



Appendix C

Public Involvement and Agency Coordination

C9 NEPA/404 MEETING MINUTES

**IDOT CREATE Program
75th Street Corridor Improvement Project
Environmental Impact Statement
Information – Project Introduction**

This was the first presentation of the CREATE 75th Street Corridor Improvement Project (CIP) to the NEPA/404 Merger Team. The purpose of the meeting was to introduce the project to the merger team and identify future merger team coordination.

Project Overview

Matt Fuller of FHWA opened the NEPA/404 Merger meeting for the 75th Street Corridor Improvement Project at 1:45 pm on Friday, June 11, 2010. He noted that FHWA did not anticipate the need for any individual US Army Corps of Engineers 404 permits for this project, and therefore, the 75th Street CIP EIS presentation to be provided today was for the agencies' information only.

FHWA and IDOT are serving as joint lead agencies for this project. Bernardo Bustamante, FHWA CREATE Program Manager, and Larry Wilson, IDOT CREATE Program Manager, made introductory remarks, stating that this is the first EIS NEPA action under the CREATE program. Larry Wilson stated that the program is unique in that it is a partnership of the Association of American Railroads (AAR), private railroad companies and city, state and federal agencies. This meeting served as the Agency Scoping Meeting for the NEPA EIS, and agencies were requested to provide any additional comments to the project team.

Doug Knuth, Project Manager for Jacobs, the project consultant, and Joe Leindecker, Jacobs Environmental Lead, presented an overview of the project and reviewed the project's possible involvement with the various resource agencies and environmental issues.

A printed presentation handout and other project information were distributed to those agencies participating in the meeting. All resource and regulatory agencies also received project information about 30 days in advance of this meeting.

Agency Questions

Following the presentation, questions were received from the agencies and discussed.

USEPA (Norm West) asked about possible increases in Amtrak traffic through the corridor with this project, or with possible future High Speed Rail alternatives. Doug Knuth responded that there was no increase in Amtrak traffic anticipated as a result of the 75th Street CIP project. He also noted that by improving the flow of trains through the 75th Street corridor, the project will be improving air quality and reducing noise impacts in the areas where trains are currently forced to idle and wait for Metra passenger trains and other train traffic within the project corridor.

FTA (Lois Kimmelman) asked if any previous studies had been completed in the corridor. Doug Knuth noted that this study was originally an Environmental Assessment (EA) but had been elevated to an EIS with the addition of the proposed rail fly-overs, FTA asked about the Environmental Survey Request (ESR) form and Doug noted that the ESR limits had been expanded recently when the analysis changed to an EIS and the project limits expanded to include areas potentially affected by train noise and air emissions.

USEPA (West) noted that the proposed project improvements have the potential to bring more trains into the LaSalle Street stations. He inquired as to a potential increased noise issue at this station and wanted to make sure the study accounted for this. Doug Knuth noted that the noise model is being updated with new information to account for this condition.

USEPA (West), asked whether a public meeting had been held with the community. He noted that with the minority and low income populations in the study area, USEPA would encourage a well-designed outreach to the local Environmental Justice communities. Doug Knuth pointed out that one facet of our public involvement program would be to utilize the DBE subconsultant Ralph G. Moore and Associates to help inform and to involve the community during the NEPA process and to prepare the local community for possible future employment opportunities to come from the project should the Proposed Action be approved.

FTA (Kimmelman) asked what concerns have been raised so far in our local meetings. The request for a new METRA station was mentioned as an issue that has been raised at previous meetings with stakeholders; also the grade separation at 71st Street was a local request from the community. The Alderman in that community has a goal to promote economic development along 79th Street.

USEPA (Ken Westlake) asked for a clarification of the name and location of these proposed grade separations. Bill Thompson, AAR CREATE Program Manager, provided clarification using a map of the CREATE projects.

FHWA (Matt Fuller) asked if there were any other questions or issues to be addressed in the meeting. Hearing no further issues, he adjourned the meeting.

NEPA/404 Merger Meeting
June 11, 2010

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**IDOT CREATE Program
75th Street Corridor Improvement Project
Environmental Impact Statement
Information – Project Purpose and Need**

This was the second presentation of the CREATE 75th Street Corridor Improvement Project (CIP) to the NEPA/404 Merger group members. The purpose of the meeting was to update the merger group on progress to date, present the project purpose and need, and preview upcoming project activities.

Project Overview

Matt Fuller of FHWA opened the NEPA/404 Merger meeting for the 75th Street Corridor Improvement Project at 1:30 pm on Monday, June 27, 2010. He noted that FHWA did not anticipate the need for any individual US Army Corps of Engineers 404 permits for this project, and therefore, the 75th Street CIP EIS presentation to be provided today was for the agencies' information only.

Doug Knuth, Project Manager for Jacobs, the project consultant, and Joe Leindecker, Jacobs Environmental Lead, presented an overview of the project progress to date, including the public involvement process, and presented details of the project's purpose and need, including a number of slides from the recent June 2011 public meetings.

The presentation included a summary of technical activities completed since the last meeting with the agencies in June, 2010, and focused on details of the various public involvement activities conducted during that period, including the formation of the two Community Advisory Groups (CAGs) and the meetings with the CAGs and the general public to develop and confirm the purpose and need for the project.

Jacobs noted that there were four major components of the project purpose and need. These included:

- rail-rail conflicts,
- highway-rail conflicts,
- passenger transit reliability, and
- local mobility within the study area.

Specific rail-rail conflicts detailed included Forest Hill Junction, Belt Junction, 80th Street Junction, and along the CWI. The transportation and community problems resulting from these conflicts were also described. Jacobs described the highway-rail conflicts at 71st Street and the passenger transit reliability problems associated with there being only a single Metra track along Landers Yard. Local mobility problems associated with the numerous rail viaducts were also described, as were the expressed community concerns about aesthetics and security. Jacobs also noted that the completed review of existing conditions within the project study area confirmed that there were no wetlands, protected species, or other natural resources. Jacobs then presented a summary schedule of the major upcoming activities, through the publication of the Draft EIS and public hearing in the Spring of 2012.

A printed presentation handout and the preliminary draft of Chapter 1 of the DEIS Purpose and Need were distributed to those agencies participating in the meeting. All resource and regulatory agencies also received project information in advance of this meeting, including the Spring 2011 Project Newsletter, which included six pages of information on the environmental study process, the existing road and rail traffic problems in the study area, and a community involvement update on the Community Advisory Group meetings. A nine-page Meeting Summary of the April 19 meeting with the West Community Advisory Group was also included.

Agency Questions and Comments

Following the presentation, FTA (Lois Kimmelman) asked about how many relocations might be involved with the potential connection of the Metra SouthWest Service to the Rock Island Line. Jacobs responded that the number would vary slightly by alternate, but it could be up to about 20 individual properties that would be impacted, with an estimated 6 of those properties vacant and the remaining 14 occupied residential units.

USEPA (Norm West) remarked that he thought the public meeting was very effective and that he was impressed with the level of interaction between the project team and the community at the meeting. In conversation following this comment, USEPA asked for further detail about improvements being considered at the viaducts. Jacobs described possible improvements in the drainage, pavement, lighting and aesthetics of the viaducts. USEPA also asked if a preferred alternative has already been identified, and if going through Hamilton Park was a consideration. Jacobs responded that they were still developing alternatives and that no preferred alternative had yet been identified, and that going through Hamilton Park was being discussed as a preliminary alternate. USEPA also asked if any brownfield sites would be involved, and Jacobs responded that the Special Waste Surveys had not yet been conducted, but would occur in the next several weeks.

FHWA (Matt Fuller) asked if there were any other questions or issues to be addressed in the meeting. Hearing no further issues, he adjourned the meeting.

NEPA/404 Merger Meeting
June 27, 2011

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NEPA/404 Merger Meeting
June 28, 2011

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NEPA/404 Merger Meeting
June 28, 2011

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**IDOT CREATE Program
75th Street Corridor Improvement Project
Environmental Impact Statement
Information – Project Preferred Alternative**

1/13/2012

This was the third presentation of the CREATE 75th Street Corridor Improvement Project (CIP) to the NEPA/404 Merger agencies. The purpose of the meeting was to present the range of alternatives considered and the Preferred Alternative. Jacobs sent meeting packets to the FHWA by mail on December 21, 2011. The FHWA distributed the project information to the individual resource and regulatory agencies.

Project Overview

Matt Fuller of FHWA opened the NEPA/404 Merger meeting for the 75th Street Corridor Improvement Project at 3:00 pm on Friday, January 13, 2012. All attendees introduced themselves.

Joe Leindecker, Jacobs' Environmental Lead for the project, presented an overview of the project progress to date. This included a brief summary of the purpose and need, more detailed explanation of the alternates considered at each of six improvement areas, and the methodology for combining alternates into a single Build Alternative.

Results of public involvement activities regarding the improvement alternates and Build Alternative were included in the presentation, most notably the comments received at the October 27, 2011 public meeting. It was noted that the Preferred Alternative was also presented to the Project Study Group, the two Community Advisory Groups, the 17th Ward Alderman, and the Chicago Park District. All stakeholders concurred with the recommended Preferred Alternative.

The needs for construction permits at Hamilton Park and Leland Giants Park to construct new retaining walls on adjacent railroad property was discussed. A landscape plan will be created to restore and improve the appearance of the parks. It was noted that there will be noise impacts throughout the project area due to higher train volumes. Horn noise in the southeast section of the project is particularly a problem at the 95th Street and 97th Street grade crossings. Noise mitigation is still being evaluated.

Lastly, the timeline for the project was shown. Jacobs is currently completing the preliminary Draft EIS. A public hearing will be held in the summer of 2012.

Agency Questions

There were three questions during the presentation.

USEPA (West) described an idea for an alternate for the Rock Island Connection that would go east of the existing Rock Island District (RID) Line. His thought was that there is some vacant land on the east side of the Rock Island tracks south of 74th Street where property acquisition would be less disruptive to the community. It was discussed that this option would either require relocating the RID tracks to the east of the proposed SouthWest Service (SWS) tracks or elevating the new SWS flyover structure over the RID Line (approximately 50 feet above ground level).

[Following the meeting, Jacobs evaluated this idea at a preliminary conceptual level. Of the two options for going east of the existing RID Line, the option to take the SWS Line over the RID Line would impact fewer properties than relocating the existing RID Line farther east. However, this would still impact approximately 12 properties in the Hamilton Park neighborhood and 10

properties east of the RID tracks. This is comparable to the current Preferred Alternate, but would provide no further advantages or benefits and would be much more expensive due to increasing the length of the bridge structure by approximately half a mile. Therefore, this option is not being advanced for further evaluation.]

USEPA (Westlake) asked where the church was located. Jacobs pointed its location out on the map.

It was asked why more people didn't choose Alternate 3, which would impact fewer dwelling units than Alternate 1. Jacobs described several contributing factors. First, the church wanted to be relocated, so the pastor organized the members of the congregation to attend the meeting and express an opinion on the project. Second, not everyone in the neighborhood attended the meeting. Many in the neighborhood are renters and may not have as large a stake in the project. IDOT (Stewart) noted that some people in the neighborhood would prefer to be bought out than to live adjacent to the new rail flyover structure.

There was one comment and one question following the presentation.

USEPA (West) remarked that he had been to both of the public meetings and hopes that the public involvement process for the project is well documented because it is a "stellar example" of how to engage a community in the NEPA process. He was very pleased with the quality of the public involvement work completed and what the project team has accomplished.

The FHWA Illinois Division Office (Hine) asked if the church congregation wants to stay in the neighborhood. Jacobs (Leindecker) explained that they have not stated a preference. Jacobs (Wirtz) noted that they could stay in the neighborhood if desired because there are vacant lots available for new construction. FHWA (Hine) described a deferred mortgage option that was used in a different project to encourage a church to relocate within its existing neighborhood in order to improve post-construction community cohesion. This was suggested as an impact mitigation option for a project that affects low income/minority residents.

There were no additional questions, so the meeting was adjourned at approximately 3:50 PM.

**NEPA/404 Merger Meeting
January 13, 2012**

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JOE LEINDECKER	JACOBS	314-335-4077	Joseph.Leindecker@Jacobs.com
Ken Westlake	USEPA	312-886-2910	westlake.kenneth@epa.gov
NORM WEST	USEPA	312-353-5692	west.norman@epa.gov
JOHN WIRTZ	JACOBS	312-384-6329	john.wirtz@jacobs.com
Bernardo Bustamante	FHWA	312-358 3868	bernardo.bustamante@dot.gov
Mike Hine	FHWA		(phone)
Lois Kimmeland	FTA		(phone)
Bryan Kapala	PARSON'S BRINCKERHOFF	312-803-6522	Kapala@Pbworld.com



Appendix C

Public Involvement and Agency Coordination

C10 OTHER AGENCY COORDINATION



INFRASTRUCTURE ENGINEERING, INC.

CIVIL TRAFFIC TRANSPORTATION PLANNING DESIGN CONSTRUCTION

MEETING MINUTES

PROJECT: IDOT PTB 131 – ITEM #24
Chicago Regional Environmental and Transportation Efficiency
(CREATE) Program

IEI's PROJECT NO.: M-04-07

SUBJECT: Storm Drainage Coordination Meeting with Department of Water
Management, Sewers Section

MEETING DATE: July 16, 2004

LOCATION: Jardine Water purification Plant- sewer Design Section
1000 E. Ohio Street
Chicago, IL 60611

ATTACHMENTS: None

COPIES: Chicago Department Of Water Management(CDOWM)
Hamid Kashani, P.E.
Greg B. Cabrera, P.E.
Sid Osakada, P.E.

Edwards and Kelcey (E&K)
Douglas Knuth

Infrastructure Engineering, Inc. (IEI)
Michael Sutton, P.E.
Raspal Bajwa, P.E.
Sandor Williams

PURPOSE: To Know CDOWM Drainage Requirements for IDOT PTB 131 –
ITEM #24 CREATE Project.

**DOCUMENTS:
EXCHANGED** None

ATTENDEES:

<u>Name</u>	<u>Company</u>	<u>Telephone</u>	<u>Fax</u>
Sid Osakada, P.E.	CDOWM	312/744-0344	312/744-5941
Greg B. Cabrera , P.E.	CDOWM	312/742-1208	312/744-5941
Hamid Kashani, P.E	CDOWM	312/744-6532	312/744-5941
Raspal Bajwa, P.E.	IEI	312/425-9560	312/425-9564
Sandor Williams	IEI	312/425/9560	312/425-9564

DISCUSSION:

Illinois Department of Transportation and Bureau of Railroads have planned to improve the following described railroad corridor to expedite the movement of the railroad traffic under Chicago Regional Environmental and Transportation Efficiency (CREATE) Program. ITEM #24 of the CREATE Program involves two flyovers construction and tracks reconfiguration. One flyover will connect Metra’s Southwest Service to Metra’s Rock Island District Service and another flyover will be for railroad grade separation near 75th Street and Western Avenue.

The following drainage issues for the proposed project were discussed at the meeting.

1. Storm water detention will be required for the two flyovers. All areas that will be disturbed by grading, paving, embankment and bridge should be included in storm water detention calculations. Drainage from a bridge should be collected in a ditch or trench on grade and drained to existing City sewers. Existing drainage pattern and outfall points should be maintained.
2. CDOWM would like to see a highway project type drainage report/study for review and to make recommendations for drainage improvements required for the permit. At minimum, existing conditions drainage plans and existing and proposed cross sections at 100 feet intervals should be submitted.
3. For tracks reconfiguration section of the project, CDOWM will review existing drainage plans and cross sections to identify existing drainage problems. If CDOWM determines that there are no existing drainage problems and the proposed project will not significantly increase the storm water flows, no drainage improvements would be required for this section of the project.
4. Based on the existing City sewer capacity at the outfall point, CDOWM will provide storm water release rate for project drainage area. Flows in excess of the release rate need be detained in a detention pond on site.
5. Proposed drainage plans will be developed thereafter based on the CDOWM review comments and submitted for design approval.

