



Appendix J DEIS Public Comment Period and Public Hearing Summary

J2 PUBLIC COMMENTS

Table J-2-1: Public Comments Received during the DEIS Comment Period

Comment Code	Commenter	Comment(s)	Response
Comment Received via Comment Form			
CF 1	Anonymous	The consensus of those present today <u>DO NOT</u> want the construction of 75 C because of inadequate response from railroad, and Federal officials to their ongoing complaints of idling, <u>fumes</u> spewing, horns blowing, structural damage, residents breathing have been hampered. If these officials <u>are not</u> responsive now, why should we believe they will have our best interest at heart. And do not believe that everything will be okie dokie w/ the new construction failure to inform the community of what this project is about. And including residents in the planning. Panel also asked if they have gathered studies to show the effects of fumes on adults and children.	<p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>As discussed in Chapter 2 of the FEIS, Section 2.5 – Recommendation of Preferred Alternative, the Build Alternative has been developed and validated through an extensive stakeholder involvement program. The full range of alternates in each of the project's improvement areas were presented for review at a joint meeting of the Community Advisory Groups (CAGs), then after input from the CAG, the results were presented to the general public. Input from that meeting was used in formulating the Preferred Alternative.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p>
CF 2	Zofia Gil	Gave contact address for a property to be acquired as part of the project.	Thank you for the comment form you submitted that provided your mailing address for a property that will be acquired. You will be added to the project mailing list. During Phase II (final) design, you will be contacted regarding acquisition of your property.
CF 3	Janice Glascoe	Clean up area above around and under viaduct.	As part of the 75 th St. CIP Preferred Alternative, infrastructure at 36 viaducts in the project area would be improved. One additional viaduct (at 75 th Street and



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			<p>Union Avenue) would be permanently closed.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>Please also note that the City of Chicago continues to pursue other means of funding to improve area viaducts that are not included in the CREATE 75th Street CIP. The roadways and sidewalks under the Peoria and Morgan Street viaducts at 75th Street were reconstructed in 2012. Similar work is to be completed at the 78th Street and 80th Street viaducts in 2015.</p>
CF 4	Vera D. Harvey	<p>I would like to know in writing if this barrier would be an option, for the construction, coming through from the West of 74th & Wentworth Ave., Vincennes is the very next street behind (west). In case our homes are in the line for this construction to take place, will we be notified of a possible buy out? Will the owners be given this option, and a chance to sell at a fair price as these occurrences take place? What's going to be done for the crime and the drugs, on Wentworth Avenue?</p>	<p>The area of 74th Street and Wentworth Avenue, near Vincennes Avenue is outside of the 75th St. CIP project area, and about half a mile from any proposed project-related construction. Therefore, this project would not build a noise barrier at that location.</p> <p>You also asked if your home would be acquired for the 75th St. CIP, and about the process of property acquisition. Again, because this area is not in the 75th St. CIP project area, property acquisition on your block would not be required.</p> <p>Finally, you ask about crime problems on Wentworth Avenue. The project is unable to address your concerns about criminal activity because it is beyond the scope of work for this transportation project. Whenever you have an emergency, please call 911.</p>
CF 5	Antony Johnson	<p>The project will eliminate all rail conflicts at forest hill, will minimize noise and pollution at forest hill junction. Eliminates rail-rail conflicts at 71st St.</p>	<p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the</p>

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			<p>emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction, an area where two north-south train tracks cross four east-west train tracks, by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill and would eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p>
CF 6	Betty Jones	<p>There is a need for Job Training and Educational Programs. How will you address this need? Will you be hiring people from the CIP Neighborhood? Employment is a much needed thing for our young people.</p>	<p>IDOT is committed to helping local residents find out about job opportunities and requirements through existing programs such as:</p> <ul style="list-style-type: none"> • IDOT's Highway Construction Careers Training Program • Urban League's Transportation Apprenticeship Readiness Training Program, and • IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program. <p>In addition, the CREATE partner railroads are hiring now. You can find out about these opportunities by visiting the railroad websites. Brochures describing the IDOT programs mentioned above are included in Appendix J, as well as the CREATE employment opportunities brochure for your use that lists the website information for the railroads.</p> <p>To supplement these existing programs IDOT and the CREATE partners are committed to exploring the feasibility of additional job training and education programs as additional mitigation measures for Environmental Justice during Phase II final design and Phase III construction. More information about these additional programs is included in Chapter 3.2.7 of the Final Environmental Impact Statement (FEIS), which will be available on the project website - www.75thcip.org.</p>
CF 7	Robert G. Johnson / Lola M. Johnson	<p>Concerned about house being taken, forcing out the current homeowners.</p> <p>Feels like blackmail to say if project is completed all these improvements will come to pass but without this</p>	<p>The Project Team appreciates your concerns, and is making every effort to minimize the need to acquire property. No private property would need to be acquired in your area. Please refer to Chapter 3 of the FEIS, Section 3.2.6 Relocation and Right-of-Way Acquisition, for more detail.</p>



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		project our houses will be shaken down because nothing will be done?	<p>As discussed in Chapter 2 of the FEIS, Section 2.5 Recommendation of Preferred Alternative, the Build Alternative has been developed and validated through an extensive stakeholder involvement program. The full range of alternates in each of the project's improvement areas were presented for review at a joint meeting of the Community Advisory Groups (CAGs) (generally consisting of community leaders, residents, and organizations from the project area), then after input from the CAG, the results were presented to the general public. Input from that meeting was used in formulating the Preferred Alternative.</p> <p>As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, should you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
CF 8	John Paul Jones	Investments planned for the Corridor are expected to bring a host of public benefits to the district. It is the collective hope of the Sustainable Englewood Initiatives that the rail agency and its governmental agencies be truthful in its documentation of our social and environmental impacts the proposed project would bring. That the Federal Railroad Association and FTA continue to measure the public engagement process to ensure openness.	<p>A goal of National Environmental Policy Act (NEPA) is to document the social and environmental impacts of a proposed project, and to use this information to improve decision-making. This has been done and shared with the public through the DEIS, the Public Hearing, and the FEIS.</p> <p>As discussed in Chapter 4 of the FEIS, as part of the EIS, the study team used IDOT's Context Sensitive Solutions (CSS) process to engage the stakeholders in the project area. Section 4.1 details the extensive public coordination that has occurred to this point. Section 4.2 details the agency coordination, including coordinating with the Federal Railroad Association. IDOT and FHWA are committed to continuing this process through Phase II (final) design, as well as Phase III (construction).</p>
CF 9	Lemelle Kemp	We need a noise wall. We also need the rats problems dealt with. Once the rat, raccoons are disturbs they will over run our homes. You guys say the noise will not affect our lives. That is a lie. All of that banging 8 to 10 hours a day will drive me crazy. Do the right thing a buy me out.	<p>At your home's location, no increase in noise (i.e., a noise impact), over current levels is predicted. In fact, if the 75th St. CIP is constructed, Forest Hill Junction would be eliminated, which would also eliminate the loud banging noise made each time that train wheels go over the crossing– hundreds of times for a single train.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.16 – Construction, at Forest Hill Junction, a pair of temporary tracks is proposed during construction to allow the existing mainline tracks to be removed and the CSX flyover structure to be constructed in their place. These temporary tracks would be located east of the</p>

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			<p>current CSX alignment, approximately 60 to 80 feet closer to residences in your area. The noise and vibration exposure levels would be increased at these areas during the flyover construction period due to the operation of trains on these closer tracks. The temporary tracks are expected to be in use for about a year.</p> <p>Potential noise increases during construction were assessed with results showing that moving the tracks closer to the residences would raise the noise levels at the residences in the vicinity of the 71st Street at-grade crossing due to the horn noise and to the residences in the vicinity of the Forest Hill Junction diamond crossing due to pass-by noise. Barriers were evaluated for these areas; however they would not be cost-effective. Therefore, noise barriers are not recommended as part of the 75th St. CIP in the vicinity of the 71st Street and Forest Hill Junction.</p> <p>Residents have told the Project Team that they are concerned about rats, raccoons, and other nuisance species being disturbed during construction. As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p> <p>The 75th St. CIP has made every effort to minimize the need to acquire property. Your property is not needed for the construction or long term operation of the project, and therefore would not be acquired as part of the 75th St. CIP.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of your concern during construction. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern during the construction period, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>



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CF 10	Betty J. Neely, Executive Director, Evalind Organization Inc.	<p>I want to know the commitment to CBO's in terms of jobs, financial support, in kind support etc.</p> <p>My mentoring program provides Organic Farming for youth and could use help with making</p> <ol style="list-style-type: none"> 1. Raised beds 2. Wrought Iron fencing <p>We train some of the youth to get jobs with Home Depot and Walmart Gardening Section. What is the commitment? Also, can this project fund computer training or some of our in house programs?</p>	<p>Thank you for letting the Project Team know that your organization could use project support. Your organization will be added to the project's mailing list.</p> <p>While, the specific items mentioned are beyond the scope of this transportation project, the CREATE Program is committed to helping local residents find out about job opportunities and requirements through existing programs such as:</p> <ul style="list-style-type: none"> • IDOT's Highway Construction Careers Training Program • Urban League's Transportation Apprenticeship Readiness Training Program, and • IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program. <p>In addition, the CREATE partner railroads are hiring now. You can find out about these opportunities by visiting the railroad websites. Brochures describing the IDOT programs mentioned above are included in Appendix J, as well as the CREATE employment opportunities brochure for your use that lists the website information for the railroads.</p> <p>To supplement these existing programs IDOT and the CREATE partners are committed to exploring the feasibility of additional job training and education programs as additional mitigation measures for Environmental Justice during Phase II final design and Phase III construction. More information about these additional programs is included in Chapter 3.2.7 of the Final Environmental Impact Statement (FEIS), which will be available on the project website - www.75thcip.org.</p>
CF 11	Lindsey Coleman Also commented during Open House (OH 1) and Formal Session (FS 6)	<p>This project has put a big impact on my lifestyle and my property value. I was just informed that my home is seated new CSX Flyover at Forest Junction Hill site. The Flyover will be built twenty feet from rear fence. The noise and foundation problems caused by this construction will cause unending displeasure. I'm a retired senior citizen. Spare me all of discomfort and buy my home. These studies that were done on noise impact are not reality for people living there we need</p>	<p>There is not predicted to be an increase in noise (i.e., a noise impact) over current levels at your location. In fact, if the 75th St. CIP is constructed, Forest Hill Junction would be eliminated, which would also eliminate the loud banging noise made each time that train wheels go over the crossing.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.16 – Construction, at Forest Hill Junction, a pair of temporary tracks is proposed during construction to allow the existing mainline tracks to be removed and the CSX flyover structure to be constructed in their place. These temporary tracks would be located east of the</p>

