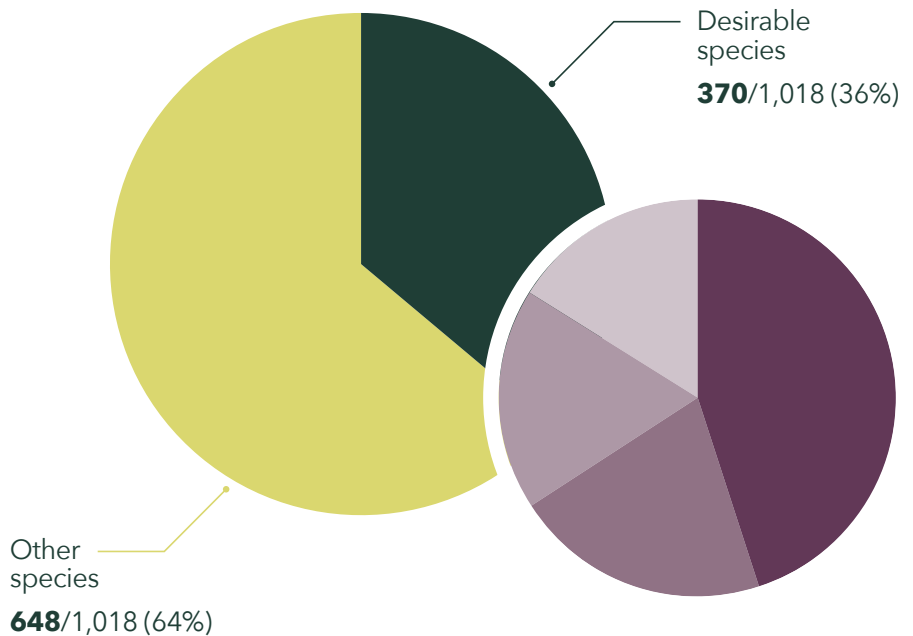
Lake County Forest Preserve District - Cahokia Flatwoods Forest Preserve



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.**

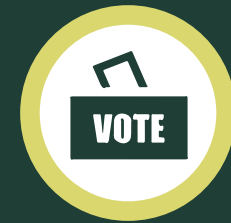
The Process



+



+



STEP ONE

Noise Analysis - determine if there are potential noise impacts

STEP TWO

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

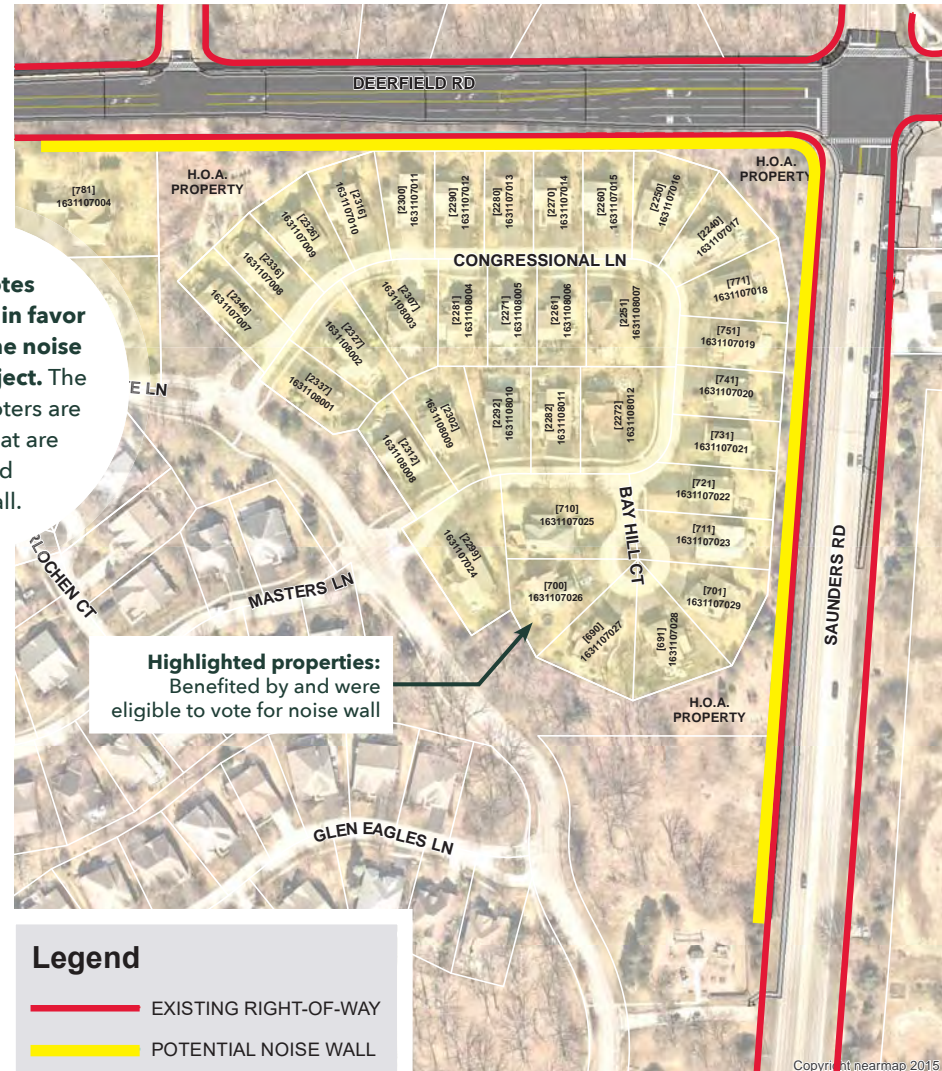
STEP THREE

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

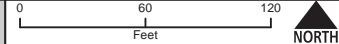
Where underlying ownership is retained by the property owner, but access is temporarily allowed only during construction for items such as grading work, driveway construction, and other minor improvements.

LAND ACQUISITION - EXAMPLE

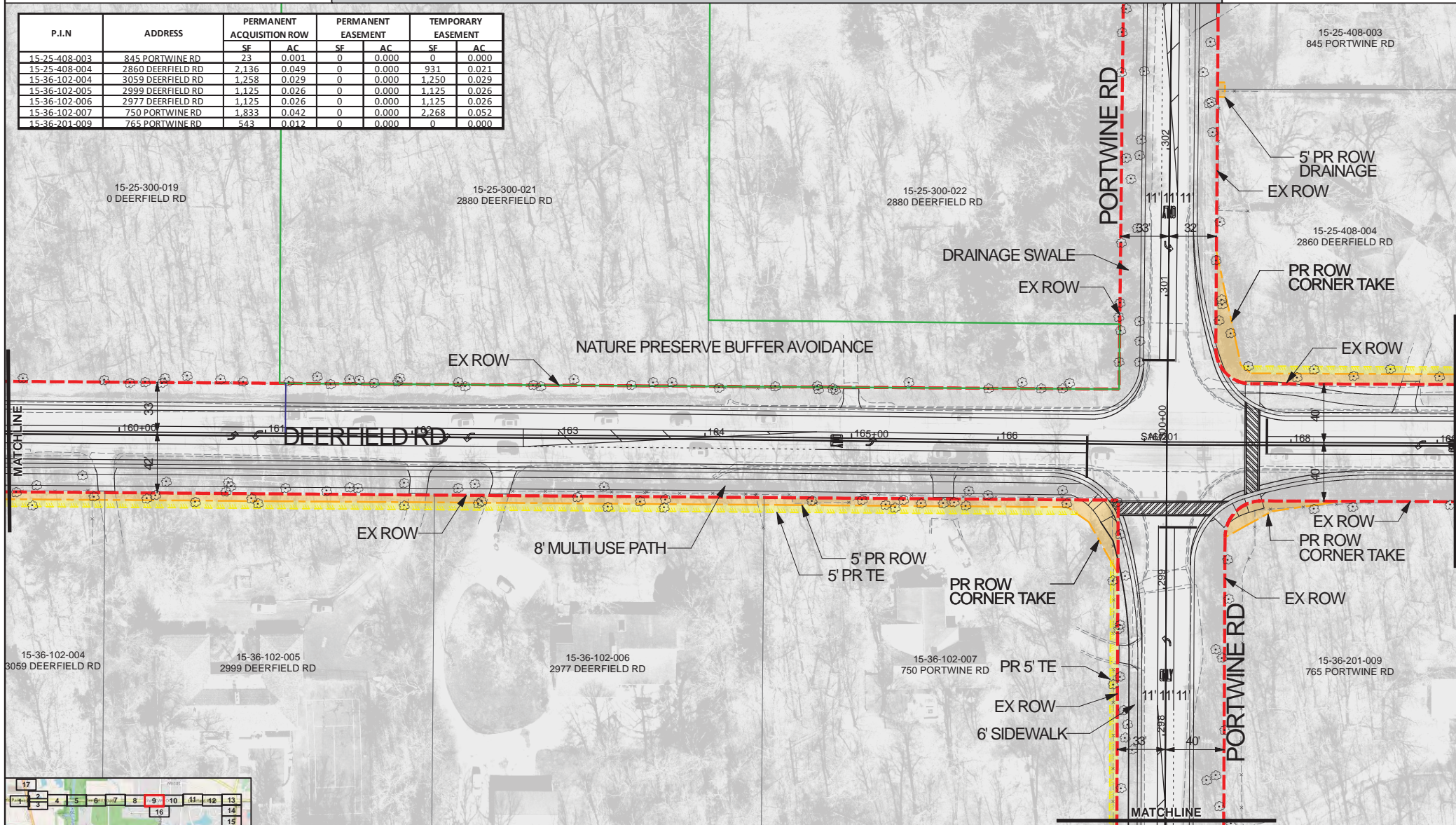
NOTE: AERIAL PHOTOGRAPH TAKEN FROM NEARMAP DATED: 10/07/2020
 SERVICE LAYER CREDITS: COPYRIGHT NEARMAP 2015
 (C) OPENSTREETMAP AND CONTRIBUTORS, CREATIVE COMMONS-SHARE ALIKE LICENSE (CC-BY-SA)

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 |



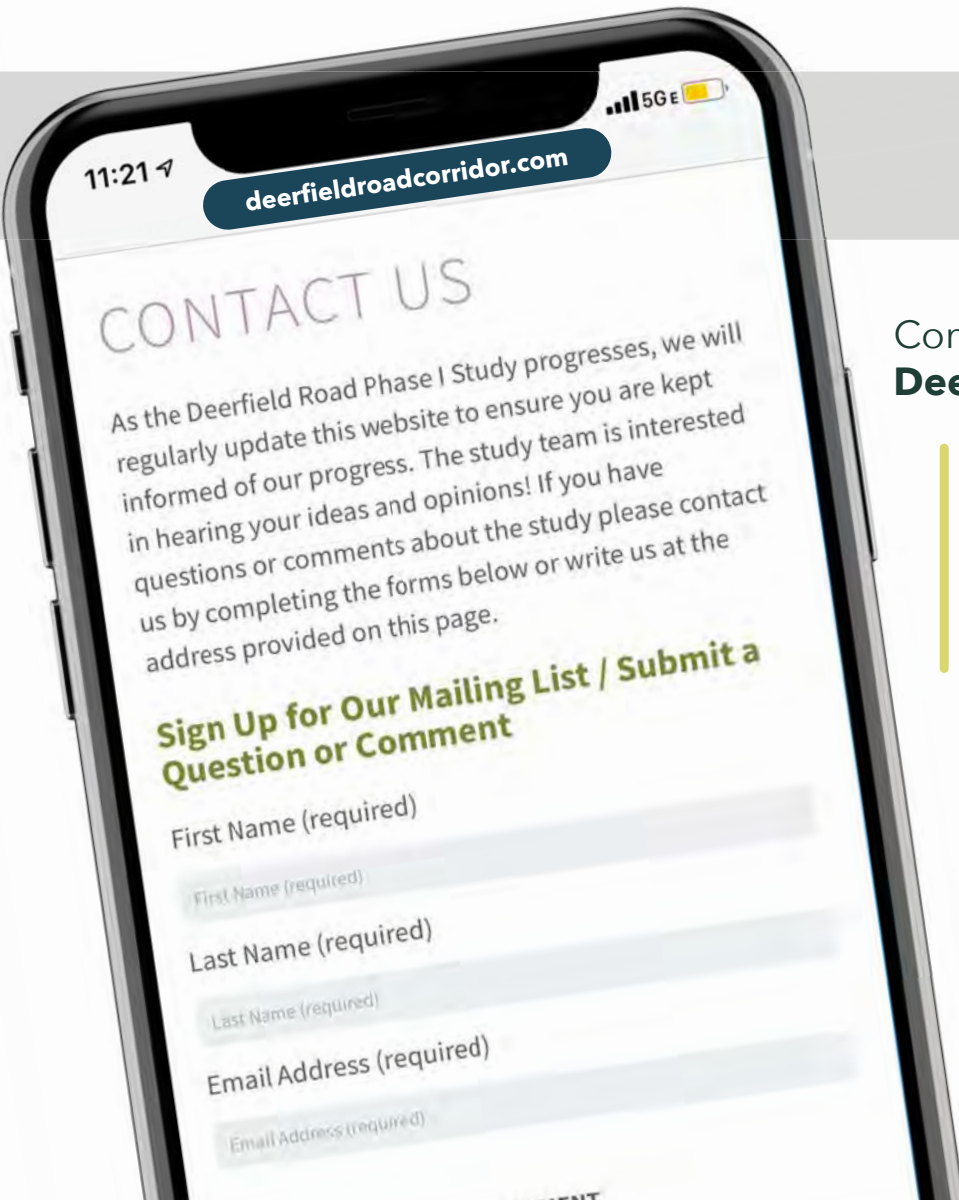
Land Acquisition Process

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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

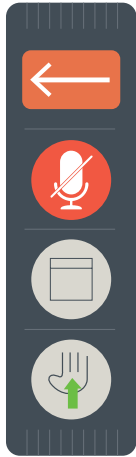


**How to ask
a question**

HOW TO ASK A QUESTION

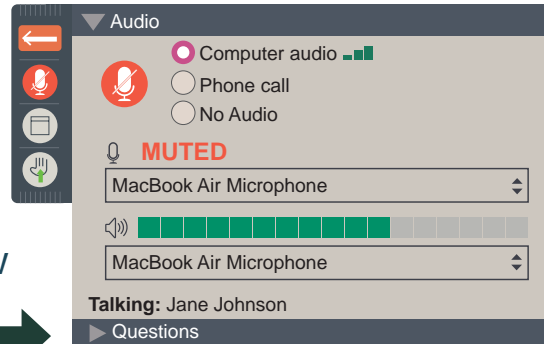
STEP ONE

Expand your control panel by clicking the orange arrow



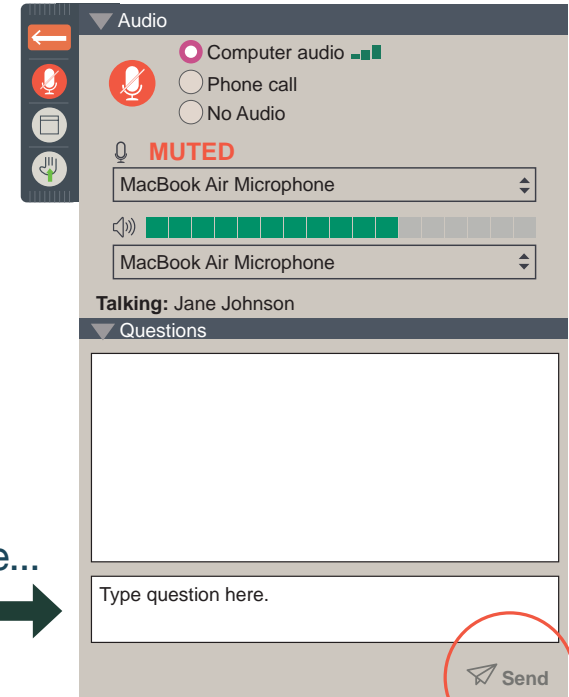
STEP TWO

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



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

| | | |
|-------------------|--------------------|-----------------------------|
| Webinar ID | Duration | # Registered |
| 864-317-451 | 3 hours 27 minutes | 148 |
| | # Attended | Clicked Registration |
| | 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 |

Deerfield Road Virtual Public Hearing

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| 864-317-451 | 3 hours 27 minutes | 148 |
| | # Attended | Clicked Registration |
| | 89 | 242 |

Attendee Details

| Attended | Last Name | First Name | Organization | Source |
|----------|---------------|------------------|---|-----------------|
| 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

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| 864-317-451 | 3 hours 27 minutes | 148 |
| | # Attended | Clicked Registration |
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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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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.

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.

04:19:05PM

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.

04:20:56PM

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

04:21:22PM

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.

04:19:58PM

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.

04:20:24PM

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.

04:21:54PM

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.

04:22:53PM

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

04:23:18PM

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

04:25:30PM

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.

04:23:50PM

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

04:24:21PM

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.

04:25:57PM

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.

04:26:58PM

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

04:27:28PM

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.

04:28:01PM

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.

04:28:25PM

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.

04:28:57PM

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.

04:29:24PM

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.

04:30:02PM

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.

04:31:04PM

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.

04:31:35PM

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

04:32:33PM

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

04:37:10PM

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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. 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. 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.

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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. 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 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.

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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?

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

05:17:37PM

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?

05:23:31PM

(No response.)
Maybe we will go back to William. 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.

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

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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.

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

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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.

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.

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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?

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.

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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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

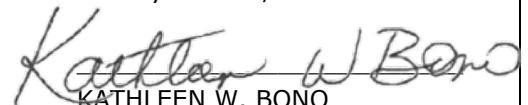
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STATE OF ILLINOIS)
) ss:
COUNTY OF DU PAGE)

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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| | | | Z |
| | | | <p>zone [1] - 86:20</p> <p>zoom [1] - 90:12</p> <p>zoomed [1] - 106:2</p> |
| | | Y | |
| | | | <p>yard [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

From: Koldehoff, Brad H.
Sent: Wednesday, May 19, 2021 7:12 AM
To: Young, LaDonna <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>
Sent: Tuesday, May 18, 2021 4:05 PM
To: Koldehoff, Brad H. <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>

Cc: Koldehoff, Brad H. <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>; Wallace, Carol <Carol.Wallace@Illinois.gov>

Cc: Baker, Rita E <Rita.E.Baker@Illinois.gov>; Koldehoff, Brad H. <Brad.Koldehoff@Illinois.gov>;

McConkey, Kristine A <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

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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

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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
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
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

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. 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 1st 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.

