

**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.

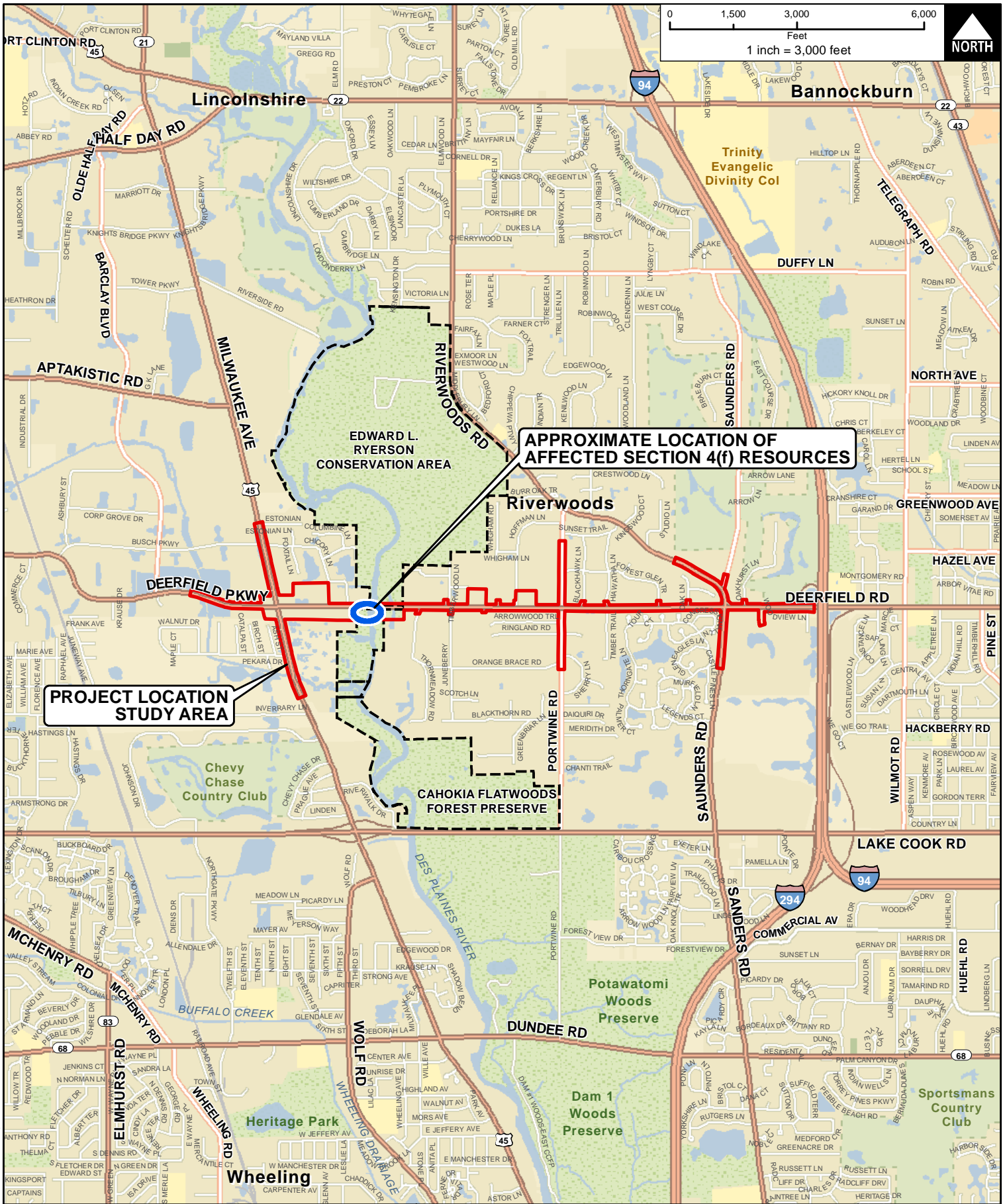
The LCFPD will also provide trail details and specifications to be used for trail restoration, as necessary. Additional coordination will take place during Phase II.