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		<p>noise walls.</p> <p>We are going to be severely impacted by construction noise and vibration. In the past we have been overrun with rodents during railroad construction.</p> <p>I will be impacted by the runoff from rains. My basement floods every year when rain runs down from the railroad tracks into my backyard and the basement of my home.</p> <p>I ask when the project will start, and people say that we don't know when it will start because there isn't any money for the project. But I see professionals here, doing their jobs. They don't give clear answers on when the project will start. But obviously money is being spent on the project already. When will it start? There is no transparency.</p> <p>One person told me that this is not going to impact me at all. I think you are insensitive to us. There will be pounding. Rats, possums, and raccoons will be disturbed. During the last rail project, these animals moved into my basement.</p>	<p>current CSX alignment, approximately 60 to 80 feet closer to residences in your area. The noise and vibration exposure levels would be increased at these areas during the flyover construction period due to the operation of trains on these closer tracks. The temporary tracks are expected to be in use for about a year.</p> <p>Potential noise increases during construction were assessed with results showing that moving the tracks closer to the residences would raise the noise levels at the residences in the vicinity of the 71st Street at-grade crossing due to the horn noise and to the residences in the vicinity of the Forest Hill Junction diamond crossing due to pass-by noise. Barriers were evaluated for these areas; however they would not be cost-effective. Therefore, noise barriers are not recommended as part of the 75th St. CIP in the vicinity of 71st Street and Forest Hill Junction to mitigate temporary construction noise impacts.</p> <p>The potential for vibration impacts due to trains operating on these temporary tracks at Forest Hill Junction was assessed, with results showing that residences in the same vicinity as described above would have increased ground-borne noise and ground-borne vibration. Railroad maintenance programs, such as regularly scheduled rail grinding, and wheel-truing programs, will be performed to minimize vibration impacts, but would not be able to eliminate impacts. There are no other practical measures available to minimize the vibration or ground-borne noise caused by heavy freight trains. The increased level of vibration would not be enough to cause damage to a structure.</p> <p>The 75th St. CIP has made every effort to minimize the need to acquire property. Your property is not needed for the construction or long term operation of the project, and therefore would not be acquired as part of the 75th St. CIP.</p> <p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p>



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			<p>The existing drainage issues in the study area have been analyzed and documented. Preliminary drainage plans in your area recommend drainage improvements along 75th Street corridor and along the east side of the proposed CSX railroad tracks from 75th Street to 79th Street, including new underdrains along the 75th Street corridor, a realigned ditch east of the north-south CSX railroad tracks, a new storm sewer from 75th Street to 76th Place, and new catch basins at Forest Hill Junction. The project will be designed in accordance with the City of Chicago Stormwater Management Ordinance and will not adversely affect the existing drainage conditions, but is also not intended to address or remedy <i>existing</i> local drainage problems. The final drainage plans for the project would be reviewed and approved by the City of Chicago.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS. Whenever you have a non-emergency concern about drainage or other issues associated with maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>As discussed in Chapter 4 of the FEIS, as part of the EIS, the study team used IDOT's Context Sensitive Solutions (CSS) process to engage the stakeholders in the project area. Section 4.1 details the extensive public coordination that has occurred to this point. Section 4.2 details the agency coordination, including coordinating with the Federal Railroad Association. IDOT and FHWA are committed to continuing this process through Phase II (final) design, as well as Phase III (construction).</p> <p>After the Final Environmental Impact Statement is complete and a Record of Decision (ROD) for the project has been signed, the project will be eligible to move to Phase II (final) Design, then Phase III Construction. So far, funding has not been committed for Phase II and Phase III of the 75th St. CIP. If the project is approved and funding is identified, construction could begin as soon as 2017.</p>

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CF 12	<p>Angela Granberry</p> <p>Also commented in Open House (OH 3)</p>	<p>Although property acquisition is a sad reality, I feel that this project will benefit more people than it will negatively impact. The creation of jobs is sorely needed in our community as well as job training, and community improvement. Sidewalk and streetscape is badly needed as some areas have become eye-sores, and vacant lots have become meeting grounds for gangs and other criminals. These things have had a negative effect on property value, leaving people owing more on their house mortgage than its market value. I feel that bus stop improvements would help the flow of traffic in my area, and I strongly agree with the reconstruction of crumbling viaducts. Those that affect me the most are 40 and 19. Number 40 is slammed into weekly by large semi-trucks causing large 2ft by 1ft pieces of concrete to fall from the viaduct roof and walls which is hazardous to pedestrians walking through. The height clearance has slowly lowered and is sagging and the pavement under the viaduct is riddled with holes and fissures, the street itself is about 70% potholes, cars have to slow to a crawl to go under the viaduct, causing traffic backups and sometimes slow speed crashes.</p> <p>I request that a noise barrier be placed on the Rock-Island line from 76th and Normal Ave. to 75th and Normal Ave, also a barrier needs to be placed along the Norfolk Southern railroad from 76th and Parnell to 75th and Parnell. The vibration level is tolerable but the noise is loud and blocks out all other sound, the train horns blow at all times of the day making sleeping through the night a problem. Please consider placing barriers there as they are badly needed.</p>	<p>Thank you for indicating that you are in favor of job training, sidewalk and streetscape improvements, vacant lot improvements, and bus stop improvements as additional mitigation measures. IDOT and the CREATE partners are committed to continuing coordination with local stakeholders, elected officials, and the appropriate government agencies to determine the feasibility of implementing the additional mitigation measures you listed. Details about each potential mitigation measure can be found in Section 3.2.7 of the FEIS.</p> <p>It is important to note that the intent of the additional mitigation measures is to provide capital funding only as part of the project (i.e., no maintenance and operational funding would be included). The responsible agencies would need to commit the resources required to perform the work to plan, design, operate and maintain any associated infrastructure improvements. These actions would need to occur during the Phase II (final) design process so that the required funding could be procured for their construction. While the implementation of these additional mitigation measures is desirable, IDOT's and FHWA's decision to move forward with the project would not change if the additional mitigation measures outside of their control are not implemented. Consequently, if these additional mitigation measures are not implemented by the responsible external agency, it will not affect the commitments stated in the Final EIS and would not create the need for a re-evaluation of the Preferred Alternative.</p> <p>As part of the 75th St. CIP Preferred Alternative, infrastructure at 36 viaducts in the project area would be improved, including the two viaducts that you identified at 76th Street in your area. One additional viaduct (at 75th Street and Union Avenue) would be permanently closed.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.7.1 – Noise, the project-related</p>



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			noise levels in this area would be associated with the new viaduct proposed to connect the SWS line with the Rock Island line. Barrier J was designed to mitigate this impact. However, due to the additional costs of constructing a barrier on the viaduct, the barrier was found to not be cost-effective. Therefore, a noise barrier is not recommended as part of the 75th St. CIP at this location.
CF 13	Sharnia Lashley Also commented in Formal Session (FS 9)	<p>The changes proposed will increase the freight traffic from around 24 trains daily to 44. There is already a noise and idling issue and for residents increased traffic will mean increases of these issues. What noise mitigation measures will you put in place? Will idling trains then do so at 90th and Eggleston away from homes & amount of idling reduce?</p> <p>I have called Union Pacific many times to complain about idling locomotives across from our homes on the 8900 block of Eggleston.</p> <p>There is an area at 90th and Eggleston where locomotives could idle, and it is not across from homes. I've spoken with UP representatives many times.</p> <p>If railroads are not good neighbors to us now, why should we expect that they will be during a time of construction?</p>	<p>As discussed in Chapter 3 of the FEIS, Section 3.7.1 – Noise, noise barriers were analyzed for this area long the Union Pacific – Barriers Q, R, S, T, and V; however the grade crossings at 95th Street and 97th Street would interrupt barrier systems designed to protect residences between 92nd Street and 100th Street, offering insufficient protection along the full length to be cost-effective. Therefore, a noise barrier is not recommended as part of the 75th St. CIP at this location.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.7 – Noise, CDOT, in coordination with the 75th St. CIP Project Team, undertook a study to evaluate the feasibility of establishing new 24-hour Quiet Zones in four railroad corridors, including the UP crossings at 95th and 97th Streets, which would reduce horn blowing in your area. CDOT is continuing to study the potential to implement a Quiet Zone in the UP corridor with an eventual goal of issuing an application to the FRA. Another separate CREATE project plans to eliminate some of the horn noise via a grade separation at 95th Street (CREATE Project GS 21a). However, as these improvements are still under study, they have not been committed to as mitigation measures for this project.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about idling of trains please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
CF 14	Sidney Rowell Also commented in Open House (OH 6) and Formal	<p>*Concerns: Excessive horn blowing at the hours of approximately 2am to 3am Pot holes, smog, vibration</p>	As discussed in Chapter 3 of the FEIS, Section 3.7 – Noise, CDOT, in coordination with the 75 th St. CIP Project Team, undertook a study to evaluate the feasibility of establishing new 24-hour Quiet Zones in four railroad corridors, including the Grand Truck Western railroad from 79 th Street to 83 rd Place.

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	Session (FS 3)	<p>*Possible Solutions: Make it a quiet zone, Enhance safety *Location: 3600 Block of 83rd Place *Company: Norfolk Southern</p> <p>I also wanted to make sure that we weren't going to be affected by the acquisition of houses.</p> <p>I am concerned about potholes.</p> <p>We want a good quality of life. How will noise and vibration affect children?</p>	<p>However, the CSX railroad has filed an application to acquire this portion of the Grand Truck Western. Due to the unforeseen review time and approval date for this acquisition, the Quiet Zone study effort was suspended at this time.</p> <p>Property acquisition on your block would not be required.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about street conditions, the maintenance near railroad tracks or viaducts or current train operations, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
CF 15	Mrs. Freddie B. Tolton	Clean up area around, under, try a little paint.	<p>As part of the Preferred Alternative, 36 viaducts in the project area would be replaced or reconstructed, including the one in your area at 79th Street. The one remaining viaduct (at 75th Street and Union Avenue) would be closed.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>



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CF 16	Andrea L. Werner Also commented in Formal Session (FS 5)	I have gone over these maps with several agents, and it was explain to me that my particular street will not be confiscated by this project. I'm asking for this to be put in writing and mailed to me. If we become part of this construction how far in advance will I be notified, and will I be paid for my improvements in my home.	In the comment form you submitted and your comments during the formal session of the Public Hearing, you asked for confirmation that your property at 7416 S. Perry Avenue is not one of the properties that would be acquired for the project. Your home is about half a mile from the nearest property that would need to be acquired. Your property will not be acquired as part of the 75 th St. CIP.
CF 17	Cheryl Williams, University Hill Community Council Petition attached to Cheryl Williams comment form	<p>Our community is surrounded by four railroads that include viaducts. We have encountered disturbances, crumbling viaducts, idling, vibrations, horns, loud noises at any time. We are also interested in developmental resources that will benefit the community and enhancements.</p> <p>We the residents from 87th, 88th, Princeton Ave, Yale Ave, Holland Road, west 89th street and Harvard are requiring the construction of a noise wall that would surround the community. The wall will serve as a barrier to absorb some of the impact from the loud noises from the railroads that have increased and disturbing the residents.</p> <p>We are encountering an intense penetrating increase of noises from the railroads that surround the community. The noises are encountered throughout the day and night from squelching on the rails, notable increased volume of rail traffic, vibrations and banging sounds from trains operations that jolt the residence throughout the community.</p> <p>Idling trains that sit for long periods of time and additional noises from trains that are blowing horns during the day and late nights.</p> <p>[Petition contains 66 signatures.]</p>	<p>As part of the Preferred Alternative, 36 viaducts in the project area would be replaced or reconstructed, including the viaducts at 87th, 88th, and 89th Streets in your area. The one remaining viaduct (at 75th Street and Union Avenue) would be closed.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about idling trains or other issues please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>The CREATE Program is committed to helping local residents find out about job opportunities and requirements through existing programs such as:</p> <ul style="list-style-type: none"> • IDOT's Highway Construction Careers Training Program • Urban League's Transportation Apprenticeship Readiness Training Program, and