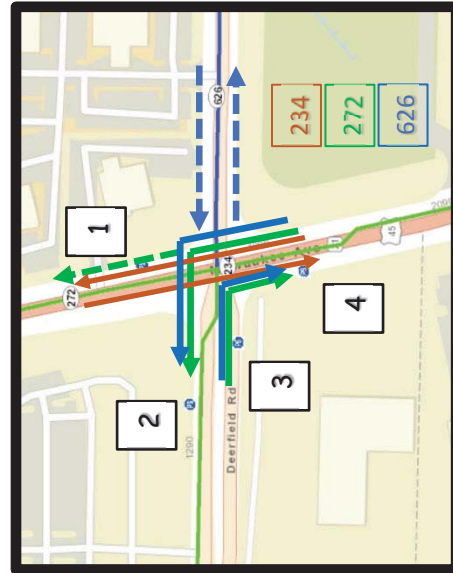
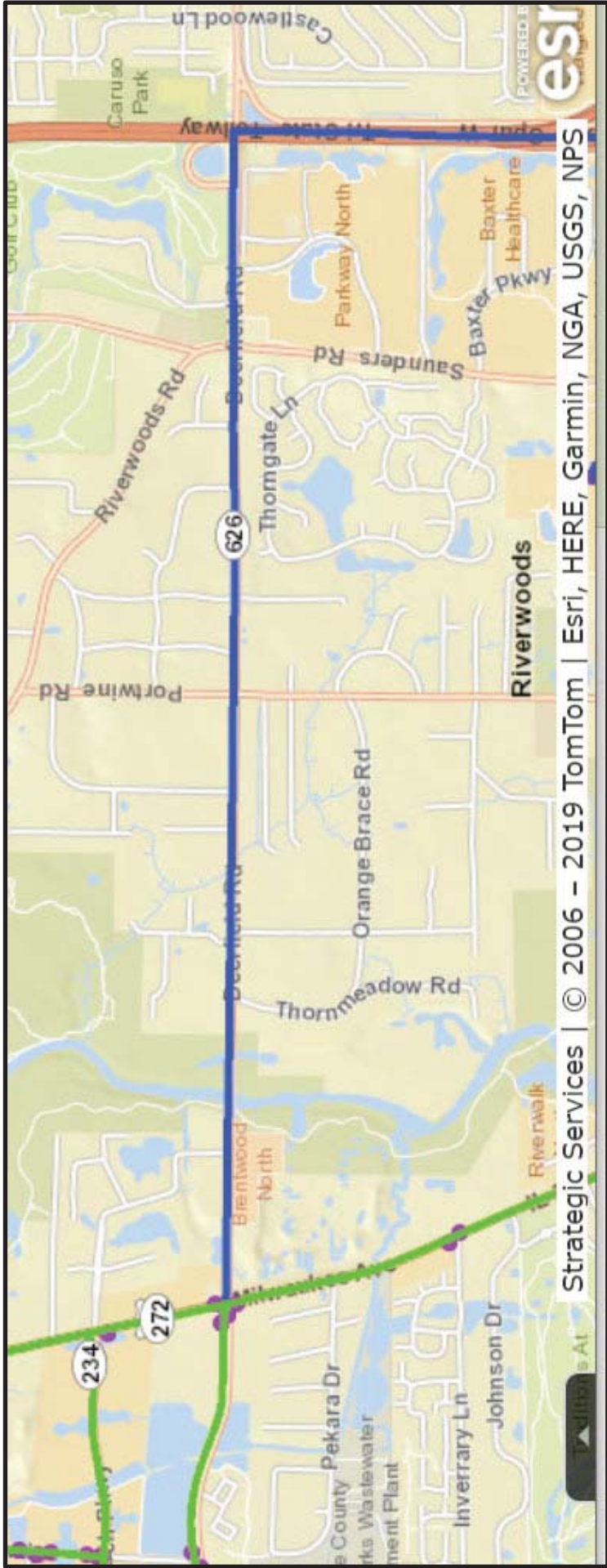
Thank you for including transit in your project. A vibrant transit system benefits both the motoring and non-motoring public by providing transportation options for commuting, shopping, and other daily trips. If you should need any additional information, please do not hesitate to contact me. We look 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, flowing style.

Richard Willman, P.E.
Transportation Engineer

Cc: Chuck Gleason, LCDOT, via email

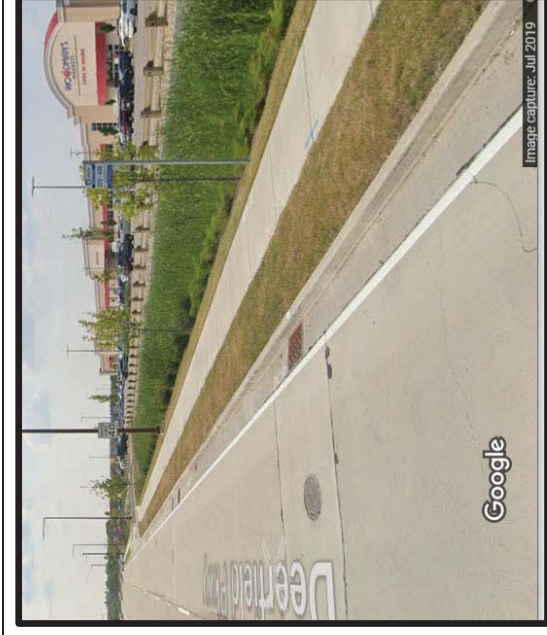


| | |
|---|--|
| <p>1 NB IL 21 Sign on Post in Grass Average Daily Activity 0-On, 1-Off (Fall 2020) Rte. 272 No Activity (Fall 2019)</p> | <p>2 WB Deerfield Parkway Sign on Post, Parkway, Sidewalk Average Daily Activity 2-On, 4-Off (Fall 2020) Rtes. 272, 626 1-On, 5-Off (Fall 2019) Rtes. 272, 626</p> |
| <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> |

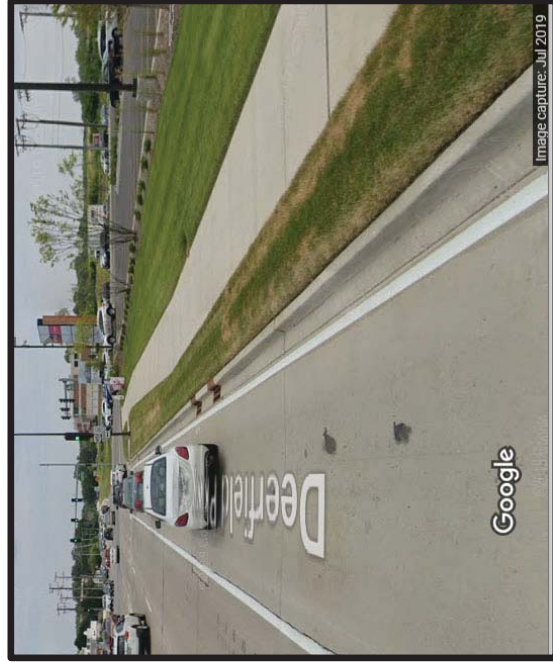
Bus Route Information Exhibit
Deerfield Road Improvements
Lake County Division of Transportation



NB on IL 21 (looking north)



WB on Deerfield Parkway (looking west)

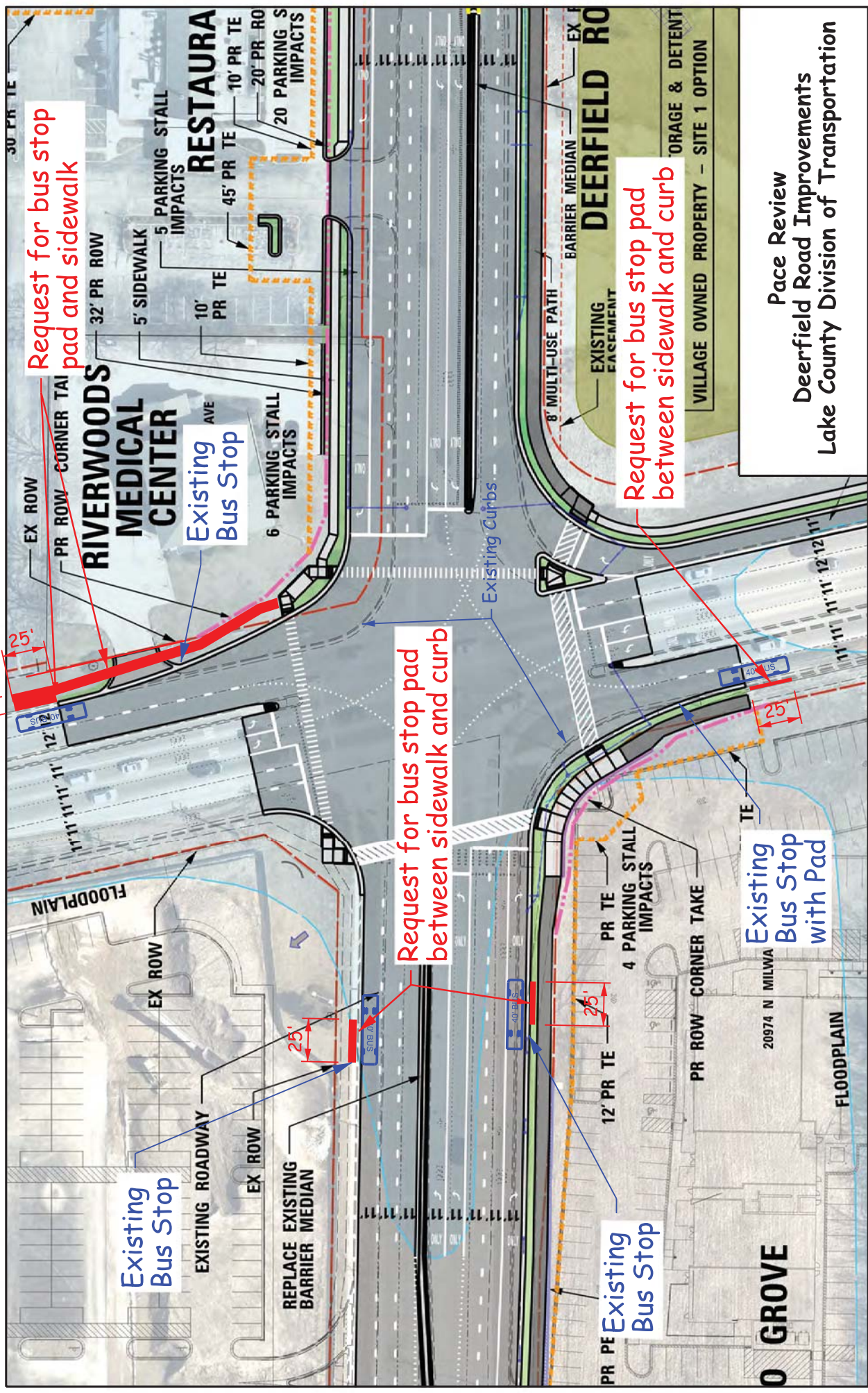


EB on Deerfield Parkway (looking east)



SB on IL 21 (looking south)

**Bus Stop Photos
Deerfield Road Improvements
Lake County Division of Transportation**



Request for bus stop pad and sidewalk

Existing Bus Stop

Request for bus stop pad between sidewalk and curb

Request for bus stop pad between sidewalk and curb

Existing Bus Stop with Pad

Existing Bus Stop

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](#)

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 4th 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>

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>
Sent: Monday, June 14, 2021 10:08 AM
To: Raffensperger, William <William.Raffensperger@illinois.gov>; Househ, Alex <Alex.Househ@illinois.gov>
Cc: Fierro, Gerardo <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

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

E-Mail: mhuffman@cbbel.com



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

From: Raffensperger, William <William.Raffensperger@illinois.gov>
Sent: Monday, June 14, 2021 9:52 AM
To: Househ, Alex <Alex.Househ@illinois.gov>
Cc: Fierro, Gerardo <Gerardo.Fierro@Illinois.gov>; Matthew Huffman <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

From: Fuller, Matt (FHWA) <Matt.Fuller@dot.gov>

Sent: Monday, June 14, 2021 8:47 AM

To: Raffensperger, William <William.Raffensperger@illinois.gov>

Cc: Rogers, John (FHWA) <john.rogers@dot.gov>; Pantoja, Irene (FHWA) <irene.pantoja@dot.gov>; Stasi Brown <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

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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](#)

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.

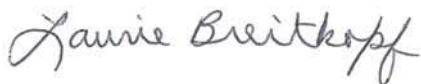
4. LCDOT should perform a cost-benefit analysis of constructing the proposed eight-foot-wide multi-use path along Section B, including the impact of destroying irreplaceable desirable and highly desirable trees with DBH of 1.5 inches and greater.

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 3rd 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=>

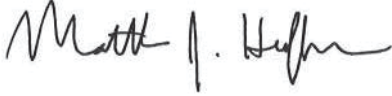
Comment 20: Section 5.0: What are the standards justifying a Finding of No Significant Impact (FONSI)?

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

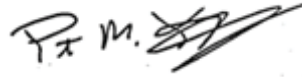
Impact Statement (EIS) will not be prepared (see the Council on Environmental Quality [CEQ] definition at 40 CFR 1508.1(l)). Additional information regarding the consideration of whether the effects of a proposed action are “significant” can be found at 40 CFR 1501.3(b).

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

N:\LCDOT\150331\Admin\Public Involvement\Public Hearing\Comment Response\CR.2021.05.28.RPC Initial Questions.docx



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 10th.

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

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> 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 25th 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

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

From: [REDACTED]
Sent: Thursday, May 6, 2021 10:08 AM
To: Matthew Huffman <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> 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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021

Time: 4:00 PM

Register: www.DeerfieldRoadCorridor.com

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10th. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10th, 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. 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 19th 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 12th to 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.

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

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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

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@lakecountyl.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 the 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 be 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
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
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

From: [REDACTED]
Sent: Friday, April 16, 2021 7:14 PM
To: 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

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%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEkaWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

Matthew Huffman

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%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%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%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IkhWwiLCJXVCI6Mn0%3D%7C1000&psdata=2Qi8H4LvjYNx4YEA5S%2BHBV3TUGSakW9kYdkXInb3tgE%3D&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

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

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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>
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
E-Mail: mhuffman@cbbel.com

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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; john.sherrill@illinois.gov; dwayne.ferguson@illinois.gov; kristen_voorhies@fws.gov; pelloso.elizabeth@epa.gov; westlake.kenneth@epa.gov; natalia.jones@illinois.gov; cgleason@lakecounty.gov; michael.j.murphy@usace.army.mil; shawn.cirton@fws.gov; omar.qudus@dot.gov; brad.koldehoff@illinois.gov; rachel.leibowitz@illinois.gov; felecia.hurley@illinois.gov; william.raffensberger@illinois.gov; elizabeth.l.roman@illinois.gov; 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](#)

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

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](#)

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.

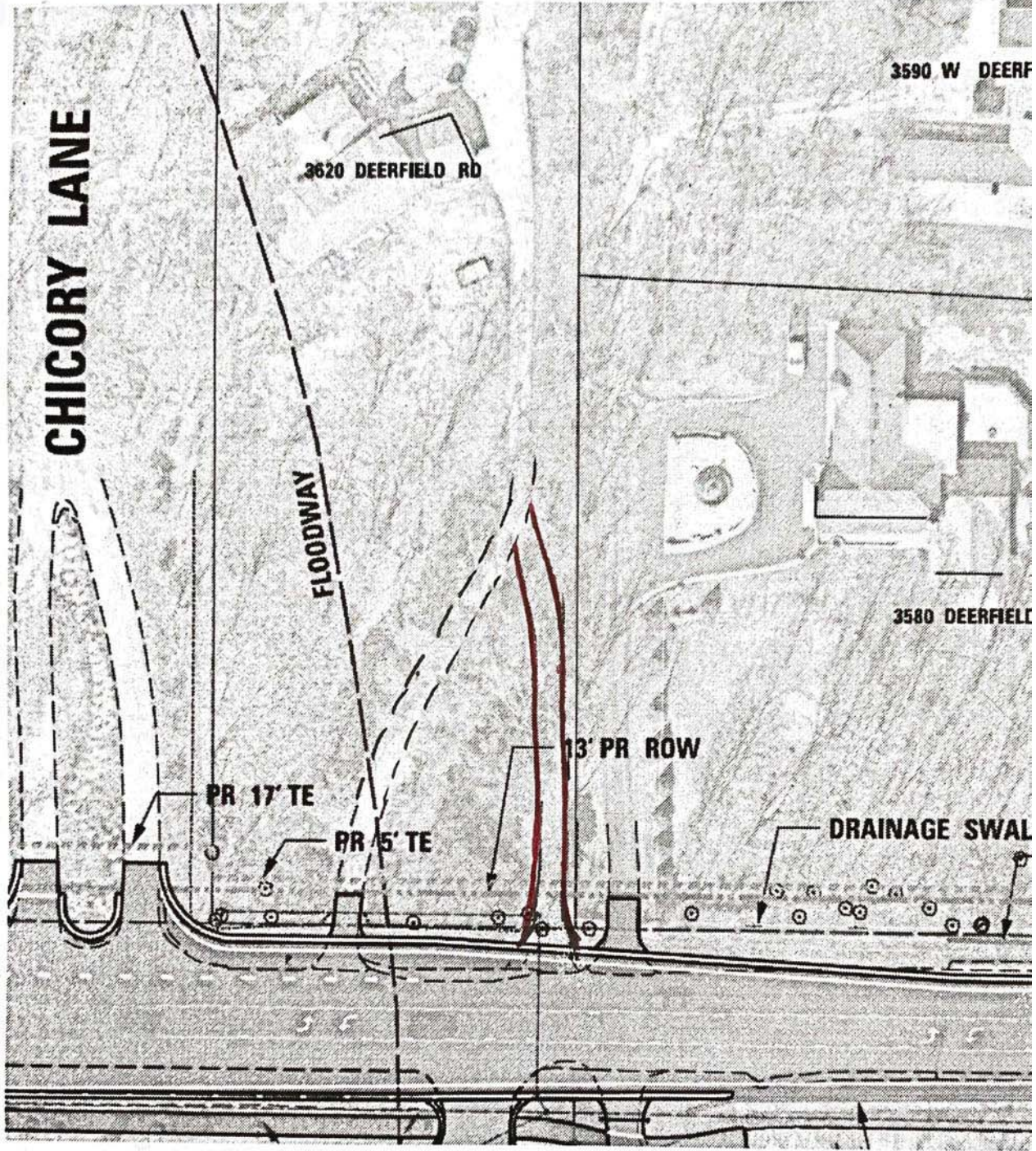
We propose that the project moves our driveway to the East boundary of our property. This way no major changes need to be made on the project side, and we will still be able to use our driveway safely. Please see attached proposed drawing in PDF and jpeg.

Please let us know if this correction can be made.

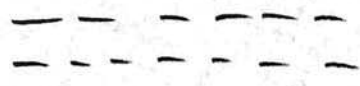
Sincerely,

[REDACTED]

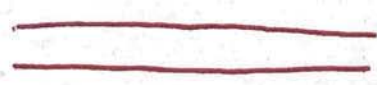
For the wages of sin is death,
but the free gift of God is eternal life
through Christ Jesus our Lord.
- Romans 6:23 (Holy Bible)



3620 Deerfield Road



Existing Driveway



Proposed Driveway

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

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



NOTE: Email, attachments, and responses may be subject to release through the Illinois Freedom of Information Act.

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 text block]

Matthew Huffman

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 25th 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

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

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

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 25th (virtual) and May 26th (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

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

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

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%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=%2F1PMqjORjhGVC%2BTAwgN2tNAHVqiqyR78t%2Fsvp8sz8XI%3D&reserved=0>

Matthew Huffman

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

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%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCI6Mn0%3D%7C1000&reserved=0>

Matthew Huffman

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

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%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

Matthew Huffman

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%7CTWFpbGZsb3d8eyJWljoijoiMC4wLjAwMDAiLCJQIjoiV2luZmZlLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

Matthew Huffman

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&sddata=%2FSw8VpGHHeRKKwYa8kt%2BQ9Nx%2FzBR89C0QEa22Py550g%3D&reserved=0>

Attachment K
Virtual Public Hearing Responses

Frequently Asked Questions (FAQ)



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.

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General Project Questions

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

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

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

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

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

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

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

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

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. 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 ± 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 ± 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 ± 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.

