



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.