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			<ul style="list-style-type: none"> IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program. <p>In addition, the CREATE partner railroads are hiring now. You can find out about these opportunities by visiting the railroad websites. Brochures describing the IDOT programs mentioned above are included in Appendix J, as well as the CREATE employment opportunities brochure for your use that lists the website information for the railroads.</p> <p>To supplement these existing programs IDOT and the CREATE partners are committed to exploring the feasibility of additional job training and education programs as additional mitigation measures for Environmental Justice during Phase II final design and Phase III construction. More information about these additional programs is included in Chapter 3.2.7 of the Final Environmental Impact Statement (FEIS), which will be available on the project website - www.75thcip.org.</p> <p>Finally, as discussed in Chapter 3 of the FEIS, Section 3.7-1 – Noise, the noise analysis identified impacts on the east side of this development. A barrier for the area north of 88th Street to south of 89th Street near South Holland Road was found to be feasible and cost-effective. Residents and property owners who would benefit from this noise barrier were sent forms to share their viewpoint on this barrier. The response received, in addition to your petition, indicated that a noise barrier is desired by residents in your community, and the barrier is recommended to be included as part of the project.</p>
CF 18	<p>Joyce Whitfield, Senior Suites of Marquette Village</p> <p>Also submitted a second Comment Form (CF 20) and submitted a comment via the stenographer at the Open House (OH 5)</p>	<p>The 75th Street Corridor should be designated a NO IDLING NO HORNS zone. If the freight train stops, its engine should be turned off. No Horns. A train track is an intersection. The public can be reeducated about what to do at intersections. In addition, there are red flashing lights and gates. If a person will ignore these three warnings, he will ignore horns. As for yard workers, they can be equipped with vibrators, buzzers, GPS locators or other means of warning less abusive to the community than horns.</p>	<p>The Senior Suites of Marquette Village are near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p>



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		<p>We here at Marquette Village are under two-fold assault from the railroads-diesel exhaust and horn abuse. The Belt Railway has a siding along the west side of the Landers-Belt facility, where trains routinely idle for sometimes hours and occasionally overnight. At times there may be two trains side-by side idling at the same time. This siding is a staging areas so one train may pull off only to be replaced by another.</p> <p>The building's ventilation system is on the roof. When trains idle (or even pass by), the ventilation system captures the exhaust and circulates it throughout the facility. Where the vented air comes in under our apartment doors, the carpets have been blackened by diesel exhaust. The exhaust vents in our apartments have been covered in inch thick diesel slag. The building's patio, where residents sit out for 'fresh air', is in the same area of idling trains. The residents' vegetable garden is also in this patio area.</p> <p>Not only is there diesel exhaust from passing and idling trains, but we must also contend with diesel exhaust from the many, many trucks entering and leaving the Landers facility. At times diesel trucks are idling on Western Ave. for hours from 71st St. to 79th St. and westward on 79th waiting to enter the facility. These passing and stationary idling vehicles add to the air pollution problems of the area.</p> <p>Loud train horns sound at all hours of the day and night. Since we border both a yard and a crossing, we not only get mandatory crossing horns from freight and Metra trains, but also regulatory yard horns. Some horns give a sustained blow so that you can hear their approach from miles away until they are far distant. The loudness and frequencies of these horns</p>	<p>As discussed in Chapter 4 of the FEIS, as part of the EIS, the study team used IDOT's Context Sensitive Solutions (CSS) process to engage the stakeholders in the project area. Section 4.1 details the extensive public coordination that has occurred to this point. Section 4.2 details the agency coordination, including coordinating with the Federal Railroad Association. IDOT and FHWA are committed to continuing this process through Phase II (final) design, as well as Phase III (construction). In all, the project has held six Community Advisory Group meetings, three Public Meetings, one Public Hearing, and 16 meetings with elected officials and community organizations.</p> <p>Chapter 3 of the FEIS, Section 3.7.1 - Noise discusses the noise analysis performed for the 75th St. CIP including the noise thresholds that qualify as a "noise impact." The noise analysis methodology was based on the Federal Transit Administration's <i>Transit Noise and Vibration Impact Assessment</i> guidance manual, with certain modifications to allow for the evaluation of freight train traffic. Please note that the noise analysis methodology does consider residences as noise receptors.</p> <p>Existing sound levels in this area range from 53 to 82 decibels. The increase between existing sound levels and Build sound levels ranges from 1 to 3 decibels, causing moderate impacts. A barrier was therefore evaluated. However, due to the required sight distance for the Columbus Avenue grade crossing, the barrier only protected half of the development and was determined to not be cost-effective. Therefore, a noise barrier is not recommended as part of the 75th St. CIP at this location.</p> <p>CDOT, in coordination with the 75th St. CIP Project Team, undertook a study to evaluate the feasibility of establishing new 24-hour Quiet Zones in four railroad corridors, including the BRC railroad at Columbus Avenue. There are challenges in pursuing a Quiet Zone at this location due to the proximity of the BRC Rockwell Yard immediately west of the crossing and the NS Landers Yard southwest of the crossing. The FRA Train Horn Rule requires trains to sound a horn for all movements within and through the two rail yards. The mandatory train horns in close proximity to the grade crossing cause the purpose of a Quiet Zone to not be met. CDOT will therefore not be pursuing Quiet Zone implementation at the BRC Columbus Avenue crossing. However, as part of the CREATE Program, CDOT</p>

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		<p>are nerve-jangling and disruptive of much-needed sleep, rest, and communications.</p> <p>Concerned about increase in traffic, noise, and idling, and noise and dust of construction.</p> <p>In the past couple years I have contacted the Board of Health, The Environmental Protection Agency, state senators and representative, the owner of the Belt Railway, the Federal Railroad Administration, CSX representatives, and others regarding our dilemma. All efforts have been in vain except for the understanding cooperation of Alderman Lona Lane. I have attended meetings with her and other area residents who share our frustrations.</p> <p>The Noise section of the report details and evaluates data collected from mechanical noise receptors stationed throughout the corridor. Residents are also noise receptors and have been complaining for years about loud, sustained horn abuse often in disregard of quiet zone designations.</p> <p>Where is the data representative of residents' concerns? At what levels and frequencies are loud noises detrimental to residents' health and well-being? At what levels and frequencies are children, babies and the elderly affected?</p> <p>The Air Quality section of the report describes future toxin levels as unpredictable. There are already complaints about toxic emissions from idling trains with the only response being that the trains are not in violation of federal regulations. The city has anti-idling ordinances for trucks and buses, other diesel powered vehicles. Why not trains? Board of Health</p>	<p>is currently evaluating proposals to complete the Phase I preliminary engineering and environmental (NEPA) documentation for a grade separation at this crossing (CREATE Project GS 11). The proposed highway-rail grade separation would eliminate train horn noise associated with the grade crossing, but would not affect train horn noise in the rail yard. The Phase I study began in 2013; completion is anticipated in late 2014 or early 2015.</p> <p>Air pollution in Chicago comes from many types of industries, commercial operations, and engines, including those used by mobile sources, like cars, buses, trucks, and locomotives. Air quality in Chicago currently exceeds National Ambient Air Quality Standards for ozone and inhalable particulate matter (PM_{2.5}). This project would not contribute to any new air quality violations, or make any existing violations worse. In fact, reducing train idling would reduce fuel consumption by approximately 20%, resulting in reductions of locomotive emissions compared to the emissions that would be expected if the project were not built.</p> <p>The air quality analysis was performed using USEPA air quality data for the South Side of Chicago and models of air emissions and expected rail traffic. No air samples were taken that could compare air quality in the corridor to air quality outside of the corridor.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p> <p>Finally, thank you for your suggestion of a solar/hydroponic greenhouse on the lot west of your facility. Your comment has been noted for the public record. However, this type of mitigation is beyond the scope of this transportation project.</p>



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		<p>representatives say trains can be ticketed for a minor offense if caught in the act of polluting. The act of idling should be a major offense, assault with a deadly weapon, a felony subject to arrest and prosecution.</p> <p>Page D4 of the Appendix states: "All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide and lead". What are the levels of these six pollutants in the 75th St. Corridor as compared to outside the corridor? How was pollutant data collected from areas where locomotives routinely idle?</p> <p>We could use a solar/hydroponic greenhouse on the vacant lot to the west of us. Great educational opportunities in construction/ maintenance and provide activity and nutrition for this senior community.</p>	<p>While IDOT and FHWA cannot require no idling and no horn use as part of the project, they have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available on the project site, whenever you have a non-emergency concern about idling or maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
CF 19	<p>Howard L. Young Sr.</p> <p>Also commented in Open House (OH 4)</p>	<p>My home is located in the Tell District and the CSX locomotives stop on the tracks in the rear of my home sometimes for days at a time idling! The engine exhaust fumes are dangerous to my health as well as my neighbors' health and the walls of my home vibrate from the idling!!</p> <p>Please address this unacceptable and unhealthy situation.</p>	<p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with</p>

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CF 20	Joyce Whitfield, Senior Suites of Marquette Village	Comment summarized and addressed in CF 18	
CF 21	Eilleine Terry, Senior Suites of Marquette Village	<p>I have always found the horns from the trains disturbing the conductors don't just "blow" them they "blast" them both the railroad and Metra I've often thought why would they put a senior residence there knowing this obnoxious noise would become a part of their everyday living and the soot in the air when they sit idle. I've had an opportunity to talk to some seniors and was told the soot from these trains enters their apartments thru the windows causing their carpet and walls to be dirty and I can only imagine what health problems (respiratory problems) its causing is there a resolution to this?</p>	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity</p>



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CF 22	Gloria Bolden, Senior Suites of Marquette Village	The loud blowing of the train's horn in the wee hours of the morning is very disturbing.	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you</p>

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CF 23	Carolyn Bennett, Senior Suites of Marquette Village	We need the trains to stop idling near the buildings and we need the horns to stop being blown late at night and early morning. It would be much appreciated if this problem could be resolved. Thanks	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p>



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CF 24	Ollie B. Moffett, Senior Suites of Marquette Village	<p>I am concerned about my community safety, from toxic and fumes from the trains that are traveling near our Senior Suites of Marquette Village Building. I think we deserve as senior citizens and retirees a better lifestyle of living and to have healthy lungs and respiratory system at our ages. Please be considerate of our needs.</p>	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not</p>

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CF 25	Charlene Brandy, Senior Suites of Marquette Village	Stop train horn after midnight. We are Seniors we need peace and quiet.	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
CF 26	[No name given] Senior Suites of Marquette Village	<p>Please see fit to come to some conclusion about the horn blowing on the trains. Sometime one driver will come and blow over and over even after passing the crossing repeating horn blows over and over.</p> <p>Please have the trains go further back to stop and blow fumes. Fumes come to my window and in my apartment where I live and cause my breathing to be very difficult.</p>	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p>