ACTION ITEMS

The following actions need to be initiated for the drainage report:

- IEI will develop exiting drainage conditions plans and cross sections.

- IEI will identify existing drainage outfall locations along the project section and coordinate with adjacent property owners, alderman and the City for any flooding problem in the area.
- IEI will develop Location Drainage Study report in accordance with the IDOT requirements for submittal to CDOWM for review.
- CDOWM will review the drainage report, make recommendations for the drainage improvements and provide storm water release rate from the drainage area.
- IEI will develop proposed drainage plans and add to the Drainage Report for re-submittal to CDOWM.

PROPOSED MEETINGS

TBA

SCOPE MODIFICATIONS

Not Applicable

ANY OTHER BUSINESS

None at this time.

After distribution to and confirmation of receipt of the Meeting Minutes by the attendees to this meeting; if no comments are received within five business days it will be declared that the Meeting Minutes are good as is.

Sincerely,

Infrastructure Engineering, Inc.

Raspal Bajwa, P.E.
Project Manager



CDOT COMMUNITY ORIENTED VIADUCT IMPROVEMENTS MEETING SUMMARY

DATE: June 29, 2011 2:00 PM
LOCATION: CDOT Office, 30 N LaSalle, Chicago
RECORDED BY: Mark Rinnan
IN ATTENDANCE:

Douglas Knuth	Jacobs	Joe Alonzo	CDOT
Jeff Sriver	CDOT	Mark Rinnan	Jacobs

Key Points Discussed:	Action By:
A spreadsheet summarizing findings of the condition of the public infrastructure at 26 viaducts within the 75 th Street CIP was discussed.	
The information on the spreadsheets needs to be categorized. CDOT suggested the viaducts be sorted by 1) those requiring just routine maintenance, 2) those with proposed improvements oriented towards a neighborhood scale (such as improved lighting), and 3) those with proposed improvement oriented towards the project level (such as viaduct replacement).	Jacobs, sort and condense the information shown and present on a revised exhibit and include a location map with type of improvement.
Jacobs noted the goal is to present this improvement plan at the July PSG meeting for discussion.	
The pavement at a few underpasses is still brick. CDOT may be able to replacement these pavements with concrete using funding sources such as TIGER III grants. projects with	
CDOT noted some entries (such as "no" for lighting adequacy at Union Avenue) needed further clarification. POST MEETING NOTE: Lighting is present at Union Avenue; however 5 of 6 of the roadway and 1 of 6 sidewalk lights were burnt out on the west side.	Jacobs, add comments to exhibit providing details as needed.
CDOT requested the following: <ul style="list-style-type: none"> Lumination standards and a photo of a recently installed viaduct lighting project that meets current standards. A version of the list, sorted by location from worst to best condition. 	

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Fax 312.251.3015

3/5/2012
2011-06-29_75thStCIP-CDOTMeetingSummary.docx



CHICAGO PARK DISTRICT
HAMILTON PARK MEETING SUMMARY
75TH CIP ENVIRONMENTAL IMPACT STATEMENT

DATE: June 30, 2011 1:30 PM
LOCATION: Chicago Park District (CPD) Office
RECORDED BY: Doug Knuth
IN ATTENDANCE:

Doug Knuth	Jacobs	Joseph Bornstein	CPD
Ron Deverman	HNTB		

Key Points Discussed:	Action By:
<p>Jacobs presented a 75th CIP EIS project overview and a summary of the recent Community Advisory Group (CAG) and Public Meetings. The CPD was given copies of the brochure used at the Public Meeting.</p>	
<p>Jacobs explained the purpose of this meeting was to understand the Park District's position on several alternate alignments near and through Hamilton Park that are being considered for the new rail connection to the Metra RI line. CPD asked if the project was a project to help Metra's service and Jacobs stated that it was.</p> <p>It was explained that the alternates would be grouped into several categories:</p> <ul style="list-style-type: none"> • North of the park • Through the park • Tunnel • South of the park <p>The goal will be to evaluate the alignment categories and focus on the south of the park alternates for more detailed evaluation of the proposed alternate alignments since they had less impacts to the park.</p> <p>The alternates through the park would be dropped based on impacts to the cultural, historic and recreational resources. A goal of this meeting</p>	

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3/5/2012
 2011-07-14_75th St CIP CPD MS 2011-06-30_Final_d.docx



MEETING SUMMARY

PAGE 2 OF 3

Key Points Discussed:	Action By:
<p>is to determine if a minimal impact could be acceptable to the CPD.</p>	
<p>Jacobs presented two alignments, RI-5 and RI-3, to CPD.</p> <p>Alternate alignment RI-5 requires taking most of the SE corner of the park outside of the circle, but has a greatly diminished neighborhood impact. The CPD did not feel that RI-5 would be acceptable. They also stated that the Friends of the Park would oppose it.</p>	
<p>RI-3 requires 1,399 sq. ft. in the SE corner of the park in a narrow wedge adjacent to the RR ROW. The wedge is about 12 feet wide at the base along 74th Street.</p> <p>The CPD felt that it may be possible to work something out on the RI-3 alignment. They noted that the property to be acquired is overgrown with weedy trees, does not include any historic template plantings as part of the landscaping, and is not programmed for any recreational use. They mentioned the possibility of park improvements near the required property such as renewed landscaping or path improvements. The goal would be to bring more function to that area of the park or provide more attractive landscaping.</p> <p>Jacobs noted that access to the park is part of the park experience and that the community has complained that many of the underpasses do not feel safe, especially for pedestrians. If Jacobs improved the underpasses providing access, that would also improve the park experience.</p>	
<p>CPD will review the materials on RI-3 with other park district staff, including their legal department and provide comments.</p>	<p>CPD to get input from various departments on RI-3 and get information on what is required for a possible land transfer.</p>
<p>It was noted that the CDP would find it difficult to convey any property to a private entity like a freight railroad, but it would be easier with Metra in the context of the 75th CIP project.</p> <p>Jacobs mentioned that the City will be acquiring the private property required for the project.</p> <p>The park district can easily transfer property to the City under the Intergovernmental agreement called a Land Transfer Act. So ultimately it may be easier to transfer the property to the City and have them transfer the entire ROW to Metra.</p>	
<p>Jacobs mentioned that there may be some small property left over south of 74th Street. The CPD would not be interested in taking that</p>	



MEETING SUMMARY

PAGE 3 OF 3

Key Points Discussed:	Action By:
<p>property. They do not take properties less than two acres unless it is contiguous to an existing park. CPD stated that 74th Street is too busy of a street to consider property on the other side as contiguous.</p> <p>With the park surrounded by railroads and streets, everyone at the meeting agreed that there was no other land that could be added to the park to make up for a substantial taking.</p>	
<p>Jacobs noted that the information presented to the CPD will be presented to the IHPA for their input on the property from a historical resources standpoint.</p>	



CDOT COMMUNITY ORIENTED VIADUCT IMPROVEMENTS MEETING SUMMARY

DATE: July 18, 2011 2:00 PM
LOCATION: CDOT Office, 30 N LaSalle, Chicago
RECORDED BY: Mark Rinnan
IN ATTENDANCE:

Douglas Knuth	Jacobs	Mark Foruaciari	CDOT
Jeff Sriver	CDOT	Mohammed Rashed	CDOT
Joe Alonzo	CDOT	Mark Rinnan	Jacobs

Key Points Discussed:	Action By:
Two versions of a spreadsheet listing the 26 viaducts within the 75 th Street CIP were provided as meeting exhibits. The spreadsheets were developed from one presented at the June 29 th coordination meeting () and have been revised to show improvement needs categorized by lighting; drainage; pavement condition; sidewalks, ramps, and crosswalks; and waterproofing. One version of the spreadsheet listed viaducts sequentially by structural inventory number. The other version listed viaducts prioritized by overall need for improvement. Also presented was a map showing the location of the viaducts with representative symbols for applicable improvement categories, streets, bus routes, and bike routes.	
Lighting improvements were discussed. Current lighting standards for CDOT are to replace the 25 year old High Pressure Sodium (HPS) lights with new Ceramic Discharge Metal-Halide (CDM, or white) lights. A recent example of a viaduct lighting improvement using these standards is Irving Park Road under the Kennedy Expressway (see photo on last page of these notes.)	
If lighting is to be replaced it needs to be the entire system, not just swapping out old luminaries for new ones. For planning level cost estimating purposes CDM lights typically cost about \$1,500 each installed, including conduit and cable runs, controller, luminaire, and mounting.	
Spacing requirements depend upon design consideration for each location, but a rule of thumb is fixtures are typically spaced about 30-	Jacobs to send a copy of the

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3/5/2012
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MEETING SUMMARY

PAGE 2 OF 3

Key Points Discussed:	Action By:
<p>feet apart. Jacobs should use current city standards when designing the lighting for these viaducts. It may be necessary to design lumination levels to be bright enough to accommodate video camera monitoring.</p>	<p>standards used during the conduct of the field investigation.</p>
<p>CDOT noted painting of bridges and retaining wall can improve lighting. Jacobs understanding is that it is very unlikely the CREATE program will pay for painting.</p>	
<p>CDOT requested the information presented on the spreadsheets be sorted by improvement type, specifically lighting, pavement, and drainage. This is because improvements are handled by various agencies within the city, so the improvement types need to be sorted by the agencies that handle them.</p>	<p>Jacobs will prepare recommended improvements summarized by lighting, drainage, and pavement.</p>
<p>Jacobs noted the improvements are located mostly in the 17th Ward (Alderman Latasha Thomas) with several others located in the 18th Ward (Alderman Lona Lane.)</p>	
<p>CDOT noted that a 1966 agreement between the city and the railroads requires that 50% of the maintenance responsibility for a viaduct be handled by the respective railroad.</p>	
<p>The process for the conduct of the viaduct field investigation was briefly described. CDOT inquired if replacement of ramps for persons with disabilities that no longer meet current standard would be included in the CREATE program.</p>	<p>Jacobs coordinate with CREATE staff to determine if ramps for the disabled will be included in the CREATE program.</p>



MEETING SUMMARY

PAGE 3 OF 3



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Meeting Summary

IDOT Local Roads / CDOT Coordination Meeting

71st Street Grade Separation

DATE: August 16, 2011, 9:00 a.m.

LOCATION: Jacobs Office

RECORDED BY: Tim Barry/ Jacobs

IN ATTENDANCE:

IDOT

Zubair Haider

FHWA

Bernardo Bustamante

CDOT

Jeffrey Sriver

Joe Alonzo

Soliman Khudeira

Jacobs

Douglas Knuth

Darrin Beier

Tim Barry

The purpose of the meeting was to coordinate with IDOT Local Roads and CDOT regarding the proposed grade separation of CSX railroad at 71st Street (GS-19). The following summarizes the meeting. Information displayed included an exhibit showing the area of the entire CREATE Program, the 75th Street CIP project limits (attached), a draft plan of the 71st Street grade separation (attached), and a previous study for 71st Street grade separation alternatives.

Key Points Discussed:	Action By:
<p>Project Overview</p> <ul style="list-style-type: none"> • 75th Street Corridor Improvement Project (75th St CIP) is one of many projects included in the overall CREATE Program. The 75th St CIP is a major IDOT-led EIS that involves a significant realignment of railroads in the 75th St corridor. See attached exhibit for study limits of the 75th St CIP. • The 71st Street grade separation is included in the 75th St CIP because it is linked to the potential grade separation at Forest Hill Junction (P3). Although alternatives are still being coordinated with the public, it appears that best solution to address rail-rail conflicts at Forest Hill Junction is to elevate the north-south CSX tracks over the east-west tracks in the 75th St corridor. The distance needed for the CSX to return to grade is north of 71st St. Therefore, the 71st St 	

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8/19/2011
2011-08-19_71st St Coordination Mtg 2011-08-16_rev.docx



MEETING SUMMARY

Key Points Discussed:	Action By:
<p>crossing will become grade separated. In addition to reducing the rail-highway conflicts, the proposed grade separation addresses public concerns about traffic delays at 71st St, as well as children crossing the tracks at undesignated locations and climbing between train cars.</p> <ul style="list-style-type: none"> • Residents also expressed concerns about the effects of train delays and other issues in the corridor: <ul style="list-style-type: none"> -- Noise from idling trains waiting to pass through corridor, especially at night -- Smell of diesel fuel from trains -- Existing viaducts in poor condition 	
<p>Alternatives for 71st Street Grade Separation</p> <ul style="list-style-type: none"> • A previous study for the 71st St grade separation evaluated an option to carry 71st Street over the CSX (option requires CSX to remain at-grade and the east-west tracks in the 75th St corridor to cross over CSX). Results of the study found that about 50 homes and one business would be displaced along 71st St. A summary of the report was handed out at the meeting (report dated 6/30/05 by Civiltech). • The proposed grade separation at 71st St is now focusing on carrying the CSX over 71st St. The CSX will be building about 1.5 miles of new tracks associated with the crossing at Forest Hill Junction and 71st St. It is anticipated that the CSX tracks will be on structure where the elevation is 12 feet or higher above the existing ground, and on embankment where the elevation is less than 12 feet. The draft plan for the grade separation handed out at the meeting is attached. • The alternatives at Forest Hill Junction and 71st Street are being presented to the Community Advisory Group on August 26th and the general public on September 27th. Input received during these meetings may affect the draft plans provided to the attendees. • The CSX right of way north of 75th St is conducive to a grade separation at 71st St (CSX over 71st St) because it is wide enough to accommodate construction of two new mainline tracks and two new wye tracks between 75th and 71st Streets, as well as two temporary tracks to the east. • The draft plan prepared to date provides for approximately 14 feet clearance between existing 71st St and the two proposed bridges for the CSX mainline and wye tracks. The existing profile for 71st St raises about 3 to 4 feet at the current at-grade intersection with the CSX. 	



