

## Project Overview

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

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

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

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

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

## Public Hearing Held Online

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



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

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

### WHAT IS AN ENVIRONMENTAL ASSESSMENT?

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

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

## Purpose & Need

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

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

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

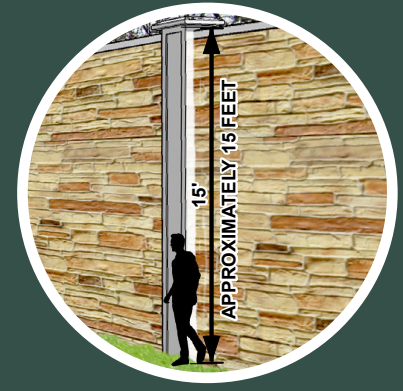
## Preferred Alternative

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

# Noise Wall

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

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



## WHAT CRITERIA ARE CONSIDERED?

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



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



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

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

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

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

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



## DID YOU KNOW?

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



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

# Land Acquisition



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

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

## WHAT IS THE LAND ACQUISITION PROCESS?

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

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

# Use of Lake County Forest Preserve District Lands

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

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



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

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



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



■ 370 desirable species  
■ 648 other species

## 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 🌳

## SECTION 4(f)

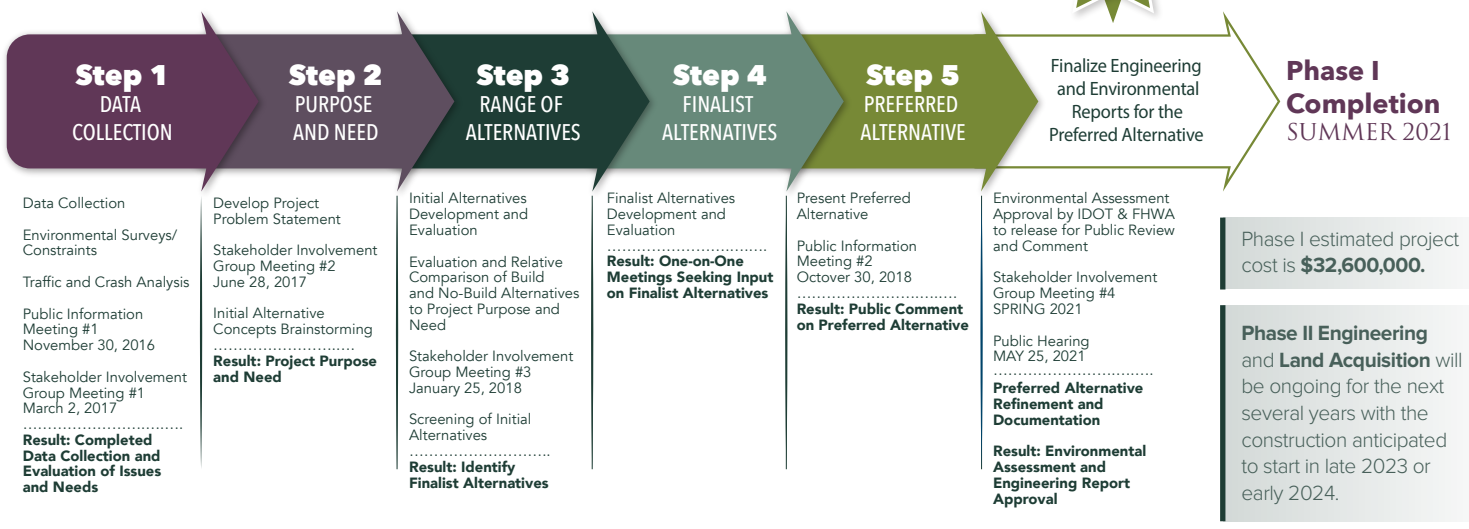
### WHAT IS SECTION 4(F)?

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](http://DeerfieldRoadCorridor.com).

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

# Phase I Study Process



## MAINTENANCE OF TRAFFIC

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

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

## Next Steps

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

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

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



## SUBMIT A COMMENT!

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

- Preferred Alternative Design
- Environmental Assessment

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

Here's how you can submit your comment:

### By mail:

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

### By website:

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