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CF 27	David Durrell, Senior Suites of Marquette Village	Improve train noise and horn blowing.	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It</p>

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CF 28	Irmagene Flowers, Senior Suites of Marquette Village	Don't want the train standing right at building for a long time, blowing hard so long.	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions</p>



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			<p>associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
CF 29	Arlene L. Brown, Senior Suites of Marquette Village	<p>The main problem is the trains that sit for 5 hours that let out fumes each and every day.</p> <p>Also concerned about the blowing of the horn.</p>	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please</p>

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			<p>note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
CF 30	[No name given] Senior Suites of Marquette Village	I don't understand why they would build a senior complex near railroad tracks. The noise and fumes makes it inconvenient to have your windows open. You can't talk on the phone, and for others who have breathing problems, they find it hard to breathe. Something needs to be done to try and correct some of these problems. It is hard to sleep due to the noise from horns on the trains.	<p>The Senior Suites of Marquette Village is near Forest Hill Junction, where two north-south train tracks cross four east-west train tracks. This means that trains have to idle as they wait for clearance to proceed through the junction.</p> <p>The 75th St. CIP would eliminate Forest Hill Junction by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill. It would also eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build</p>



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			<p>Alternative.</p> <p>More details about air quality can be found in Appendix D of the FEIS. Please note that the DEIS and FEIS do not include any health studies. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
CF 31	Virginia Stone	No written comment. Checked "Bus Stop Improvements" in the mitigation area.	<p>In the comment form you submitted you indicated that you support bus stop improvements in the 75th St. CIP project area. Thank you for your input.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.2.7 – Environmental Justice, the CDOT would coordinate with the CTA and with local officials and stakeholders during Phase II design to identify recommended bus stop improvements that could be funded as a part of the 75th Street CIP.</p> <p>Although FHWA and IDOT cannot commit to implementing these measures, they do commit to coordinating with the responsible agencies during Phase II (final) design to advance the planning and design of mitigation measures. It is important to note that the intent of the additional mitigation measures is that the only capital funding would be provided as part of the project (i.e., no maintenance and operational funding would be included). The responsible agencies would need to commit the resources required to perform the work to plan, design, operate and maintain any associated infrastructure improvements.</p>

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Comment Submitted via Stenographer During the Open House			
OH 1	Lindsey Coleman	Comment summarized and addressed in CF 11	
OH 2	Thomas Houston	<p>We have some problems with rats.</p> <p>My main concern was whether my house would be demolished, and it will not be.</p> <p>Noise where the north-south tracks cross the east-west tracks. But the overpass will address that issue. Noise from trains. Idling. But if the overpass is built trains won't have to wait. We don't want to have to move.</p>	<p>The elevated structure would eliminate rail-rail conflicts at Forest Hill Junction, reducing idling and eliminating the loud banging noise made each time that train wheels go over the crossing at Forest Hill Junction – hundreds of times for a single train.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about rodents, noise, idling, or maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p> <p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p>
OH 3	Angela Granberry	Comment summarized and addressed in CF 12	
OH 4	Howard Young, Sr.	Comment summarized and addressed in CF 19	
OH 5	Joyce Whitfield	Comment summarized and addressed in CF 18	
OH 6	Sidney Rowell	Comment summarized and addressed in CF 14	
OH 7	<p>Daisy Ryan, Block Club president from 76th to 79th</p> <p>Also commented during Formal Session (FS 4)</p>	<p>Stated concern regarding the following issues:</p> <p>Trains idle, and there are fumes.</p> <p>The railroads need to clean up their property.</p> <p>Would like a nice viaduct that looks like the picture – cleaned up, painted, streets fixed so that we can walk freely. They did it on the north side.</p>	<p>The 75th St. CIP would eliminate Forest Hill Junction, an area where two north-south train tracks cross four east-west train tracks, by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill and would eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise and vibration caused by train wheels going over the crossing at Forest Hill Junction. After construction there will be less train volume on the CSX rail line, so even with higher speeds, the reduction in volume would not result in a vibration impact.</p>



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		<p>The measured distance between the houses and the temporary track was off. The temporary track would be coming closer to the homes on the cul-de-sac, causing more vibration during construction.</p> <p>Vibration, after construction the trains would be moving faster, so higher vibration.</p> <p>Noise, she would like a sound barrier to mitigate the horns blowing.</p> <p>The jobs are not for those who live here.</p> <p>The backyards of people's homes are flooding because there's no well to catch the water when it rains. Water runs off the viaducts and railroad tracks into the people's yards.</p>	<p>The existing tracks at 77th Street are about 110 feet from the boundary of the railroad right-of-way. The permanent tracks would be 110 feet from the boundary of the railroad right of way. During project construction, temporary tracks would be built approximately 55 feet from the boundary of the railroad right-of-way. These tracks would be used for approximately one year while the elevated structure is being built. The locations of these tracks have not changed since the time they were first presented to the public in August 2011.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.16 – Construction, the noise and vibration exposure levels would be increased at the area adjacent to the temporary tracks during the flyover construction period due to the operation of trains on these closer tracks.</p> <p>Potential noise increases during construction were assessed with results showing that moving the tracks closer to the residences would raise the noise levels at the residences in the vicinity of the 71st Street at-grade crossing due to the horn noise and to the residences in the vicinity of the Forest Hill Junction diamond crossing due to pass-by noise. Barriers were evaluated for these areas; however they would not be cost-effective. Therefore, noise barriers are not recommended as part of the 75th St. CIP in the vicinity of 71st Street and Forest Hill Junction.</p> <p>The potential for vibration impacts due to trains operating on these temporary tracks at Forest Hill Junction was assessed, with results showing that residences in the same vicinity as described above would have increased ground-borne noise and ground-borne vibration. Railroad maintenance programs, such as regularly scheduled rail grinding, and wheel-truing programs, will be performed to minimize vibration impacts, but would not be able to eliminate impacts. There are no other practical measures available to minimize the vibration or ground-borne noise caused by heavy freight trains.</p> <p>The viaduct that you referenced at 79th and Hamilton is one of the viaducts that will be reconstructed as part of the project.</p> <p>The existing drainage issues in the study area have been analyzed and documented. Preliminary drainage plans in your area recommend several</p>

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			<p>drainage improvements along the east side of the proposed CSX railroad tracks from 75th Street to 79th Street, including a new ditch, 600 linear feet of 36" storm sewer from 75th Street to 76th Place, new catch basins along the sewer line, and a connection to the existing storm sewer at 76th Place. The project will be designed in accordance with the City of Chicago Stormwater Management Ordinance and will not adversely affect the existing drainage conditions, but is also not intended to address or remedy <i>existing</i> local drainage problems. The final drainage plans for the project would be reviewed and approved by the City of Chicago.</p> <p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about drainage near railroad tracks or other issues, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p> <p>The CREATE Program is committed to helping local residents find out about job opportunities and requirements through existing programs such as:</p> <ul style="list-style-type: none"> • IDOT's Highway Construction Careers Training Program • Urban League's Transportation Apprenticeship Readiness Training Program, and • IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program. <p>In addition, the CREATE partner railroads are hiring now. You can find out about these opportunities by visiting the railroad websites. Brochures describing the IDOT programs mentioned above are included in Appendix J, as well as the</p>



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			<p>CREATE employment opportunities brochure for your use that lists the website information for the railroads.</p> <p>To supplement these existing programs IDOT and the CREATE partners are committed to exploring the feasibility of additional job training and education programs as additional mitigation measures for Environmental Justice during Phase II final design and Phase III construction. More information about these additional programs is included in Chapter 3.2.7 of the Final Environmental Impact Statement (FEIS), which will be available on the project website - www.75thcip.org.</p>
OH 8	Audrey Brown	<p>I am concerned about trains that idle behind my house at night and give out fumes. Horns blow in the early morning.</p> <p>I am concerned about the viaduct at 79th and Hamilton. It needs to be cleaned up. There are rodents there. I'm concerned about the noise levels. There is standing water, which causes mosquitoes.</p>	<p>The 75th St. CIP would eliminate Forest Hill Junction, an area where two north-south train tracks cross four east-west train tracks, by building an elevated structure to raise the north-south train tracks over the east-west tracks. This would eliminate the need for trains to idle waiting for clearance at Forest Hill and would eliminate the need for horns to blow when restarting at those locations. Finally, it would eliminate the pounding noise and vibration caused by train wheels going over the crossing at Forest Hill Junction.</p> <p>After construction there will be less train volume, even with higher speeds, the reduction in volume would result in lower noise levels.</p> <p>The viaduct that you referenced at 79th and Hamilton is one of the viaducts that will be reconstructed as part of the project.</p> <p>The existing drainage issues in the study area have been analyzed and documented. Preliminary drainage plans in your area recommend several drainage improvements along the east side of the proposed CSX railroad tracks from 75th Street to 79th Street, including a new ditch, 600 linear feet of 36" storm sewer from 75th Street to 76th Place, new catch basins along the sewer line, and a connection to the existing storm sewer at 76th Place. The project will be designed in accordance with the City of Chicago Stormwater Management Ordinance and will not adversely affect the existing drainage conditions, but is also not intended to address or remedy <i>existing</i> local drainage problems. The final drainage plans for the project would be reviewed and approved by the City of Chicago.</p>

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			<p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about drainage near railroad tracks or other issues, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
OH 9	Dorsey Conley	<p>There is no fencing, so kids cross the railroad tracks to get to Randolph School. I am concerned about crime.</p> <p>I've seen kids hopping on trains. I'm concerned about people dumping trash on or near the tracks. There are rodents. Trains are always running, the horns are blowing. There is vibration shaking my house.</p>	<p>A fence would be constructed along the railroad right-of-way at this location to prevent the informal, unauthorized, and unsafe crossings of the tracks from 71st Street south to 74th Street. The combination of the fence and the new elevated railroad structure would make it much harder for youth to reach the tracks to interfere with trains. Please call 911 to report criminal activities such as people walking on the tracks or hopping on trains.</p> <p>At your location, vibration levels are not predicted to increase if the 75th St. CIP is built.</p> <p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about street conditions, illegal dumping, or the maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
OH 10	Arnold Smith and Arziea Smith	<p>Overgrown trees behind our house are leaning over electrical wire. It's a swamp back there. We have lots of rodents. The sidewalks in the area are horrible.</p>	<p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires</p>



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		Lighting is dim. We need new streets. We have very large potholes.	<p>contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p> <p>The existing drainage issues in the study area have been analyzed and documented. Preliminary drainage plans in your area recommend several drainage improvements along the east side of the proposed CSX railroad tracks from 75th Street to 79th Street, including a new ditch, 600 linear feet of 36" storm sewer from 75th Street to 76th Place, new catch basins along the sewer line, and a connection to the existing storm sewer at 76th Place. The project will be designed in accordance with the City of Chicago Stormwater Management Ordinance and will not adversely affect the existing drainage conditions, but is also not intended to address or remedy <i>existing</i> local drainage problems. The final drainage plans for the project would be reviewed and approved by the City of Chicago.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a concern about street conditions, sidewalks, or the maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
OH 11	Ramona Burwell	Is this project going forward?	After the Final Environmental Impact Statement is complete and a Record of Decision (ROD) for the project has been signed, the project will be eligible to move to Phase II (final) Design, then Phase III Construction. So far, funding has not been committed for Phase II and Phase III of the 75 th St. CIP. If the project is approved and funding is identified, construction could begin as soon as 2017.
OH 12	Dwight Phipps	<p>Trains are very loud, all night long.</p> <p>My basement floor is starting to crack, and water is seeping through, from the vibration.</p> <p>The viaducts need a lot of work. Lighting is dim under</p>	At your location, vibration levels are predicted to increase if the Preferred Alternative were built. However, the increased level of vibration would not be enough to cause damage to a structure. Railroad maintenance programs, such as regularly scheduled rail grinding, and wheel-truing programs, will be performed to minimize vibration impacts.