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:



TITLE:

**PROJECT LOCATION MAP**

PROJ. NO. 190025

DATE: 03/01/2019

SHEET 1 OF 1

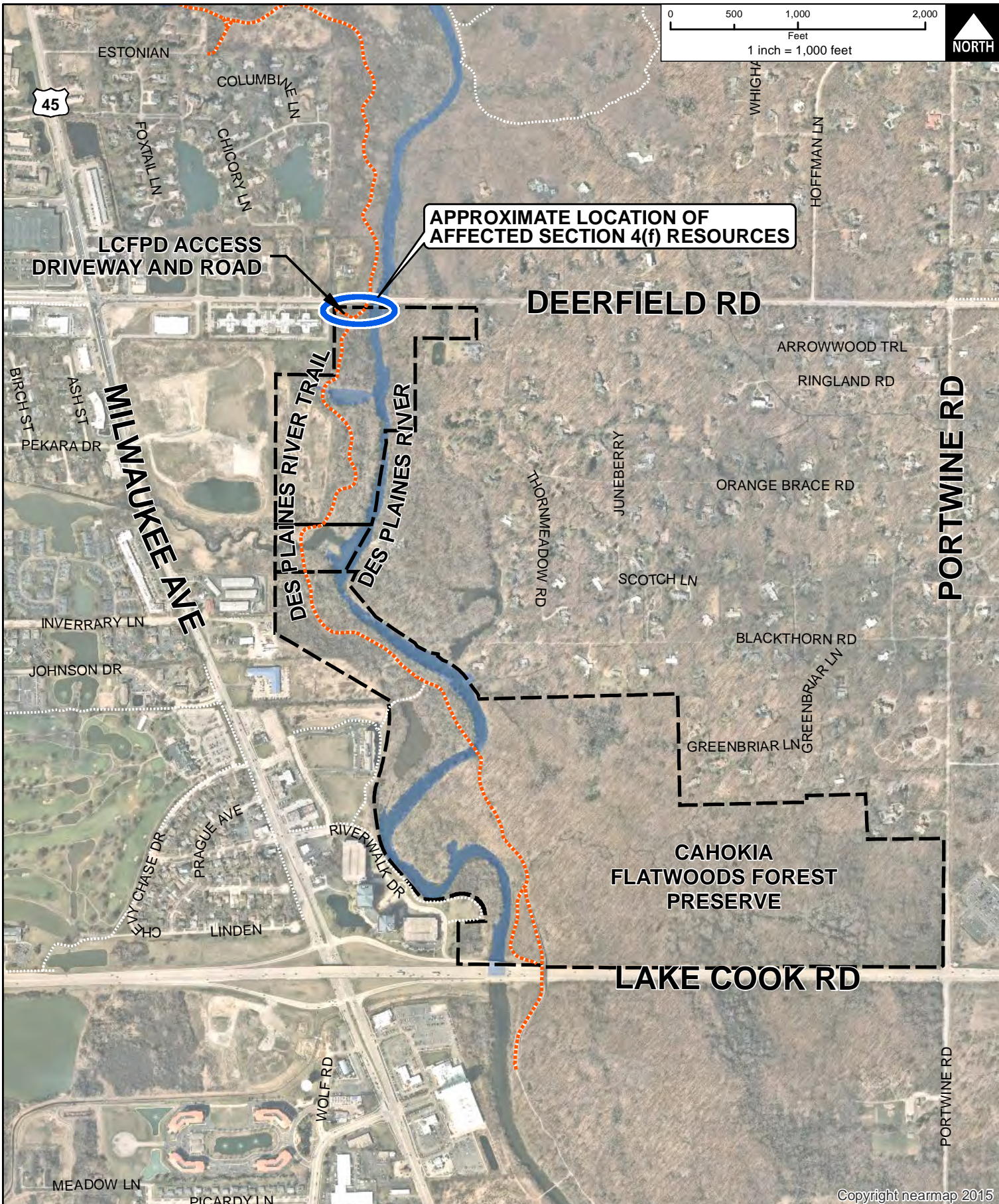
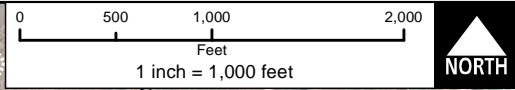
ATTACHMENT:



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

**A**



**APPROXIMATE LOCATION OF AFFECTED SECTION 4(f) RESOURCES**

**DEERFIELD RD**

**PORTWINE RD**

**CAHOKIA  
FLATWOODS FOREST  
PRESERVE**

**LAKE COOK RD**

**MILWAUKEE AVE**

**DES PLAINES RIVER TRAIL**

**DES PLAINES RIVER**

**LCFPD ACCESS  
DRIVEWAY AND ROAD**

**45**

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CLIENT:  **LakeCounty**  
Division of Transportation

TITLE: **AERIAL MAP**

PROJ. NO.	150331
DATE:	08/07/2019
SHEET	1 OF 1
ATTACHMENT:	

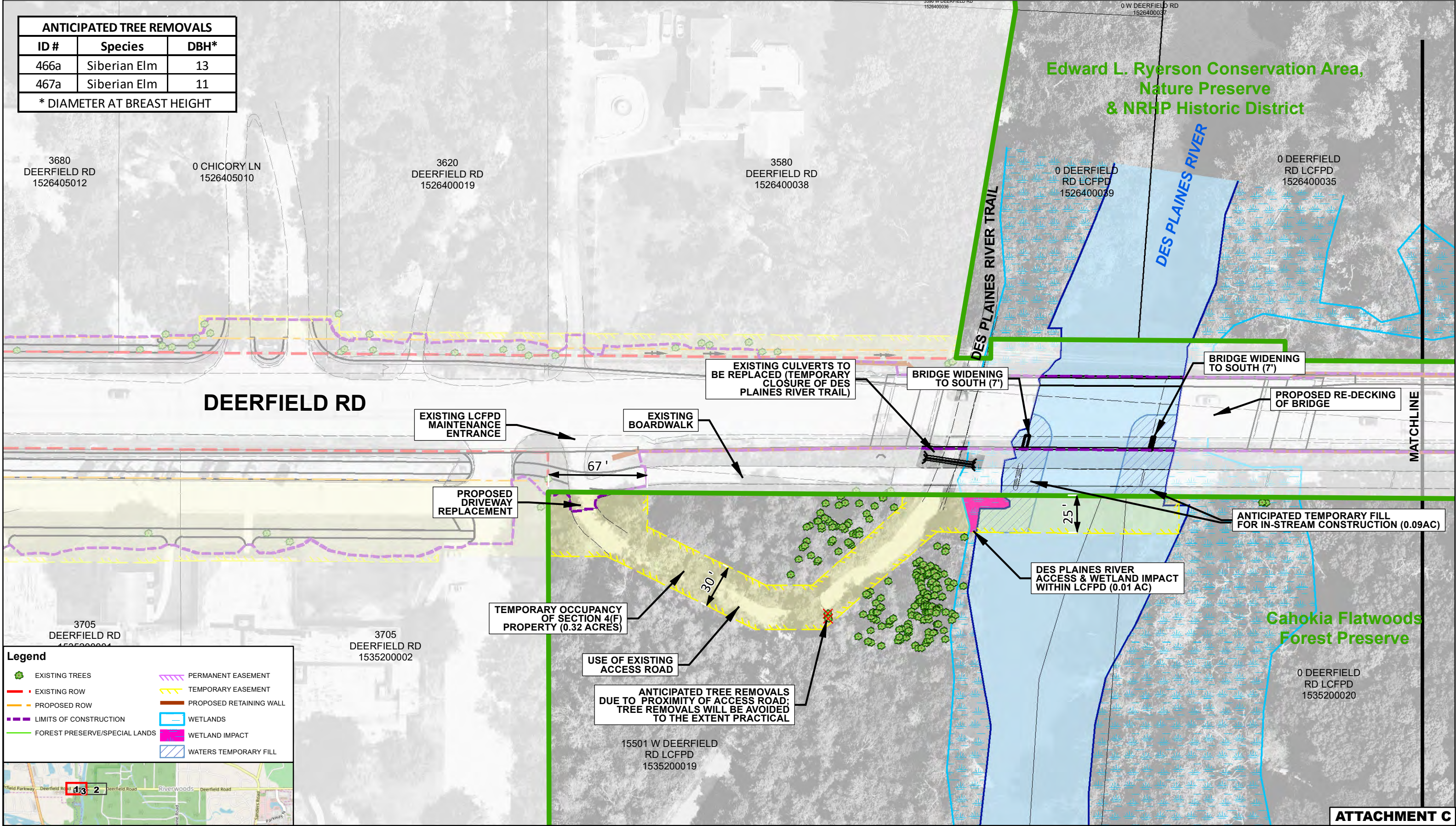
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CHKD.		PLOT DATE:	8/8/2019
FILE:	Aerial Map Attachment B		