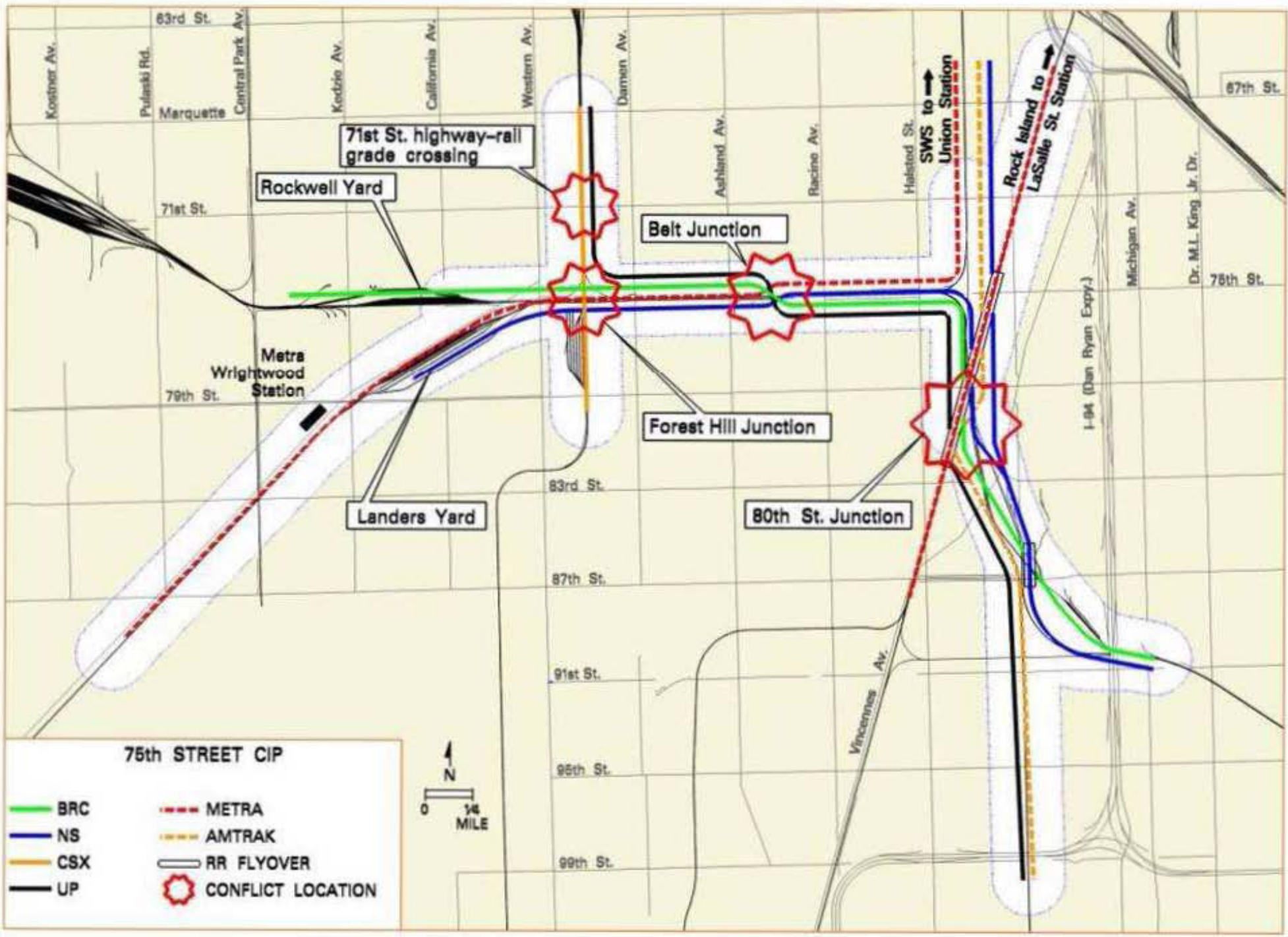
MEETING SUMMARY

Key Points Discussed:	Action By:
<ul style="list-style-type: none"> ● Potential adjustments to the 71st St profile are being evaluated as part of the study to provide a minimum vertical clearance of 14'-6". If the existing roadway profile were to be lowered slightly to increase the vertical clearance beneath the bridges, the location of the high point would remain to avoid or minimize changes to existing drainage patterns. The roadway profile through the railroad right of way is now several feet above the approach grades. ● Evaluation of potential utility impacts along 71st St is being reviewed as part of the study. 	
<p>Coordination Issues and Points of Interest with CDOT</p> <p><u>71st Street Grade Separation</u></p> <ul style="list-style-type: none"> ● Construction staging of the 71st St grade separation is simplest if the railroad bridges are constructed first. Once the railroad bridges are complete, any needed adjustments to 71st St would then be constructed. This approach avoids the need for complicated staging on 71st St associated with the temporary tracks. ● The construction cost to make any adjustments to 71st St would be included as part construction cost for the 75th St CIP. ● Although the railroad improvements at the Rockwell Yard are within the limits of the 75th St CIP, the improvements will be studied and developed as part of another CREATE project. <p><u>Viaducts within the 75th Street CIP</u></p> <ul style="list-style-type: none"> ● Other project work that could involve local streets are improvements at the multiple railroad viaducts over the streets. ● The condition of the viaducts is a major concern for residents within the 75th CIP study area. ● Jacobs estimates that only 25% of lights are working properly. ● 75th St CIP is evaluating what improvements at the viaducts are needed, as well as to what level they can be improved as part of the project. The condition of the viaducts was identified as an issue affecting local mobility in the project's Purpose and Need statement. ● Based on Jacobs' assessment, the viaducts around Hamilton Park are among the darkest and have the greatest need for improvements to enhance mobility and safety. ● The 80th Street viaduct was identified as an example of a viaduct with poor lighting, drainage, and general physical condition. ● New types of lights are being evaluated as one potential improvement element. 	



MEETING SUMMARY

Key Points Discussed:	Action By:
<ul style="list-style-type: none"> • Poor drainage exists at many viaducts within the study area. This includes: <ul style="list-style-type: none"> -- Abutments weep onto sidewalk -- Bridges have not been waterproofed since 1900's -- New drainage will be constructed behind abutments • Problems with falling concrete (steel beams were originally encased in concrete that is now crumbling). • When the community has problem with viaduct issues, they do not know who to contact. As part of the 75th St CIP, project team has provided that information to the community. 	
<p>Future Coordination with CDOT</p> <ul style="list-style-type: none"> • Future coordination meetings will take place as part of the routine monthly coordination meetings for the 75th St CIP. The meetings are held on either the third Wednesday or Thursday of the month at the CTCO offices. • Meeting participants have option of attending via conference call. • CDOT representatives at future coordination meetings will be Jeff Sriver, Joe Alonzo, and Soliman Khudeira. • IDOT Local Roads will continue to be represented by Zubair Haider. • Next update on 71st St grade separation will be provided at monthly meeting in September or October. 	
<p>Schedule for Phase II Design Work</p> <ul style="list-style-type: none"> • If a build alternative is selected, the CREATE railroad partners may choose to construct portions or all of the proposed rail improvements. Construction phasing for project remains to be determined. • The 75th St CIP Record of Decision is scheduled for March 2013. 	
<p>Other Notes</p> <ul style="list-style-type: none"> • The study team will provide the FHWA brochure on land acquisition at the September 27, 2011 public information meeting. • The need to have someone knowledgeable about land acquisition on federal-aid projects at the public meeting was discussed. People will want know which properties are likely to be acquired and the associated process. The City of Chicago does not have anyone who does this on staff. IDOT suggested that District 1 may be able to provide someone to attend the meetings. It was mentioned that Sheila Derka often fills that role for local road projects. 	<p>IDOT will identify a federal-aid relocation specialist to attend the September 27th public meeting.</p>
<p>The meeting was adjourned at 10:30 a.m.</p>	



75th STREET CIP

- BRC
- NS
- CSX
- UP
- METRA
- AMTRAK
- RR FLYOVER
- CONFLICT LOCATION



71st St. highway-rail grade crossing

Rockwell Yard

Belt Junction

Forest Hill Junction

80th St. Junction

Landers Yard

Metra Wrightwood Station

SWS to Union Station

Rock Island to LaSalle St Station

I-94 (Dan Ryan Expy.)

Vincennes Av.

Michigan Av.

Dr. M.L. King Jr. Dr.

63rd St.
Pulaski Rd.
Marquette
Central Park Av.

71st St.

79th St.

83rd St.

87th St.

91st St.

95th St.

99th St.

Western Av.

Damen Av.

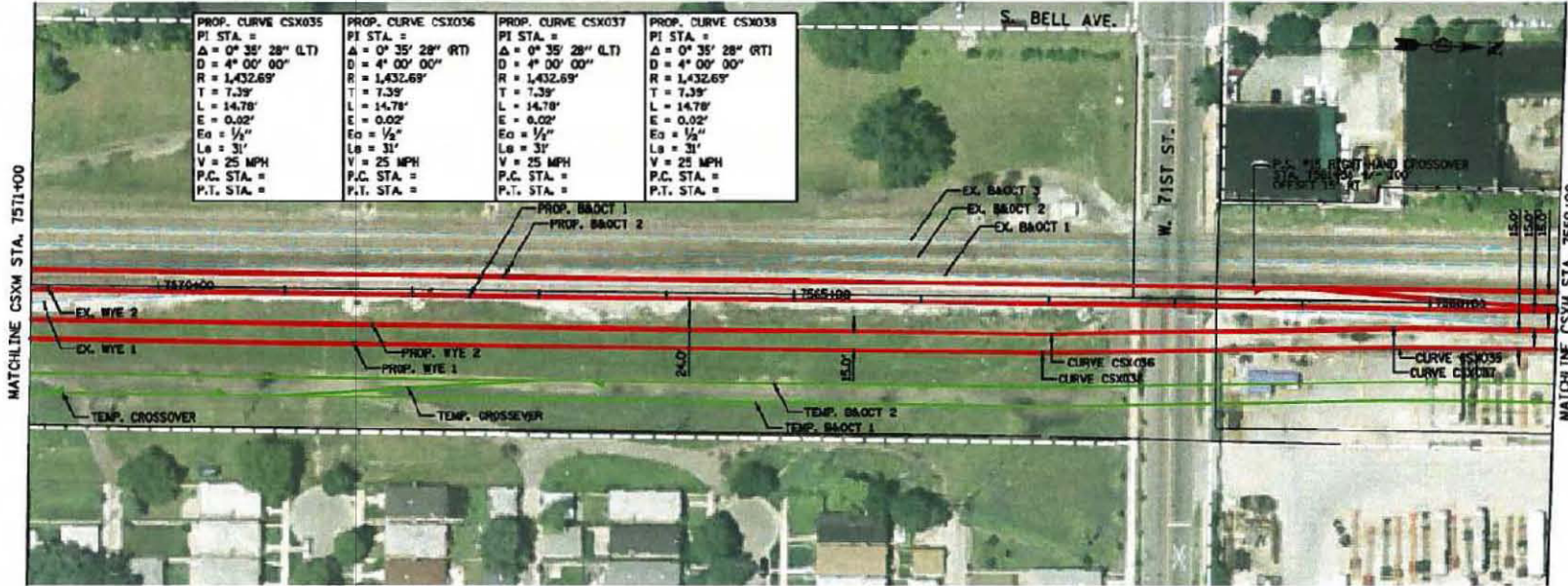
Ashland Av.

Racine Av.

Halsted St.

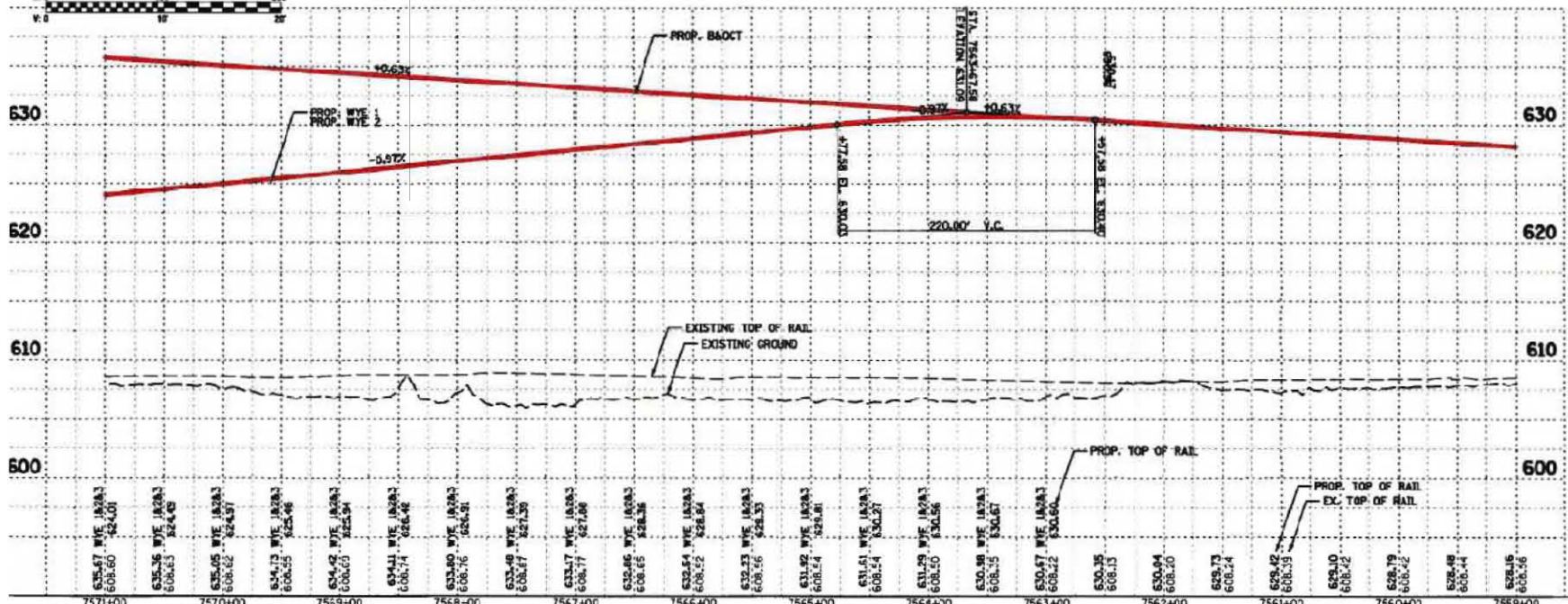
67th St.

78th St.



- LEGEND**
- EX. ROW
 - CONSTRUCTION LIMITS
 - ESR LIMITS
 - PROP. TEMP. FASSETMENT
 - PROP. CLOSURE
 - ¢ TRK. (TBR)
 - EX. TRK. TO REMAIN
 - PROP. TRK.
 - PROP. TRK. (NIC)
 - BORINGS DRILLED BY OTHERS
 - BORINGS DRILLED BY WEI
 - PROP. PESA/PSI BORINGS
 - POTENTIAL SPECIAL/HAZARDOUS WASTE AREA NO EXCAVATION ALLOWED UNTIL PSI APPROVAL

NOTES
 FOR TRACK ALIGNMENT DATA, SEE SHEET 81100.



DRAFT
 07-20-11

JACOBS (North Franklin Suite 500 Chicago, IL 60606 (312) 251-2000)

LE NAME	USER NAME	DESIGNED	MM	REVISION	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CREATE PROJECT - BAOCT MAIN	SECTION	COUNTY	TOTAL SHEET NO.
10/1/2010	mmh	CHECKED	DL	REVISION	75TH ST. CIP - 69TH ST. TO 79TH ST.	0000	OC-00	COOK	4
		DRAWN	MM	REVISION					
		CHECKED	CK	REVISION					

SHEET NO. OF SHEETS STA. TO STA.

FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
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ILLINOIS HISTORIC PRESERVATION AGENCY

HAMILTON PARK MEETING SUMMARY

DATE: August 31, 2011 10:00 AM
LOCATION: IHPA Office, Old State Capitol, Springfield, IL
RECORDED BY: Joe Leindecker, Jacobs
IN ATTENDANCE:

Anne Haaker	IHPA	Walt Zyznieuski	IDOT
John Walthall	IDOT	Brad Koldehoff	IDOT
Joe Leindecker	Jacobs		

Key Points Discussed:	Action By:
<p>Jacobs and IDOT presented an overview of the CREATE Program and a brief summary of the 75th Street Corridor Improvement Project, including the prior project history, the major project components, and a summary of the project purpose and need, including the rationale for moving the Metra SouthWest service from the CWI line to the Rock Island line. Overall schedule for the project was also discussed.</p>	
<p>Jacobs described the various groups of alternates for the new connection to the Metra RI line:</p> <ul style="list-style-type: none"> • North of Hamilton Park • Through the park • Tunnel • South of the park <p>IHPA concurred that the North of the park, Through the park, and Tunnel alternates all were clearly inferior to the South of the park alternates – Alternates RI-1, RI-2 and RI-3. Previously-provided information on the detailed impacts to the park and the neighboring community resulting from these three alternates was reviewed. Jacobs noted that RI-3 requires a taking of 1,399 sq. ft. from the SE corner of the park in a narrow triangle adjacent to the RR ROW. The triangle is about 13 feet wide at the base along 74th Street.</p>	