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		there. Water comes through the viaduct. There are sink holes and potholes in the street.	<p>Noise levels under the Preferred Alternative would not be above the FTA impact criteria; therefore, noise mitigation was not evaluated for this area.</p> <p>As part of the 75th St. CIP Preferred Alternative, infrastructure all 36 viaducts in the project area would be improved. One additional viaduct (at 75th Street and Union Avenue) would be permanently closed. The work elements for the two viaducts in your area include pavement, lighting, inlet and sewer, and bridge drainage.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about street conditions or the maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
OH 13	George Roper	I live on Emerald, but my garage is on the alley coming out of Union. If a cul-de-sac is built at Union, there will only be one way to reach my garage to come down the alley. If one person is there, it will be blocked. This will be a hazard.	Access to the alleys from the cul-de-sacs on both the north and south sides of the tracks at Union Avenue would be maintained in order to provide all alleys with two entrances from the roadways. This would provide the same level of access as exists today. Your garage could be accessed from either the north or south end of the alley, allowing access even if one side of the alley is blocked.
Comment Submitted via Stenographer During the Formal Session			
FS 1	Alderman Latasha Thomas (spoke twice)	<p>Welcome to the 17th Ward. Thanks to IDOT, and to everyone who came to comment.</p> <p>Chicago is the transportation hub for the United States. This project will help make this hub work more smoothly.</p> <p>But while we do that, we want to make sure the impact on our communities is a positive one. At every step of the way we are making comments about what we think should be done.</p> <p>We tell IDOT, the railroads, and the engineers what</p>	<p>Thank you for taking the time to attend the Public Hearing and address your constituents. Your support of the 75th St. CIP and your understanding of the process are appreciated.</p> <p>Please note that everyone who provided a comment on the DEIS will receive a detailed response to their concerns if they provided a mailing address. All comments and the response to each issue they raised have been incorporated into the FEIS.</p> <p>The DEIS and FEIS document that construction of the Preferred Alternative for the 75th St. CIP would result in real benefits to those who live in and travel through the project area including: decreased train idling, decreased air emissions from locomotives, decreased noise at Forest Hill Junction, elimination</p>



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		<p>we think, the impacts we experience now, and how this project can improve our lives.</p> <p>The 75th St. CIP is an opportunity to work together to improve the way that trains, cars, pedestrians, and bikes move through this area. We want to make sure it impacts us in a positive way. Alderman Lane and I have made many comments, and now is the time for you to make comments. Alderman Lane and I will keep you posted.</p> <p>I wanted to speak last to summarize some of the things I've heard tonight and over the years of meetings.</p> <p>2015 is the completion of the environmental impact study, not the construction.</p> <p>Our comments are for environmental impact, but many of them are really directed at the railroads themselves.</p> <p>I have a hard time getting cooperation from them. I'm glad they are hearing from you.</p> <p>We hear about damage to foundations and homes. We hear about vibration and double stacking. I experience noise and vibration at my home.</p> <p>We get the most complaints about CSX, NS, and the line that Metra runs on.</p> <p>Some of the improvements proposed would mitigate noise and vibration, But I want to make sure you understand that we don't believe the mitigation will be enough.</p>	<p>of the at-grade rail crossing at 71st Street, improved rail passenger service, and improvements at 36 viaducts in the project area.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns that were discussed by your constituents at the meeting. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you or your constituents have a concern about non-emergency maintenance, rodents, noise or vibration associated with the railroad tracks, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.7 – Noise, the noise analysis identified areas of impact, then noise barriers were designed where they could feasibly be installed. The barriers were then evaluated for cost-effectiveness. Four of these barriers were found to be cost-effective, and an additional barrier was recommended as an additional mitigation measure for Environmental Justice. A final decision on the installation of the recommended noise barriers will be made upon the completion of the project's final design and the public involvement process.</p> <p>In addition to the noise barriers, CDOT, in coordination with the 75th St. CIP Project Team, undertook a study to evaluate the feasibility of establishing new 24-hour Quiet Zones in four railroad corridors, including the UP railroad from 95th Street to 101st Street. CDOT is currently seeking FRA concurrence on mitigation strategies related to the proposed Quiet Zone. A response from FRA is expected in the near term.</p> <p>Two other separate CREATE projects plan to eliminate some of the horn noise via a grade separation at 95th Street and a grade separation at Columbus Avenue. The Columbus Avenue project is currently in Phase I, which includes preliminary design and environmental documentation. The 95th Street project will enter the Phase I process when funding is available.</p> <p>While vibration levels would increase in some areas adjacent to the project, they</p>

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		<p>These comments are asking for other ways to eliminate or decrease vibration and noise.</p> <p>We need rodent abatement.</p> <p>There were a lot of complaints today towards the railroad companies, which this project will benefit more than anyone else.</p>	<p>are not predicted to get high enough to create structural damage to any of the houses along the corridor. Continuously welded rail joints will be used to eliminate rail joints, which will assist with reducing vibration. The only other approach available to reduce vibration, due to the weight of the freight trains, is maintenance programs, including regularly scheduled rail grinding, wheel-truing programs, vehicle reconditioning programs, and use of wheel-flat detectors.</p> <p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p>
FS 2	Alderman Lona Lane	<p>Welcome and thank you for being here. I have mixed feelings about this project. But I think this project is for the betterment of our community in the 18th and 17th wards. We must work together. I've heard a lot of issues regarding this project: rodents, poor railroad property maintenance, standing water, noise, fumes, crossings, and train horns. I hope that these issues will be eliminated when this project goes through. Thank you for coming and for your support.</p> <p>I am in agreement with Alderman Thomas. People have trouble with vibration, fumes, rodents, and filth along the railroad. People have trouble with the timing at the crossing, horns blowing, and noise. People have trouble with soot on their walls. People aren't sleeping at night because of train noise.</p> <p>Thank you for coming.</p>	<p>Thank you for taking the time to attend the Public Hearing and address your constituents. Your support of the 75th St. CIP and your understanding of the process are appreciated.</p> <p>Please be aware that everyone who provided a comment on the DEIS will receive a detailed response to their concerns if they provided a mailing address. All comments and the response to each issue they raised have been incorporated into the FEIS.</p> <p>The DEIS and FEIS document that construction of the Preferred Alternative for the 75th St. CIP would result in real benefits to those who live in and travel through the project area including: decreased train idling, decreased air emissions from locomotives, decreased noise at Forest Hill Junction, elimination of the at-grade rail crossing at 71st Street, improved rail passenger service, and improvements at 36 viaducts in the project area.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns that were discussed by your constituents at the meeting. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you or your constituents have a concern about non-emergency maintenance, rodents, noise or vibration</p>



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			<p>associated with the railroad tracks, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future USEPA locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.7 – Noise, the noise analysis identified areas of impact, then noise barriers were designed where they could feasibly be installed. The barriers were then evaluated for cost-effectiveness. Four of these barriers were found to be cost-effective, and an additional barrier was recommended as an additional mitigation measure for Environmental Justice. A final decision on the installation of the recommended noise barriers will be made upon the completion of the project's final design and the public involvement process.</p> <p>In addition to the noise barriers, CDOT, in coordination with the 75th St. CIP Project Team, undertook a study to evaluate the feasibility of establishing new 24-hour Quiet Zones in four railroad corridors, including the UP railroad from 95th Street to 101st Street. CDOT is currently seeking FRA concurrence on mitigation strategies related to the proposed Quiet Zone. A response from FRA is expected in the near term.</p> <p>Two other separate CREATE projects plan to eliminate some of the horn noise via a grade separation at 95th Street and a grade separation at Columbus Avenue. The Columbus Avenue project is currently in Phase I, which includes preliminary design and environmental documentation. The 95th Street project will</p>

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			<p>enter the Phase I process when funding is available.</p> <p>While vibration levels would increase in some areas adjacent to the project, they are not predicted to get high enough to create structural damage to any of the houses along the corridor. Continuously welded rail joints will be used to eliminate rail joints, which will assist with reducing vibration. The only other approach available to reduce vibration, due to the weight of the freight trains, is maintenance programs, including regularly scheduled rail grinding, wheel-truing programs, vehicle reconditioning programs, and use of wheel-flat detectors.</p> <p>As described in Chapter 3 of the FEIS, Section 3.21 – Environmental Commitments, for all construction contracts, the contracting entities will comply with City of Chicago municipal ordinance 13-32-325. This ordinance requires contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure. Additionally, contractors will control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas.</p>
FS 3	Sidney Rowell	Comment summarized and addressed in CF 14	
FS 4	Daisy Ryan	Comment summarized and addressed in OH 7	
FS 5	Andrea Werner	Comment summarized and addressed in CF 16	
FS 6	Lindsey Coleman	Comment summarized and addressed in CF 11	
FS 7	Velderain Lyons	<p>Some of us have already experienced structural damage to our home. Some people are experiencing health problems from idling train engines. Do railroads or IDOT bear any responsibility for the damage already caused to people's homes?</p> <p>If this project is approved, how long will it take, where will it start, and when will it end?</p> <p>How will we be notified of traffic changes? How far in advance?</p>	<p>The Preferred Alternative will reduce the amount of time trains spend idling in the project area. The reduction in train idling means that train fuel consumption would be reduced by approximately 20%. This would result in reductions of locomotive emissions compared to the emissions expected if the project is not built.</p> <p>It is not clear if existing damage to homes has been caused by the railroads. However, IDOT and FHWA are unable to address past vibration damage as part of the 75th Street CIP. While vibration levels would increase in some areas adjacent to the project, they are not predicted to get high enough to create structural damage to any of the houses along the corridor. Railroad maintenance programs, such as regularly scheduled rail grinding, and wheel-truing programs, will be performed to minimize vibration impacts.</p> <p>After the Final Environmental Impact Statement is complete and a Record of</p>