Individual Responses

From: [Matthew Huffman](#)
To: [Richard McMahon](#)
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination
Date: Thursday, May 13, 2021 10:44:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[DeerfieldRoad_PH_PropertyOwner_Letter_2021.05.05-2201_Deerfield_Rd.pdf](#)
[Deerfield Road Public Hearing Newsletter with Insert.pdf](#)
[Land Acquisition Exhibits 13.pdf](#)
[Deerfield Road Public Hearing Comment Form.pdf](#)

Mr. McMahon,

I apologize for the delay in getting back to you. Last week we mailed out information to all the affected property owners that have proposed property acquisition as part of the Lake County Deerfield Road project. The property acquisition letter, exhibits, Public Hearing newsletter, and comment form are attached. A Public Hearing is being held virtually on May 25, 2021, which you can register for on the project website (<https://www.deerfieldroadcorridor.com/>). Additional project materials, including the Environmental Assessment and Public Hearing exhibits are posted on the project website.

From the attached exhibits, you will see that we are proposing a northbound right turn adjacent to the gas station property due to the heavy movement. We are making improvements to the signal equipment and crosswalks at all corners of the intersection. To implement this improvement, proposed permanent property acquisition is required. Temporary construction easements are also needed to reinstate the driveways and interface with your property. The northern most driveway along Saunders Road is proposed to be closed due to grading issues and proximity to the corner signal equipment and sidewalk. From our understanding of the fuel deliveries and storage tank locations, closing this driveway should not affect that operation.

There are some details that need to be worked out during the next phase of engineering in addition to the formal land acquisition process.

If you would like to talk about the proposed improvement further, please let me know and we can setup a time to talk or meet (virtually).

Regards,

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



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- Abraham Lincoln

From: Richard McMahon <rmcmahon@buchananenergy.com>
Sent: Friday, April 23, 2021 8:53 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Good Morning, Matt;
You have had my name and email address since 6 December 2019 when we first communicated about the Saunders Road widening project.
You do not have permission to contact our tenants as they have no legal interest in the taking. All further communications on this are to be with me until you are advised otherwise in writing.
Richard McMahon

From: Matt Atkins <matkins@buchananenergy.com>
Sent: Thursday, April 22, 2021 2:09 PM
To: Richard McMahon <rmcmahon@buchananenergy.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Richard,

Per our conversation, below is the email from Burke Engineering including a link to the Lake County DOT project plans for the Deerfield Road corridor. They are planning to add a right turn lane along Saunders Rd in front of store 428 (Saunders & Deerfield in Riverwoods). I will send you the route card for the fuel delivery trucks in a separate email.

Thanks,

Matt Atkins
Buchanan Energy
312-221-1521

Begin forwarded message:

From: Chirag Gandhi <cgandhi@buchananenergy.com>
Date: April 22, 2021 at 1:28:58 PM CDT
To: Matt Atkins <matkins@buchananenergy.com>
Cc: Gayle Wojciechowski <gwojciechowski@buchananenergy.com>

Subject: FW: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Matt,

Store 428 (2201, Deerfield Rd, Riverwoods) has received an email from an Engineering company, that is working with the Lake County Division of Transportation on the Deerfield Road reconstruction project. (See the email below)

They would like to speak to the owner of the property and discuss further. Site 428 is a CODO (Company Owned Dealer Operated) site.

Can you please handle this request?

Thanks,
Sincerely,

CHIRAG GANDHI

Director of Dealer Operations

Buchanan Energy

cgandhi@buchananenergy.com

(312)771-5889

From: upasana abbott <uayl@sbcglobal.net>

Sent: Thursday, April 22, 2021 8:55 AM

To: Chirag Gandhi <cgandhi@buchananenergy.com>

Subject: Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Please contact them. They are looking for the property owner.

Thanks

Anil

Sent from my iPhone

Begin forwarded message:

From: Matthew Huffman <mhuffman@cbbel.com>

Date: April 20, 2021 at 8:37:54 PM CDT

To: uayl@sbcglobal.net

Cc: "Gleason, Chuck L." <CGleason@lakecountyil.gov>

Subject: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Hello Mr. Anil,

My name is Matt Huffman and we are working for Lake County Division of Transportation on the Deerfield Road reconstruction project from

Milwaukee Avenue to Saunders/Riverwoods Road. We have been trying to reach the owner of the Mobil Gas Station you operate to discuss the project, but you may also be able to assist with some questions we have. As part of this project, we will be installing a northbound right turn lane at the intersection to address some congestion. The addition of this right turn lane and improvements at the corner will require some property acquisition from the gas station. We have a website with information about the project (www.deerfieldroadcorridor.com) and will be holding a Public Hearing coming up in May. Some information we wanted to find out is how your fuel trucks access the property, which driveways they use, where the fuel tanks are located at, and vehicular circulation. I am not sure if you have time to briefly discuss the project this week?

Thank you,

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



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- **Abraham Lincoln**

From: [Matthew Huffman](#)
To: uayl@sbcglobal.net
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: RE: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination
Date: Thursday, May 13, 2021 10:52:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[DeerfieldRoad_PH_PropertyOwner_Letter_2021.05.05-2175_Deerfield_Road.pdf](#)
[DeerfieldRoad_PH_PropertyOwner_Letter_2021.05.05-777_Riverwoods_Rd.pdf](#)
[Land_Acquisition_Exhibits-Anil_Abbott.pdf](#)
[Deerfield_Road_Public_Hearing_Newsletter_with_Insert.pdf](#)
[Deerfield_Road_Public_Hearing_Comment_Form.pdf](#)

Anil,

Thank you for the call this morning. It was good to talk to you about the Mobil gas station you operate and the commercial properties you own just to the south. I attached two exhibits showing the proposed acquisition that is needed to install the right turn lane, sidewalk, and upgrade the intersection signal equipment. The northern most driveway along Saunders Road is proposed to be closed due to grading issues and proximity to the corner signal equipment and sidewalk. From our understanding of the fuel deliveries and storage tank locations, closing this driveway should not affect that operation. There are some details that will need to be worked through during the next phase of engineering such as the final grading and relocation of the impacted of the sign on your property.

The property acquisition letter, exhibits, Public Hearing newsletter, and comment form are attached. A Public Hearing is being held virtually on May 25, 2021, which you can register for on the project website (<https://www.deerfieldroadcorridor.com/>) . Additional project materials, including the Environmental Assessment and Public Hearing exhibits are posted on the project website.

For your properties to the south (777 Riverwoods Rd & 2175 Deerfield Road), there is some minimal permanent and temporary acquisition needed for the sidewalk, potential utility relocations, reinstating the driveway, and grading. After you review the exhibits, if you would like to discuss further, please let me know.

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



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- Abraham Lincoln

From: Matthew Huffman

Sent: Tuesday, April 20, 2021 8:38 PM

To: uayl@sbcglobal.net

Cc: Gleason, Chuck L. <CGleason@lakecountyl.gov>

Subject: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Hello Mr. Anil,

My name is Matt Huffman and we are working for Lake County Division of Transportation on the Deerfield Road reconstruction project from Milwaukee Avenue to Saunders/Riverwoods Road. We have been trying to reach the owner of the Mobil Gas Station you operate to discuss the project, but you may also be able to assist with some questions we have. As part of this project, we will be installing a northbound right turn lane at the intersection to address some congestion. The addition of this right turn lane and improvements at the corner will require some property acquisition from the gas station. We have a website with information about the project (www.deerfieldroadcorridor.com) and will be holding a Public Hearing coming up in May. Some information we wanted to find out is how your fuel trucks access the property, which driveways they use, where the fuel tanks are located at, and vehicular circulation. I am not sure if you have time to briefly discuss the project this week?

Thank you,

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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E-Mail: mhuffman@cbbel.com



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- Abraham Lincoln

From: [Matthew Huffman](#)
To: [Elliot Rossen](#)
Cc: [Gleason, Chuck L.](#)
Subject: RE: Deerfield Road, SIG Update and Public Hearing Announcement
Date: Thursday, May 13, 2021 10:16:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Elliot,

Thank you for your thoughts. We just sent out an email informing that the SIG meeting will not be held next week due to low response. If you have any questions or would like to discuss anything, please let me know and we can set up a time.

Regards,

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



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- **Abraham Lincoln**

From: Elliot Rossen <erossen@comcast.net>
Sent: Thursday, May 6, 2021 10:18 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyl.gov>
Subject: Re: Deerfield Road, SIG Update and Public Hearing Announcement

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.

Elliot

On May 6, 2021, at 10:12 AM, Matthew Huffman <mhuffman@cbbel.com> wrote:

Hi Elliot,

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 25th 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

[<image001.png>](#) [<image002.png>](#) [<image003.png>](#)

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- **Abraham Lincoln**

From: Elliot Rossen <erossen@comcast.net>

Sent: Thursday, May 6, 2021 10:08 AM

To: Matthew Huffman <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,
Elliot

On May 6, 2021, at 9:16 AM, Matthew Huffman <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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: www.DeerfieldRoadCorridor.com

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10th. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10th, 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. 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 19th 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

12th to 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.

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

[<image001.png>](#) [<image002.png>](#) [<image003.png>](#)

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- **Abraham Lincoln**

From: [Matthew Huffman](#)
To: [Kathryn Romanelli](#)
Cc: "[Gleason, Chuck L.](#)"
Subject: RE: RSVP SIG meeting May 19th 6pm
Date: Thursday, May 13, 2021 11:01:00 PM
Attachments: [Deerfield Road Public Hearing Newsletter with Insert.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[DeerfieldRoad PH PropertyOwner Letter 2021.05.05-Thorngate HOA.pdf](#)
[Land Acquisition Exhibits-Thorngate HOA.pdf](#)

Hi Kathryn

We just sent out an email informing that the SIG meeting will not be held next week due to low response. We wanted to reach out to see if you have any specific questions that you would like to discuss about the project or the proposed property acquisition from the Thorngate HOA property. Attached is a letter, newsletter, and detailed exhibit showing the proposed acquisition. Nothing in the design has changed since we last coordinated pertaining the noise wall. If you have any questions or would like to discuss anything, please let me know and we can setup a time to talk.

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



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- **Abraham Lincoln**

From: Kathryn Romanelli <kmr512@comcast.net>
Sent: Friday, May 7, 2021 11:24 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: RSVP SIG meeting May 19th 6pm

Hi Matthew,

Yes I will be available to join a SIG meeting on May 19th at 6pm. (I had sent a reply yesterday that inadvertently was sent from rkr11@comcast.net which is my husband's email but he is

From: [Matthew Huffman](#)
To: [Elliot Rossen](#)
Cc: [Gleason, Chuck L.](#)
Subject: RE: Deerfield Road, SIG Update and Public Hearing Announcement
Date: Friday, May 14, 2021 1:54:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Elliot,

You are correct. The overall roadway typical section has not changed.

Thank you for your engagement in the project. We have received several comments from some pro cycling stakeholders.

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



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- **Abraham Lincoln**

From: Elliot Rossen <erossen@comcast.net>
Sent: Friday, May 14, 2021 1:50 PM
To: Matthew Huffman <mhuffman@cbbel.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>
Subject: Re: Deerfield Road, SIG Update and Public Hearing Announcement

Thanks Matt, It looks like the basic plan hasn't changed so I think I'm good.

Elliot

On May 13, 2021, at 10:16 PM, Matthew Huffman <mhuffman@cbbel.com> wrote:

Elliot,

Thank you for your thoughts. We just sent out an email informing that the SIG meeting will not be held next week due to low response. If you have any questions or would like to discuss anything,

please let me know and we can set up a time.

Regards,

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

[<image001.png>](#) [<image002.png>](#) [<image003.png>](#)

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- Abraham Lincoln

From: Elliot Rossen <erossen@comcast.net>

Sent: Thursday, May 6, 2021 10:18 AM

To: Matthew Huffman <mhuffman@cbbel.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyyil.gov>

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

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.

Elliot

On May 6, 2021, at 10:12 AM, Matthew Huffman <mhuffman@cbbel.com> wrote:

Hi Elliot,

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 25th 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

[<image001.png>](#) [<image002.png>](#) [<image003.png>](#)

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- **Abraham Lincoln**

From: Elliot Rossen <erossen@comcast.net>

Sent: Thursday, May 6, 2021 10:08 AM

To: Matthew Huffman <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,
Elliot

On May 6, 2021, at 9:16 AM, Matthew Huffman <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. The details of the Virtual Public Hearing are as follows:

Date: Tuesday, May 25, 2021
Time: 4:00 PM
Register: www.DeerfieldRoadCorridor.com

All public hearing materials, including the Environmental Assessment and Preferred Alternatives design, will be available on the project website beginning May 10th. Notifications are being sent out via mail, email, social media, local newspapers, and Riverwoods Village Voice. The media blitz day is May 10th, 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. 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 19th 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 12th to 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.

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

[<image001.png>](#) [<image002.png>](#) [<image003.png>](#)

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- **Abraham Lincoln**

From: [Matthew Huffman](#)
To: [Daniel Glenner](#)
Cc: "[Gleason, Chuck L.](#)"
Subject: RE: Proposed Parking Concepts
Date: Friday, May 14, 2021 10:46:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Daniel,
Thank you. We will update your email.

Have an enjoyable weekend.

- 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



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- **Abraham Lincoln**

From: Daniel Glenner <dglenner@hhmgt.net>
Sent: Friday, May 14, 2021 10:45 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Cc: 'Gleason, Chuck L.' <cgleason@lakecountyil.gov>
Subject: Re: Proposed Parking Concepts

Hi Matt,
Please update my email address to dglenner@fargocg.com
Thanks,
Daniel

From: Matthew Huffman <mhuffman@cbbel.com>
Sent: Thursday, May 13, 2021 10:54 PM
To: Daniel Glenner <dglenner@hhmgt.net>

Cc: 'Gleason, Chuck L.' <CGleason@lakecountyil.gov>

Subject: RE: Proposed Parking Concepts

Hi Daniel,

We wanted to reach out to make sure you received the property acquisition mailing that was sent out last week. Attached you will find the letter, newsletter, and detailed exhibits showing the proposed acquisition. There have been no changes to the design since we last coordinated in early 2020 pertaining the eastern part of your property. If there is anything you would like to discuss, please let me know and we can setup a time to talk.

With Regards,

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



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- **Abraham Lincoln**

From: Matthew Huffman

Sent: Sunday, January 12, 2020 3:03 PM

To: Daniel Glenner <dglenner@hhmgt.net>

Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; pglenn@gha-engineers.com; Phil Santos <psantos@cbbel.com>; Duckert, Betsy A. <BDuckert@lakecountyil.gov>; Martin Worman <mworman@cbbel.com>

Subject: RE: Proposed Parking Concepts

Daniel,

Thank you for following up. We will incorporate the proposed access re-design into the plans. If you have any questions as we move forward, please let me know.

Regards,

Matt

Matthew J. Huffman, PE, M.ASCE

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
www.cbbel.com



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- Abraham Lincoln

From: Daniel Glenner <dglenner@hhmgt.net>
Sent: Thursday, January 9, 2020 5:30 PM
To: Matthew Huffman <mhuffman@cbbel.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; pglenn@gha-engineers.com; Phil Santos <psantos@cbbel.com>; Duckert, Betsy A. <BDuckert@lakecountyil.gov>
Subject: Re: Proposed Parking Concepts

We are good with the redesign - Closing the west driveway and creating 2 new access points to our property off the west access drive.

-Daniel

Daniel Glenner
President & CEO

Glen Health & Home Management
5454 Fargo Ave. <> Skokie, IL 60077
847-674-5454 <> 847-674-7408 Fax

From: Matthew Huffman <mhuffman@cbbel.com>
Sent: Thursday, December 19, 2019 11:11 AM
To: Daniel Glenner <dglenner@hhmgt.net>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; pglenn@gha-engineers.com <pglenn@gha-engineers.com>; Phil Santos <psantos@cbbel.com>; Duckert, Betsy A. <BDuckert@lakecountyil.gov>
Subject: RE: Proposed Parking Concepts

Daniel,

I hope this email finds you well. As we are going through final design reviews by IDOT related to the Milwaukee Avenue intersection, a comment was made with safety concerns over the two proposed side-by-side full access drives, the Elevate Care westernmost access driveway and Village of Riverwoods owned access driveway (currently only serving Lock-Up Storage). Attachment 1 (Page 2, upper right) shows the design that was submitted to IDOT for review, which has both the Village of Riverwoods owned access driveway and Elevate Care westernmost access driveway as full access. As we have previously discussed, the Village owned access driveway is the future location of a signal when warrants are met, spurred by development to the south, corner parcel and/or Colonial Court access drive connection on the north; we are designing this intersection to accommodate a future

signal, which is intended by the Village to provide consolidated accessibility for existing and future developments. At this time, it is unknown when a signal would go in; the Village will be the lead on the signal installation at this location, which as of right now is not included in our project. If developments occur over the next several years while we are in detailed design of the project, it is possible that a signal is included with this project. We have been in close communication with the Village throughout this project to make appropriate design changes to accommodate future anticipated development.

At our last meeting we discussed, that when a signal goes in, your westernmost access driveway would need to be closed due to safety and operational concerns. Upon further review by the County, factoring in IDOT's expressed concerns, and in consultation with the Village of Riverwoods, we are proposing to close your westernmost access drive with this improvement regardless of a signal being installed or not. From our recent coordination, we understand that your business operation utilizes this driveway for patron access, parking circulation, and deliveries. To maintain adequate accessibility and use of your parking and site, we are proposing to make two new connections to the Village owned access driveway. For your review and comment, please see the attached concept exhibit (Attachment 2) showing the proposed design modifications.

Thank you again for your participation and cooperation with this important transportation project.

If you would like to setup a phone call or meet to further discuss, please contact Chuck Gleason or myself.

With Regards,
Matt

Matthew J. Huffman, PE, M.ASCE

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

www.cbbel.com



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- **Abraham Lincoln**

From: Daniel Glenner <dglenner@hhmgt.net>

Sent: Friday, September 20, 2019 12:30 PM

To: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Matthew Huffman <mhuffman@cbbel.com>

Subject: Re: Proposed Parking Concepts

Sounds good.

Have a great weekend,

Daniel

Daniel Glenner
President & CEO

Glen Health & Home Management
5454 Fargo Ave. <> Skokie, IL 60077
847-674-5454 <> 847-674-7408 Fax

From: Gleason, Chuck L. <CGleason@lakecountyil.gov>
Sent: Friday, September 20, 2019 12:29 PM
To: Daniel Glenner <dglenner@hhmgt.net>; Matthew Huffman <mhuffman@cbbel.com>
Subject: RE: Proposed Parking Concepts

Daniel,

Thanks for your inquiry. We are currently working through our Noise Analysis and those benefited by a noise wall, at the easterly end of the project and the overall drainage plan. We are planning a Public Hearing early in 2020. We plan to begin Phase II (design engineering) in mid-2020 and construction looks like it may happen in 2023. We continue to tweak the plan here and there, but nothing has changed for your facility. We will probably send out an e-mail to the Stakeholders by the end of October to let everyone know the upcoming schedule.

Thanks, Chuck

From: Daniel Glenner <dglenner@hhmgt.net>
Sent: Friday, September 20, 2019 12:19 PM
To: Matthew Huffman <mhuffman@cbbel.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>
Subject: Re: Proposed Parking Concepts

Good afternoon,
Any update on the timeline of this project? Haven't heard anything in a while.
Thanks,
Daniel

Daniel Glenner
President & CEO

Glen Health & Home Management
5454 Fargo Ave. <> Skokie, IL 60077
847-674-5454 <> 847-674-7408 Fax

From: [Matthew Huffman](#)
To: [Richard McMahon](#)
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination
Date: Monday, May 17, 2021 10:24:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Richard,
Thank you for the information. If you need any information for your meetings/coordination, please let us know.