**B**

Path: N:\LCDOT\150331\GIS\Exhibits\Aerial Map Attachment B.mxd

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



**Legend**

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



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 Division of Transportation

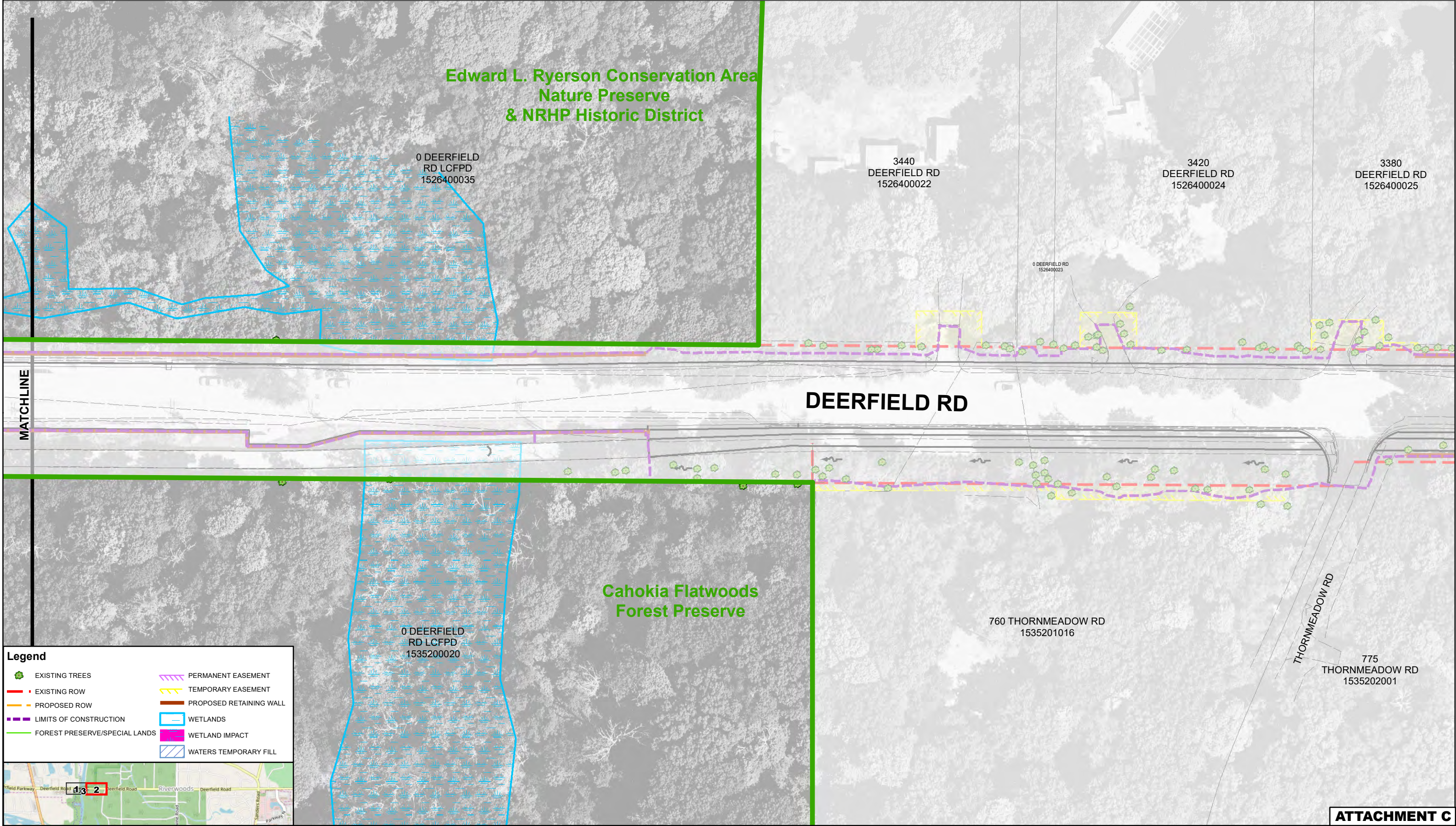
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TITLE: **SECTION 4(F) EXHIBIT DEERFIELD ROAD MILWAUKEE AVENUE TO SAUNDERS ROAD**