MEETING SUMMARY

PAGE 2 OF 2

Key Points Discussed:	Action By:
<p>Jacobs described the prior coordination meeting between Jacobs and Joe Bornstein of the Chicago Park District (CPD). IHPA noted that it will be important from their perspective that the CPD Historic Landscape specialist be specifically involved. IHPA also will want to solicit input from the Chicago Landmarks Commission (CLC) staff.</p>	<p>Jacobs will work with IDOT to facilitate future coordination with CPD and CLC.</p>
<p>IHPA stated that they would want to hear input from the public and other concerned stakeholders and consulting parties prior to offering an opinion on whether any of the alternates would have an adverse effect on the park. If the SHPO makes a finding of an adverse effect on the park, a full Section 4(f) evaluation would be needed and a <i>de minimis</i> 4(f) process would not be possible. Haaker did raise a question about what sort of construction easement, if any, would be required to construct Alternate RI-3 and what the extent of the construction impacts on the park would be.</p>	<p>Jacobs will develop details regarding a possible construction easement for RI-3 for future coordination with IHPA and CPD.</p>
<p>IHPA commended IDOT for beginning coordination at this time and noted that this was a good time to initiate the Section 106 process. IHPA suggested that the upcoming public meeting, anticipated for the latter part of October, could be used as the public meeting for the Section 106 process. The meeting invitation and published advertisements will have to include special language referring to the Section 106 process, which John Walthall will provide to Jacobs</p>	<p>John Walthall to provide Jacobs with Sec. 106 wording for public meeting invitation letters and ads.</p>
<p>It was agreed that IDOT would forward documentation of this August 30 meeting to IHPA and that IHPA would respond with a return letter to IDOT about initiating the Section 106 process. IHPA will also send IDOT a list of potential consulting parties that should be invited to the public meeting.</p>	<p>IDOT to forward Meeting Summary Memo to IHPA. IHPA to respond with letter to IDOT and include list of potential consulting parties.</p>
<p>IHPA indicated that they would likely not be concerned about impacts on the park from simply changes in the volume of rail traffic along the two existing rail lines, as the rail lines had been in operation prior to the establishment of the park, although they will of course be interested to hear public comments on this topic.</p>	<p>Jacobs to provide summary of public comments from the public meeting to IHPA.</p>



Memorandum

One North Franklin, Suite 500
Chicago, Illinois 60606 USA
1.312.251.3000, Fax: 1.312.251.3015

Date October 6, 2011
To Joe Alonzo - CDOT
Jeff Sriver - CDOT
From John Wirtz, PE, PTOE - Jacobs
Subject Union Avenue Concept Plan

As a part of the 75th Street Corridor Improvement Project (CIP), Jacobs and the project team are preparing conceptual designs for the Union Avenue at 75th Street. These plans will be used to solicit community input on design options. Design options for Union Avenue include:

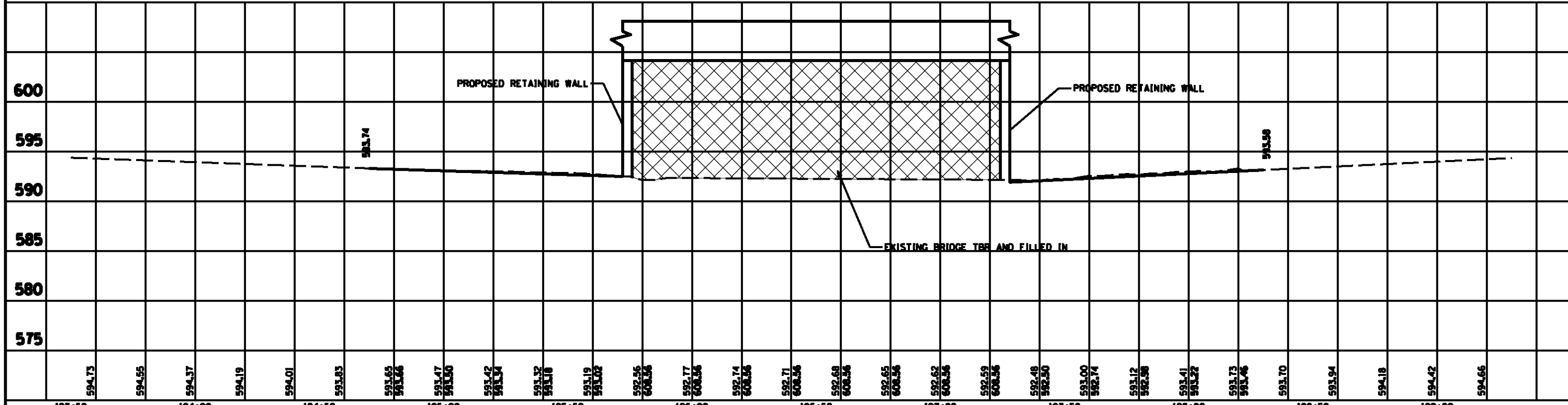
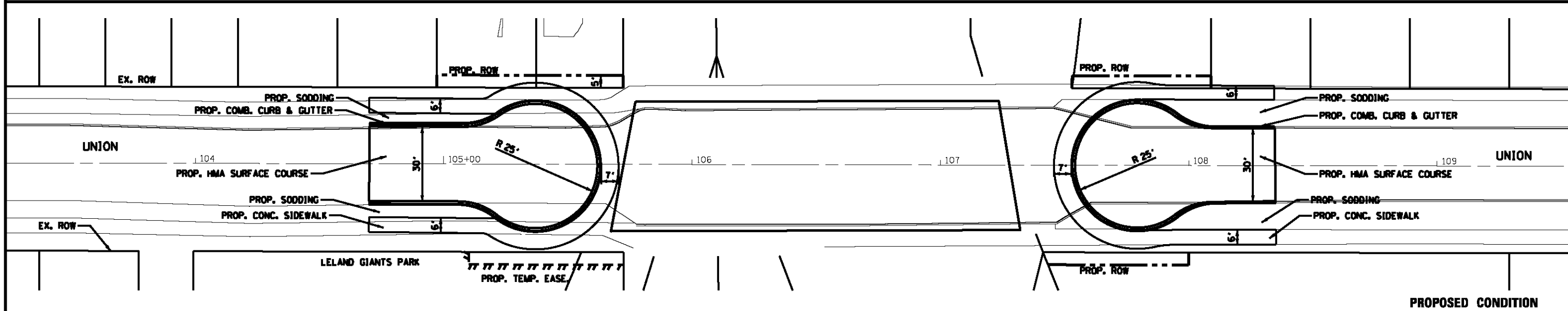
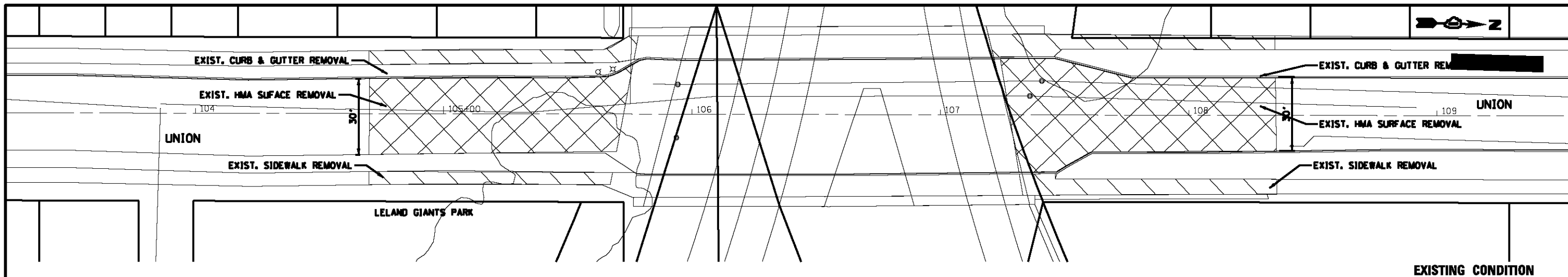
1. Eliminate the existing viaduct and construct cul-de-sacs on both sides of the railroad tracks.
2. Construct new railroad bridges and lower the roadway to meet or exceed the minimum vertical clearance requirement.
 - A. Maintain the existing roadway width and bridge span.
 - B. Narrow the existing roadway width and bridge span.

The Chicago Department of Transportation (CDOT) has previously viewed Option 1 and Option 2A, but these have not been reviewed from a traffic engineering perspective. Option 2B is a new concept that would narrow the width of Union Avenue to 37 feet from bridge abutment to bridge abutment compared to the existing width of approximately 65 feet. The one-way street would be narrowed from approximately 46 feet to 20 feet from edge-of-pavement to edge-of-pavement. This would lower costs by reducing the span of the bridge structures and the required height of retaining walls. The 20-foot width would also preserve the option of implementing two-way traffic at some point in the future if desired by the community and CDOT. Pavement markings are shown that would mark the roadway as a single 14-foot wide travel lane.

By transmittal of this memorandum, Jacobs requests comments regarding the conceptual designs from the Chicago Department of Transportation (CDOT). Please see the attached drawings for details on the three alternates.

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	CREATED	
	ALIGNED	
	ROAD	
	FILE NAME	

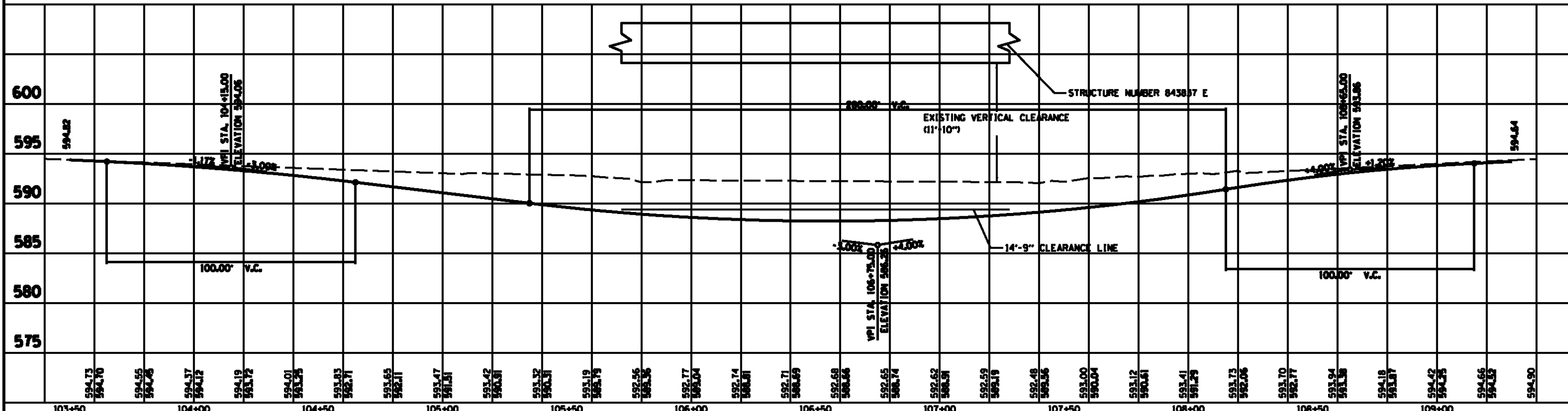
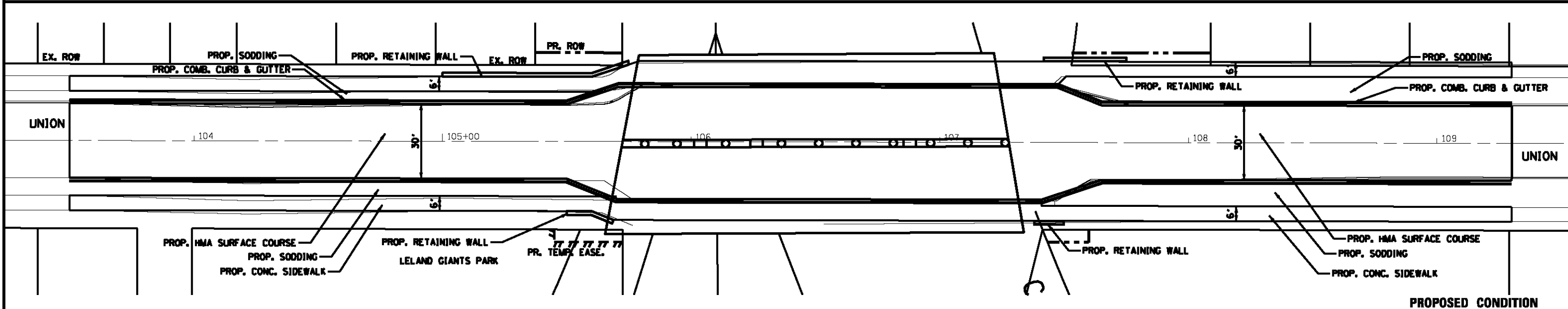
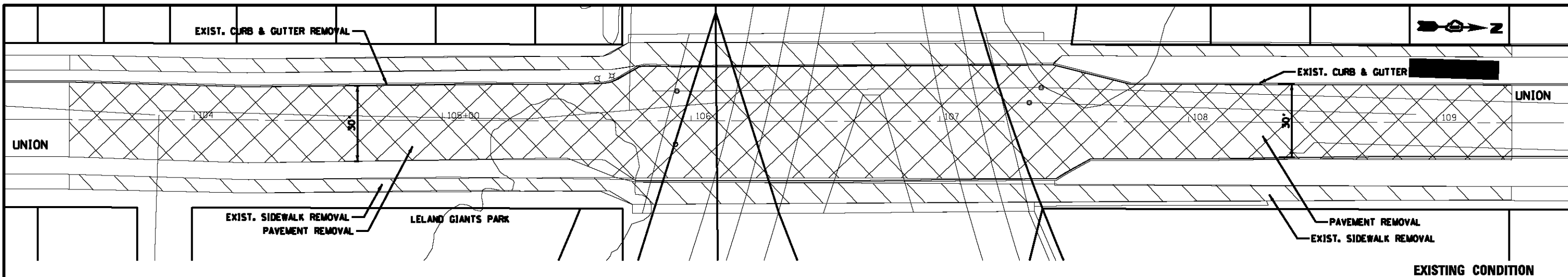
PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE	
	NOTATIONS	
	CPRO	