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			<p>Decision (ROD) for the project has been signed, the project will be eligible to move to Phase II (final) Design, then Phase III Construction. So far, funding has not been committed for Phase II and Phase III of the 75th St. CIP. If the project is approved and funding is identified, construction could begin as soon as 2017 and would take five or more years to build. During construction, Traffic Management Plans, including plans for notifying the public of traffic impacts, would be required for each major construction contract. The project has been conducted to this point under IDOT's Context Sensitive Solutions program, and IDOT/FHWA are committed to continue working in a collaborative manner with the local community during the final design and construction stages, including providing information on timing of closures.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem.</p>
FS 8	Unidentified Speaker	What are your intentions for this area?	As discussed in Chapter 2 of the FEIS, Section 2.6 – Description of the Preferred Alternative, the project includes grade separation of 71 st Street, a flyover at Forest Hill Junction, connection of Metra SWS to the RID line, improvements to 36 viaducts, and closure of one viaduct, and realignment and addition of tracks to reduce rail conflicts.
FS 9	Edward Lewis	The CSX railroad line is behind my house. We already experience structural damage, horn noise, clanging. Earlier this month there was oil in my lawn and driveway. We need relief from horn noise and impacting cars. Do we have to wait until this project is complete to get relief?	IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance, noise or vibration near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.
FS 10	Sharnia Lasley	Comment summarized and addressed in CF 13	
FS 11	Lashawn Marshall Also listed as a phone call (PC 2)	It looks like 2015 is the completion date for this project. If that is the case, then it is too late. You asked us for input, but the plans are already drawn up. You don't put trains in Beverly or Evergreen park.	Although the 75 th St. CIP has almost completed the first part of the project – Phase I Planning, it is not too late to provide input or comment on the project. As shown in Section 2.6.2 of the EIS, Phase II (Final Design) could tentatively begin as soon as April 2015 and be completed in June 2016. Construction could begin

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		<p>People are impacted by noise. I want to live where I can see and hear birds and squirrels. I don't want to be affected by air pollution. Please leave our neighborhood alone.</p>	<p>as soon as 2017 if funding becomes available, and would take at least five years to complete.</p> <p>IDOT/FHWA have been working with the public throughout Phase I and are committed to continue working in a collaborative manner with the local community during the final design and construction stages (see Section 3.21.11) to ensure that the community is informed and has an opportunity for input on design details, construction, and scheduling.</p> <p>The 75th St. CIP is part of the larger CREATE Program. The improvements are proposed for this location due to the existing rail to rail conflicts, rail/road conflicts, and local mobility problems.</p> <p>Currently in the 75th St. CIP project area, trains idle while waiting for clearance to proceed through conflict points. The 75th St. CIP would eliminate rail-rail and rail-road conflicts, reducing the amount of time trains spend idling in the project area. The reduction in train idling would result in a 20% decrease in fuel usage and fewer air emissions. In addition, the reduction in train idling would result in reduced need for trains to blow their horn when they begin moving again.</p> <p>As discussed in Chapter 3 of the FEIS, Section 3.7 – Noise, the noise analysis identified areas of impact, then noise barriers were designed where they could feasibly be installed. The barriers were then evaluated for cost-effectiveness. Four of these barriers were found to be cost-effective, and an additional barrier was recommended as an additional mitigation measure for Environmental Justice. A final decision on the installation of the recommended noise barriers will be made upon the completion of the project's final design and the public involvement process.</p> <p>In addition to the noise barriers, CDOT, in coordination with the 75th St. CIP Project Team, undertook a study to evaluate the feasibility of establishing new 24-hour Quiet Zones in four railroad corridors, including the UP railroad from 95th Street to 101st Street. CDOT is currently seeking FRA concurrence on mitigation strategies related to the proposed Quiet Zone. A response from FRA is expected in the near term.</p>



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			<p>Two other separate CREATE projects plan to eliminate some of the horn noise via a grade separation at 95th Street and a grade separation at Columbus Avenue. The Columbus Avenue project is currently in Phase I, which includes preliminary design and environmental documentation. The 95th Street project will enter the Phase I process when funding is available.</p> <p>While the 75th St. CIP project does have impacts, the DEIS and FEIS document that construction of the Preferred Alternative for the 75th St. CIP would result in real benefits to those who live in and travel through the project area including: decreased train idling, decreased air emissions from locomotives, decreased noise at Forest Hill Junction, elimination of the at-grade rail crossing at 71st Street, improved rail passenger service, and improvements at 36 viaducts in the project area.</p>
FS 12	Roberta Moore 86 th and Rockwell	<p>The trains idle for hours. They shake our house. People who live near the tracks are sick from pollution. We don't need this idling in our neighborhood. We need moving trains. You are doing this in the black community. We don't want money. We want our community. We can't use our back yard because of trains idling and blowing their horns. A conductor looks in my neighbor's window.</p> <p>This project would never happen on the north side because people would protest.</p>	<p>The 75th St. CIP is part of the larger CREATE Program. The improvements are proposed for this location due to the existing rail to rail conflicts, rail/road conflicts, and local mobility problems.</p> <p>Currently in the 75th St. CIP project area, trains idle while waiting for clearance to proceed through conflict points. The 75th St. CIP would eliminate rail-rail and rail-road conflicts, reducing the amount of time trains spend idling in the project area. The reduction in train idling would result in a 20% decrease in fuel usage and fewer air emissions. In addition, the reduction in train idling would result in reduced need for trains to blow their horn when they begin moving again.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
FS 13	Arzette James Wallace	<p>How will this affect people's health? We've discussed idling. There is no study about air quality and health issues. Asthma and other respiratory illnesses are common in our community.</p>	<p>The DEIS and FEIS do not include any health studies. As discussed in Appendix D of the FEIS, Air Quality information, in FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health</p>

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		How will this project affect schools and children?	<p>impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p> <p>The DEIS and FEIS do examine train traffic and the expected impacts on the natural and human environments in the project area. As discussed in Chapter 3 of the FEIS, Section 3.6 – Air Quality.</p> <p>Currently in the 75th St. CIP project area, trains idle while waiting for clearance to proceed. The 75th St. CIP would eliminate rail-rail and rail-road conflicts, reducing the amount of time trains spend idling in the project area. The reduction in train idling would result in a 20% decrease in fuel usage and fewer air emissions.</p> <p>The project team studied which institutional facilities (such as schools) would experience noise impacts under the Preferred Alternative. Under the Preferred Alternative three schools would experience sound levels above the FTA threshold – the Ashburn Community Elementary School, the Parker Elementary Community Academy/Amandla Elementary Charter School, and the Banner School, although these are the same schools that experience sound levels above the FTA threshold in existing conditions. Noise barriers were analyzed for these areas. Due to grade crossings, a barrier was not feasible at the Ashburn Community Elementary School. The other two barriers were not cost-effective. Therefore, noise barriers are not recommended as part of the 75th St. CIP at these locations.</p>
FS 14	Gabriel McSwain Marycrest	<p>Have you done any studies of air pollution or the geology of the area? Have you done any studies of illness associated with the railways?</p> <p>Have you looked at when the Wabash ran through Blue island all the way to Roosevelt?</p> <p>Have you considered the habitat here?</p> <p>Have you studied how buildings are shaking and shifting?</p>	<p>The FEIS does not include any studies of health or geology, but does describe the benefits and impacts the Preferred Alternative would have on the natural and human environments, including air pollution, natural resources, wildlife, habitat, vibration, noise, air quality, and hazardous materials, and the actions the Project Team recommends to mitigate adverse impacts associated with the Preferred Alternative. The DEIS/FEIS and the public involvement process are intended to consider the impact a project would have on the people who live nearby. The FEIS is available at www.75thcip.org.</p> <p>The Project Team has worked with the freight and passenger railroads, in addition to the general public, to identify solutions to the problems described in</p>



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		<p>Please consider the people living here. They have worked hard all their life to find a quiet place – please don't change it.</p> <p>Please study the environmental impact on people.</p> <p>Is there a plan in case of an accident with a train that is carrying hazardous materials? There should be one.</p>	<p>Chapter 1 of the FEIS, but has not looked specifically at the history of the Wabash railroad.</p> <p>The Office of Emergency Management and Communications (OEMC) prepares Chicago for emergencies, provides assistance to people and institutions for disaster recovery, mitigates the effects of these events, and, whenever possible, prevents emergencies and disasters from occurring or worsening.</p> <p>The OEMC is also Chicago's liaison with the U.S. Department of Homeland Security, the Illinois Office of Emergency Management, as well as federal and state emergency</p>
FS 15	Sandra Johnson	<p>Trains have double cars. Vibration shakes my house and has damaged it.</p>	<p>It is not clear if existing damage to homes has been caused by the railroads. However, IDOT and FHWA are unable to address past vibration damage as part of the 75th Street CIP. While vibration levels would increase in some areas adjacent to the project, they are not predicted to get high enough to create structural damage to any of the houses along the corridor. Railroad maintenance programs, such as regularly scheduled rail grinding, and wheel-truing programs, will be performed to minimize vibration impacts</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concern associated with existing rail operations. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
FS 16	Monica Wilson	<p>If existing problems haven't been resolved, what can we expect about future problems?</p> <p>We have way too many questions and concerns that have gone unanswered. The last meeting was too long ago.</p> <p>People from outside of our community are making decisions about our community based on their bottom</p>	<p>The DEIS and FEIS do not include any health studies. As discussed in Appendix D of the FEIS, Air Quality, in FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in Mobile Source Air Toxics (MSAT) emissions associated with a project. Because of the limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits.</p>

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		<p>lines.</p> <p>We are concerned about vibration and health issues.</p> <p>I am concerned that this is just a formality. People don't know when this is going to start. There are too many unanswered questions.</p>	<p>The DEIS and FEIS do examine train traffic and the expected impacts on the natural and human environments in the project area. As discussed in Chapter 3 or the FEIS, Section 3.6 – Air Quality, the project meets the air quality evaluation criteria. The U.S. Environmental Protection Agency has reviewed the document and had no comments on the air quality analysis.</p> <p>Chapter 3 of the FEIS, Section 3.7.2 – Vibration discusses the vibration impacts in the project area. While vibration levels would increase in some areas adjacent to the project, they are not predicted to get high enough to create structural damage to any of the houses along the corridor.</p> <p>The 75th St. CIP has almost completed the first part of any major construction project – Phase I Planning. This phase is expected to be complete at the end of 2014. Phase II (final) design and Phase III construction do not have a schedule yet, because no funding has yet been committed to this part of the project. Construction could begin as soon as 2017 if funding is available.</p> <p>As discussed in Chapter 4 of the FEIS, as part of the EIS, the study team used IDOT's Context Sensitive Solutions (CSS) process to engage the stakeholders in the project area early on in the process and purposely considers the surrounding community and neighborhoods in developing solutions. Meetings were held with elected officials in 2010, a Community Advisory Group (consisting of community leaders, local residents and organizations) was formed in 2011, and the first Public Meetings were held in 2011. IDOT and FHWA have been actively working with the community to gather input on the project and to address their concerns. The reconstruction and replacement of the 36 viaducts in the project area was added to the Preferred Alternative due to the involvement of the Community Advisory Group and the public.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a non-emergency concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an</p>