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



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- Abraham Lincoln

From: Richard McMahon <rmcmahon@buchananenergy.com>
Sent: Monday, May 17, 2021 9:53 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Buchanan Energy's stock was just sold to Casey's last Thursday. I am scheduled to go to Casey's HQ late this week (I have zoning hearings earlier in the week) at which time I will introduce this to the company. What they will do and how they will do it is very much up in the air. If I do not get in touch with you next Monday, call or write. I am staying on so I will still be a working contact. They are much larger company so eventually this may go to someone in Ankeny, Iowa who does nothing but this kind of work.

Richard

From: Matthew Huffman <mhuffman@cbbel.com>
Sent: Thursday, May 13, 2021 10:45 AM
To: Richard McMahon <rmcmahon@buchananenergy.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Martin Worman <mworman@cbbel.com>
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Mr. McMahon,

I apologize for the delay in getting back to you. Last week we mailed out information to all the affected property owners that have proposed property acquisition as part of the Lake County Deerfield Road project. The property acquisition letter, exhibits, Public Hearing newsletter, and comment form are attached. A Public Hearing is being held virtually on May 25, 2021, which you can register for on the project website (<https://www.deerfieldroadcorridor.com/>). Additional project materials, including the Environmental Assessment and Public Hearing exhibits are posted on the project website.

From the attached exhibits, you will see that we are proposing a northbound right turn adjacent to the gas station property due to the heavy movement. We are making improvements to the signal equipment and crosswalks at all corners of the intersection. To implement this improvement, proposed permanent property acquisition is required. Temporary construction easements are also needed to reinstate the driveways and interface with your property. The northern most driveway along Saunders Road is proposed to be closed due to grading issues and proximity to the corner signal equipment and sidewalk. From our understanding of the fuel deliveries and storage tank locations, closing this driveway should not affect that operation.

There are some details that need to be worked out during the next phase of engineering in addition to the formal land acquisition process.

If you would like to talk about the proposed improvement further, please let me know and we can setup a time to talk or meet (virtually).

Regards,

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



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- Abraham Lincoln

From: Richard McMahon <rmcmahon@buchananenergy.com>
Sent: Friday, April 23, 2021 8:53 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Good Morning, Matt;

You have had my name and email address since 6 December 2019 when we first communicated about the Saunders Road widening project.

You do not have permission to contact our tenants as they have no legal interest in the taking. All further communications on this are to be with me until you are advised otherwise in writing.

Richard McMahon

From: Matt Atkins <matkins@buchananenergy.com>
Sent: Thursday, April 22, 2021 2:09 PM
To: Richard McMahon <rmcmahon@buchananenergy.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Richard,

Per our conversation, below is the email from Burke Engineering including a link to the Lake County DOT project plans for the Deerfield Road corridor. They are planning to add a right turn lane along Saunders Rd in front of store 428 (Saunders & Deerfield in Riverwoods). I will send you the route card for the fuel delivery trucks in a separate email.

Thanks,

Matt Atkins
Buchanan Energy
312-221-1521

Begin forwarded message:

From: Chirag Gandhi <cgandhi@buchananenergy.com>
Date: April 22, 2021 at 1:28:58 PM CDT
To: Matt Atkins <matkins@buchananenergy.com>
Cc: Gayle Wojciechowski <gwojciechowski@buchananenergy.com>

Subject: FW: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Matt,

Store 428 (2201, Deerfield Rd, Riverwoods) has received an email from an Engineering company, that is working with the Lake County Division of Transportation on the Deerfield Road reconstruction project. (See the email below)

They would like to speak to the owner of the property and discuss further. Site 428 is a CODO (Company Owned Dealer Operated) site.

Can you please handle this request?

Thanks,
Sincerely,

CHIRAG GANDHI

Director of Dealer Operations

Buchanan Energy

cgandhi@buchananenergy.com

(312)771-5889

From: upasana abbott <uayl@sbcglobal.net>

Sent: Thursday, April 22, 2021 8:55 AM

To: Chirag Gandhi <cgandhi@buchananenergy.com>

Subject: Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Please contact them. They are looking for the property owner.

Thanks

Anil

Sent from my iPhone

Begin forwarded message:

From: Matthew Huffman <mhuffman@cbbel.com>

Date: April 20, 2021 at 8:37:54 PM CDT

To: uayl@sbcglobal.net

Cc: "Gleason, Chuck L." <CGleason@lakecountyil.gov>

Subject: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Hello Mr. Anil,

My name is Matt Huffman and we are working for Lake County Division of Transportation on the Deerfield Road reconstruction project from

Milwaukee Avenue to Saunders/Riverwoods Road. We have been trying to reach the owner of the Mobil Gas Station you operate to discuss the project, but you may also be able to assist with some questions we have. As part of this project, we will be installing a northbound right turn lane at the intersection to address some congestion. The addition of this right turn lane and improvements at the corner will require some property acquisition from the gas station. We have a website with information about the project (www.deerfieldroadcorridor.com) and will be holding a Public Hearing coming up in May. Some information we wanted to find out is how your fuel trucks access the property, which driveways they use, where the fuel tanks are located at, and vehicular circulation. I am not sure if you have time to briefly discuss the project this week?

Thank you,

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



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

- **Abraham Lincoln**

Matthew Huffman

From: Deerfield Road Corridor Comment
Sent: Wednesday, May 26, 2021 3:35 PM
To: Barry Jilin [REPUBLIC]
Cc: Gleason, Chuck L.; Deerfield Road Corridor Comment
Subject: RE: 2620 Deerfield Rd, Riverwoods IL

Hi Barry,

It was nice talking to you today about the project. I followed up with our lead Project Manager for the next phase of engineering. It looks like we should be able to avoid all land acquisition from your property and the new fence you are installing should remain intact as long as it is located within your property, which it is according to the information you sent over. Again, we will be finalizing the design during the next phase of engineering over the next few years. If we end up needing an easement, as we discussed, you will be compensated for any impact to your property. If we need an easement, that process will be initiated later on this year.

Please let us know if you have any questions.

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



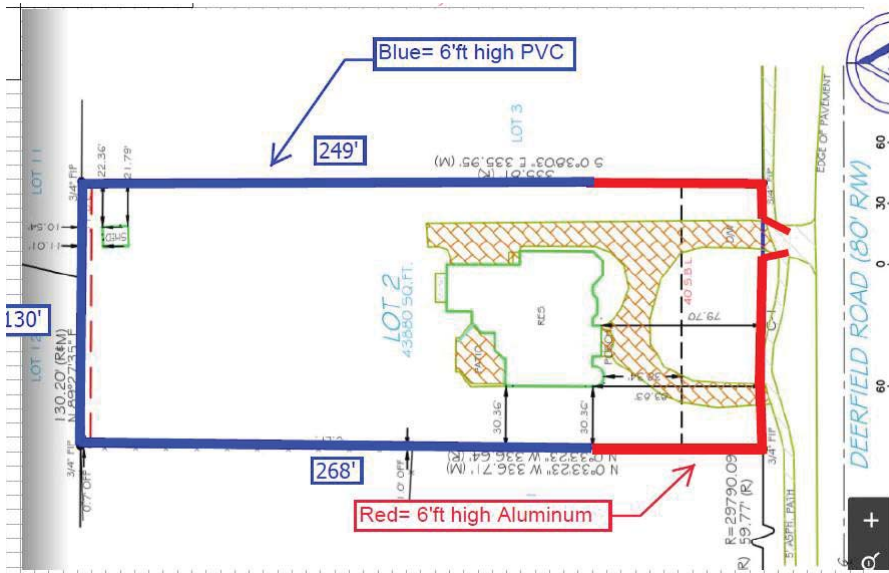
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- Abraham Lincoln

From: Barry Jilin [REPUBLIC] <bjilin@onerepublicinc.com>
Sent: Wednesday, May 26, 2021 8:47 AM
To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>
Subject: RE: 2620 Deerfield Rd, Riverwoods IL

Sounds good Matt,

I will give you a call. The topics are the fence project I'm doing (see below)



Just want to make sure it wont be in your way. As well as, if the road is widened, my gate/fence/pillars should be enough back to obey village ordinance.

Thank you,



Barry Jilin

President

bjilin@onerepublicinc.com

nmls#269971

- 888.848.6065
- 847.297.4000
- onerepublicinc.com
- 725 E. Dundee Rd, Ste. 201
Arlington Heights, IL 60004



[Click Here](#) to send attachments

From: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Sent: Wednesday, May 26, 2021 8:42 AM

To: Barry Jilin [REPUBLIC] <bjilin@onerepublicinc.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Subject: RE: 2620 Deerfield Rd, Riverwoods IL

Mr. Jilin,

I am available to answer any questions you have this afternoon. If you want to give me a call, my cell number is 847-804-7615 or if you would like to setup a virtual call, we can also do that. Let me know what you prefer.

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



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

From: Barry Jilin [REPUBLIC] <bjilin@onerepublicinc.com>
Sent: Wednesday, May 26, 2021 8:35 AM
To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>
Subject: RE: 2620 Deerfield Rd, Riverwoods IL

Good morning,

I really only have several questions. If you are available this afternoon, we can connect.





Thank you,



Barry Jilin

President

bjilin@onerepublicinc.com
nmls#269971

-  888.848.6065
-  847.297.4000
-  onerepublicinc.com
-  725 E. Dundee Rd, Ste. 201
Arlington Heights, IL 60004



Click Here to send attachments

From: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>
Sent: Tuesday, May 25, 2021 8:47 PM
To: Barry Jilin [REPUBLIC] <bjilin@onerepublicinc.com>
Cc: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>; Gleason, Chuck L.

<CGleason@lakecountyil.gov>

Subject: RE: 2620 Deerfield Rd, Riverwoods IL

Hello Mr. Jilin,

Thank you for reaching out to discuss the proposed improvements along Deerfield Road. From the attached exhibit, we are showing temporary construction easements for driveway and grading on your property. We can talk through the details via a virtual meeting if you would like. If you want to let me know your availability, we are happy to discuss. I have cc'd Chuck Gleason, the Lake County project manager on the coordination pertaining your property.

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



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- Abraham Lincoln

From: Barry Jilin [REPUBLIC] <bjilin@onerepublicinc.com>

Sent: Tuesday, May 25, 2021 6:01 PM

To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Cc: tracy.morse@imagesinc.net

Subject: 2620 Deerfield Rd, Riverwoods IL

Hi, please forward this to Matt Huffman,

I am the owner at the above subject property and have attended the May 25th 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 847-804-9002

Thank you,





Barry Jilin

President

bjilin@onerepublicinc.com

nmls#269971

 888.848.6065

 847.297.4000

 onerepublicinc.com

From: [Matthew Huffman](#)
To: [Richard McMahon](#)
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination
Date: Tuesday, June 1, 2021 3:19:00 PM
Attachments: [DeerfieldRoad PH PropertyOwner Letter 2021.05.05-2201 Deerfield Rd.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[Deerfield Road Public Hearing Newsletter with Insert.pdf](#)
[Land Acquisition Exhibits 13.pdf](#)
[Deerfield Road Public Hearing Comment Form.pdf](#)

Hi Mr. McMahon,

Thank you for the call today. Attached you'll find the letter that was sent off to Buchanan Energy, LLC., newsletter, detailed improvement exhibit, and comment form. There is some more information in the below email with the specifics of the proposed acquisition from the Mobil Gas Station property, which is all related to the addition of a northbound right turn lane, sidewalk and upgraded signal. As I explained, the northernmost driveway along the Saunders Road is proposed to be closed due to its proximity to the intersection and excessive grade. The formal land acquisition process should proceed later on this year after Phase I Engineering has been completed; we are going through the federal land acquisition process for this project. If you could provide the route card to confirm the fuel drop off route and schedule, that would be most helpful since we want to maintain operations to the property.

If you have any questions or need additional information, please let us know.

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



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

- Abraham Lincoln

From: Matthew Huffman

Sent: Thursday, May 13, 2021 10:45 AM

To: Richard McMahon <rmcmahon@buchananenergy.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyiil.gov>; Martin Worman <mworman@cbbel.com>
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Mr. McMahon,

I apologize for the delay in getting back to you. Last week we mailed out information to all the affected property owners that have proposed property acquisition as part of the Lake County Deerfield Road project. The property acquisition letter, exhibits, Public Hearing newsletter, and comment form are attached. A Public Hearing is being held virtually on May 25, 2021, which you can register for on the project website (<https://www.deerfieldroadcorridor.com/>). Additional project materials, including the Environmental Assessment and Public Hearing exhibits are posted on the project website.

From the attached exhibits, you will see that we are proposing a northbound right turn adjacent to the gas station property due to the heavy movement. We are making improvements to the signal equipment and crosswalks at all corners of the intersection. To implement this improvement, proposed permanent property acquisition is required. Temporary construction easements are also needed to reinstate the driveways and interface with your property. The northern most driveway along Saunders Road is proposed to be closed due to grading issues and proximity to the corner signal equipment and sidewalk. From our understanding of the fuel deliveries and storage tank locations, closing this driveway should not affect that operation.

There are some details that need to be worked out during the next phase of engineering in addition to the formal land acquisition process.

If you would like to talk about the proposed improvement further, please let me know and we can setup a time to talk or meet (virtually).

Regards,

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



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- **Abraham Lincoln**

From: Richard McMahon <rmcmahon@buchananenergy.com>
Sent: Friday, April 23, 2021 8:53 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Good Morning, Matt;

You have had my name and email address since 6 December 2019 when we first communicated about the Saunders Road widening project.

You do not have permission to contact our tenants as they have no legal interest in the taking. All further communications on this are to be with me until you are advised otherwise in writing.

Richard McMahon

From: Matt Atkins <matkins@buchananenergy.com>
Sent: Thursday, April 22, 2021 2:09 PM
To: Richard McMahon <rmcmahon@buchananenergy.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Richard,

Per our conversation, below is the email from Burke Engineering including a link to the Lake County DOT project plans for the Deerfield Road corridor. They are planning to add a right turn lane along Saunders Rd in front of store 428 (Saunders & Deerfield in Riverwoods). I will send you the route card for the fuel delivery trucks in a separate email.

Thanks,

Matt Atkins
Buchanan Energy
312-221-1521

Begin forwarded message:

From: Chirag Gandhi <cgandhi@buchananenergy.com>
Date: April 22, 2021 at 1:28:58 PM CDT
To: Matt Atkins <matkins@buchananenergy.com>
Cc: Gayle Wojciechowski <gwojciechowski@buchananenergy.com>
Subject: FW: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Matt,

Store 428 (2201, Deerfield Rd, Riverwoods) has received an email from an Engineering company, that is working with the Lake County Division of Transportation on the Deerfield Road reconstruction project. (See the email below)

They would like to speak to the owner of the property and discuss further. Site 428 is a CODO (Company Owned Dealer Operated) site.

Can you please handle this request?

Thanks,
Sincerely,

CHIRAG GANDHI

Director of Dealer Operations

Buchanan Energy

cgandhi@buchananenergy.com

(312)771-5889

From: upasana abbott <uayl@sbcglobal.net>

Sent: Thursday, April 22, 2021 8:55 AM

To: Chirag Gandhi <cgandhi@buchananenergy.com>

Subject: Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Please contact them. They are looking for the property owner.

Thanks

Anil

Sent from my iPhone

Begin forwarded message:

From: Matthew Huffman <mhuffman@cbbel.com>

Date: April 20, 2021 at 8:37:54 PM CDT

To: uayl@sbcglobal.net

Cc: "Gleason, Chuck L." <CGleason@lakecountyil.gov>

Subject: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Hello Mr. Anil,

My name is Matt Huffman and we are working for Lake County Division of Transportation on the Deerfield Road reconstruction project from Milwaukee Avenue to Saunders/Riverwoods Road. We have been trying to reach the owner of the Mobil Gas Station you operate to discuss the project, but you may also be able to assist with some questions we have. As part of this project, we will be installing a northbound right turn lane at

the intersection to address some congestion. The addition of this right turn lane and improvements at the corner will require some property acquisition from the gas station. We have a website with information about the project (www.deerfieldroadcorridor.com) and will be holding a Public Hearing coming up in May. Some information we wanted to find out is how your fuel trucks access the property, which driveways they use, where the fuel tanks are located at, and vehicular circulation. I am not sure if you have time to briefly discuss the project this week?

Thank you,

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



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- **Abraham Lincoln**

Matthew Huffman

From: Deerfield Road Corridor Comment
Sent: Friday, June 4, 2021 5:54 PM
To: 'Travisorman@hotmail.com'; 'Mollyr2@yahoo.com'
Cc: Deerfield Road Corridor Comment; 'Gleason, Chuck L.'
Subject: RE: Deerfield Road - Website Comment
Attachments: Land Acquisition Exhibits 11.pdf

Hello Mr. and Mrs. Orman,

Thank you for reaching out to us to discuss the project. Right now we are currently nearing completing on the preliminary engineering/planning stage of the project, which we anticipate to be completed later this summer. For the information shown at the public hearing, including the mailing you received, we showed potential permanent property acquisition. During the next stage of the design process, we get into more detailed design and as a part of that evaluate all the proposed property acquisition to see if we can reduce or eliminate it. After your inquiry, our design team looked into the detailed design in front of your property and determined that we can eliminate the proposed acquisition by including a short wall in-front of your property.

The detailed responses about the speed limit will be included in the Frequently Asked Questions document distributed following the close of the Public Hearing comment period. Generally, a speed study will be conducted following the completion of construction. There is a regulated method that is used to establish speed limits, which will be followed for the Deerfield Road project.

The small berm on your property is not anticipated to be affected with the project. If anything changes as we continue with the design of the project, we will alert you.

If you have further questions or would like to setup a time to talk, please let me know.

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

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- Abraham Lincoln

-----Original Message-----

From: noreply@wspis.com <noreply@wspis.com>

Sent: Tuesday, May 25, 2021 6:48 PM

To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Subject: Deerfield Road - Website Comment

First Name: Travis and Molly

Last Name: Orman

Email Address: Travisorman@hotmail.com; Mollyr2@yahoo.com

Comment:

Travis & Molly Orman

773-575-2399

Property Address: 2540 Deerfield Road

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 2540 Deerfield Road; 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%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCi6Mn0%3D%7C1000&reserved=0>

From: [Matthew Huffman](#)
To: ["Richard McMahon"](#)
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination
Date: Thursday, June 3, 2021 8:51:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Richard,

Thank you for this information. This confirms the fuel drop off operations will not be affected with the proposed improvements.

Thank you and please let us know if you have any questions.

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



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- **Abraham Lincoln**

From: Richard McMahon <rmcmahon@buchananenergy.com>
Sent: Thursday, June 3, 2021 8:19 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Matt,

Here is our Route Card for the tanker truck making deliveries to our store on Saunders and Deerfield in Riverwoods.

Richard

From: Matthew Huffman <mhuffman@cbbel.com>
Sent: Tuesday, June 1, 2021 3:28 PM
To: Richard McMahon <rmcmahon@buchananenergy.com>
Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station

Coordination

Here is a [link](#) to the proposed improvement exhibits for the project. Sheet 7 shows the improvement at the Saunders Road intersection.

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



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- Abraham Lincoln

From: Richard McMahon <rmcmahon@buchananenergy.com>

Sent: Tuesday, June 1, 2021 3:24 PM

To: Matthew Huffman <mhuffman@cbbel.com>

Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Thank you. It turns out I have all these – but it is good to confirm that I am not missing anything.