103+50	594.73	104+00	594.95	104+50	594.37	594.19	594.01	593.83	593.65	593.47	593.29	593.11	592.93	592.75	592.57	592.39	592.21	592.03	591.85	591.67	591.49	591.31	591.13	590.95	590.77	590.59	590.41	590.23	590.05	593.94	594.18	594.42	594.66
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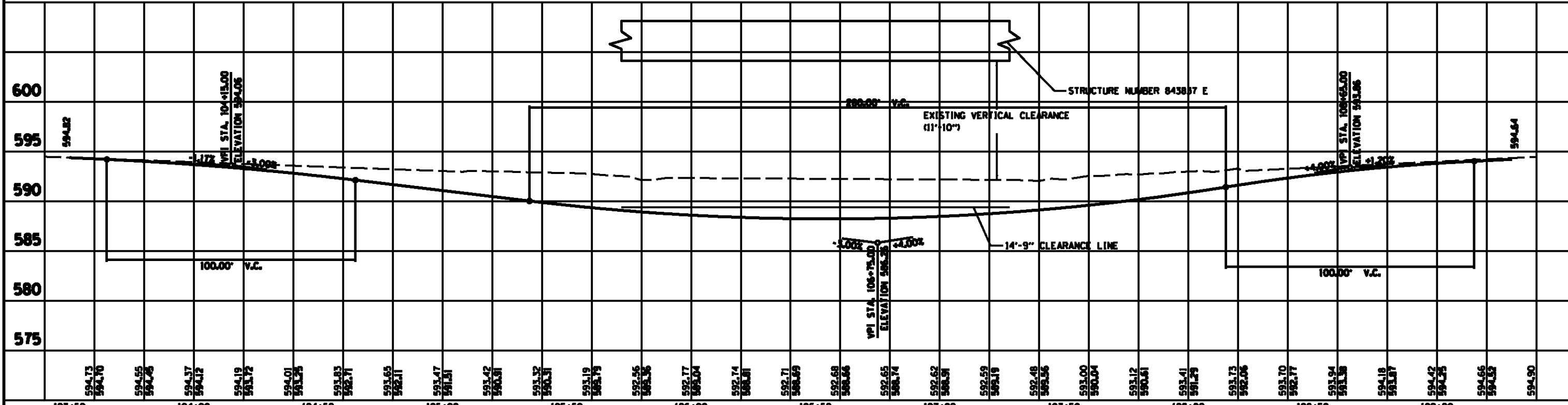
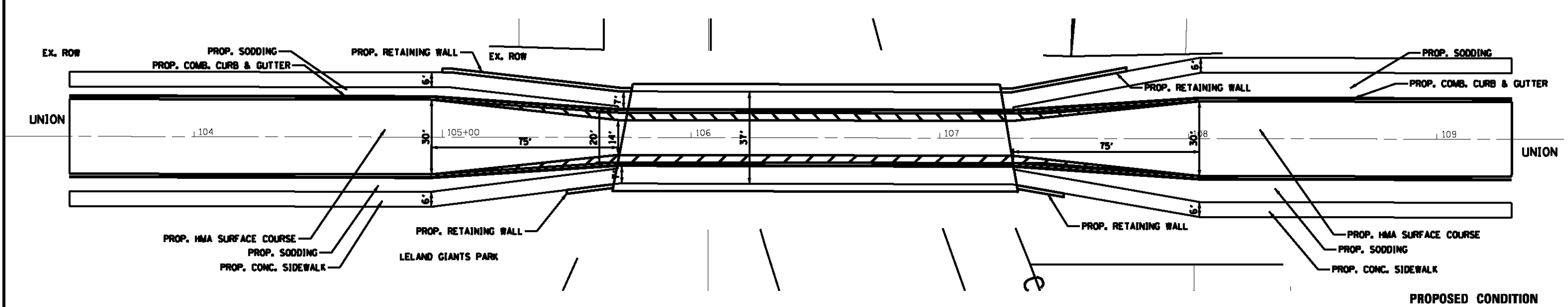
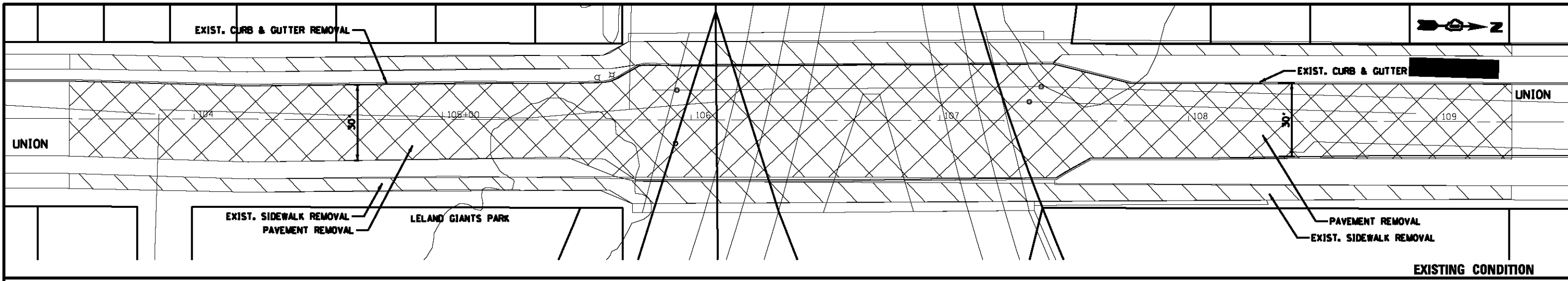
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 GRADES CHECKED BY: _____
 NO. _____ STRUCTURE NOTATIONS CIP/D



DESIGNED - CJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CREATE UNION AVE VIADUCT		PLAN AND PROFILE OPTION 2A BUILD NEW BRIDGE - EXISTING WIDTH		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - CJD	REVISED -		SCALE: 1"=20'		SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO.			
CHECKED - TVN	REVISED -		MILLENNIA PROFESSIONAL SERVICES		FED. ROAD DIST. NO. 1 ILLINOIS TRAIL AND PROJECT					
DATE - 10/4/2011	REVISED -									

PLAN
 SUBMITTED BY: _____ DATE: _____
 CHECKED BY: _____
 ALIGNED BY: _____
 NO. _____

PROFILE
 SUBMITTED BY: _____ DATE: _____
 CHECKED BY: _____
 GRADES CHECKED BY: _____
 NO. _____



103+50	104+00	104+50	105+00	105+50	106+00	106+50	107+00	107+50	108+00	108+50	109+00																		
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From: Wirtz, John
Sent: Monday, October 10, 2011 8:25 AM
To: Samadi, Malihe
Subject: RE: Union Avenue comments

Malihe,

Thank for the review. We had traffic counted on Union in September, 2005 that I think can help with the analysis of the two-way traffic issue. The counts showed 487 vehicles and 122 pedestrians per day, with just 47 cars in the peak hour. That's less than one vehicle per minute in the peak. I would expect the closure to reduce the volumes further by eliminating any through traffic that exists. Also, the [on-street parking density seems to be reasonably low](#), which helps vehicles pass each other on a narrow street. Given the combination of the low traffic volume and low parking density, I think the two-way traffic will be okay.

For the viaduct heights, the existing Union Avenue clearance is 11'-10". The 74th Street viaducts to the east are 12'-10" east of Lowe and 13'-0" under the Rock Island west of Eggleston. So any trucks that are currently using northbound Union Avenue should be able to use 74th Street as an alternative because it has a higher clearance.

Let me know if you have any other questions or comments.

John J. Wirtz, PE, PTOE | [Jacobs](#) | Transportation Engineer | 1.312.384.6329 | 1.312.851.3015 fax | john.wirtz@jacobs.com | www.jacobs.com

From: Samadi, Malihe [<mailto:malihe.samadi@cityofchicago.org>]
Sent: Thursday, October 06, 2011 4:23 PM
To: Wirtz, John
Cc: Alonzo, Joe; Jeffrey J Sriver
Subject: RE: Union Avenue comments

John,

Per our phone conversation, the preferred option is 2B, but I have no objection to any of the options.

For the option with the cul-de-sac, the only concern is the truck access to the truck yard(?) on the north side of tracks east of Union Avenue. The cul-de-sac will require conversion of Union to two-way to allow for turnaround. Union is 30-foot wide with parking on both sides, with the two-way conversion the segment south of 74th Street may be too tight for trucks accessing the truck yard. Also, check the clearance height for the viaduct on 74th Street east of Lowe Avenue and make sure it provides enough clearance for these trucks.

Let me know if you have any questions.

thanks
Mali



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

November 10, 2011

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

**Subject: CREATE 75th Street CIP Build Scenario
IDOT**

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated November 9, 2011, we have reviewed and concur with your consultant's year 2040 average daily traffic (ADT) projections for the subject location.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: Western Avenue, Pulaski Road, US 12/20 (95th Street) and 87th Street. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at <http://www.cmap.illinois.gov/traffic/sra-resources> with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the April 2011 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the 2040 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Salley, Baczek, Stewart (IDOT); Wirtz (Jacobs)
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RECEIVED
NOV 15 2011
JACOBS ENGINEERING



MEETING SUMMARY

Meeting Date: December 12, 2011

Time: 1:30-2:15 p.m.

Place: Chicago Park District Office

Subject: 75th Street Corridor Improvement Project (75th St. CIP) Hamilton Park Impacts

Meeting Participants

Name	Representing
Joseph Bornstein	Chicago Park District
Robert Foster	Chicago Park District
Ron Deverman	HNTB
Doug Knuth	Jacobs
Joe Voldrich	Jacobs

Summary of Meeting

The members of the 75th St. CIP team began the meeting by introducing Joe Voldrich, who will be the new 75th St. CIP Project Manager for Jacobs on Doug Knuth's retirement at the end of December. Chicago Park District (CPD) introduced Robert Foster who will be taking over for Joe Bornstein.

The 75th St. CIP team then presented the 75th St. CIP Build Alternative regarding the location of the Metra flyover south of Hamilton Park, and Leland Grants Park. The team presented the CPD with the 75th Street CIP-Hamilton Parks Alternates memo and photos of the existing structure and temporary easement to the CPD.

Doug Knuth described the preferred alternate for the connection of the Metra SouthWest Service Line to the Rock Island District Line in the area south of Hamilton Park. The preferred alternate route dips south of and then crosses 75th Street, and requires no acquisition of CPD property and only requires a temporary construction easement of approximately 60' x 15' to construct the retaining wall at the ROW. CPD stated that they had no objections to the preferred Alternate and indicated that the area required was so small that a temporary easement would not be required. CPD indicated that all that would be required is the standard CPD construction permit. CPD indicated that they would send a copy to Jacobs. CPD inquired if sheet piling would be installed for the retaining wall. Doug Knuth indicated that pile driving will be prohibited on the project due to noise impact concerns to the surrounding neighborhood. Doug Knuth indicated that all the trees that need to be removed for the construction were voluntary trees. CPD indicated that a restoration planting plan would need to be reviewed prior to construction.

CPD indicated that they have no issues with any temporary removal and replacement of existing CPD retaining walls or paths. CPD requested that the railroad retaining wall have a standard wall look and not be decorative.

Ron Deverman requested that Doug Knuth give a detailed account of the public input and explain alternate drawings. Doug Knuth gave a more detailed review of the 75th Street CIP-Hamilton Parks Alternates memo. CPD asked if freight trains would still be operating on the west side of Hamilton Park. Doug Knuth advised the CPD that freight trains would still be operating on the west side of Hamilton Park but only Metra trains would be operating on the east side of Hamilton Park.

The CPD asked if there were any impacts at Leland Giants Park. Doug Knuth indicated that there would be about +/- 200ft of retaining wall built of railroad property and that the preferred alternate was to close Union Avenue at the tracks and cul-de-sac Union. Doug Knuth stated that the Alderman Thomas was in favor of closing Union Avenue. CPD has no issue with this part of the preferred alternate.

CPD asked if there were any comments or plans to fence the railroad property. Doug Knuth indicated that there were no comments during the public meeting about fencing the railroad property and that currently there are no plans to fence the area partially due to the height of the embankment. Doug Knuth advised the CPD that a detailed inventory of the existing viaducts had been completed and that \$10 million in local mobility improvements will be part of the 75th CIP. Doug Knuth also indicated that maintenance work with regards to lighting and vegetative overgrowth has already been addressed by the City.

Joe Voldrich requested a letter from the CPD that stating that the CPD had no objects to the preferred alternate and that a temporary easement would not be required. Joe Bornstein agreed to send a letter.

Doug Knuth and Ron Deverman requested that Joe Bornstein advise Julia Bacharach of the preferred alternate and advise Jacobs of any comments or concern she may have.

Doug Knuth informed CPD that meeting minutes would be transmitted to CPD and requested a concurrence to the content. CPD agreed.

The meeting was adjourned at 2:15 p.m.





MEETING MINUTES

Date: January 27, 2012 **Time:** 10:00 AM

Regarding: CREATE 75th Street Corridor Improvement Project

Participants: Sid Osakada, DWM-Sewers
Enamul Karim, DWM-Sewers
Joe Voldrich, Jacobs
Raspal Bajwa, Infrastructure Engineering, Inc.

Location: Jardine Water Purification Plant – Sewer Design Section

Prepared by: Raspal Bajwa

Notes:

The meeting was scheduled with Department of Water Management (DWM) Sewers Section by Infrastructure Engineering, Inc. (IEI) to discuss the proposed drainage improvements for the CREATE 75th Street Corridor Improvement Project. This project involves bridge widening at four locations, the closure of the Union Avenue viaduct, the construction of two railroad flyover structures and track reconfiguration. One flyover structure will connect Metra's Southwest Service line to Metra's Rock Island District Service line and the other flyover structure will be for the CSX railroad and create a railroad grade separation on 71st Street and Western Avenue.

- IEI presented an over view of the project and proposed drainage improvements. IEI provided a set of drainage improvement plans to DWM for review.
- DWM will perform permit review for proposed improvements within the City right of way (ROW) only. The drainage improvements on railroad property are considered private sewer installations and will be reviewed by the City's Department of Buildings. Andrew Billing from the Department of Buildings is to be contacted for the private sewer review.
- All areas that will be graded, or where new structure will be constructed or flows will be diverted; will need stormwater detention prior to sewer connection to the City's sewer system. City of Chicago Stormwater Management Ordinance must be followed for stormwater detention design.
- Permit review is not required when there is no sewer connection or where drainage will continue to sheet flow from railroad property.
- Locations of proposed sewer replacement in the City ROW to improve drainage at railroad viaduct locations will be reviewed by DWM.
- IEI will provide to DWM a list of proposed improvements within the City ROW after the meeting.

- DWM will review the proposed drainage plans and provide comments for those locations within the City ROW.
- IEI will schedule a meeting with the Department of Buildings for permit review for improvements on the railroad private property.

Subsequent to the meeting, the following is the list of proposed improvement within the City ROW:

Description of Improvement	Location	Drawing Sheet Number
1. Viaduct widening	Aberdeen Street	52
2. Viaduct widening	Morgan Ave.	52
3. Viaduct widening, catch basins & sewer reconstruction	Peoria Street	52
4. Viaduct widening & sewer reconstruction	Halsted Street	53
5. Viaduct closure, catch basins & sewer reconstruction	Union Ave.	53
6. Catch basins & sewer reconstruction	78 th Street	54
7. Catch basins reconstruction	80 th Street	54
8. Catch basins & sewer reconstruction	81 st Street	55
9. Catch basins reconstruction & addition	Vincennes Ave.	55
10. New bridge construction	88 th Street	57
11. New Metra flyover	east of Union Ave.	53, 75 & 80
12. Catch basins reconstruction	75 th Street	80
13. Sewer reconstruction	74 th Street	81

Note: Sewer is proposed for reconstruction based on existing ponding situation at Peoria Street, Halsted Street, 78th Street, 81st Street and 74th Street after a heavy storm event. The sewer will be left in place if found to have sufficient capacity after detailed hydraulic analysis, or as recommended by DWM.



Tier II Consultation Meeting

Minutes

February 9, 2012

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Lake County Conference Room

Participants:

Reggie Arkell	FTA
Patricia Berry	CMAP
Claire Bozic	CMAP
Bernardo Bustamante	FHWA
Kama Dobbs	CMAP
Bruce Carmitchel	IDOT – Office of Planning & Programming
John Donovan	FHWA
Kimberly Glinkin	Jacobs Engineering – via phone
Dave Grewe	CTCO – UP – via phone
Steve Hoyer	CTCO – BRC – via phone
Scott Kuhner	CTCO – CSX – via phone
John Leodoro	CTCO – BNSF –via phone
Michael Leslie	USEPA
Adin McCann	HNTB
Dave Nelson	CTCO – CP – via phone
Phil Oresik	CTCO – IHB – via phone
Ross Patronskey	CMAP
Mark Pitstick	RTA
Mike Rogers	IEPA
Danielle Stewart	IDOT
Bill Thompson	AAR – via phone
Walt Zyzniewski	IDOT – via phone

1.0 Call to Order and Introductions 11:00 a.m.
All participants introduced themselves.

2.0 Agenda Changes and Announcements
Items 9.0, 8.1, 8.2 and 10.0 were moved to the beginning of the agenda for the convenience of those calling in to the meeting.

3.0 Approval of Minutes – November 4, 2011

The minutes of November 4, 2011 were approved with corrections to the spelling of the names of two meeting participants.

4.0 SIP Update

Mr. Leslie reported that the US EPA is proposing to approve the redesignation of the Greater Chicago area to attainment of the 1997 8-hour ozone NAAQS, to approve, as a revision of the Illinois SIP, the State's plan for maintaining the 1997 8-hour ozone standard through 2025, to approve 2002 VOC and NO_x emission inventories and to approve the State's 2008 and 2025 VOC and NO_x Motor Vehicle Emission Budgets (MVEBs) for the Greater Chicago area.

Mr. Leslie added that issues with the interstate transport rule are holding up approval of the PM_{2.5} redesignation request and SIP. He estimates that they will be approved this summer.

5.0 Designations under the 2008 Ozone NAAQS

Mr. Leslie reported that U.S. EPA accepted the 2011 emissions data certified by the state and issued a revised 120-day letter outlining the intent to declare the Greater Chicago area, including portions of Northwest Indiana (Lake, Porter and part of Jasper Counties) and Southeast Wisconsin (Kenosha County) in non-attainment of the 2008 Ozone NAAQS.

Wisconsin has submitted their certified data for 2011 as well; there was a violation in Kenosha County. Northwest Indiana has clean data for 2011.

Mr. Leslie noted that Kenosha County does not have emission budgets and that the conformity analysis requirements would need to be determined.