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FS 17	Bea Jasper	<p>I think it is unfair that we cannot ask questions at this forum.</p> <p>This is part of the larger CREATE Program. We need to educate ourselves about it. You need to bring people affected by Englewood and Grand Crossing and this project together so that we can understand this because now it's broken up into pieces.</p> <p>We need a community benefits package to do an environmental study.</p> <p>Our community needs to pull together. Thank you. We have been through this before, and some of this is a good process.</p>	<p>emergency or trespassing on railroad property, please call 911</p> <p>During the formal session of the Public Hearing, the Project Team did not respond to individual questions in order to make sure that everyone who wanted to make a formal comment could be heard. Please note that everyone who provided a comment on the DEIS will receive a detailed response to their concerns if they provided a mailing address. All comments and the response to each issue they raised have been incorporated into the FEIS.</p> <p>As described in Chapter 1 of the FEIS – Purpose of and Need for Action, the CREATE Program includes 70 individual projects. To facilitate project expedition, the projects were assessed separately, except when the projects were linked logistically and environmentally, such as the four projects included in the 75th Street CIP. The 75th Street CIP includes four CREATE Program elements originally identified as separate components of the CREATE Program but which were subsequently determined to be linked logistically and environmentally, and are now all addressed in this single EIS</p> <p>It is important to note that the noise and vibration analyses assessed the full build-out of the CREATE Program, assuming all of the projects would be constructed.</p> <p>Additional practicable mitigation and enhancement measures (those not considered under the current IDOT or CREATE Program policies) that could minimize impacts or provide offsetting benefits to the affected communities and individuals were evaluated under the flexibility provided by the FHWA's Environmental Justice Order 6640.23A (described in Chapter 3 of the FEIS, Section 3.2.7 – Environmental Justice). Input about these additional measures and offsetting benefits was gathered during the DEIS comment period from the involved agencies, the Community Advisory Groups, local officials, residents of the study area, and other project stakeholders. The feedback received from all parties demonstrated support for implementation of the additional mitigation measures.</p> <p>IDOT and the CREATE partners are committed to providing the additional mitigation measures that are under their jurisdiction, including one additional noise barrier and mortgage assistance. FHWA and IDOT are also committed to</p>

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			<p>continuing coordination with other agencies during Phase II final design and Phase III construction, such as the Chicago Department of Transportation, to advance the planning and design of additional mitigation measures – including job training and education programs, Quiet Zones, bus stop improvements, sidewalk improvements, bicycle facility improvements, remnant and vacant parcel improvements, and streetscape improvements.</p> <p>Information about the CREATE Program and the other CREATE projects can be found at www.createprogram.org. The CREATE partners look forward to hearing from the public on other CREATE projects.</p>
FS 18	Pat Davis	I didn't know about this project until last night. How many people didn't know about it? How can you get the word out to the residents that this is going to happen?	The 75 th St. CIP, Public Meetings, and the Public Hearing have been publicized in several ways, including mailing postcards, placing ads in the Chicago Sun-Times, the Chicago Defender, the Chicago Citizen, and the Southwest News-Herald, distributing door hangers in the project area, placing posters in affected Metra Stations, and distributing packets of postcards to libraries, schools, and businesses. If you have additional ideas on how to publicize future CREATE meetings, please contact the Project Team at www.75thcip.org .
FS 19	Darryl Andrews	<p>This comes down to quality of life.</p> <p>Noise is not at an acceptable level. The barriers are just designed to handle the additional load. It's not enough.</p> <p>Many of the people who are being displaced are City of Chicago employees and must live in the city. What will happen to them?</p>	<p>The <i>CREATE Program Noise and Vibration Assessment Methodology</i> is based on the Federal Transit Administration's <i>Transit Noise and Vibration Impact Assessment</i> guidance manual, with certain modifications to allow for the evaluation of freight train traffic.</p> <p>While noise barriers are proposed in some locations, none were found to be feasible and cost-effective in your area. However, noise barriers would provide reduction in sound levels for the five areas where they would be constructed. A Quiet Zone was also studied for the grade crossings in your area, but was not found to be feasible at this time. However, the Project Team is recommending providing funding towards the implementation of a Quiet Zone at the grade crossings along Eggleston Avenue between 95th Street and 101st Street.</p> <p>All property acquisition will follow the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the IDOT Land Acquisition Manual. In addition to fairly compensating owners for their property and providing relocation assistance to owners and renters, this will ensure that other costs associated with comparable replacement housing are covered, and that residents are given the opportunity to relocate within the community, if possible.</p>



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FS 20	Deborah Smith	I don't know if I should be for this or against this. Trains constantly make noise between 2-3 a.m. Please do a better job of getting the word out.	<p>Eliminating the rail-rail crossing at Forest Hill Junction and the rail-road conflict at 71st Street will reduce train idling in your area, eliminate the pounding noise as train wheels cross Forest Hill Junction, and eliminate the need for trains to sound their horns as they begin to move again after stopping to allow other trains to cross.</p> <p>The 75th St. CIP, Public Meetings, and the Public Hearing have been publicized in several ways, including mailing postcards, placing ads in the Chicago Sun-Times, the Chicago Defender, the Chicago Citizen, and the Southwest News-Herald, distributing door hangers in the project area, placing posters in affected Metra Stations, and distributing packets of postcards to libraries, schools, and businesses. If you have additional ideas on how to publicize future CREATE meetings, please contact the Project Team at www.75thcip.org.</p>
Comment Received via Email Through the Website			
EW 1	Lynn Goetz	Questioned whether property they owned was within the study limits of the project.	<p>The address you listed is within the project study area. However, along the Metra Rock Island Tracks, the construction limits are not expected to extend north of 72nd Street.</p> <p>The project's Public Hearing, scheduled for April 22, 2014, will be held at Freedom Temple Church of God in Christ (1459 W 74th Street) from 4:00 PM to 7:30 PM. Comments on the Draft Environmental Impact Statement may be given at the Public Hearing or at any time during the Public Comment Period, March 28 to May 22, 2014. Comments can also be submitted by email at info@75thcip.org, on the project website at www.75thcip.org/contact.php, or by mail to:</p> <p>75th St. Corridor Improvement Project 525 W. Monroe, Suite 200 Chicago, IL 60661 Attn: Tom Underwood</p> <p>All comments received during the March 28 to May 22, 2014 comment period will become part of the public record for the project.</p> <p>Please be assured that all information presented at the Public Hearing – the project exhibits, PowerPoint presentation, and handouts – will be available for</p>

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EW2	Amanda Leithleiter	<p>I have read over the CIP project and how this will affect the Metra Southwest service line. A lot of people in the south suburbs take this line to arrive in Union station. The Rock Island train has many options for those wanting to arrive in LaSalle station. In my opinion, the purpose of the Southwest line is to accommodate the far south suburbs (Orland park, new Lenox, Manhattan) to Union Station, not LaSalle. There are plenty of express trains already running on the Rock Island line when you need to arrive in LaSalle station. I think changing the southwest service arrival station would be wrong and inconvenient to thousands of commuters. It could possibly add 20 to 30 minutes on top of our commute due to walking or taking a bus from LaSalle station that is further away from their work. As of now, if you live in the south suburbs, you have two options to get to the closest station to your office, LaSalle and Union. Why eliminate that? Why make it more difficult for hundreds of thousands of people? And what about the people who are disabled (wheelchair bound)? Changing stations can eliminate their job opportunities. It would be very difficult for them to add that extra commute time. It would be a very big deal if the stations are changed. It honestly would require a lot of people to change jobs due to the extended commute time. 20 minutes is a deal breaker. Please reconsider that some commuters choose their employment based on transportation time and the proximity to union station.</p>	<p>review beginning April 23, 2014 on the 75th St. Corridor Improvement Project website: www.75thcip.org</p> <p>Your comment and all comments received during the March 28 to May 22, 2014 comment period will become part of the public record for the project.</p> <p><i>Follow-up to Previous Response:</i></p> <p>IDOT and FHWA understand your concern about moving the terminal station for the SWS trains from Union Station to LaSalle Street Station. As discussed in Chapter 2 of the DEIS and FEIS, the Metra SWS must cross several freight movements at Belt Junction to get from the south side of the 75th Street corridor to the north side. Inbound SWS trains continue north along the Norfolk Southern's CWI rail line, along which Metra SWS encounters additional at-grade conflicts and delays with freight service and the freight yard, creating delays for Metra, Amtrak, and NS trains. The only practical option to avoid these conflicts on the CWI line is to relocate the Metra SWS Line to the Rock Island District Line.</p> <p>Chapter 3 of the Draft Environmental Impact Statement discusses impacts of the project. Travel times would be reduced on the SouthWest Service line by approximately two minutes, and reliability would be improved. In Section 3.3.3.2 (Impacts to Transit Service), the text notes that the change in travel time after exiting the train would vary by destination, but the maximum possible increase in walking distance would be the distance from LaSalle Street station to Union Station, which is 0.5 miles. For the SWS passengers taking a bus, train, or other mode from Union Station rather than walking, the travel time between the train station and the final destination would vary. Generally areas west of the Chicago River would increase access times, while other destinations would have similar times as from Union Station or decreases in access times.</p> <p>Finally, the relocation of the terminal has been discussed at both 2011 Public Meetings, and the 2014 Public Hearing. At the 2011 Meetings, a total of six comments about the stations were received; four were opposed to the switch and two favored it. During the 2014 Public Hearing comment period, four comments were received about the station; two were opposed and one favored it.</p>
EW3	Eileen Vuolo	<p>I currently ride Metra's Southwest Service train. In the overview section of the improvement project it states</p>	<p>Chapter 3 of the Draft Environmental Impact Statement discusses impacts of the project. On page 3-75 in Section 3.3.3.2 (Impacts to Transit Service), the text</p>



Comment Code	Commenter	Comment(s)	Response
		<p>that Southwest Service will be re-routed to come into the LaSalle Street station instead of Union Station. It also states that the reliability of the Metra trains will increase, however, there is nothing mentioned about how long the train ride will be once moving to LaSalle Street Station. Please advise if Metra anticipates the train ride being longer, shorter or the same. For instance, from Oak Lawn to Union Station train #810 is 38 minutes (according to the Metra schedule), once moved to LaSalle Street Station will that commute time be longer, shorter or the same.</p>	<p>states "Travel times (within the corridor only) are projected to decrease by 2 minutes and 21 seconds for Metra."</p> <p>We hope this answers your question. Please consider attending the Public Hearing and/or submitting a comment on the Draft Environmental Impact Statement. Comments may be given at the Public Hearing or at any time during the Public Comment Period, March 28 to May 22, 2014. Comments can also be submitted by email at info@75thcip.org, on the project website at www.75thcip.org/contact.php, or by mail to:</p> <p>75th St. Corridor Improvement Project 525 W. Monroe, Suite 200 Chicago, IL 60661 Attn: Tom Underwood</p> <p>All comments received during the March 28 to May 22, 2014 comment period will become part of the public record for the project.</p> <p>Please be assured that all information presented at the Public Hearing – the project exhibits, PowerPoint presentation, and handouts – will be available for review beginning April 23, 2014 on the 75th St. Corridor Improvement Project website: www.75thcip.org</p>
EW4	Carol Bohling	<p>I would not like SW Service to come into LaSalle St. station. I actually live closer to the Rock Island line, but take SW Service because I work on the west side of the loop. If the SW line moves, I'll just start taking the Rock instead.</p>	<p>Your comment and all comments received during the March 28 to May 22, 2014 comment period will become part of the public record for the project.</p> <p><i>Follow-up Response:</i></p> <p>IDOT and FHWA understand your concern about moving the terminal station for the SWS trains from Union Station to LaSalle Street Station. As discussed in Chapter 2 of the DEIS and FEIS, the Metra SWS must cross several freight movements at Belt Junction to get from the south side of the 75th Street corridor to the north side. Inbound SWS trains continue north along the Norfolk Southern's CWI rail line, along which Metra SWS encounters additional at-grade conflicts and delays with freight service and the freight yard, creating delays for Metra, Amtrak, and NS trains. The only practical option to avoid these conflicts on the CWI line is to relocate the Metra SWS Line to the Rock Island District Line.</p>