I have sent a request into our dispatcher for a copy of the fuel truck route card.

Richard

From: Matthew Huffman <mhuffman@cbbel.com>

Sent: Tuesday, June 1, 2021 3:20 PM

To: Richard McMahon <rmcmahon@buchananenergy.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Martin Worman <mworman@cbbel.com>

Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Hi Mr. McMahon,

Thank you for the call today. Attached you'll find the letter that was sent off to Buchanan Energy, LLC., newsletter, detailed improvement exhibit, and comment form. There is some more information in the below email with the specifics of the proposed acquisition from the Mobil Gas Station property, which is all related to the addition of a northbound right turn lane, sidewalk and upgraded signal. As I explained, the northernmost driveway along the Saunders Road is proposed to be closed

due to its proximity to the intersection and excessive grade. The formal land acquisition process should proceed later on this year after Phase I Engineering has been completed; we are going through the federal land acquisition process for this project. If you could provide the route card to confirm the fuel drop off route and schedule, that would be most helpful since we want to maintain operations to the property.

If you have any questions or need additional information, please let us know.

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



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- Abraham Lincoln

From: Matthew Huffman

Sent: Thursday, May 13, 2021 10:45 AM

To: Richard McMahon <rmcmahon@buchananenergy.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Martin Worman <mworman@cbbel.com>

Subject: RE: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Mr. McMahon,

I apologize for the delay in getting back to you. Last week we mailed out information to all the affected property owners that have proposed property acquisition as part of the Lake County Deerfield Road project. The property acquisition letter, exhibits, Public Hearing newsletter, and comment form are attached. A Public Hearing is being held virtually on May 25, 2021, which you can register for on the project website (<https://www.deerfieldroadcorridor.com/>). Additional project materials, including the Environmental Assessment and Public Hearing exhibits are posted on the project website.

From the attached exhibits, you will see that we are proposing a northbound right turn adjacent to the gas station property due to the heavy movement. We are making improvements to the signal

equipment and crosswalks at all corners of the intersection. To implement this improvement, proposed permanent property acquisition is required. Temporary construction easements are also needed to reinstate the driveways and interface with your property. The northern most driveway along Saunders Road is proposed to be closed due to grading issues and proximity to the corner signal equipment and sidewalk. From our understanding of the fuel deliveries and storage tank locations, closing this driveway should not affect that operation.

There are some details that need to be worked out during the next phase of engineering in addition to the formal land acquisition process.

If you would like to talk about the proposed improvement further, please let me know and we can setup a time to talk or meet (virtually).

Regards,

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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- Abraham Lincoln

From: Richard McMahon <rmcmahon@buchananenergy.com>

Sent: Friday, April 23, 2021 8:53 AM

To: Matthew Huffman <mhuffman@cbbel.com>

Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Good Morning, Matt;

You have had my name and email address since 6 December 2019 when we first communicated about the Saunders Road widening project.

You do not have permission to contact our tenants as they have no legal interest in the taking. All further communications on this are to be with me until you are advised otherwise in writing.

Richard McMahon

From: Matt Atkins <matkins@buchananenergy.com>
Sent: Thursday, April 22, 2021 2:09 PM
To: Richard McMahon <rmcmahon@buchananenergy.com>
Subject: 428 - Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Richard,

Per our conversation, below is the email from Burke Engineering including a link to the Lake County DOT project plans for the Deerfield Road corridor. They are planning to add a right turn lane along Saunders Rd in front of store 428 (Saunders & Deerfield in Riverwoods). I will send you the route card for the fuel delivery trucks in a separate email.

Thanks,

Matt Atkins
Buchanan Energy
312-221-1521

Begin forwarded message:

From: Chirag Gandhi <cgandhi@buchananenergy.com>
Date: April 22, 2021 at 1:28:58 PM CDT
To: Matt Atkins <matkins@buchananenergy.com>
Cc: Gayle Wojciechowski <gwojciechowski@buchananenergy.com>
Subject: FW: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Matt,
Store 428 (2201, Deerfield Rd, Riverwoods) has received an email from an Engineering company, that is working with the Lake County Division of Transportation on the Deerfield Road reconstruction project. (See the email below)
They would like to speak to the owner of the property and discuss further. Site 428 is a CODO (Company Owned Dealer Operated) site.
Can you please handle this request?

Thanks,
Sincerely,

CHIRAG GANDHI
Director of Dealer Operations
Buchanan Energy
cgandhi@buchananenergy.com

(312)771-5889

From: upasana abbott <uayl@sbcglobal.net>
Sent: Thursday, April 22, 2021 8:55 AM
To: Chirag Gandhi <cgandhi@buchananenergy.com>
Subject: Fwd: Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination

Please contact them. They are looking for the property owner.

Thanks

Anil

Sent from my iPhone

Begin forwarded message:

From: Matthew Huffman <mhuffman@cbbel.com>
Date: April 20, 2021 at 8:37:54 PM CDT
To: uayl@sbcglobal.net
Cc: "Gleason, Chuck L." <CGleason@lakecountyil.gov>
Subject: **Lake County, Deerfield Road Reconstruction Project - Mobil Gas Station Coordination**

Hello Mr. Anil,

My name is Matt Huffman and we are working for Lake County Division of Transportation on the Deerfield Road reconstruction project from Milwaukee Avenue to Saunders/Riverwoods Road. We have been trying to reach the owner of the Mobil Gas Station you operate to discuss the project, but you may also be able to assist with some questions we have. As part of this project, we will be installing a northbound right turn lane at the intersection to address some congestion. The addition of this right turn lane and improvements at the corner will require some property acquisition from the gas station. We have a website with information about the project (www.deerfieldroadcorridor.com) and will be holding a Public Hearing coming up in May. Some information we wanted to find out is how your fuel trucks access the property, which driveways they use, where the fuel tanks are located at, and vehicular circulation. I am not sure if you have time to briefly discuss the project this week?

Thank you,

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

From: [Deerfield Road Corridor Comment](#)
To: "CHERYL WONG"
Cc: [Hubby Wong](#); [Deerfield Road Corridor Comment](#); "[Gleason, Chuck L.](#)"
Subject: RE: Anticipated Land acquisition from our property on Deerfield Rd
Date: Friday, June 4, 2021 8:34:00 AM
Attachments: [Land Acquisition Exhibits 10.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Hello Mr. and Mrs. Wong,

Thank you for reaching out to us to discuss the project. Right now we are currently nearing completing on the preliminary engineering/planning stage of the project, which we anticipate to be completed later this summer. For the information shown at the public meeting, including the mailing you received, we showed potential permanent property acquisition. During the next stage of the design process, we get into more detailed design and as a part of that evaluate all the proposed property acquisition to see if we can reduce or eliminate it. After your inquiry, our design team looked into the detailed design in front of your property and determined that we can eliminate the proposed acquisition. From our survey, your fence and gate are located on your property and will not be affected with the proposed improvement. Any landscaping in front of the fence will be removed as part of this project to install the new path; the property line is just in front of your fence. There are several trees in front of your fence that we will try to save; that evaluation will be determined during detailed design over the next year.

If you have further questions or would like to setup a time to talk, please let me know.

Regards,
Matt

Matt Huffman, P.E.

Senior Project Manager - Phase I Engineering Department

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E-Mail: mhuffman@cbbel.com



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- Abraham Lincoln

From: CHERYL WONG <cherylwong@gmail.com>

Sent: Tuesday, May 25, 2021 6:36 PM

To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Cc: Hubby Wong <howah03@gmail.com>

Subject: Anticipated Land acquisition from our property on Deerfield Rd

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: Wong Revocable Trust located on 2760 Deerfield Rd Riverwoods, IL 60015.

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 Deerfield Rd (in front of our house) every morning and dropped off in the afternoon. They attend Wilmot Elementary in Deerfield.

Here is our contact information:

Cheryl Wong: 847-867-3116 cell phone

email: cherylvwong@gmail.com

Anthony Wong: 630-677-9808

email: howah03@gmail.com

Thank you for your attention.

Sincerely,

Cheryl & Anthony Wong

From: [Matthew Huffman](mailto:Matthew.Huffman@cbbel.com)
To: RPhillips@deerfield.il.us
Cc: [Gleason, Chuck L.](mailto:Gleason.Chuck.L@lucdot.com); [Martin Worman](mailto:Martin.Worman@lucdot.com)
Subject: LCDDOT, Deerfield Road - Saunders Road Sidewalk Cost Participation
Date: Wednesday, June 9, 2021 3:36:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Bob,

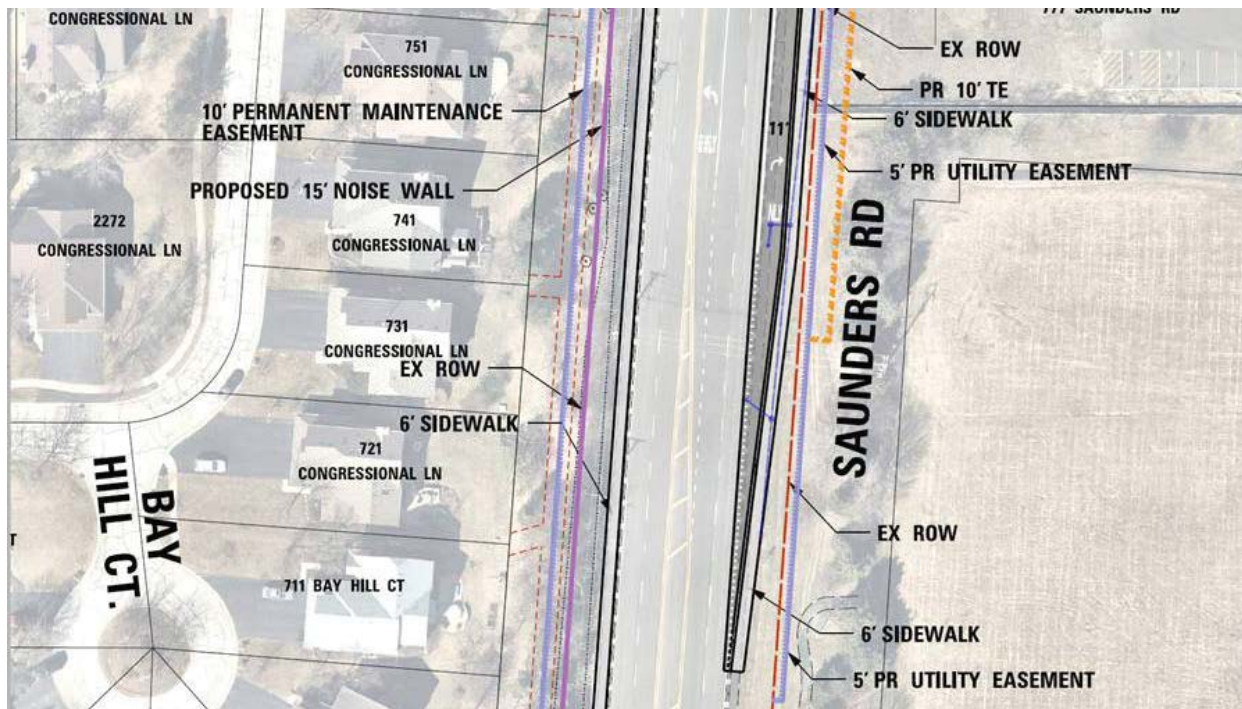
Thanks again for advertising the Public Hearing about a month back. When I reached out to you, I forgot to mention one item that is within Village of Deerfield jurisdiction pertaining a new sidewalk along the east side of Saunders Road along our new northbound right turn lane. This sidewalk falls under the Lake County non-motorized policy, which requires local cost participation for construction and future maintenance. The County has federal funding lined up for this project, so the Village's cost would be 4% of the sidewalk cost. We are seeking the Village's desire to include this small section of sidewalk in the project.

The Village of Deerfield municipal limit is right at the parcel line by the "6' Sidewalk" label on the north part of the below exhibit. Generally, this is a 270-foot long segment of 6' sidewalk at the back of curb along the new right turn lane. It would tie into the existing 4-foot bituminous stabilized shoulder at the back of curb on the south. The Village of Riverwoods indicated their desire to include the section of sidewalk north to the Deerfield Road intersection. If the Village of Deerfield does not desire to cost participate for this section of sidewalk, we will re-instate the 4-foot bituminous stabilized shoulder behind the back of curb.

Also, so you are aware, we have eliminated the proposed acquisition from the adjacent commercial property.

If you would like more information or detail, please let us know.

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



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From: [Deerfield Road Corridor Comment](#)
To: "Richard Willman"; [Deerfield Road Corridor Comment](#)
Cc: cgleason@lakecountyil.gov; [Martin Worman](#)
Subject: RE: Deerfield Road Preferred Alignment
Date: Monday, June 14, 2021 1:23:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Rick,

Thank you for your thorough review of the project and providing detailed comments. We will take a closer look at relocating the bus pads along Milwaukee Avenue and providing a pad on the west leg of the intersection. Following our review, we will reach back out to Pace with an updated design.

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

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- **Abraham Lincoln**

From: Richard Willman <Richard.Willman@Pacebus.com>
Sent: Monday, June 14, 2021 11:17 AM
To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>
Cc: cgleason@lakecountyil.gov
Subject: Deerfield Road Preferred Alignment

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

From: [Deerfield Road Corridor Comment](#)
To: [Wayne Ji](#)
Cc: [Deerfield Road Corridor Comment](#); [Gleason, Chuck L.](#)
Subject: RE: Protest for Deerfield Road Expansion
Date: Tuesday, June 15, 2021 8:34:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Mr. Ji,

Thank you for your engagement in the project. We have received the comments you made during the public hearing and your written comments. Over the next several weeks, the project team will be going through all the comments received and providing responses. Following our response, if you would like to setup a time to talk, we can certainly do so.

With Regards,

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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- **Abraham Lincoln**

From: Wayne Ji <jiwayne@yahoo.com>
Sent: Saturday, June 12, 2021 5:32 PM
To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>
Subject: Protest for Deerfield Road Expansion

Dear project managers, Environment Assessment Managers:

I am Wayne Ji, the owner of 1 Big Oak Lane. I have my wife and two daughters living in this house next to Deerfield road. 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.

Matthew Huffman

From: Matthew Huffman
Sent: Thursday, June 17, 2021 8:59 AM
To: 'Christina Auer'
Cc: Gleason, Chuck L.; Peter Knysz; Martin Worman
Subject: RE: 17 Big Oak
Attachments: Land Acquisition Exhibits-Modified Design.6-15-21_13.pdf

Categories: Deerfield Road Comment

Hi Christina,

Sorry for the delay. Attached is a revised exhibit reflecting some reductions in the proposed acquisition from the exhibit you were mailed. As mentioned on the phone, we need to provide a ditch behind the replaced multi-use path. The red line on the exhibit is your property line and the orange line is the proposed permanent property acquisition to install the ditch. We still need to conduct further engineering, but we were able to reduce the proposed acquisition by 5 feet and temporary construction easement by 5 feet, so a reduction from a total of 30 feet to 20 feet. From what we can tell at this point, it appears that 7 trees will need to be removed and your fence will need to be relocated. The proposed property acquisition is about 19 feet from your existing fence (fence is shown on the exhibit as dashed line with "X"). If you have more questions about the location of the proposed acquisition, please let us know. If we do come out on site to discuss, we would likely want to invite the other property owners on your block of Deerfield Road.

Noise Wall Frequently Asked Questions ([link](#)). This will provide additional information to some of the questions you asked.

Traffic Noise Report ([link](#))

Environmental Assessment ([link](#)) – PDF page 25 starts the noise discussion

Purpose and Need for the project ([link](#))

As for the noise bounce back question you had, traffic noise may bounce off the noise wall back towards the source (i.e., traffic). The reflected noise level is significantly less than the noise level coming directly from the source. This is due to the additional distance the reflected noise travels, thereby dissipating the sound (reducing noise energy). Generally, the increase in noise levels due to reflections is not perceivable and therefore negligible.

Please review the information and let us know if you have any further questions.

Regards,
Matt

Matt Huffman, P.E.

Senior Project Manager - Phase I Engineering Department

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- Abraham Lincoln

From: Christina Auer <cauer7@gmail.com>
Sent: Thursday, June 17, 2021 6:57 AM
To: Matthew Huffman <mhuffman@cbbel.com>
Subject: Fwd: 17 Big Oak

Begin forwarded message:

From: Christina Auer <cauer7@gmail.com>
Date: June 17, 2021 at 6:39:33 AM CDT
To: deerdielroadcorridorcomment@cbbel.com
Subject: 17 Big Oak

Hi Matt,

Thank you for your time on Monday. As discussed, I am waiting for additional information from you and wanted to make sure you had my email.

When the person/crew comes out to take a look at my lot, can they mark where the "new easement line" will be?

Thx,
Christina Auer

Matthew Huffman

From: Beth Snyderman <b.snyderman@gmail.com>
Sent: Sunday, June 20, 2021 8:26 PM
To: Matthew Huffman
Subject: Re: Deerfield Road, 2400 Forest Glen Trail

Categories: Deerfield Road Comment

Thanks Matt for getting back to me.

Obviously I wish they were taking less land from us, but glad it is not as much as originally estimated.

The improvements we made to the drainage problem in our yard were to create a drainage culvert at the back of our property along the fence. We also installed French drains thru out the yard and a drainage pipe that runs under the sidewalk along Deerfield road towards the drain. You can see where the pipe runs under the sidewalk since they patched it after they installed the pipe. I hope that we will be able to reinstall a new fence prior to the work being done since we have 2 dogs and the yard will not be secure without a fence.

Please keep me updated if there are any other changes.

Thank you,

Beth

On Jun 17, 2021, at 12:19 PM, Matthew Huffman <mhuffman@cbbel.com> wrote:

Hi Beth,

Sorry for the delay here. Our engineers took a further look at the design along your property. We were able to reduce the property acquisition from 20-feet of permanent acquisition (right-of-way/ROW) to 10-feet, as shown on the attached exhibit (orange line is the proposed acquisition; red line is the property line). We could not eliminate the acquisition due to drainage improvements needed at this location. We are aware of the drainage issues in this area and will be making improvements to the roadway drainage system, the pipe going under the road to Thorngate, and a large detention box culvert will be provided. Unfortunately, we will not be able to fix any issues within the Thorngate subdivision, but our improvements should help some of the drainage issues along the north side of Deerfield Road. You mentioned that you had some drainage improvements done to your property. If you have any detailed information that you can share, that would be good to know as we enter the detailed design stage of the project.

Your fence will be affected and a temporary fence will need to be installed during construction. The cost for your fence replacement will be addressed during the land acquisition process and assessment of the damages to your property.

As we wrap up Phase I of the project (planning stage) and get more into Phase II (detailed design), we will continue to detail out the proposed improvement. We anticipate the land acquisition process starting later this year once Phase I has been completed. If you have any follow-up questions about the property acquisition process, please let us know.

With Regards,
Matt

Matt Huffman, P.E.

Senior Project Manager - Phase I Engineering Department

From: [Matthew Huffman](#)
To: tomauer@bearsUSA.com
Cc: [Peter Knysz](#)
Subject: Lake County, Deerfield Road - Traffic Noise Analysis
Date: Friday, January 21, 2022 4:00:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Frequently Asked Questions_Deerfield Road_Noise.pdf](#)

Hello Mr. Auer,

We are continuing to work on completing the Deerfield Road Phase I Engineering Study. We understand that you have some concerns about the proposed noise wall along Deerfield Road associated with the project, specially how the receptor location (R11) was chosen. A Frequently Asked Questions document was prepared specifically for the Traffic Noise Report and is attached. The question you raised, was also raised by some other folks and we had reached out to IDOT specifically about the questions raised to confirm we assessed this appropriately. This is addressed within question #15. If you have further questions or concerns, please reach out to us and we can arrange a time to talk.