6.0 TIP Conformity Amendment

6.1 Public Comment Period

Mr. Patronsky reported that the semi-annual conformity amendment is scheduled to be considered by the CMAP Board and MPO Policy Committee in March, 2012. The amendment was released for public comment at the Transportation Committee meeting on January 20, 2012 and tentatively recommended to the CMAP Board and MPO Policy Committee by the Regional Coordinating Committee on February 8, 2012. To date, no comments have been received.

The question of the appropriate year motor vehicle emissions budgets to use in the next conformity determination was raised. Currently, MOBILE6.2-based VOC and NO_x budgets for the 8-hour ozone standard for the years 2009 and 2020 have been determined "Adequate" by USEPA and should be being used in conformity determinations. For the annual PM_{2.5} standard, the 2002 Base Year PM_{2.5} and NO_x emissions interim budget are what should be used for conformity determinations.

However, in the Federal Register dated February 9, 2012, USEPA proposed to approve the 1997 8-hour ozone maintenance plan which contained year 2008 and 2025 VOC and NOx budgets which were generated using the MOVES model. The comment period for this proposal extends through March 12, 2012. Although the USEPA held an adequacy comment period for these budgets which expired on October 26, 2011, they have not been formally determined adequate. Barring a significant negative comment, these are the budget years for the 8-hour ozone standard that we will have to use in the next conformity determination.

Regarding the annual PM_{2.5} standard, the USEPA has not yet proposed to approve the Maintenance Plan IEPA submitted last September. They did conduct a similar and concurrent adequacy review for the Plan's proposed MOVES-based 2008 and 2025 annual PM_{2.5} emissions budgets. Those budgets have not yet been found adequate.

6.2 Network Corrections

Mr. Patrosky reported that five projects noted in the agenda have been included in the travel demand model for the current conformity analysis; one noted project was removed.

6.3 Model Updates

Mr. Patrosky reported that 2010 census data and toll increases have been included in the travel model, and that Metra fare increases would be included for the fall semi-annual conformity analysis.

7.0 Conformity for Construction on Red and Purple Lines

Mr. Arkell reported that a Notice of Intent to prepare an EIS for the Red and Purple Lines was issued approximately one year ago, and that there are station rehabilitation projects occurring on these lines now. He noted that FTA Environmental Specialists were assisting the CTA with air quality impact determination. Mr. Patrosky noted conformity-related portions of the Code of Federal Regulations that may apply to the project. These were discussed with Jacobs Engineering via the email contained in the agenda materials. Mr. Leslie and Mr. Rogers concurred with the conclusions in the email that the Illinois SIP does not contain any PM control measures that apply to the projects and that fugitive dust from construction is not a significant contributor to nonattainment.

8.0 CREATE Passenger Rail Projects

8.1 Projects of Air Quality Concern

Mr. Zyzniewski stated that the methodology for determining if CREATE Passenger Rail projects are "projects of air quality concern" was approved on November 27, 2007. He stated that although the use of MOVES at the project level is not required until December of 2012, a county-level analysis for Cook County was performed and deemed to be the worst case scenario for emissions, and requested concurrence on the use of MOVES model as part of the methodology. The team concurred on the approach used, but requested

further discussion between IEPA, USEPA, CMAP, and IDOT on the input values to be used with MOVES.

8.2 Emission Factors

Mr. Zyzniewski requested concurrence on the use of NONROAD 2005 emission factors. Mr. Rogers stated that since the 2005 factors were higher than the 2008 factors, this worst case approach is protective of the air quality standard. The team concurred with this approach.

9.0 CREATE Argo Connections/Clearing Main Lines Project (B9/EW1)

Mr. Zyzniewski noted that the NO_x analysis resulted in a design year change in emissions that exceeded the allowable change threshold, but that additional analysis that included equipment upgrades and operational polices demonstrated that the change threshold was not exceeded. Mr. McCann distributed a handout summarizing the effects of these upgrades and policies and briefly reviewed the summary. Mr. Leslie noted that this approach satisfies the intent of the general conformity process and Mr. Rogers stated that this analysis demonstrates the benefits of new switching engines and the regional impact of CREATE projects of this type and may be applicable to projects in other rail yards. Representatives of the railroads noted plans for similar projects in their yard. On a motion by Mr. Leslie, seconded by Mr. Rogers, the team concurred with the results of the NO_x analysis for the B9/EW1 CREATE projects.

10.0 Transportation Conformity Particulate Matter Hot-Spot Air Quality Modeling

Mr. Zyzniewski reported that the technical review panel will be convened in the coming weeks to review CAL3QHC modeling. Mr. Patronsky noted that the issue of urban versus rural remains unresolved.

11.0 Major Capital Project Updates

Ms. Bozic invited updates to the status included in the meeting materials. None were noted.

12.0 TIP Amendment Between Transportation Committee Meetings

Mr. Pitstick reported that updates to include 2012 funding for three JARC/New Freedom projects were not considered as TIP Amendments at the January 20th Transportation Committee meeting and that these projects were proceeding and it would be beneficial to have the 2012 funding included in the TIP prior to the next Transportation Committee meeting in order to process the FTA grant. Ms. Berry noted that the projects do not require conformity and are already included in RTA's program and that the Transportation Committee would be informed of the Amendments at their next meeting. The team approved the TIP Amendments.

13.0 Other Business

None.

14.0 Public Comment

None.

15.0 Next Meeting

The next meeting is on call.

16.0 Adjournment

The meeting adjourned at 12:04 p.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



ILLINOIS HISTORIC PRESERVATION AGENCY

HAMILTON PARK MEETING SUMMARY

DATE: February 14, 2012 1:00 PM
LOCATION: IHPA Office, Old State Capitol, Springfield, IL
RECORDED BY: Joe Leindecker, Jacobs
IN ATTENDANCE:

Anne Haaker	IHPA	Walt Zyznieuski	IDOT
Emillie Eggemeyer	IDOT	Brad Koldehoff	IDOT
Joe Leindecker	Jacobs		

Key Points Discussed:	Action By:
<p>Jacobs (Leindecker) presented a brief summary of the developments in the 75th Street Corridor Improvement Project since the last meeting with IHPA on August 31, 2011. The three Rock Island Connection alternates were reviewed and their property impacts discussed using the 10-page memo handout dated February 14, 2012 (copy attached). Alternates RI-1 and RI-2 would just skirt the southeast corner of Hamilton Park, while Alternate RI-3 would require a taking of approximately 0.03 acre from the southeast corner of the park. Both Alternates RI-1 and RI-2 would have no permanent taking from the park, but would require temporary construction that would affect approximately 900 square feet of the park.</p> <p>Jacobs described the October 27, 2011, Alternatives Public Meeting and discussed the public input provided relating to the three Rock Island alternates. Jacobs described the rationale for the recommendation of the preferred alternative (Alternate RI-1) and the further coordination that was conducted with the City of Chicago, the 17th Ward Alderman, and the Project Study Group. It was noted that the Preferred Alternative (RI-1) would have no direct permanent impacts to Hamilton Park. IHPA (Anne Haaker) expressed no concerns with the recommendation, and was pleased that the alternate requiring a taking from Hamilton Park (Alternate RI-3) was ultimately not recommended.</p>	

Jacobs
 525 West Monroe
 Suite 200
 Chicago, Illinois 60661

Any comments or corrections to the meeting notes, please
 contact Joe Leindecker at 314.335.4077
 or via e-mail joseph.leindecker@jacobs.com



MEETING SUMMARY

Key Points Discussed:	Action By:
<p>Jacobs also described the most recent coordination meeting between Jacobs and Joe Bornstein of the Chicago Park District (CPD) on December 12, 2011, to discuss the temporary construction impacts that Alternate RI-1 would have to Hamilton Park. Jacobs noted that the CPD Historic Landscape specialist had been invited but was unable to attend the meeting and that Jacobs was advised that the information had subsequently been shared with her. Jacobs provided IHPA with a copy of the CPD letter of January 25, 2012, and noted that CPD thought the construction work could be performed using a construction permit rather than an easement, and that CPD would require that they approve the park restoration plans during Phase II. Anne Haaker noted that IHPA would also require approval rights over the restoration plans in order to ensure no adverse effect to the Park.</p> <p>IHPA noted that based on the information provided and pending further input from consulting parties and the public, she would anticipate a finding of No Adverse Effect. It was agreed that Brad Koldehoff would prepare a letter to IHPA for this purpose and provide it for their concurrence. It was agreed that based on current information, the temporary construction work at Hamilton Park appeared to meet the conditions for the Temporary Construction exception to Section 4(f) requirements.</p>	<p>Jacobs to modify the DEIS to include an Environmental Commitment to coordinate the park restoration plans with both CPD and IHPA during Phase II, and that approval of those plans would be required from both agencies.</p> <p>IDOT (Koldehoff) to prepare letter on Hamilton Park for IHPA concurrence.</p>
<p>IHPA noted that they had received a telephone message from Preservation Chicago with questions and comments about potential impacts from rail projects, including potential impacts to a historic house near 43rd Street, and possibly the Damen Avenue viaduct. The limits of the 75th St. CIP were reviewed, and it was assumed that the caller was perhaps discussing more than one of the CREATE projects. It was agreed that Anne Haaker would call the party back to clarify the comments.</p>	<p>IHPA (Haaker) to contact Preservation Chicago to clarify concerns and advise IDOT.</p>
<p>IDOT (Emillie Eggemeyer) reviewed the ESR Addendum changes and Jacobs briefly discussed the proposed viaduct improvement work, such as lighting upgrades, drainage repairs, street and sidewalk reconstruction, and ADA ramps. IDOT noted that 11 viaduct structures were cleared previously in 2010. It is believed that these are the 11 viaducts proposed for major structural work, but Jacobs will confirm and advise.</p> <p>The Damen Avenue viaduct was reviewed in light of the possible concern expressed about this structure by Preservation Chicago. IHPA will contact them and request that they comment in writing if they have a specific issue in the 75th St. CIP study area. A Google Streetview photo of the Damen viaduct (attached) was reviewed and IHPA noted that they would like to preserve the Art Deco features of the existing viaduct. Jacobs agreed that they would determine the exact extent of the anticipated work at this viaduct and advise.</p> <p>IHPA indicated that there were no other issues at any of the other</p>	<p>Jacobs to determine which specific 11 structures were covered by the earlier clearance.</p> <p>Jacobs to provide details on the proposed work at the Damen viaduct.</p> <p>IHPA to coordinate with Preservation Chicago and determine if they have any concerns about the Damen viaduct.</p>



MEETING SUMMARY

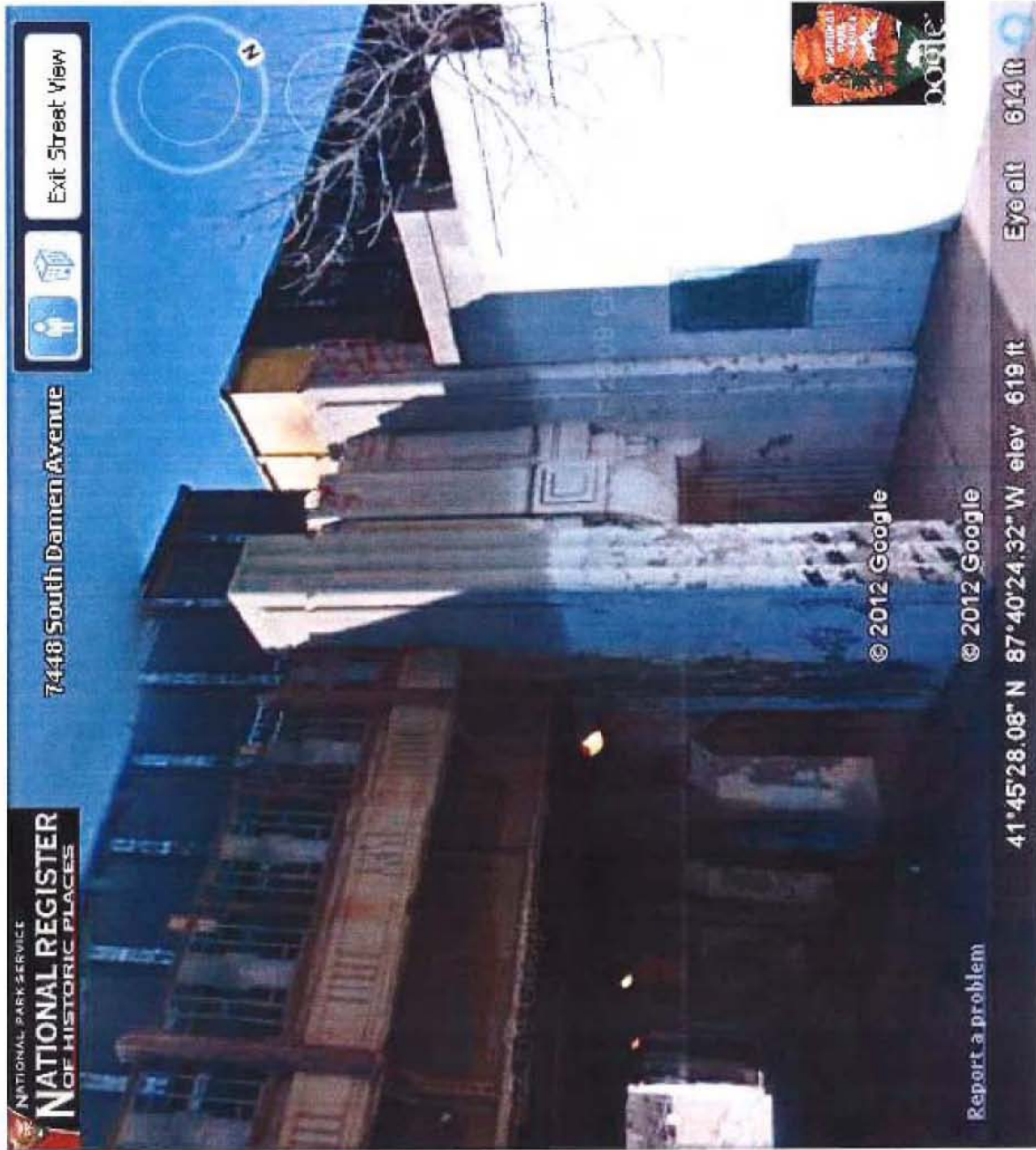
PAGE 3 OF 4

Key Points Discussed:	Action By:
<p>structures, or in any of the areas added in the ESR Addendum. It was agreed that a separate letter for the ESR Addendum areas would be prepared for IHPA concurrence, so as to keep clear the distinctions between the Hamilton Park issues and the viaducts in the ESR Addendum.</p>	<p>IDOT (Koldehoff) to prepare letter on ESR Addendum for IHPA concurrence.</p>



MEETING SUMMARY

PAGE 4 OF 4





MEETING MINUTES

Date: February 14, 2012 **Time:** 2:00 PM

Regarding: CREATE 75th Street Corridor Improvement Project

Participants: Andrew Billing, DOB/ Mackie Consultants
Joe Voldrich, Jacobs
Raspal Bajwa, Infrastructure Engineering, Inc.
Nicholas Corkill, Infrastructure Engineering, Inc.

Location: 121 N. LaSalle St. Room 804

Prepared by: Raspal Bajwa

Notes:

The meeting was scheduled with Department of Buildings (DOB) by Infrastructure Engineering, Inc. (IEI) to discuss the proposed drainage improvements for the CREATE 75th Street Corridor Improvement Project. This project involves bridge widening at four locations, the closure of the Union Avenue viaduct, the construction of two railroad flyover structures and track reconfiguration. One flyover structure will connect Metra's Southwest Service line to Metra's Rock Island District Service line and the other flyover structure will elevate the CSX railroad over the Forest Hill Junction and create a railroad grade separation on 71st Street.