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 DSGN: PMK  
 CHKD: MJH  
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 Monday, August 19, 2019

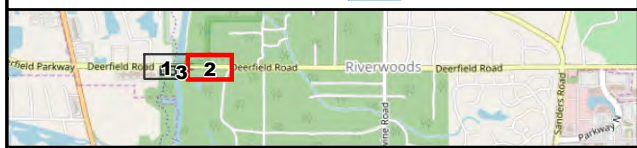
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SHEET 1 of 3  
 CBBEL # 15-0331  
 DATE: 02/07/2019  
**SHEET 1**



**Legend**

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



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NO.	DATE	NATURE OF REVISION	CHKD.	PLOT DATE
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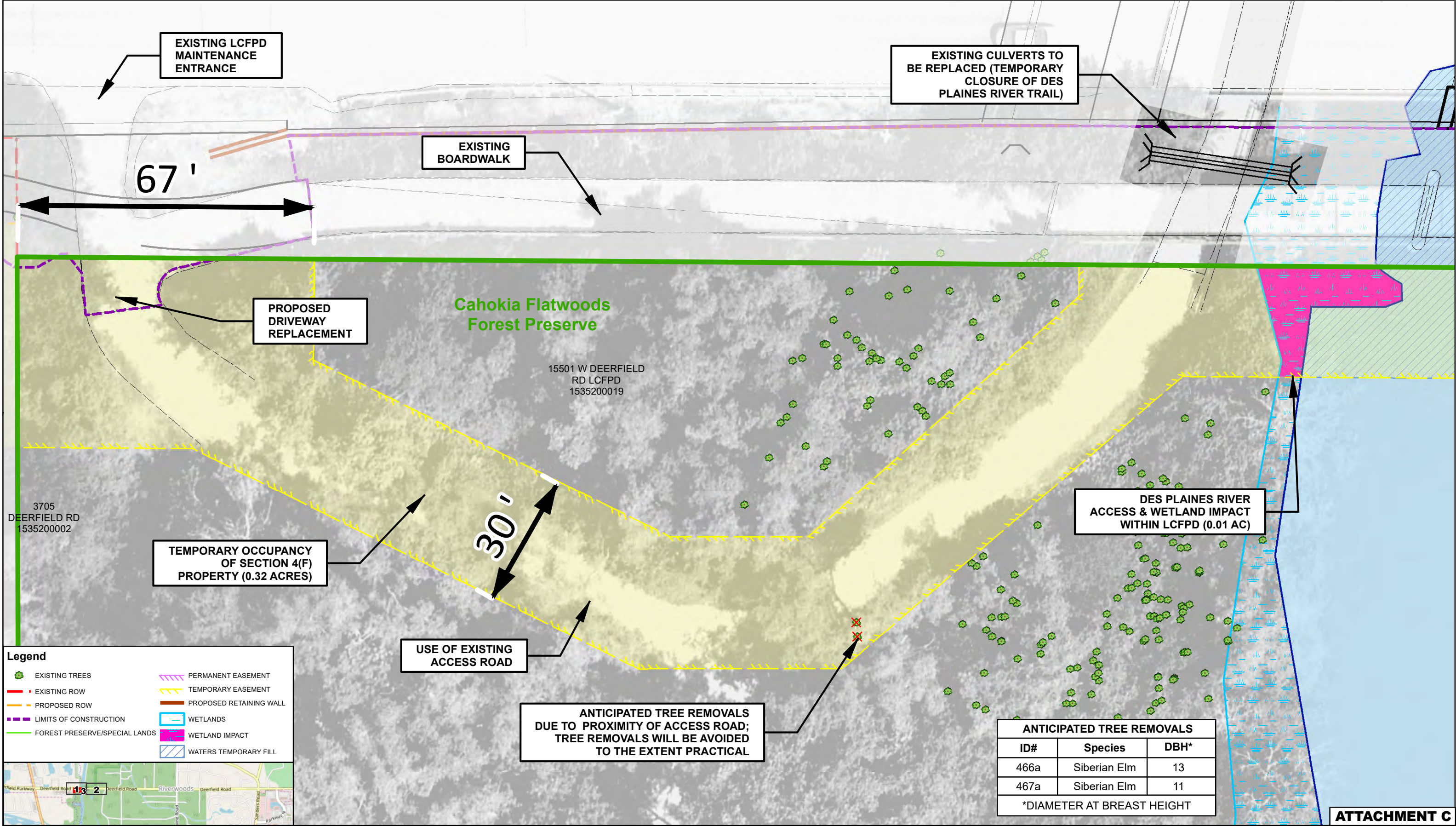
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 DEERFIELD ROAD  
 MILWAUKEE AVENUE TO  
 SAUNDERS ROAD**