With Regards,

Matt Huffman, P.E.

Senior Project Manager - Phase I Engineering Department

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- **Abraham Lincoln**

From: [Matthew Huffman](#)
To: [PHIL DLOUHY](#)
Cc: hhollander@villageofriverwoods.com; [Gleason, Chuck L.](#); [Peter Knysz](#)
Subject: Lake County, Deerfield Road
Date: Friday, January 21, 2022 3:10:00 PM
Attachments: [Frequently Asked Questions Deerfield Road Noise.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[CR.2021.03.18.Dlouhy-Village Comment Response.pdf](#)

Hello Mr. Dlouhy,

We hope this email finds you and your family well. As the Phase I Study nears completion, we would like to follow-up with you pertaining your concerns raised about the project, specifically the proposed noise wall and traffic noise analysis. Below in italics are the comments received, which are included in the Public Hearing record.

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. 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. 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. 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. 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?

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,

We have prepared a Traffic Noise Frequently Asked Questions document specifically about the traffic noise analysis, which is attached and address some of the additional comments/questions you

raised. We understand your concern about the shift from combustion engines to electric engines that will be occurring and up to the design year 2050, and its effect on assessing traffic noise. However, at this time, we must follow the current federal guidelines and utilize the regulatory noise modeling software for our analysis, which is the basis for our Traffic Noise Report. The Environmental Assessment documents the analysis and results of the Traffic Noise Report, which resulted with one reasonable and feasible noise wall at the southwest corner of the Saunders/Riverwoods Roads and Deerfield Road intersection. The attached FAQ provides a response to your questions pertaining:

- Effects of pavement type on traffic noise
- Effects of a speed limit reduction on traffic noise
- Reflection of noise from the noise wall on homes to the north
- Effects of noise wall on property values

For your question about assessment about loss of sunlight on homes from the proposed noise wall, this is something that is not considered in the Federal and State regulations for implementation of a noise wall, and therefore was not specifically assessed as part of our traffic noise analysis or Environmental Assessment. For your comment about the backup of snow from the noise wall, the space between the roadway and the noise wall is partially for the specific purpose of snow storage from snow plows. If there are any other questions you feel are not addressed or answered, please let us know.

The March 2021 comment/question response to you is also attached and addresses the questions/comments submitted to the project team in early 2021, and are also attached since you requested those to be included in the Public Hearing record.

With Regards,

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



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"You cannot escape the responsibility of tomorrow by evading it today."
- **Abraham Lincoln**

From: Matthew Huffman

Sent: Monday, May 10, 2021 3:12 PM

To: PHIL DLOUHY <PBDLOUHY@msn.com>

Cc: hollander@villageofriverwoods.com

Subject: RE: ??????????

Hello Mr. Dlouhy,

Thank you for reaching out. You can find an electronic copy of the EA on the project website at www.deerfieldroadcorridor.com or you can visit the Riverwoods Village Hall to view a hard copy there. I just dropped off the EA to the Village Hall earlier this afternoon along with comment forms and project newsletters.

With Regards,

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

From: PHIL DLOUHY <PBDLOUHY@msn.com>

Sent: Monday, May 10, 2021 1:50 PM

To: Matthew Huffman <mhuffman@cbbel.com>

Cc: hollander@villageofriverwoods.com

Subject: Re: ??????????

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,

Phil Dlouhy
1255 Studio Lane
Riverwoods, IL 60015

----- Original Message -----

From: [Matthew Huffman](#)

To: [PHIL DLOUHY](#) ; hhollander@villageofriverwoods.com

Sent: Friday, April 16, 2021 7:43 PM

Subject: Re: ??????????

Hi Mr. Dlouhy,

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

From: PHIL DLOUHY <PBDLOUHY@msn.com>

Sent: Friday, April 16, 2021 7:14 PM

To: 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,

Phil Dlouhy



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

March 18, 2021

Village of Riverwoods
300 Portwine Road
Riverwoods, IL 60015

Attention: Mayor John W. Norris and Phil Dlouhy

Subject: Deerfield Road Phase I Study – Lake County Division of Transportation
Section No.: 15-00038-07-WR
Traffic Noise Meeting

Dear Mr. Norris and Mr. Dlouhy:

This letter is in response to the comments received at a meeting attended by the Village of Riverwoods, Mr. Dlouhy, and Christopher B. Burke Engineering, Ltd (CBBEL) on January 21, 2021 regarding the Traffic Noise Study for the proposed Deerfield Road improvements. At the meeting, Mr. Dlouhy presented a comment letter in paragraph format with various headings (see attached). The comments below summarize those that were raised at the meeting. Headings follow those presented by Mr. Dlouhy.

For additional information, please refer to the following documents at the project website:
https://www.deerfieldroadcorridor.com/info_center/project_reports.aspx

- Traffic Noise Analysis Report
- Noise Wall Frequently Asked Questions (FAQ) - attached
- Highway Traffic Noise Assessment Manual (2017).

Introduction

Comment 1: The wall is premature given the extent of testing done to date.

Response 1: To be eligible for federal funds, a traffic noise analysis was completed for this project in accordance with the Illinois Department of Transportation (IDOT) Noise Policy. The study was completed at the appropriate time per the IDOT Noise Policy. IDOT reviewed and approved the Traffic Noise Analysis Report on January 22, 2020.

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision on the installation of abatement

measure(s) will be made upon completion of the project's final design and the public involvement process.

Comment 2: Consider the pros and cons of possible alternative solutions.

Response 2: See responses in "Possible Alternatives" and "Recommendations" sections below.

Comment 3: There was a lack of input from the vast majority of Riverwoods residents, especially those living across from the wall.

Response 3: Viewpoint solicitation followed Federal Highway Administration (FHWA) and IDOT Noise Policy requirements. Only the viewpoints of the benefited receptors are considered when determining reasonableness of abatement. The majority of Riverwoods residents, including those living across from the wall, were not determined to be "benefited receptors", and therefore were not contacted during the noise wall viewpoint solicitation process. The general public will be allowed to comment on the potential noise wall during the public hearing comment period, anticipated for spring 2021.

The noise wall being considered as part of this project was presented to the benefited receptors at a noise forum (i.e., public meeting summarizing the potential noise barrier) on September 19, 2019. Viewpoint solicitation packages were provided to all benefited receptors via certified mail. Almost 90 percent of the vote responses were in favor of the potential noise wall.

Comment 4: The noise wall system proposed in the Traffic Noise Analysis Report would change the line of sight and appeal of the Village.

Response 4: Noted. Aesthetics in the vicinity of the Deerfield Road/Saunders Road intersection will be affected by construction of the noise wall. The purpose of the potential noise wall is to minimize potential traffic noise impacts as a result of the proposed roadway improvements.

Road Testing Issues

Comment 5: 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, truck traffic, air traffic/planes, trains, lawnmowers, emergency vehicle sirens, etc. It could appear that the data taken, and conclusions reached, have been skewed to justify the wall's inclusion into the project.

Response 5: Data was not skewed to justify the noise wall's inclusion in the project. Monitoring locations were reviewed by IDOT. Field monitoring followed the protocol outlined in the IDOT Highway Traffic Noise Assessment Manual (2017, latest version), including but not limited to acceptable parameters for time and day of measurements and weather conditions. Field monitoring was paused or delayed if background noise (e.g., lawnmowers) was present and could skew the traffic noise levels/monitoring results.

Comment 6: 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.

Response 6: This is not true. Field measurements are used to validate the accuracy of the existing condition traffic noise model, not to determine impacts. Impacts are determined through computer modeling of future (design year) noise levels – not existing conditions.

Comment 7: Had the measuring point had been moved back 18 ft. further away from the road, the resulting measurement would have 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?

Response 7: 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.

As mentioned earlier, impacts are determined through computer modeling of future (design year) noise levels – not existing conditions. Traffic noise impacts were predicted at other locations in the Thorngate subdivision, in addition to R11. Even if a shifted R11 location resulted in a 2 dB(A) noise reduction, there would still be a traffic noise impact at R11 in the future (design year) build condition. There is no intent on adjusting the location of R11 at this time.

Comment 8: 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?

Response 8: The project needs to be considered as a whole. Improvements to Saunders Road (i.e., a right turn lane) are proposed as part of this project. If any portion of a project meets the requirements for a noise study, the entire project corridor must be evaluated.

Any noise abatement measure must be determined both feasible and reasonable to be considered for implementation. As part of the abatement analysis, a noise wall was evaluated on the south side of Deerfield Road with and without the Saunders Road portion of the noise wall. A Deerfield Road (only) noise wall did not meet the economic reasonability criterion without the Saunders Road portion (due to the additional number of benefited receptors gained by extending the noise wall south along Saunders Road).

Noise monitoring/field measurement along Saunders Road was not required. Per the IDOT Noise Policy, monitoring is only required at 25-50% of representative receptors. Not all receptors chosen for computer modeling need to be monitored. As part of our study, noise monitoring was completed at seven receptors (47% of the representative receptor locations).

Comment 9: 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...Stated another way, the noise level will not get any worse than it is today as the increase in noise level would not be perceptible to a person with normal hearing.

Response 9: The traffic noise analysis is used to predict the location of traffic noise impacts. A “traffic noise impact” is defined as design year build condition noise levels that approach or exceed the Noise Abatement Criteria (NAC) for the future build condition; or design year build condition noise levels that create a substantial noise increase over existing noise levels. For purposes of the IDOT Noise Policy, approach is defined as within 1 dB(A) of the NAC. For a residential area with a NAC of 67 dB(A), a traffic noise impact occurs when the design year (2050) build condition traffic noise levels are predicted to be 66 dB(A) or greater. In this situation, even though there was only a minor increase in dB(A) – which may not be perceivable, there would still be a traffic noise impact.

Comment 10: 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.

Response 10: 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 and needs to be evaluated. Also see Response 11.

It is Lake County Division of Transportation (LCDOT) policy to conduct a speed study following construction of the roadway to determine the speed limit. The current posted speed limit is utilized as the basis for the roadway design. Field observations during noise monitoring confirmed free-flowing traffic moving at approximately the posted speed limit. Since the current posted speed was used as the basis for the roadway design and the posted speed limits are not anticipated to vary from existing conditions, multiple speed limit scenarios were not evaluated (or summarized) in the Traffic Noise Analysis Report – nor are modified speed limits required to be evaluated. See Response 17 for additional information.

Skewed Projections

Comment 11: Will the additional traffic on Deerfield Rd. have as significant a noise impact as is projected?

These model projections are old and rapidly becoming antiquated...banning all in-state sales of fuel-burning passenger cars and trucks states will...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.

Response 11: The Deerfield Road Traffic Noise Study followed the requirements of the IDOT Noise Policy, which is based on federal regulations. Traffic Noise Model (TNM) Version 2.5 was used for the analysis. The scope of the study is controlled by the IDOT Noise Policy and is limited by TNM capabilities. The IDOT Noise Policy is scheduled for review in March 2022. IDOT reviewed and approved the Deerfield Road Traffic Noise Analysis Report on January 22, 2020. The report met the requirements of the IDOT Noise Policy.

We discussed the issue of electric vehicles with FHWA. FHWA knows that TNM has limitations. FHWA is evaluating priorities and will continue to improve TNM as funding allows.

Comment 12: 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.

Response 12: Comment 12 above appears to be referring to the field monitoring. 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 approach (within 1 dB(A)) or exceed the NAC of 67 dB(A). 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. Field monitoring/measurements are used to validate the accuracy of the existing condition traffic noise model, not to determine impacts. As documented in the Traffic Noise Analysis Report, our traffic noise model was validated.

Please note that the monitored noise level at R11 (referenced above) was 66 dB(A). A predicted noise level of 66 dB(A) or greater would be considered a “traffic noise impact” in the design year (2050) build condition.

Collateral Damage

Comment 13: 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...No consideration was given to how many deer and other animals will be trapped and slaughtered on Deerfield Road because of the wall addition.

Response 13: The main purpose of the Traffic Noise Study is to determine if the proposed improvements could result in potential traffic noise impacts, and if yes, is noise abatement feasible and reasonable. Public participation completed to date has followed the IDOT Noise Policy. The Traffic Noise Analysis Report also followed IDOT Noise Policy, included the requisite information, and was approved by IDOT on January 22, 2020.

We are currently wrapping up the Preliminary Engineering and Environmental Studies phase of this project. A public hearing is anticipated this spring and will be advertised. The public is encouraged to comment on the project during a 30-day public hearing comment period. All comments received will be reviewed and considered. We will continue keep the Village apprised if anything changes pertaining the proposed noise wall.

Comment 14: 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?

Response 14: Each situation is different. There are various factors that determine the need for a noise wall. We are not aware of situation similar to this one in southern Lake County. However, it should be noted that Preliminary Engineering studies followed by Final Engineering, Permitting, and Land Acquisition take several years to complete. LCDOT has several federal projects in development or recently constructed that required noise walls. LCDOT recently installed noise walls as part of two projects in southern Lake County, including along Quentin Road (south of IL 22) and Weiland Road (south of Deerfield Parkway). Requirements have changed over the years. In prior versions of the IDOT Noise Policy, local jurisdictions were the primary voting body for noise barriers. However, FHWA (Title 23 Code of Federal Regulations Part 772 [23 CFR Part 772]) now puts that vote to the public, and only the viewpoints of the benefited receptors are considered when determining reasonableness of abatement.

Comment 15: This proposed wall will significantly increase the noise impact to the neighbors on the north side of the road.

Response 15: Traffic noise may reflect off the noise wall back towards the source (i.e., traffic). The reflected noise level is significantly less than the noise level coming directly from the source. This is due to the additional distance the reflected noise travels, thereby dissipating the sound (reducing noise energy). Generally, the increase in noise levels due to reflections is not perceivable and therefore negligible.

Comment 16: 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.

Response 16: The project needs to be considered as a whole. If any portion of a project meets the requirements for a noise study, the entire project corridor must be evaluated.

Possible Alternatives

Comment 17: There was insufficient discussion in the Report and at the meeting, per the agenda, on alternatives to the 15 ft. high concrete wall. [Various alternatives were suggested by Mr. Dlouhy (see attached comment letter). At the meeting, two alternatives were discussed in more detail than the others, including lowering the speed limit on Deerfield Road and alternative pavement types/surfaces.]

Response 17: Noise abatement options were analyzed in conformance with FHWA requirements at 23 CFR Part 772. Per the IDOT Noise Policy, noise abatement in the form of noise barriers shall be considered. Other noise abatement measures can be considered as alternative abatement measures, but are not required to be evaluated.

Any noise abatement measure must be determined both feasible and reasonable to be considered for implementation. Different wall heights were evaluated during the abatement analysis. The ±15-foot noise wall scenario along Deerfield Road and Saunders Road met the economic reasonability criterion due to the number of benefited receptors it achieved.

Speed Limit

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. As requested, we ran two modified speed limit scenarios in TNM 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.

Quieter Pavements

“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.

Recommendations

Comment 18: 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.

Response 18: We are currently wrapping up the Preliminary Engineering and Environmental Studies phase of this project. A public hearing is anticipated this spring and will be advertised. The public is encouraged to comment on the project during a 30-day public hearing comment period. All comments received will be reviewed and considered.

The final design and type of materials of the potential noise wall are determined as part of Final Engineering, which is anticipated to begin later this year and will continue for the next couple of years. Noise barriers in Illinois have been constructed of earth, masonry, concrete, and composite materials. These barrier materials must meet certain transmission loss characteristics. Alternative noise barrier materials and/or designs may be considered by IDOT and FHWA Illinois Division on a case-by-case basis. Any proposed alternative noise barrier must meet IDOT specifications, notably the transmission loss specification.

Comment 19: 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.

Response 19: 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 ± 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".

Regarding Saunders Road, please see Response 8.

Comment 20: 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?

Response 20: It is LCDOT policy to conduct a speed study following construction of the roadway to determine the speed limit. The current posted speed limit is utilized as the basis for the roadway design. The current posted speed limit is within the allowable range dictated by the

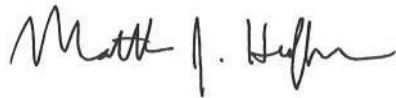
IDOT Bureau of Local Roads and Streets Manual for this classification roadway. Please refer to Response 17 for more information about LCDOT speed studies.

Comment 21: 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.

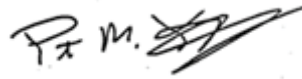
Response 21: LCDOT has scoped this project from Milwaukee Avenue on the west to Saunders/Riverwoods Road on the east, as this entire portion of Deerfield Road needs to be reconstructed due to poor pavement condition. The termini for the project have been approved by the FHWA and follow their guidelines, as established in the Purpose and Need Statement (posted on the project website). Therefore, one federal Environmental Study will be prepared.

We will continue to work with the Village of Riverwoods during final design of this project, including additional coordination regarding potential noise abatement measures. 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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MEETING SUMMARY

Meeting Date: January 21, 2021 – 10:00 a.m.
Location: Riverwoods Village Hall
Project: Deerfield Rd. – Milwaukee Ave. to Saunders/Riverwoods Rd. (15-00038-07-WR)
Purpose: Village of Riverwoods Coordination Meeting #10

| <u>Attendees</u> | <u>Representing</u> | <u>Email</u> |
|-------------------------|---------------------------------------|--|
| John Norris (Phone) | Riverwoods – Mayor | jinorris@riverwoods-il.net |
| Henry Hollander | Riverwoods – Village Trustee | hhollander@riverwoods-il.net |
| Patrick Glenn | Riverwoods – Village Engineer | pglenn@gha-engineers.com |
| Phil Dlouhy | Riverwoods Resident | pbdlouhy@msn.com |
| Pete Knysz | CBBEL – Environmental Project Manager | pknysz@cbbel.com |
| Matthew Huffman | CBBEL – Project Manager | mhuffman@cbbel.com |

A tenth coordination meeting was held with the Village of Riverwoods and resident Phil Dlouhy on January 21, 2021 at Riverwoods Village Hall at 10:00 a.m. for the Lake County Division of Transportation (LCDOT) Deerfield Road (Milwaukee Avenue to Saunders/Riverwoods Road) Phase I Engineering Study. The purpose of the meeting was to discuss the potential noise wall at the southwest quadrant of the Deerfield Road at Saunders Road intersection.

Below is a summary of meeting discussion points:

Draft Environmental Assessment

1. Mr. Dlouhy read pre-written remarks about concerns pertaining the Traffic Noise Report and inclusion of a noise wall with this project. (Attached)
2. General discussion occurred following Mr. Dlouhy's remarks and the project team started to provide a response to some of the questions posed. The project team will follow-up with a formal response to Mr. Dlouhy's comments/questions.
3. The Village asked several questions pertaining to potential speed limit reduction and how much effect that would have on the traffic noise model. They requested that a speed limit reduction be considered for this project. The project team stated they would bring this request to LCDOT's attention and also will inquire with IDOT. It was also asked if a reduced speed limit scenario(s) could be performed in the traffic noise model to determine if there would still be a traffic noise impact at the Thorngate subdivision.