- IEI presented an over view of the project and proposed drainage improvements. IEI provided a set of drainage improvement plans to DOB for review.
- The drainage improvements on railroad property are considered private sewer installations and will be reviewed by the City's Department of Buildings. Andrew Billing from the Department of Buildings is the contact for the private sewer review.
- The Department of Water Management – Sewer Design Section (DWM) will perform permit review for proposed improvements within the City right of way (ROW) only. IEI has already had a meeting with the DWM for permit review.
- Locations of proposed sewer replacement within the City ROW required improving drainage at railroad viaduct locations will be reviewed by DWM.
- Andrew Billings of DOB, said to carbon copy Sid Osakada of DWM on DOB correspondence.
- All areas that will be graded, or where new structure will be constructed or flows will be diverted; will need stormwater detention prior to sewer connection to the City's sewer system. City of Chicago Stormwater Management Ordinance must be followed for stormwater detention design.
- Reconfiguration of tracks in railroad corridor or yard is not considered development if there is no grading of subgrade. Adjustment of tracks for settlement will not be considered grading.

- Permit review is not required when there is no sewer connection or where drainage will continue to sheet flow from railroad property.
- DOB stated the 75th CIP project will likely have one permit for the entire project site, unless portions of work are subdivided into separate contracts.
- DOB expressed concern with the connection to the Alley at approximately 67th Pl. to the west of the CSX Railroad flyover and main lines. Connection likely will need to be moved to a major street as DOB generally does not allow alley sewer connections. The railroad drainage lines may have to be connected to 68th street.
- On the south end of the CSX flyover bridge, the 8 inch existing storm sewer at approximately 76th Pl. shown on the City Sewer Atlas Maps will be televised by IEI to find the exact location of the existing catch basin east of the CSX ROW.
- DOB expressed concern for a large flow volume exiting CSX ROW through the 8 inch sewer line near private residences' ROW.
- DOB stated the drainage ditch with underdrain that runs parallel on the west side of the NS Landers yard and Metra tracks along Columbus Avenue may not be feasible due to the possibility of high ground water table. Soil borings will be required to determine the ground water table and the drainage design will need be adjusted accordingly.
- The railroad track ballast has 36 percent voids and can be considered for detention.
- DOB stormwater review will be in two stages. Stage I review will be for release rate calculations for each outfall. After release rates are approved, IEI will provide detention calculations including calculations for rate control and volume control as Stage II submittal. The final drainage report will include the Phase 1 Drainage Plans, DOB and DWM approved outlet locations, release rates, detention design and soil information.
- IEI will provide to DOB a list of proposed drainage area outlets and release rate criteria that will be used for Stage I calculations for review and approval.
- DOB will review the proposed drainage plans and provide comments for those locations in the railroad ROW.
- DOB requires soil information pertaining to infiltration rates, ground water table elevation/ depth and soil type. Jacobs/IEI is to provide any soil boring information for the project. If no borings exist, borings must be taken to 10 feet below ground elevation. The City Ordinance requires 3.5 feet of freeboard for under drains over ground water elevation.
- DOB stated that ground water information is not required for drainage elements in raised railroad ROW embankments.
- DOB noted to check the soils maps for infiltration design. The project location may be over one of the sand soil strips running through southern Chicago.

Attached:

1. Sign in sheet.
2. List of proposed drainage area outlets.

	Drainage Outfall	Drainage Area I.D.	Existing Drainage Pattern to Outfall	Development Activity	Release Rate Criteria	Stormwater Management	Existing Sewer Size	Sewer Atlas Page	Dwg. Sheet #	Soil Boring
1	Loomis Blvd.	105L, 107L	Existing RR embankment drains by infiltration or sheet flows to alley.	Tracks reconfiguration and widening. 22000 sq.ft. (0.5 ac) grading for widening.	Standard release rate	Existing sheet flow to be maintained. No sewer connection. Detention will be in track ballast voids.	12"	61/38-1`	51	No
2	Racine Ave	108R, 109R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration and widening. 10000 sq.ft. (0.2 ac) grading for widening.	Standard release rate	Existing sheet flow to be maintained. No sewer connection. Detention will be in track ballast voids.	12"	61/38-1	51	No
3	Aberdeen St.	110R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration and widening. 6400 sq.ft. (0.15 ac) grading for widening.	Standard release rate	Existing sheet flow to be maintained. No sewer connection. Detention will be in track ballast voids.	12"	57/38-1	52	No
4	Carpenter St.	111R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration and widening. 7000 sq.ft. (0.16 ac) grading for widening.	Standard release rate	Existing sheet flow to be maintained. No sewer connection. Detention will be in track ballast voids.	12"	57/38-1	52	No
5	Morgan St.	112R, 113R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration, new embankment for Metra tracks and widening. 40000 sq.ft. (0.92 ac) embankment & grading for widening.	Standard release rate	Detention will be in track ballast voids, & infiltration into existing sandy embankment. Underdrain will be provided along retaining walls. Underdrain will discharge to new CB with solid lid. The CB will be connected to existing sewer.	12"	57/38-1	52	Auger into embankment and obtain soil sample for sieve analysis and percolation rate.
6	Peoria St.	114R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration, new embankment for Metra tracks and widening. 28000 sq.ft. (0.64 ac) embankment & grading for widening. Existing 12" sewer will be reconstructed.	Standard release rate	Detention will be in track ballast voids, & infiltration into existing sandy embankment. Underdrain will be provided along retaining walls. Underdrain will discharge to new CB with solid lid. The CB will be connected to existing sewer.	12"	57/38-1	52	No
7	Halstead St.	115R, 116R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration, new embankment for Metra tracks and widening. 64000 sq.ft. (1.47 ac) embankment & grading for widening. Existing 30" sewer will be reconstructed.	Standard release rate	Detention will be in track ballast voids, & infiltration into existing sandy embankment. Underdrain will be provided along retaining walls. Underdrain will discharge to new CB with solid lid. The CB will be connected to existing sewer.	30	57/38-1	53	Auger into embankment and obtain soil sample for sieve analysis and percolation rate.
		116L	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration and widening. 6000 sq.ft. (0.14 ac) grading for widening.		Existing sheet flow to be maintained. No sewer connection. Detention will be in track ballast voids.				
8	Union Ave	117R, 118R	Existing RR embankment drains by infiltration or sheet flows to 75th St.	Tracks reconfiguration, new embankment for Metra tracks, widening and Street closure. 57000 sq.ft. (1.31 ac) embankment & grading for widening. Existing 12" sewer will be reconstructed.	Standard release rate	Detention will be in track ballast voids, & infiltration into existing sandy embankment. Underdrain will be provided along retaining walls. West of Union Ave Underdrain will discharge to new CB with solid lid. The CB will be connected to existing sewer.	12"	53/38-2	53	No
		117L	Existing RR embankment drains by infiltration or sheet flows out of ROW.	Tracks reconfiguration and widening. 5250 sq.ft. (0.12 ac) grading for widening.		Existing sheet flow to be maintained. No sewer connection. Detention will be in track ballast voids.				

	Drainage Outfall	Drainage Area I.D.	Existing Drainage Pattern to Outfall	Development Activity	Release Rate Criteria	Stormwater Management	Existing Sewer Size	Sewer Atlas Page	Dwg. Sheet #	Soil Boring
9	78th St.	123L, 123R, 124L, 124R	Existing RR embankment drains by infiltration and weep holes in existing retaining walls.	Tracks reconfiguration within embankment retaining walls. No widening. 60000 sq.ft. (1.37 ac) grading for underdrain, swale, ditch and detention adjacent to abutment.	Standard release rate	Stormwater drains from top of bridge south abutment and creates icy conditions on sidewalk at viaduct. To prevent this, water will be intercepted by proposed underdrains, ditch and detention. Existing 12" sewer in 78th Street will upgraded to 18". Stormwater Detention will be connected to new 18" sewer. Bottom of the detention area will be clay lined to prevent water from seeping onto underpass sidewalk below. Additional detention will be in track ballast voids, & infiltration into existing sandy embankment.	12"	54/38-1	54	Auger into embankment and obtain soil sample for sieve analysis and percolation rate.
10	79th St.	126L, 126M	Existing RR embankment drains by infiltration or sheet flows out of ROW.	Tracks reconfiguration within embankment. No widening. 16000 sq.ft. (0.37 ac) grading for underdrains and ditch.	Standard release rate	Stormwater drains through existing bridge abutment walls and creates icy conditions on sidewalks at viaduct. To prevent this, water will be intercepted by proposed underdrains and a 200' long ditch. The ditch and underdrains will drain to a proposed CB, which will be connected to existing 45" sewer in 79th St. Detention will be in track ballast voids, & infiltration into existing sandy embankment.	45"	54/38-1	54	No
11	80th St.	126M2, 127L, 127M, 127R	Existing RR embankment drains by infiltration or sheet flows out of ROW. Triangular area between Metra and NS tracks drains by sheet flow to 80th Street.	Tracks reconfiguration within embankment. No widening. 12000 sq.ft. (0.27 ac) grading for a ditch.	Standard release rate	Detention will be in track ballast voids & infiltration into existing sandy embankment. A ditch will be provided in the median area to intercept sheet flows and to prevent drainage over 80th Street sidewalk. The ditch will flow into a new CB. The CB will be connected to existing 12" sewer in the street. The existing 12" sewer will be reconstructed.	12"	55/38-1	54	Soil boring in median area for soil samples and to check existing water level.
12	81st St.	128M	Existing RR embankment drains by infiltration or sheet flows out of ROW	Tracks reconfiguration within embankment. No widening. 40000 sq.ft. (0.92 ac) grading for tracks and stormwater detention adjacent to abutment.	Standard release rate	Stormwater drains from top of bridge south abutment and creates icy conditions on sidewalk at viaduct. To prevent this, water will be intercepted by proposed underdrains and detention area. Existing 18" sewer in 81st Street will reconstructed. Stormwater Detention will be connected to 18" sewer. Bottom of the detention area will be clay lined to prevent water from seeping onto underpass sidewalk below. Additional detention will be in track ballast voids & infiltration into existing sandy embankment.	18"	55/38-1	55	Auger into embankment and obtain soil sample for sieve analysis and percolation rate.
13	Vincennes Ave	128M1	Existing RR embankment drains by infiltration.	Tracks reconfiguration within embankment. No widening. 70000 sq.ft. (1.61 ac) grading for tracks and stormwater detention adjacent to abutment.	Standard release rate	Stormwater drains from top of bridge south abutment and creates icy conditions on sidewalk at viaduct. To prevent this, water will be intercepted by proposed underdrains and detention area. Stormwater Detention will be connected with 8" sewer that will run southwest parallel to south abutment. The sewer will be connected to a CB with solid lid, which will be connected to 27" sewer in the street. Bottom of the detention area will be clay lined to prevent water from seeping onto underpass sidewalk below. Additional detention will be in track ballast voids & infiltration into existing sandy embankment.	27"	55/38-1	55, 56	Auger into embankment and obtain soil sample for sieve analysis and percolation rate.

	Drainage Outfall	Drainage Area I.D.	Existing Drainage Pattern to Outfall	Development Activity	Release Rate Criteria	Stormwater Management	Existing Sewer Size	Sewer Atlas Page	Dwg. Sheet #	Soil Boring
14	88th St.	167M, 168L	Existing RR embankment drains by infiltration or sheet flows out of ROW	New track within embankment. No widening. 60000 sq.ft. (1.38 ac) grading for tracks.	Standard release rate	Underdrains will be provided to drain low areas created by the grading. The underdrains will be connected to a CB with solid lid. The CB will be drained with 4" DIP under the tracks and outfall on west embankment slope. The sewer invert will be 12" higher than underdrain invert so that most of the water can drain by percolation. New bridge over 88th St. will have scuppers for bridge deck. Scuppers will be connected to existing 18" sewer in the street.	18"	53/37-3	57	No
15	Columbus Ave	73L, 74L	Existing RR yard drains by infiltration or sheet flows to Columbus Ave.	One yard track will be converted into Metra track, to add to one existing metra track. The tracks will be adjusted for settlement. Existing area is flat and water ponds in the adjacent ditch/swale. This makes tracks subgrade saturated and soft. 52500 sq.ft. (1.2 ac) area will be disturbed.	Sewer Capacity Calculations	A shallow ditch will be provide between Columbus Ave and the Metra tracks. The ditch will drain to a new CB and connected to existing 12" sewer in Columbus Ave. Stormwater detention will be provided in the ditch. Additional detention will be in track ballast.	12"	78/38-1	66, 67	10 feet deep soil boring for soil analysis, water table and percolation rate.
16	Columbus Ave	75L	Existing RR yard drains by infiltration or sheet flows to Columbus Ave.	One yard track will be converted into Metra track, to add to one existing metra track. The tracks will be adjusted for settlement. Existing area is flat and water ponds in the adjacent ditch/swale. This makes tracks subgrade saturated and soft. 36000 sq.ft. (0.83 ac) area will be disturbed.	Sewer Capacity Calculations	A shallow ditch and an underdrain will be provide between Columbus Ave and the Metra tracks. The ditch and underdrain will drain to a new CB and connected to existing 96" sewer in Columbus Ave. Stormwater detention will be provided in the ditch. Additional detention will be in track ballast.	96"	78/38-1	66, 67	No
17	Columbus Ave	77R, 77M	Existing RR yard drains by infiltration. An existing ditch drains north to existing low area that is detaining stormwater. No sewer outlet is found from the low area.	One yard track will be converted into Metra track, to add to one existing metra track. The tracks will be adjusted for settlement. One Metra track will be moved east by 10 to 20'. An existing 24" culvert will be reconstructed and one 24" culvert will be extended. 120000 sq.ft. (2.75 ac) area will be disturbed.	Sewer Capacity Calculations	Existing ditch will be graded and reshaped between Columbus Ave and the Metra tracks. A new CB will be provided in the existing low area and connected to existing 42" sewer in Columbus Ave. Stormwater detention will be provided in the ditch and existing low area in addition to detention in track ballast.	42"	74/38-1	68, 69	10 feet deep soil boring for soil analysis, water table and percolation rate.
18	76th Place	89R	East half of existing RR corridor drains to existing parallel ditch. However, most of the drainage happens by infiltration. Existing ditch drains by existing inlet that connects by 8" sewer to sewer at 76th Place. Existing inlet is buried and could not be located during site visit.	Two existing CSX tracks will be raised to flyover the existing BRC, Metra and Norfolk Southern tracks. This will require installing temporary tracks and relocating existing parallel ditch east. Disturbed area will be 315,000 sq.ft. (7.23 ac).	Sewer Capacity Calculations	Existing ditch will be moved east. Existing drainage pattern and outfall will be maintained. Existing RR corridor ground level is 10 to 15 feet higher than street level. Stormwater detention will be in track ballast and ditch. Large part of drainage will be by infiltration into sandy corridor embankment. Underdrains will be provided along retaining walls of proposed embankment. Underdrains will discharge into the ditch. Existing BRC, Metra and NS crossing tracks will be lower by a foot at the flyover crossing. Underdrain will be provided along these tracks for 200' length and drained by sewer south to the ditch.	12"	70/38-1	71, 72	Auger into embankment and obtain soil sample for sieve analysis and percolation rate.