ATTACHMENT C

SHEET 2 of 3  
 CBBEL # 15-0331  
 DATE: 02/07/2019

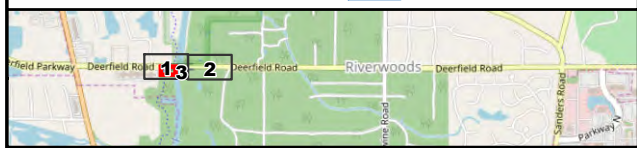
**SHEET 2**





**Legend**

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



**ANTICIPATED TREE REMOVALS**

ID#	Species	DBH*
466a	Siberian Elm	13
467a	Siberian Elm	11

\*DIAMETER AT BREAST HEIGHT

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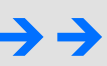


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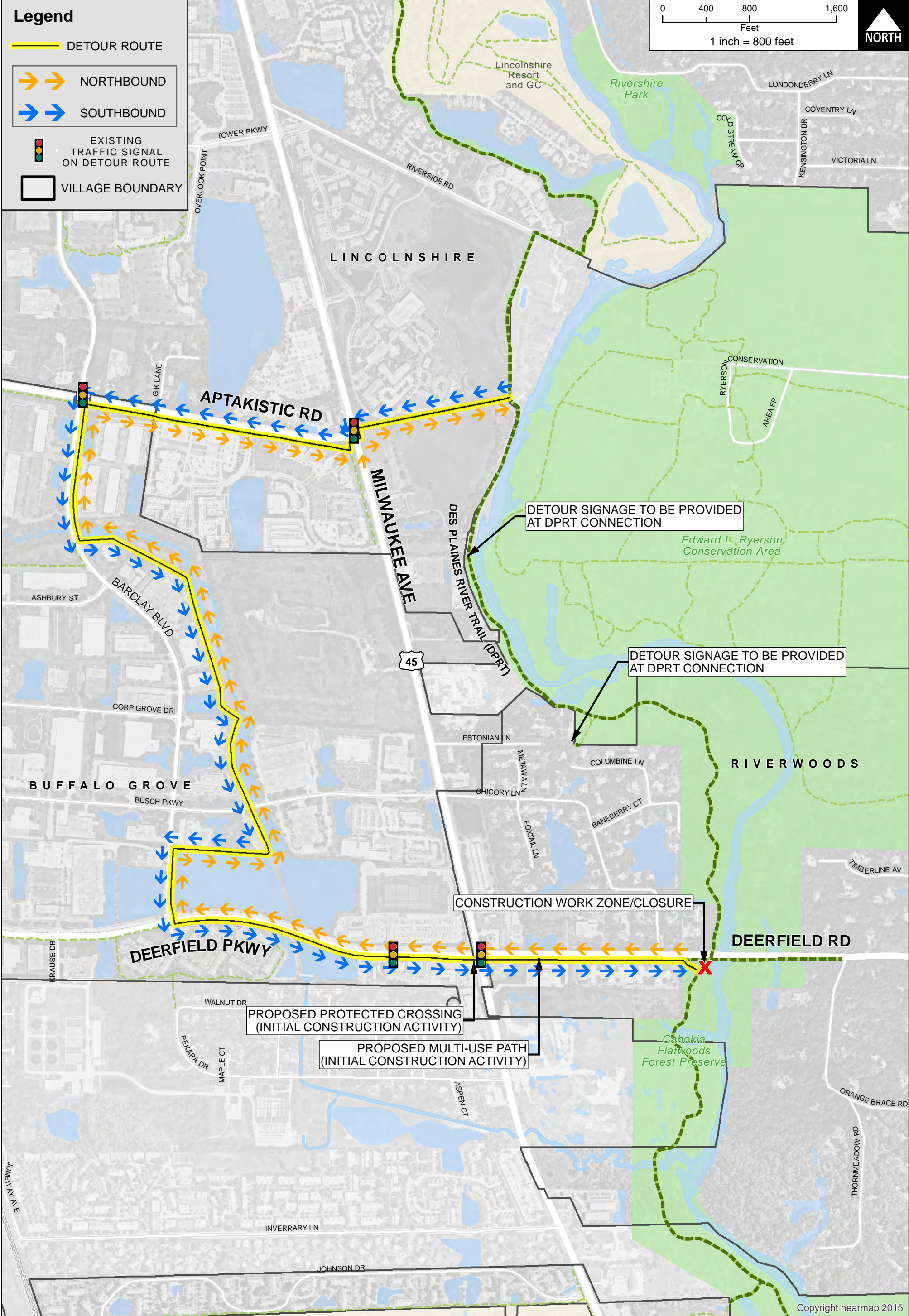
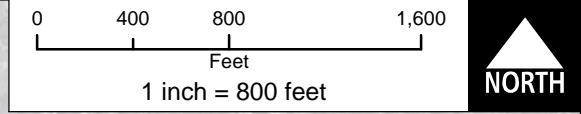
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 DEERFIELD ROAD  
 MILWAUKEE AVENUE TO  
 SAUNDERS ROAD**