The project team stated that any modifications to the Traffic Noise Report, since already approved, would need to be presented to IDOT. It is possible that another viewpoint solicitation could be conducted, but reasoning would need to be provided to IDOT for approval to conduct a new solicitation of the benefited receptors.

It was asked if there would be an echo effect with the noise wall. The project team stated that traffic noise may bounce off the wall back towards the traffic, but that any increase in noise level due to reflections would likely not be discernable by the receptors on the north/east side of the street.



It was asked if the wall construction could be deferred to a later date. The project team stated that the wall, if warranted for inclusion in the project, will be constructed as part of the federal improvement.

Next Steps

1. The project team will prepare a response to Mr. Dlouhy's comments/questions regarding the Traffic Noise Report and the potential noise wall.
2. The project team will inform LCDOT of the Village's request for consideration of a speed limit reduction on Deerfield Road.

The meeting adjourned at approximately 11:30 a.m.

Submitted by: Matthew Huffman, PE (CBBEL)

N:\LCDOT\150331\Admin\MS.2021.01.22.Riverwoods.10-Dlouhy.doc



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

January 18, 2022

Illinois Environmental Protection Agency
1021 North Grand Avenue East
P.O. Box 19276
Springfield, IL 62794-9276

Attention: Darin E. LeCrone, P.E., Manager, Permit Section, Division of Water Pollution Control
C/O Francisco J. Herrera, Environmental Protection Engineer, Industrial Permit Section, BOW

Subject: Deerfield Road Phase I Study – Lake County Division of Transportation
Public Hearing Comment Response

Dear Mr. LeCrone:

This letter is in response to the comments received from your office on June 10, 2021, pertaining to the Deerfield Road Phase I Study.

Comment 1: Illinois EPA has not identified any significant concerns with the project as proposed provided it is carefully planned and implemented.

Response 1: Noted.

Comment 2: 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.

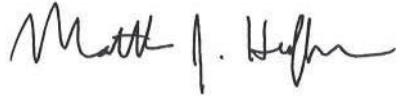
Response 2: Noted. Projects that require the discharge of dredge or fill materials into jurisdictional waters of the U.S. (including wetlands) are subject to the requirements of Section 404 of the Clean Water Act (CWA) and are reviewed by the U.S. Army Corps of Engineers (USACE). Transportation projects in northeastern Illinois that will have minimal individual and cumulative impacts on aquatic resources may be eligible for the Regional Permit Program. The proposed improvements meet the requirements of the USACE Regional Permit Program. During Phase II (Final Design and Permitting), the project team will coordinate with the USACE to confirm permit processing.

If the USACE determines that an Individual Section 404 CWA Permit is required for the project, then Individual CWA Section 401 Water Quality Certification will also be required. In this case, a request for Individual CWA Section 401 Water Quality Certification, including

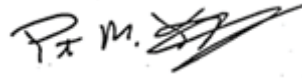
an antidegradation assessment, will be submitted to Illinois EPA for review. The request will include the required information noted in your comment letter.

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

N:\LCDOT\150331\Admin\Public Involvement\Public Hearing\Comment Response\Response Letters Emails\CR.2022.01.18.IEPA Comments.docx

From: [Matthew Huffman](#)
To: [Sophia Domnenko](#)
Cc: [Gleason, Chuck L.](#); "[Deerfield Road Corridor Comment](#)"; [Martin Worman](#)
Subject: RE: 3620 Deerfield Road
Date: Friday, January 21, 2022 3:49:00 PM
Attachments: [3620 Deerfield Road Proposed Driveway.jpg](#)

Hello Ms. Domnenko,

We are following-up with you pertaining the Lake County Deerfield Road improvements and your inquiry about relocating your residential driveway (attached). Based on the proposed improvement along Deerfield Road, a driveway relocation is not warranted since we do not impact (i.e. close) the existing driveway access. We understand the roadway is being widened in front of your property and you would like to move it to your east property line, as you feel that is a safer location. It is our opinion that the location of the existing driveway is a safer location than your desired location for a few reasons:

1. The proposed driveway location is nearly directly across from the higher volume commercial entrance on the south side and could present more frequent conflicts with vehicles using that driveway, than your current driveway location.

2. The proposed driveway location occurs where Deerfield Road is adding a second through lane versus the current location where you would be making a right turn from a full second lane.

If you desire to make your proposed driveway change, you would need to permit this change through the Village of Riverwoods and implement at your cost. You would then follow-up with Lake County to inform us of the new driveway location and we would adjust our design plans.

The project will be transitioning from preliminary engineering into design engineering this spring, and the design will be advancing forward during 2022/2023, with construction not likely starting until early 2024.

If you have any questions or would like to discuss anything further, please reach out to me.

With Regards,

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

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

- Abraham Lincoln

-----Original Message-----

From: Deerfield Road Corridor Comment
Sent: Tuesday, May 25, 2021 8:10 PM
To: Sophia Domnenko <sdomnenko@yahoo.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Deerfield Road Corridor Comment
<deerfieldroadcorridorcomment@cbbel.com>
Subject: RE: 3620 Deerfield Road

Hello Mr. and Mrs. Domnenko,

Thank you for reaching out to us. I have included Chuck Gleason, the Lake County project manager. We will review your request and reach back out to you with a response.

With Regards,

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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- Abraham Lincoln

-----Original Message-----

From: Sophia Domnenko <sdomnenko@yahoo.com>
Sent: Tuesday, May 25, 2021 1:28 PM
To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>
Subject: 3620 Deerfield Road

Dear Mr. Huffman,

We are owners at 3620 Deerfield Road. 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,

Sophia and Aleksandr Domnenko
847-217-8362

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)

CHICORY LA

3620 DEERFIELD RD

3580 DEERFIELD

FLOODWAY

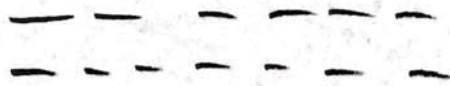
PR 17' TE

PR 5' TE

13' PR ROW

DRAINAGE SWAL

3620 Deerfield Road



Existing Driveway



From: [Matthew Huffman](#)
To: "Richard Willman"
Cc: cgleason@lakecountyil.gov; [Deerfield Road Corridor Comment](#); [Martin Worman](#)
Subject: RE: Deerfield Road Preferred Alignment
Date: Friday, January 21, 2022 1:59:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[150387-Deerfield-Milwaukee-IDS-20220121-22x34.pdf](#)
[EM.2021.06.14.Pace.pdf](#)

Hello Mr. Willman,

We are following up with PACE's comments submitted pertaining the Lake County Deerfield Road project from IL 21/Milwaukee Avenue to Saunders/Riverwoods Road (comments attached). We are working our way through the final Phase I Engineering design approvals at the Milwaukee Avenue intersection with IDOT. The attached Intersection Design Study incorporates the PACE design requests for inclusion of new/replaced bus pads at the intersection. If you have any comments on the proposed design, please let us know.

Regards,

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



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- **Abraham Lincoln**

From: Richard Willman <Richard.Willman@Pacebus.com>

Sent: Monday, June 14, 2021 11:17 AM

To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Cc: cgleason@lakecountyil.gov

Subject: Deerfield Road Preferred Alignment

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

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.

From: [Matthew Huffman](#)
To: "Dan Angspatt"
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: RE: Shops of Buffalo Grove - ALTA topographical survey (PDF and AutoCAD)
Date: Wednesday, February 16, 2022 7:13:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Land Acquisition Exhibits_1.pdf](#)

Hello Dan,

We wanted to reach out to you as we are wrapping up the final approvals for the Phase I Engineering for the Deerfield Road reconstruction project. The Milwaukee Avenue at Deerfield Road Intersection Design Study was just approved by IDOT, so we have more certainty of the design at the IL 21 intersection. At this time there are no proposed changes to the proposed acquisition shown in the attached exhibit, however, our design team will be evaluating further ways to reduce the impacts to your property during the next phase of engineering. Once we have confirmed the proposed acquisition needed, our land acquisition team will make contact with the owner of the property.

If you have any questions or concerns, please reach out to us.

With Regards,

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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- **Abraham Lincoln**

From: Matthew Huffman
Sent: Tuesday, May 25, 2021 5:29 PM
To: Dan Angspatt <dan@ShorewoodDevelopmentGroup.com>
Subject: RE: Shops of Buffalo Grove - ALTA topographical survey (PDF and AutoCAD)

Hi Dan,

I see you were trying to participate in the public hearing to make a comment. I wanted to see what issues you were having?

Thanks,
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



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- Abraham Lincoln

From: Dan Angspatt <dan@ShorewoodDevelopmentGroup.com>

Sent: Thursday, January 23, 2020 3:51 PM

To: Matthew Huffman <mhuffman@cbbel.com>

Cc: Louis Schriber III <louis@ShorewoodDevelopmentGroup.com>; Aaron Roth <aaron@ShorewoodDevelopmentGroup.com>

Subject: re: Shops of Buffalo Grove - ALTA topographical survey (PDF and AutoCAD)

Hi Matt,

Good talking to you today regarding the Deerfield expansion.

Attached is the ALTA topographical survey (*PDF and AutoCAD*) for your use that depicts the Shops of Buffalo Grove's right of way, existing monument sign and existing curb line.

Hope the survey files help with your design to avoid our property.

Thanks,

Dan Angspatt, PE

Vice President of Engineering

Shorewood Development Group

790 Estate Drive, Suite 200

Deerfield, IL 60015

(224) 532-2403 Direct

(773) 573-6582 Mobile

Dan@ShorewoodDevelopmentGroup.com

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From: [Matthew Huffman](#)
To: sandy.delisle@gmail.com; david.l.delisle@gmail.com
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: Lake County, Deerfield Road - Phase I Design Follow-up
Date: Wednesday, February 16, 2022 7:20:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Frequently Asked Questions_Deerfield Road.pdf](#)

Hello Mr. and Mrs. DeLisle,

We would like to follow-up with you pertaining the proposed Temporary Construction that was proposed as part of the Phase I Engineering (preliminary engineering) design. While we have been working on obtaining the last remaining Phase I Engineering approvals, our Phase II Engineering team has taken a closer look at the previously proposed temporary construction easement for your property (775 Thornmeadow Road). Based on our follow-up design analysis, we are proposing to eliminate any acquisition from your property.

Pertaining the other questions you raised about the design of the overall project, a Frequently Asked Questions documents has been prepared and is attached. Questions #10, 11, 13, 14 and 23 specifically talk to some of the questions raised. If you have further questions or would like to discuss anything further, please reach out to us.

With Regards,

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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- **Abraham Lincoln**

From: [Matthew Huffman](#)
To: ["fuhrmann@comcast.net"](mailto:fuhrmann@comcast.net)
Cc: [Gleason, Chuck L.](#)
Subject: Lake County, Deerfield Road - Phase I Design Follow-up
Date: Wednesday, February 16, 2022 7:26:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Frequently Asked Questions Deerfield Road.pdf](#)
[Frequently Asked Questions Deerfield Road Noise.pdf](#)

Hello Mr. Fuhrman,

We wanted to reach out to you as we are wrapping up the final approvals for the Phase I Engineering for the Deerfield Road reconstruction project and see if you had any questions or concerns. A Frequently Asked Document has been prepared for the overall project and also for the noise wall specifically, both are attached. Upon your review of the FAQ documents, if you have any remaining questions, please let us know.

Regards,

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



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- Abraham Lincoln

From: [Matthew Huffman](#)
To: [Sophia Domnenko](#)
Cc: [Gleason, Chuck L.](#); "[Deerfield Road Corridor Comment](#)"; [Martin Worman](#)
Subject: RE: 3620 Deerfield Road
Date: Wednesday, February 16, 2022 7:01:00 PM
Attachments: [3620 Deerfield Road Proposed Driveway.jpg](#)

Hello Mrs. Domnenko,

Thank you for the call that other week. To recap our conversation, you would like to continue to move forward with a driveway relocation per your submitted drawing (attached). You do not agree with our opinion that the existing driveway location is at a safer location than your proposed location with the proposed roadway improvement on Deerfield Road. If you would like to proceed with modifying your driveway, you will need to coordinate this improvement with the Village as you will likely need a permit from them, and then will subsequently will need to discuss the change with the County, since it is accessing their roadway. Chuck Gleason is the project manager for Lake County and can provide further information pertaining their process.

With Regards,

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

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- Abraham Lincoln

-----Original Message-----

From: Matthew Huffman
Sent: Friday, January 21, 2022 3:49 PM
To: Sophia Domnenko <sdomnenko@yahoo.com>
Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; 'Deerfield Road Corridor Comment'; Martin Worman <mworman@cbbel.com>
Subject: RE: 3620 Deerfield Road

Hello Ms. Domnenko,

We are following-up with you pertaining the Lake County Deerfield Road improvements and your inquiry about relocating your residential driveway (attached). Based on the proposed improvement along Deerfield Road, a driveway relocation is not warranted since we do not impact (i.e. close) the existing driveway access. We understand the roadway is being widened in front of your property and you would like to move is to your east property line, as you feel that is a safer location. It is our opinion that the location of the existing driveway is a safer location than your desired location for a few reasons:

1. The proposed driveway location is nearly directly across from the higher volume commercial entrance on the south side and could present more frequent conflicts with vehicles using that driveway, than your current driveway

location.

2. The proposed driveway location occurs where Deerfield Road is adding a second through lane versus the current location where you would be making a right turn from a full second lane.

If you desire to make your proposed driveway change, you would need to permit this change through the Village of Riverwoods and implement at your cost. You would then follow-up with Lake County to inform us of the new driveway location and we would adjust our design plans.

The project will be transitioning from preliminary engineering into design engineering this spring, and the design will be advancing forward during 2022/2023, with construction not likely starting until early 2024.

If you have any questions or would like to discuss anything further, please reach out to me.

With Regards,

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

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- Abraham Lincoln

-----Original Message-----

From: Deerfield Road Corridor Comment

Sent: Tuesday, May 25, 2021 8:10 PM

To: Sophia Domnenko <sdomnenko@yahoo.com>

Cc: Gleason, Chuck L. <CGleason@lakecountyil.gov>; Deerfield Road Corridor Comment

<deerfieldroadcorridorcomment@cbbel.com>

Subject: RE: 3620 Deerfield Road

Hello Mr. and Mrs. Domnenko,

Thank you for reaching out to us. I have included Chuck Gleason, the Lake County project manager. We will review your request and reach back out to you with a response.

With Regards,

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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- Abraham Lincoln

-----Original Message-----

From: Sophia Domnenko <sdomnenko@yahoo.com>

Sent: Tuesday, May 25, 2021 1:28 PM

To: Deerfield Road Corridor Comment <deerfieldroadcorridorcomment@cbbel.com>

Subject: 3620 Deerfield Road

Dear Mr. Huffman,

We are owners at 3620 Deerfield Road. 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,

Sophia and Aleksandr Domnenko

847-217-8362

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)

From: [Matthew Huffman](#)
To: [Laurie](#); [David Shimberg](#); [Michael Clayton](#)
Cc: [Gleason, Chuck L.](#); [Peter Knysz](#)
Subject: Lake County, Deerfield Road - Phase I Follow-up
Date: Wednesday, February 16, 2022 11:11:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[EM.2021.06.10.RPC-Riverwoods Preservation Council Public Comments.pdf](#)
[CR.2022.02.16.RPC Comments-2.pdf](#)
[Frequently Asked Questions Deerfield Road.pdf](#)
[Frequently Asked Questions Deerfield Road Noise.pdf](#)

Hello Ms. Breitkopf, Mr. Schimberg, and Mr. Clayton,
I hope this email finds you all well. We have been continuing to work through the final IDOT and FHWA approvals for the project and would like to follow-up with you pertaining some remaining comments the Riverwoods Presentation Council provided the project team, which are attached. A letter of response to comments is attached for your review. Additionally, we have prepared an overall Frequently Asked Questions (FAQ) document for the project and a specific one pertaining the noise wall; both of these documents along with the full Public Hearing Summary will be posted to the project website. If you would like to meet to further discuss anything, please let us know.

With Regards,

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



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- **Abraham Lincoln**



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

February 16, 2022

Riverwoods Preservation Council
Riverwoods, IL 60015

Attention: RPC President David Schimberg, Vice President & Director Laurie Breitkopf, Ex-Officio Mike Clayton

Subject: Deerfield Road Phase I Study – Lake County Division of Transportation
RPC Comment Response

Dear Mr. Schimberg, Ms. Breitkopf, and Mr. Clayton:

Thank you for the Riverwoods Preservation Council's (RPC) coordination throughout the Deerfield Road Phase I Study. Since our Public Hearing in the middle of 2021, we have continued to work through obtaining additional approvals from the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) for the Phase I Engineering Study. As we approach completion of Phase I Engineering, we want to follow-up with RPC on several outstanding comments. On May 28, 2021, we had provided a letter to address some of the initial RPC questions pertaining the Environmental Assessment (EA) and preferred alternative design (attached).

This letter responds to the additional comments received from the RPC on June 10, 2021, related to the Deerfield Road Phase I Study. The comments in the RPC letter were presented in paragraph format with various headings. The comments below are organized by heading and summarize those provided in the comment letter.

Comment 1: Traffic and Crash Data. The traffic data (including, but not limited to traffic delay and traffic crashes) for the two-mile section of Deerfield Road (Section B) is outdated and not credible. It cannot be used to make accurate projections of traffic to the year 2040. Employment patterns and traffic conditions (including vehicle anti-collision technology) have changed dramatically since the traffic data was compiled. It is inappropriate to ignore existing technology. The Lake County Division of Transportation (LCDOT) should decrease the speed limit along Section B immediately, which would incur little cost, and study the impact on perceived traffic delays and crashes.

Response 1: Per project development requirements, we must use 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 the CMAP website and also in Appendix A of the EA. Generally, it is population and employment growth based.

We understand 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 properly using the technology. At this time, this technology is not an accepted crash mitigation measure, but the FHWA is studying the use and effects of this technology to improve roadway safety. The addition of the center bi-directional turn lane was not solely selected because of the safety benefits, which projects injury crashes to be reduced over 50%. The center turn lane also removes vehicles from the through lane, which is a cause of backups along Deerfield Road. In addition, the center lane provides refuge for motorists turning into 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-feet). The pavement width of both of these options is the same and the selected alternative better addresses 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 calculated following construction of the project. The current speed limit is 40 mph and was used for the design of the roadway. A speed study will be completed following the construction of Deerfield Road.

The capacity of Deerfield Road between the Des Plaines 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 the studies at this time because they follow current state and federal guidelines.

Comment 2: Failure to Consider Westbound Right Turn Lane as Exclusive Solution to Project B Issues. RPC believes that construction of the Milwaukee Avenue-Deerfield Road intersection improvements (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.

Response 2: An alternative that evaluated an exclusive westbound right turn lane and northbound right turn lane at the Deerfield Road and Milwaukee Avenue intersection was evaluated as a separate alternative (Section A - Alternative A1a). Analysis and evaluation of this alternative can be found in Chapter 2 and Appendix B of the EA. This alternative demonstrated that adding westbound left turn lanes is effective in decreasing total westbound travel time for

Deerfield Road from 31.7 minutes (2040 No-Build) minutes to 11.7 minutes, and was carried forward as part of the preferred alternative for Section A. A determination was made through the Section A alternative analysis and evaluation that additional improvements are also needed at this intersection. These improvements include a third westbound through lane to tie into the recently constructed third westbound through lane along the frontage of the Woodman's property (Alternative A1b) and also dual eastbound/westbound left turn lanes (Alternative A1c). The preferred alternative for Section A was Alternative A1d, which is the combination of Alternatives: A1a, A1b, and A1c and decreased the westbound travel time from 31.7 minutes (2040 No-Build) to 6.7 minutes.