	Drainage Outfall	Drainage Area I.D.	Existing Drainage Pattern to Outfall	Development Activity	Release Rate Criteria	Stormwater Management	Existing Sewer Size	Sewer Atlas Page	Dwg. Sheet #	Soil Boring
19	73rd St.	80M, 80L, 90R	Existing RR corridor drains by infiltration or sheet flows to out of ROW.	Two existing CSX tracks will be raised to flyover the existing BRC, Metra and Norfolk Southern tracks. CSX tracks will continue to be on embankment and have grade separation on 71st St. This will require installing temporary tracks. Disturbed area will be 300,000 sq.ft. (6.89 ac).	Sewer Capacity Calculations	Proposed RR embankment will be drained by underdrain. Underdrain will discharge into proposed parallel ditch. The ditch will outfall to 73rd Street sewer. Stormwater detention will be in track ballast and ditch.	12"	69/38-1	72, 73	10 feet deep soil boring for soil analysis, water table and percolation rate.
20	72nd St.	91R	Existing RR corridor drains by infiltration or sheet flows to out of ROW.	Existing CSX tracks will be raised for grade separation on 71st St. This will require installing temporary tracks. Disturbed area will be 105,000 sq.ft. (2.41 ac).	Sewer Capacity Calculations	Proposed RR embankment will be drained by underdrain. Underdrain will discharge into proposed parallel ditch. The ditch will outfall to 72nd Street sewer. Stormwater detention will be in track ballast and ditch.	12"	69/38-1	73	No
21	71st St.	93R	Existing RR corridor drains by infiltration or sheet flows to out of ROW.	Existing CSX tracks will be raised for grade separation on 71st St. This will require installing temporary tracks. Disturbed area will be 270,000 sq.ft. (6.20 ac).	Sewer Capacity Calculations	Proposed RR embankment will be drained by underdrain. Underdrain will discharge into proposed parallel ditch. The ditch will outfall to 71st Street sewer. Stormwater detention will be in track ballast and ditch.	12"	69/38-1	73, 74	10 feet deep soil boring for soil analysis, water table and percolation rate.
22	68th St.	95.1L, 95.1R, 95.2L, 95.2R	Existing RR corridor drains by infiltration or sheet flows to out of ROW.	Existing CSX tracks will be raised for grade separation on 71st St. Disturbed area will be 210,000 sq.ft. (4.82 ac).	Sewer Capacity Calculations	Proposed RR embankment will be drained by underdrain. Underdrain will discharge into proposed parallel ditch. The ditch will outfall to 68th Street sewer. Stormwater detention will be in track ballast and ditch.	12"	60/38-2	74	No



MEETING MINUTES

Date: February 11, 2014 **Time:** 10:30 AM

Regarding: CREATE 75th Street Corridor Improvement Project

Participants: Ben Stammers, DOB
Raspal Bajwa, Infrastructure Engineering, Inc.
Alexander Kline, Infrastructure Engineering, Inc.
Christa Schnell, Infrastructure Engineering, Inc.

Location: 121 N. LaSalle St. Room 804

Prepared by: Raspal Bajwa

Notes:

The meeting was scheduled with Department of Buildings (DOB) by Infrastructure Engineering, Inc. (IEI) to coordinate preliminary drainage design and clarify the City's Stormwater Management Ordinance requirements pertaining to railroad corridor. The following points were discussed at the meeting:

- Railroad ballast area can be classified as bioinfiltration BMP for stormwater management calculations.
- Bioinfiltration BMP can count towards both rate control and volume control. Any unused void storage space in bioinfiltration BMP left from volume control storage can be counted towards rate control storage.
- Typical track ballast has 32 % to 45% void ratio based on a research paper by Erol Tutumluer, Yu Qian, Youssef Hashash, and Jamshid Ghaboussi, University of Illinois at Urbana-Champaign (UIUC). DOB would allow maximum 32% void ratio for stormwater storage in track ballast for volume and rate control.
- In track sub-ballast, which resembles sand, no credit will be given for stormwater storage.
- An underdrain is required adjacent to a track where track ballast will be used as bioinfiltration BMP for stormwater management.
- A pit filled with CA 7 aggregate stone and an underdrain pipe can be used as bioinfiltration BMP. These are proposed behind noise abatement and retaining walls and in some swale areas on the project.
- 10' wide 1' deep CA 7 pit behind the noise wall for detention is adequate as long as there was space at the base of the wall for overflow. The underdrain outlets should be sized and spaced in order to not exceed the release rate for the noise wall.

- Void space in access road CA 7 aggregate base course can be used for storm water storage for rate control.
- All outfalls that have upstream bypass tributary area must account for the 25-year storm event runoff and rate control from the tributary area in accordance with the ordinance requirements. The release rate must be the same as for 100-year storm event.
- Detention storage volume must be provided for the larger of the storage volumes from the 100-year and 25-year storm events.
- If area disturbed for a noise abatement wall construction is less than 7,500 ft², it is not considered regulated development.
- Area disturbed for noise wall can be analyzed separately if it is not contiguous to other development areas. 25 year analysis is not required for noise wall.
- At Outfall Location #16, Vincennes Avenue, proposed work involves realignment of tracks. Since this work is not considered regulated development, no stormwater detention storage for volume control and rate control is required. At this location, underdrains are proposed along viaduct abutments for drainage improvement. No restrictor is required on sewer prior to connection to the City sewer.

Attached:

1. Sign in sheet.

Raspal Bajwa

From: Ben Stammis <bstammis@v3co.com>
Sent: Thursday, January 09, 2014 4:18 PM
To: Raspal Bajwa
Subject: RE: 75th St Railroad Project Release Rate Calculations Submittal

Raspal,

All of my comments are now addressed on the release rate calculations.

Benjamin Stammis, PE
Project Engineer II
Stormwater Consultant to City of Chicago

V3 Companies

5333 S Laramie Ave, Suite 121, Chicago, IL 60638
Cell: 630.200.9430 | Fax: 773.585.2023

bstammis@v3co.com | www.v3co.com

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From: Raspal Bajwa [mailto:RBajwa@infrastructure-eng.com]
Sent: Tuesday, January 07, 2014 2:53 PM
To: Ben Stammis
Subject: RE: 75th St Railroad Project Release Rate Calculations Submittal

Ben,

We have revised the Location 28 calculations per your comments and are attached for your review and records.

Thank you,

Raspal S. Bajwa, P.E.
Infrastructure Engineering, Inc.

From: Ben Stammis [mailto:bstammis@v3co.com]
Sent: Thursday, January 02, 2014 10:55 AM
To: Raspal Bajwa
Subject: RE: 75th St railroad project

Raspal,

All of my comments are addressed except see below.

#28: Ridge lines on Winchester, Honore, Wood, and Hermitage are not correct. Use the listed inverts on the sewer atlas.

Benjamin Stammers, PE
Project Engineer II
Stormwater Consultant to City of Chicago

V3 Companies

5333 S Laramie Ave, Suite 121, Chicago, IL 60638
Cell: 630.200.9430 | Fax: 773.585.2023

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From: Raspal Bajwa [<mailto:RBajwa@infrastructure-eng.com>]
Sent: Tuesday, December 31, 2013 11:58 AM
To: Ben Stammers
Subject: RE: 75th St railroad project

Ben,

We have incorporated your comments on the release rate calculations for locations 25, 27, 28 and 29. The revised calculations and atlas pages for these locations are attached for your review.

IDOT would like to discuss the Drainage Study via conference call on Thurs. Jan. 9th at 1:30p. Are you available for the conference call?

Thank you,

Raspal S. Bajwa, P.E.
Infrastructure Engineering, Inc.
Integrity | Excellence | Innovation

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p: 312.425.9560 ext. 1243 | f: 312.425.9564 | c: 630 750.5152
www.infrastructure-eng.com



From: Ben Stammers [<mailto:bstammis@v3co.com>]
Sent: Monday, December 23, 2013 11:31 AM
To: Raspal Bajwa
Subject: [BULK] RE: 75th St railroad project
Importance: Low

Yes, the other 26 locations are ok.

Benjamin Stammers, PE
Project Engineer II
Consultant to City of Chicago

V3 Companies

5333 S Laramie Ave, Suite 121
Chicago, IL 60638
cell: (630) 200-9430

From: Raspal Bajwa [<mailto:RBajwa@infrastructure-eng.com>]
Sent: Mon 12/23/2013 10:50 AM
To: Ben Stammis
Subject: RE: 75th St railroad project

Ben,

Thank you for your comments. We will make the changes and provide you the revised calculations for these 4 locations by next Monday.

I am assuming the rest of the release rate calculations (26 locations) are okay and we can proceed to the Stage II of the calculations.

Regards,

Raspal S. Bajwa, P.E.
Infrastructure Engineering, Inc.
Integrity | Excellence | Innovation

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From: Ben Stammis [<mailto:bstammis@v3co.com>]
Sent: Monday, December 23, 2013 10:18 AM
To: Raspal Bajwa
Subject: 75th St railroad project

Raspal,

Here are my comments on the release rate calculations:

1. Location #25-42" sewer continues downstream from segment 2. You need to add a segment 3 for the remaining 42" drainage area.
2. Location #27- segment 2 and 3 areas are wrong or missing from 0.0 release rate worksheet. Area 2 boundary should extend north to include full depth of north block off 72nd Pl (to alley) (alley sewers only drain alleys).
3. Location #28- Adjust boundaries to edges of alleys since alley sewers only drain alleys. Full blocks drain to city sewers in city streets. Several boundaries are not correct. Revise to ridge lines based on inverts shown.
4. Location #29- Adjust boundaries to edges of alleys since alley sewers only drain alleys. Full blocks drain to city sewers in city streets. Several boundaries are not correct. Revise to ridge lines based on inverts shown (segments 2-4).

Benjamin Stammers, PE
Project Engineer II
Stormwater Consultant to City of Chicago

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Raspal Bajwa

From: Ben Stammis <bstammis@v3co.com>
Sent: Friday, January 31, 2014 3:32 PM
To: Raspal Bajwa
Cc: Christa Schnell; Alexander Kline; Tom.Underwood@Jacobs.com
Subject: RE: 75th St CREATE Railroad Project Drainage Study Coordination

Follow Up Flag: Follow up
Flag Status: Completed

February 11 works for me. Could we push meeting time back to 10:30? If not, I can make 10 work.

Benjamin Stammis, PE
Project Engineer II
Stormwater Consultant to City of Chicago

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From: Raspal Bajwa [mailto:RBajwa@infrastructure-eng.com]
Sent: Friday, January 31, 2014 2:13 PM
To: Ben Stammis
Cc: Christa Schnell; Alexander Kline; Underwood, Thomas (Denver) (Tom.Underwood@Jacobs.com)
Subject: RE: 75th St CREATE Railroad Project Drainage Study Coordination

Ben,

Thank you for taking out time to clearly your comments and answer questions on phone this morning.

Following is a recap of our discussions:

1. Railroad track ballast areas should be classified as 'Bio-infiltration Systems' BMP area for rate control and 2.1.1 Bioinfiltration spreadsheet used for storage volume calculations.
2. If a subgrade soil infiltration rate of 0.5 in/hour or greater is used on Line 6 of 2.1.1 Bioinfiltration spreadsheet, percolation test data is required.
3. If a minimum soil infiltration rate of 0.5 in/hour cannot be achieved because of the cohesive existing soil type, subgrade soil infiltration rate of 0.0 in/hour should be entered on Line 6 of 2.1.1 Bioinfiltration spreadsheet and an underdrain system provided parallel to the railroad tracks.
4. 38% void ratio can be used for storage volume for CA-1 or CA-7 aggregate material backfill. Calculations or void ratio test data are required for credit for storage volume in track ballast and sub-ballast material.

We will revise the drainage calculations and plans based on the above discussions. Thereafter, we would like to meet and coordinate with you one more time. Are you available on February 11, 2014 at 10:00 AM to go over the updated calculations and plans?

Thank you,

Raspal S. Bajwa, P.E.
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From: Ben Stammis [<mailto:bstammis@v3co.com>]
Sent: Thursday, January 30, 2014 9:34 AM
To: Raspal Bajwa
Cc: Christa Schnell
Subject: RE: 75th St CREATE Railroad Project Drainage Study Coordination

Raspal,

I could only spend about 5 minutes on this as I am swamped with projects right now, and we do not do preliminary reviews. Here is my feedback.

To use a 38% void ratio, you must use CA-7 or CA-1 material. If it is a different material, you must provide void ratio calculations.

You will need to provide percolation test data for the 1 in/hr. This would be the subgrade soils, virgin ground beneath BMP.

Benjamin Stammis, PE
Project Engineer II
Stormwater Consultant to City of Chicago

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From: Raspal Bajwa [<mailto:RBajwa@infrastructure-eng.com>]
Sent: Tuesday, January 21, 2014 4:35 PM
To: Ben Stammis
Cc: Christa Schnell
Subject: 75th St CREATE Railroad Project Drainage Study Coordination

Ben,

We have started drainage calculations for the CREATE project drainage study in accordance with the City Storm water Management Ordinance. As discussed on phone a few days back, attached are representative drainage calculations for Location 6 – Peoria Street and Location 25 – Columbus Avenue for your review.

Detention storage will be provided in porous granular material behind proposed retaining wall for location 6 – Peoria Street. Drainage will take place by underdrain (from behind the retaining wall) connection to the City sewer at Peoria Street. Part of the drainage will be through weep holes in the retaining wall, which will sheet flow as is the existing condition.

For Location 25 - Columbus Avenue, detention storage will be in detention storage pond upstream of connection to the City sewer.

We need your input so we can perform drainage calculations for all 30 location accordingly.

Please contact me if you have any questions or need additional information.

Thank you,

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CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

August 6, 2014

Samuel Tuck
Bureau Chief, CREATE and Freight Rail
Illinois Department of Transportation
100 W Randolph St, Suite 6-600
Chicago IL 60601-3229

Re: Letter of Support for CREATE 75th Street Corridor Improvement Project

Dear Mr. Tuck:

The City of Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA) are writing to express our support for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program's 75th Street Corridor Improvement Project (CIP). We understand the project involves the participation of local residents, elected officials, community leaders, and other stakeholders to find solutions to transportation problems in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. These transportation problems include:

- Delays at rail junctions
- Rail junctions too close together
- Delays at the 71st Street rail-roadway crossing
- Poor conditions at viaducts
- Limits on Metra's SouthWest Service line reliability
- Amtrak and Metra conflicts with freight trains

In coordination with the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), the other CREATE Partners, and project stakeholders, CDOT and CTA are both committed to participation in the continuation of IDOT's Context Sensitive Solutions and project development processes for the 75th Street CIP. We look forward to working with IDOT and FHWA concerning the "Additional Environmental Mitigation Measures" as identified in the 75th Street CIP Draft Environmental Impact Statement.

Over the last several months, CDOT has worked with the project team and community members to identify mitigation elements in the project area that would enhance the livability for area residents. These enhancement elements generally include:

- Quiet Zones – Seeking capital funding for implementation of a Quiet Zone at three at-grade crossings along the UP Villa Grove subdivision in the project area: (1) 95th Street, (2) 97th Street, and (3) 101st Street .

- Sidewalk Improvements – Seeking capital funding for sidewalk improvements. Locations to be determined in coordination with local residents.
- Bicycle Facility Improvements – Seeking capital funding to construct or upgrade two bike facilities in the project area: (1) the Crosstown Bike Route from Damen Avenue to Rainbow Beach Park and (2) Major Taylor Trail through Dawes Park near the intersection of Damen and 81st Street.
- Bus Stop Improvements – Seeking capital funding to upgrade 20 of the busiest bus stops near the project limits with bus shelters where they do not currently exist, electronic bus-arrival signs, and potentially other enhancements.
- Remnant and Vacant Parcel Improvements – Seeking capital funding to improve 1.39 acres of project remnant parcels south of Hamilton Park. Where feasible, improve other City-owned vacant properties across the project area.
- Streetscape Improvements – Seeking funding to plant trees, benches, signs, decorative pavements at crosswalks, bike racks, and other amenities in the project area. Seeking funding to plan and design studies for larger streetscape projects in the area of the 75th Street CIP.
- Viaduct Improvements – Seeking funding to develop and implement viaduct improvements to address local mobility. These improvements will improve lighting, drainage, pavement condition, and general structural condition at 36 viaducts in the area of the project.

CDOT and CTA believe these project elements could be a mutual benefit to the City, its residents, and transit riders. Once funding is secured, these project elements would require additional actions, resources, and approvals from CDOT and/or CTA to fully develop and implement.

While we are unable detail our level of financial and resource commitment to the additional mitigation measures and the local mobility improvements at this time, we are eager to continue to work with IDOT and the CREATE Partners in the Phase II (final) design of the project to develop a plan for our participation in the additional mitigation measures. We look forward to continuing to work with the project team on this nationally and regionally significant transportation project.

Sincerely,



Luann Hamilton
Deputy Commissioner
Chicago Department of Transportation



Carole Morey
Chief Planning Officer
Chicago Transit Authority