**ATTACHMENT C**

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

**Legend**

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



CLIENT: 

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

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

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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

<b><u>Attendees</u></b>	<b><u>Representing</u></b>	<b><u>Email</u></b>
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

<b><u>Attendees</u></b>	<b><u>Representing</u></b>	<b><u>Email</u></b>
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

<b><u>Attendees</u></b>	<b><u>Representing</u></b>	<b><u>E-mail</u></b>
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 ( $\leq 30$  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](#)

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Randy,

I hope all is well! The EA for the Deerfield Road project is in for signature with the Public Hearing planned for May 25<sup>th</sup> (virtually). The EA will be released for public comment on May 10<sup>th</sup> (comment period ends June 14<sup>th</sup>). 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](mailto: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 10<sup>th</sup>.

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

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

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

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

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

at, [www.DeerfieldRoadCorridor.com](http://www.DeerfieldRoadCorridor.com) or contact: Matt Huffman, Consultant Project Manager, at [DeerfieldRoadCorridorComment@cbbel.com](mailto:DeerfieldRoadCorridorComment@cbbel.com) or (847) 823-0500.

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

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

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

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

Sincerely,



Kevin J. Carrier

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 10<sup>th</sup> at [www.DeerfieldRoadCorridor.com](http://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](http://DeerfieldRoadCorridor.com). The details of the Virtual Public Hearing are as follows:

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

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

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

Sincerely,

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

<b><u>Attendees</u></b>	<b><u>Representing</u></b>	<b><u>E-mail</u></b>
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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**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](#)

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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

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

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**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.**

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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.

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**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](#)

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Hi Matt,

fyi

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**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](mailto:Alex.Househ@illinois.gov)>  
**Sent:** Thursday, October 28, 2021 11:07 AM  
**To:** Raffensperger, William <[William.Raffensperger@illinois.gov](mailto: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

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**From:** Matthew Huffman <[mhuffman@cbbel.com](mailto:mhuffman@cbbel.com)>  
**Sent:** Thursday, October 28, 2021 10:02 AM  
**To:** Househ, Alex <[Alex.Househ@illinois.gov](mailto:Alex.Househ@illinois.gov)>  
**Cc:** Fierro, Gerardo <[Gerardo.Fierro@Illinois.gov](mailto:Gerardo.Fierro@Illinois.gov)>; Gleason, Chuck L. <[CGleason@lakecountyil.gov](mailto:CGleason@lakecountyil.gov)>; Peter Knysz <[pknysz@cbbel.com](mailto: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 15<sup>th</sup> 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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