Non-motorized connections were identified as part of the project Purpose and Need, which is included in more detail within Chapter 1 and Appendix A of the EA. The Lake County 2040 Non-Motorized Bike Plan proposes to fill in the gap in the path network along Deerfield Road between Milwaukee Avenue and Portwine Road. Prior to the initiation of this Phase I Study, the Village of Riverwoods had completed a Phase I Study for a separated multi-use path along Deerfield Road from Thornmeadow Road to Saunders/Riverwoods Road. To address the identified non-motorized needs within this corridor, the preferred alternative 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 Road, 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.

Comment 3: Local Business Disruption. RPC disagrees 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. Due to access restrictions and lost parking spaces, RPC feels the project would decrease the value of businesses near the Milwaukee Avenue intersection.

Response 3: Access will be maintained to all properties with the proposed improvement. One access point on the east leg of the Deerfield Road at Milwaukee Avenue intersection to the Colonial Court commercial development is being modified from full access to right-in-right-out access as a result of a required barrier median along the left turn lanes. 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 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 designed 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 Shoppes of Riverwoods recently modified an existing entrance at the north end of the commercial development to provide three-quarter access off of Milwaukee Avenue, allowing southbound left turns. The Shoppes of Riverwoods has cross access to Colonial Court, so they can realize this access change. We acknowledge the parking impacts to the Colonial Court site, which they will be compensated for.

As noted in Section 3.1.7 of the EA, there will be a total of 35 parking stalls impacted with the proposed improvement surrounding the Milwaukee Avenue intersection, 4 from the Shops of Buffalo Grove, 6 from Riverwoods Medical Center, and 25 from Colonial Court commercial property. The front row of parking along the Brentwood North Medical Center, 56 parking stalls, will be impacted, and replaced as part of the project (i.e., no net loss of parking). Each of these properties will be compensated for the loss of parking and any other damages to their property.

By addressing the delays and 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 4: Destruction of Hundreds of High Quality, Irreplaceable Trees. LCDOT has not adequately studied the impact of the project on trees in Section B under Riverwood’s Tree and Woodland Protection Ordinance (e.g., trees with a diameter at breast height of 1.5 inches or greater). RPC is concerned that many of the desirable and highly desirable trees proposed for destruction are irreplaceable, due to their age and diameter.

Response 4: The project team acknowledges the RPC’s concern with tree impacts and mitigation. We will continue to coordinate with the Village of Riverwoods and the RPC during Final Design. As previously discussed, anticipated tree removals were based on tree location within existing or proposed right-of-way and proposed easement areas. Tree impacts were evaluated to the level of detail required at this stage of Preliminary Design and Environmental Studies. LCDOT is the lead public agency for this project. County-lead projects may consider, but are not required to follow, the requirements of local ordinances.

During Final Design, the project team will continue to refine the project design and look for ways to avoid and minimize tree impacts. Tree preservation/protection Best Management Practices (BMPs) can be used to further minimize impacts to large diameter, highly desirable tree species located in the vicinity of proposed improvements. Potential BMPs will be considered on a case-by-case basis during Final Design.

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 along Deerfield Road.

Comment 5: Multi-Use Path in Section B. 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 a DBH of 1.5 inches and greater. 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. RPC has interviewed many Riverwoods residents who do not want the multi-use path and do not consider it a benefit.

Response 5: Please see Response 2 for explanation about the identified need for non-motorized connections and the inclusion of a separated multi-use path in the preferred alternative. Response 4 provides additional information regarding anticipated tree impacts. The planned multi-use path along Deerfield Road provides connectivity to the regional Des Plaines River Trail, and also connects to existing path networks to the west within Buffalo Grove and to the east within the Village of Deerfield. The Village of Riverwoods and LCDOT both have approved bike plans showing a new or improved separated multi-use path between Milwaukee Avenue and Saunders/Riverwoods Road. The multi-use path was further studied and evaluated and is documented in the EA.

Comment 6: Stormwater Concerns. 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. Three key factors include: a) the removal of trees along Section B that significantly absorb rainwater, prevent soil erosion, and absorb pollutants; b) the impact of rainwater directed into the Des Plaines River via the proposed "closed" system drainage versus the existing drainage ditches must be measured and communicated; and (c) Lake County Stormwater [Management] Commission (LCSMC) has raised the alarm due to projected climate change and upriver industrial development on the area. RPC does not believe that this risk is adequately addressed in the EA.

Response 6: All applicable Federal, State, and County permits/approvals will be obtained prior to the start of construction. A number of the permits and regulatory reviews required for this project are associated with stormwater, soil erosion, and pollutant control. The permits are required so that potential impacts to regulated resources (e.g., wetlands, streams, floodplains) are minimized or avoided and mitigated appropriately. Agency reviews consider the effect of the project on adjacent properties and upstream or downstream environmental resources.

Water mitigation strategies will follow regulatory requirements. As stated in the EA (Section 3.7 and Section 3.9), compensatory storage will be provided for fill placed in the floodway and 100-year floodplain. As part of the project, existing drainage patterns will be maintained. Stormwater runoff will be routed through BMPs (e.g., water quality devices, ditches, or detention facilities) prior to discharge to wetlands or surface waters, to the extent practicable. The specific BMPs to be installed will depend on several factors, including (but not limited to) site constraints, geology and soil conditions, water table,

slope, drainage, final engineering design, target pollutants, and agency coordination. Based on geotechnical analysis, additional infiltration BMPs may be considered during Final Design. Details regarding BMPs will be provided during Final Design and will be reviewed by appropriate regulatory agencies during permitting.

Potential impacts to the Des Plaines River and BMPs to protect the river will be reviewed in greater detail by the regulatory agencies during Clean Water Act permitting. Please note that in a comment letter dated June 10, 2021, the Illinois Environmental Protection Agency (IEPA) stated that they have “not identified any significant concerns with the project as proposed provided it is carefully planned and implemented.”

Detention will be provided to compensate for the increase in impervious surface associated with the project. In response to this comment, additional information regarding detention has been incorporated into the EA Errata. The proposed improvements have been designed using the latest rainfall data from the Illinois State Water Survey (ISWS) Bulletin 75 (March 2020). Bulletin 75 was released to account for the increasing intensity and frequency of rainfall events. The stormwater design meets the requirements of the Illinois Department of Natural Resources – Office of Water Resources (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. The proposed stormwater systems are designed to improve conveyance to help alleviate local flooding near side road intersections. During Final Design, existing and proposed flows to detention facilities and waterways will be analyzed with updated detail and submitted to LCSMC as part of the Watershed Development Ordinance (WDO) permit submittal. The project team has met with and/or coordinated with LCSMC and various other regulatory/resource agencies throughout the Preliminary Design process. Coordination efforts are summarized in Section 4.0 and Appendix E of the EA.

During Final Design, a Storm Water Pollution Prevention Plan (SWPPP), including a Soil Erosion and Sediment Control (SESC) plan, will be prepared. The SESC plan will be submitted for review to the U.S. Army Corps of Engineers (USACE), LCSMC, and other regulatory agencies, during Final Design. A WDO permit will be obtained from LCSMC. National Pollutant Discharge Elimination System (NPDES) permit coverage will also be obtained prior to the start of construction. SESC practices will be installed at the commencement of construction and final 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.

Comment 7: Overriding Environmental and Aesthetic Consequences of Destroying Irreplaceable Natural Resources, and Costs to Riverwoods Residents. Given the 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. 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.

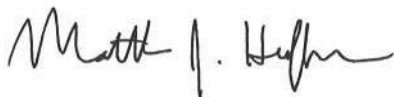
Response 7: We acknowledge your concern regarding potential impacts to the environment and aesthetics, including the loss of trees along the project corridor. The selected alternative for Section B has the smallest footprint and least comparative impacts to the other alternatives considered for Section B, and meets the project purpose and need. A 2-lane curbed roadway alternative and 2-lane roadway with shoulder alternative were considered and evaluated. Further discussion about dismissal of those alternatives can be found in Chapter 2 and Appendix B of the EA.

The project team has committed to continue to evaluate potential tree impacts during Final Design with the goal of further avoidance and minimization. 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. The project team will continue to coordinate with the Village of Riverwoods during Final Design. Topics such as aesthetics and landscaping along the project corridor will be discussed during the subsequent coordination.

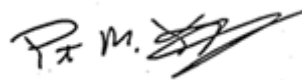
Wetland impacts have been minimized through the alternatives analysis and during Preliminary Engineering. Unavoidable wetland impacts will be mitigated at a 1.5:1 minimum ratio (a higher mitigation ratio will be used for higher quality wetlands) resulting in a net increase of wetland resources within the region (i.e., Des Plaines River Watershed). Regarding climate change, see the discussion above at Response 6.

If you have any additional questions or would like to talk through anything further, please let us know and we can setup a time to meet.

Sincerely,



Matthew Huffman, P.E.
Senior Project Manager



Peter M. Knysz
Senior Environmental Policy Manager

CC: Chuck Gleason – LCDOT



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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 3rd 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=>

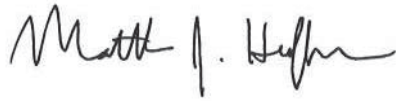
Comment 20: Section 5.0: What are the standards justifying a Finding of No Significant Impact (FONSI)?

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

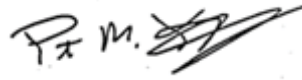
Impact Statement (EIS) will not be prepared (see the Council on Environmental Quality [CEQ] definition at 40 CFR 1508.1(l)). Additional information regarding the consideration of whether the effects of a proposed action are “significant” can be found at 40 CFR 1501.3(b).

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

N:\LCDOT\150331\Admin\Public Involvement\Public Hearing\Comment Response\CR.2021.05.28.RPC Initial Questions.docx

From: [Matthew Huffman](#)
To: ["ktmac2565@aol.com"](mailto:ktmac2565@aol.com)
Cc: [Gleason, Chuck L.](#); [Martin Worman](#)
Subject: Lake County, Deerfield Road - Phase I Design Follow-up
Date: Wednesday, February 16, 2022 7:11:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hello Ms. Waitzman,

We wanted to reach out to you as we are wrapping up the final approvals for the Phase I Engineering for the Deerfield Road reconstruction to follow-up on your question pertaining the drainage ditches along the north side of Deerfield Road from Thorngate Creek to Hoffman Lane. A new drainage system will be included as part of the proposed roadway improvements. Specifically in the area you are concerned about, a large box culvert will be placed underneath the northern part of the proposed roadway to convey stormwater that drains towards Deerfield Road within this area. This will remove stormwater from being conveyed via larger drainage ditches and culverts underneath roadways/driveways, which is the existing condition. The proposed design also minimizes property acquisition in this area as well. If you have any further questions and have more detailed questions, please let us know.

With Regards,

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**

From: [Matthew Huffman](#)
To: "Michael Clayton"
Cc: [Gleason, Chuck L.](#); [Peter Knysz](#)
Subject: Lake County, Deerfield Road Improvement - Project Follow-up
Date: Thursday, February 17, 2022 12:57:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Frequently Asked Questions_Deerfield Road.pdf](#)
[Frequently Asked Questions_Deerfield Road_Noise.pdf](#)

Hello Mr. Clayton,

As we continue on completing the Phase I Engineering Study for the project, we are reaching out to follow-up on several comments and questions you posed pertaining the assessment of the proposed improvement. We understand you do not agree with the identified preferred alternative documented in the Environmental Assessment for Section B of the project, a 3-lane curbed roadway with separated multi-use path. You requested that a cost benefit analysis be performed for this section of the project to evaluate the selected alternative. The results of conducting a full cost benefit analysis of the various alternatives considered would not change the outcome of the identified preferred alternative for Section B, which has the smallest footprint out of the range of alternatives considered, and therefore has the least environmental impacts of the alternatives considered. We did consider a 2-lane roadway alternative with curb and a 2-lane roadway alternative with shoulder, which are described in detail within Chapter 2 and Appendix B of the Environmental Assessment. The 3-lane alternative selected has nearly the same footprint as the 2-lane curbed roadway (2-feet difference) and a smaller footprint than the 2-lane roadway with shoulder, and both were dismissed through the evaluation process. A 4-lane alternative and 5-lane alternative were also considered and evaluated. Both of these alternatives had better transportation performance than the identified preferred alternative, but the improvement in transportation performance was not significant enough to justify to the increased impacts, and therefore they were dismissed. In the beginning of this study, we heard many people assume the project would be a 5-lane roadway because 5-lane sections were on either side of this corridor. However, through the alternatives analysis process, it was determined that a 3-lane roadway in Section B and a considerable improvement to the Milwaukee Avenue intersection (Section A) would address the transportation needs of the project study area while providing the least amount of impacts.

We do not dispute that there are impacts associated with the proposed improvement and that there are environmentally sensitive and high quality areas. This is the reason an Environmental Assessment was prepared for this project and the environmental effects could be studied in detail. The project has been coordinated with a multitude of Federal and State resource agencies throughout the project development process, however, it should be noted that much more work will ensue during the next phase of engineering during state and federal permitting through resource agencies such as US Army Corps of Engineers, IEPA, LCSMC, and IDNR. Additional coordination with the Village and RPC will occur as we have previously discussed. The Phase I Engineering process is meant to identify the proposed improvement that best meets the identified project needs, while balancing environmental/socio economic impacts and complying with state and federal roadway and environmental regulations.

Due to the environmentally sensitive nature of the project study area and potential for impacts, this

project proceeded through the NEPA/404 Merger Process. This process takes the project through a series of concurrence points with Federal and State resources agencies during the various milestones of the project, which include Purpose and Need of the project, Range of Alternatives, Alternatives Carried Forward, and Preferred Alternative. The final concurrence point for the project (Preferred Alternative) was obtained in June 2018 and then the project proceeded into further design and study/evaluation of the detailed environmental effects of the project as documented in the EA. The EA was then provided to all the Federal and State resource agencies for review and comment. Through the review EA review process, no substantial comments were received from any of the State and Federal resource agencies.

We have attached a detailed Frequently Asked Questions document for the overall project and also a separate document for the noise wall. These documents along with the final Public Hearing Summary will be posted to the project website in the near future.

If you would like to discuss any of these items further or have any additional questions, please reach out to us.

With Regards,
Matt

Matt Huffman, P.E.

Senior Project Manager - Phase I Engineering Department

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- **Abraham Lincoln**

I'm hoping this is the proper place to add a formal comment to the Public Hearing record...

First, this is a personal comment and not one as a representative of the Village of Riverwoods or the RPC. 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,

Michael Clayton
3030 Blackthorn Rd.
Riverwoods, IL 60015
847 948 8981
847 867 0947 (cell)

From: [Matthew Huffman](#)
To: [Matthew Huffman](#)
Cc: [Gleason, Chuck L.](#)
Bcc: "[erossen@comcast.net](#)"; "[margie2975@gmail.com](#)"; "[kato258@aol.com](#)"; "[cohn.mitch@gmail.com](#)"; "[sobolak@gmail.com](#)"; "[subvisser5@gmail.com](#)"; "[dfranco3211@gmail.com](#)"; "[olsonramona7@gmail.com](#)"; "[PBDLOUHY@msn.com](#)"; "[Pratt.s@sbcglobal.net](#)"; "[livuvandlaffe@gmail.com](#)"; "[fsmith@yahoo.com](#)"; "[ktmac2565@aol.com](#)"; "[kubywinslow@gmail.com](#)"; [Travisorman@hotmail.com](#); "[mollyr2@yahoo.com](#)"; [CHERYL WONG](#); [Hubby Wong](#); "[bjilin@onerepublicinc.com](#)"; "[studio@riverwoodsturner.com](#)"; "[dan@shorewooddevelopmentgroup.com](#)"; "[tomauer@bearsUSA.com](#)"; "[sdomnenko@yahoo.com](#)"; "[sandy.delisle@gmail.com](#)"; "[david.l.delisle@gmail.com](#)"; "[fuhrmann@comcast.net](#)"; "[henrywh@comcast.net](#)"; "[jiwayne@yahoo.com](#)"; "[argos501@aol.com](#)"; "[lematch7@gmail.com](#)"; "[b.snyderman@gmail.com](#)"; "[samrisam@gmail.com](#)"; "[olsonramona7@gmail.com](#)"; "[jiwayne@yahoo.com](#)"; "[jasonbgoodman@yahoo.com](#)"
Subject: Lake County, Deerfield Road Improvement - Phase I Study Update
Date: Thursday, February 17, 2022 11:40:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Frequently Asked Questions Deerfield Road.pdf](#)
[Frequently Asked Questions Deerfield Road Noise.pdf](#)

Greetings,

We hope this email finds everyone well during these unprecedented times. Lake County and the Project Team are reaching out as we near completion of the Phase I Engineering Study for the project and we would like to provide you an update on the project. You are receiving this email as you have previously submitted a comment or question during the Phase I Study. Some of you that are receiving this email may have already been reached out to by the project team to address specific property related questions.

Attached you will find an updated project Frequently Asked Questions (FAQ) document which addresses some common questions we have received throughout the project, including the Public Hearing. There were numerous questions and interest pertaining to the proposed noise wall included with this project at the southeast corner of the Saunders/Riverwoods at Deerfield Road intersection, and a separate Frequently Asked Questions document was prepared for the noise wall. These FAQs will be posted to the project website (www.deerfieldroadcorridor.com) along with the final Public Hearing Summary in the near future.

In the coming months, the project team will be initiating the next phase of engineering and land acquisition for the project. The project team will be going into more detailed design for the project and it is possible some of the proposed property acquisition identified during the Phase I Study will be minimized. Property owners with proposed acquisition will be reached out to individually, which we anticipate to occur further into 2022.

If you have any unanswered questions or concerns, please reach out to us.

With Regards,

Matt Huffman, P.E.

Senior Project Manager - Phase I Engineering Department

Christopher B. Burke Engineering, Ltd.

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

- **Abraham Lincoln**

Attachment L
Public Hearing Certification



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

February 23, 2022

Lake County Division of Transportation
Lake County
Section No. 15-00038-07-WR
Deerfield Road (FAU 1257)

Ms. Arlene Kocher, Division Administrator
Illinois Division
Federal Highway Administration
U.S. Department of Transportation
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Ms. Kocher:

In accordance with 23 CFR 771(h)(2)(vi), Lake County Division of Transportation (LCDOT) certifies that a public hearing was held on May 25, 2021, virtually per FHWA temporary virtual public involvement guidance issued on March 12, 2021. Enclosed is a copy of the official public hearing transcript and summary of supporting documentation. The copies of the following items are included in the transcript:

- a) Newspaper announcement (Section 2.1);
- b) Newspaper publication certifications (Attachment A);
- c) Other announcements and notifications (Section 2);
- d) Handouts & materials posted to the project website (Section 3 & Attachment G);
- e) Attendance list (Section 3.2 & Attachment I);
- f) General presentation PowerPoint (Attachment H);
- g) Written copy of the narrative from the general presentation (Attachment I; Transcript pages 2 to 55)
- h) Written comments received at the public hearing or during the public comment period (Section 4 & Attachment J);
- i) Written copy of the verbal comments recorded by the official recorder (Section 3.2.1; Attachment I - Transcript pages 55 to 76);
- j) Written responses to any comments received at the public hearing or during the public comment period (Section 5 & Attachment K);
- k) Written responses to the verbal comments recorded by the official recorder (Section 3.2.2; Attachment I - Transcript pages 77 to 152).

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

Sincerely,

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