Comment Code	Commenter	Comment(s)	Response
			<p>Chapter 3 of the Draft Environmental Impact Statement discusses impacts of the project. Travel times would be reduced on the SouthWest Service line by approximately two minutes, and reliability would be improved. In Section 3.3.3.2 (Impacts to Transit Service), the text notes that the change in travel time after exiting the train would vary by destination, but the maximum possible increase in walking distance would be the distance from LaSalle Street station to Union Station, which is 0.5 miles. For the SWS passengers taking a bus, train, or other mode from Union Station rather than walking, the travel time between the train station and the final destination would vary. Generally areas west of the Chicago River would increase access times, while other destinations would have similar times as from Union Station or decreases in access times.</p> <p>Finally, the relocation of the terminal has been discussed at both 2011 Public Meetings, and the 2014 Public Hearing. At the 2011 meetings, a total of six comments about the stations were received; four were opposed to the switch and two favored it. During the 2014 Public Hearing comment period, four comments were received about the station; two were opposed, one was in favor.</p>
EW5	Carol Bohling	What is the earliest proposed timeline for any change to take place?	<p>The earliest construction could begin on the project, if funding is identified, would be in 2017. More details can be found in Section 2.6 of the DEIS, which can be downloaded on the following website: http://75thcip.org/envstudies.html</p> <p>As noted in our previous e-mail, your comment and all comments received during the March 28 to May 22, 2014 comment period will become part of the public record for the project.</p>
EW6	Barbara Cottrell	Is there a site to input my address to determine if my property is considered for relocation? I have difficulty reading your map of the area of interest for CIP.	<p>The project does not have an interactive website where you can input a property address to determine if it is being considered for acquisition. However, I can let you know that your address is not being considered for property acquisition, nor are any other residential properties in your neighborhood.</p>
EW7	Glen Fulton	What impact will this have on my home?	<p>We have reviewed the location of your property. Your property is not proposed for property acquisition as part of the 75th Street CIP's Preferred Alternative. The other main impacts of the project are related to noise and vibration from trains. Our analysis shows that your house is not in a location that is expected to experience noise or vibration impacts.</p>



Comment Code	Commenter	Comment(s)	Response
			There are several benefits of the project in your surrounding area, such as elimination of train delays at 2200 W 71st Street and improved conditions at rail viaducts.
EW8	Ward Miller, Preservation Chicago	Please send us another booklet on your environmental study and the packet of information on the 75th St. CIP Project.	Are you requesting the 12-page brochure summarizing the project or a hard copy of the full Draft Environmental Impact Statement?
EW9	Ward Miller, Preservation Chicago	Are there any additional meeting dates, in addition to a 106 Hearing?	The Public Hearing for the project was held on April 22. There are no additional meetings or hearings planned at this time. However, the comment period is open until May 22. [Mailed packet of brochures to Mr. Miller]
EW10	Richard Vicek	Great idea to run SW train into LaSalle Station!	Your comment and all comments received during the March 28 to May 22, 2014 comment period will become part of the public record for the project.
EW11	P. Qualls	Comment on the Metra Rock Island Connection I am opposed to the proposed alley joining Union Avenue to Halsted Street directly south of Barrier G. Emerald Avenue is a relatively quiet block because it is a dead-end street. Adding the alley will destroy this and provide easy access to the block. When the passageway under the Emerald Avenue viaduct was sealed several years ago the crime and drug activity on the block went down. Closing off the Union Avenue viaduct will bring further calm to the area. Adding this alley will destroy that. I urge you to reconsider this action.	Please note that the preliminary plans call for extending the alley from Union Avenue to the north-south alley west of Emerald Avenue, but not all the way to Halsted Street. The exhibit at this link shows the location of the proposed alley: http://75thcip.org/resources/public_hearing_april_22_2014/Metra_Rock_Island_Connection.pdf <i>Follow-up Response:</i> As described in Chapter 2 of the FEIS, the extension of the east-west alley to Union Avenue is required to maintain access for residents, city services (e.g., garbage collection), and emergency services.
Letters Received Through the Mail			
L 8	Amanda Norman, President, 7500 S. Parnell Avenue Block Club Also commented via phone call (PC 4)	Concerned about the following: Property impacts - how many homes are or will be affected. Safety at viaducts – would like a safer environment for the inhabitants of the 7500 block of Parnell Avenue. The viaducts at 74 th Eggleston, 74 th Wallace, 75 th	Construction of the Preferred Alternative would require the acquisition of 15 residential properties. Some of these properties are apartment buildings or duplexes with multiple units. Therefore, the total number of dwelling units that would be acquired is 25. On the 7500 block of S. Parnell Avenue, only the I Care Christian Ministries church at 7500 S Parnell Avenue and the vacant lot at 7506 S Parnell would be acquired. As part of the 75 th St. CIP Preferred Alternative, infrastructure at 36 viaducts in

Comment Code	Commenter	Comment(s)	Response
		<p>Normal, 75th Union, 76th Normal, 76th Wallace are in very poor condition. Walls, foundations, pavement, lighting and potholes are in dire need of repair.</p> <p>Maintenance - The vegetation from 7400 S Parnell to 7599 Parnell on the rail side of the alley have an overgrowth of dead trees just lying there needing to be cleaned away. There would be less rodents if area is kept clean.</p>	<p>the project area would be improved, including the viaducts on 74th Street, 75th Street, and 76th Street mentioned in your letter. The viaduct at 75th Street and Union Avenue would be closed. More details can be found in Section 2.2.4.3 and 2.2.4.6 of the FEIS.</p> <p>IDOT and FHWA have informed the responsible railroad(s) of the concern regarding overgrown vegetation. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at Public Hearing and available in Appendix J-1 of the FEIS, whenever you have a concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.</p>
L 9	Charles E. Beveridge, The Frederick Law Olmsted Papers Project	Prefers the Build Alternative (Preferred Build Alternative) that includes alternative RI-1, based upon the desire to avoid having intrusive construction occur in a National Register space, such as Hamilton Park.	No response required.
Comment Received via Phone Call			
PC 1	Cheryl Williams	Comment summarized and addressed in CF 17	
PC 2	Melanie Marshall	Commented at Formal Session (FS 11). Requested copies of the project brochure for her neighbors	Mailed 100 copies of the brochure to Ms. Marshall on 5/6/2014.
PC 3	Cheryl Williams	Comment summarized and addressed in CF 17	
PC 4	Amanda Norman	Comment summarized and addressed in L 8	
PC 5	James Faoro	Does not support the change from Union Station to LaSalle Street Station for the SWS Line.	<p>IDOT and FHWA understand your concern about moving the terminal station for the SWS trains from Union Station to LaSalle Street Station. As discussed in Chapter 2 of the DEIS and FEIS, the Metra SWS must cross several freight movements at Belt Junction to get from the south side of the 75th Street corridor to the north side. Inbound SWS trains continue north along the Norfolk Southern's CWI rail line, along which Metra SWS encounters additional at-grade conflicts and delays with freight service and the freight yard, creating delays for Metra, Amtrak, and NS trains. The only practical option to avoid these conflicts on the CWI line is to relocate the Metra SWS Line to the Rock Island District Line.</p> <p>Chapter 3 of the Draft Environmental Impact Statement discusses impacts of the project. Travel times would be reduced on the SouthWest Service line by approximately two minutes, and reliability would be improved. In Section 3.3.3.2</p>



Comment Code	Commenter	Comment(s)	Response
			<p>(Impacts to Transit Service), the text notes that the change in travel time after exiting the train would vary by destination, but the maximum possible increase in walking distance would be the distance from LaSalle Street station to Union Station, which is 0.5 miles. For the SWS passengers taking a bus, train, or other mode from Union Station rather than walking, the travel time between the train station and the final destination would vary. Generally areas west of the Chicago River would increase access times, while other destinations would have similar times as from Union Station or decreases in access times.</p> <p>Finally, the relocation of the terminal has been discussed at both 2011 Public Meetings, and the 2014 Public Hearing. At the 2011 Meetings, a total of six comments about the stations were received; four were opposed to the switch and two favored it. During the 2014 Public Hearing comment period, four comments were received about the station; two were opposed and one favored it.</p>

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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Public Hearing of 4/22/2014

ADDRESS (optional): _____

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The consensus of those present today
DO NOT want the construction of 75C
because of inadequate response from
railroad, and Federal officials
to their ongoing complaints of
idling, fumes spewing, horns
blowing, structural damage -
residents' breathing have been impacted.
If these officials are not responsive now,
why should we believe they will have
our best interest

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

- | | |
|--|---|
| <input type="checkbox"/> Job Training and Educational Programs | <input type="checkbox"/> Bicycle Improvements |
| <input type="checkbox"/> Bus Stop Improvements | <input type="checkbox"/> Remnant and Vacant Parcel Improvements |
| <input type="checkbox"/> Sidewalk Improvements | <input type="checkbox"/> Streetscape Improvements |

at heart. And do not believe that
everything will be ok done
with the new construction →

failure to inform the
community of what this
project is about. And
including residents
in the planning:

Panel also asked if
they have gathered
studies to show
the effects of fumes
on adults and children.



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Zofia Gil (PROPERTY OWNER)

ADDRESS (optional): 7448 S. Normal Ave., Chicago, IL 60621
(PROPERTY ~~ADDRESS~~ ADDRESS)

All written and transcribed comments made at this hearing and any other written comments received between March 28 and May 22, 2014 will become part of the official public record. Please provide your comments in the space provided below. Place in the comment box at this meeting, hand it to a team member, or mail it to the address above. You may also email comments to info@75thcip.org.

MAILING ADDRESS FOR PROP. OWNER:

ZOFIA GIL
*8742 W. 98TH PLACE
PALOS HILLS, IL 60465
(708) 243-9597
email: gilzofia@gmail.com

PROPERTY PIN #
20-28-123-028-0000

* Please contact at above mailing address in regards to property acquisition. (Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): JANICE GLASCOE

ADDRESS (optional): 7714 So. HAMILTON

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Clean Up Area Above
around and under
Viaduct.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input type="checkbox"/> Streetscape Improvements

I request that a noise barrier be placed on the rock-island line from 76th and Normal ave to 75th and Normal Ave, also a barrier needs to be placed along the Norfolk Southern railroad from 76th and Parnell to 75th and Parnell. The vibration level is tolerable but the noise is loud and blocks out all other sound, the train horns blow at all times of the day making sleeping through the night a problem. Please consider placing barriers there as they are badly needed.



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): VERA D. HARVEY / ^{EMAIL} vera_harvey65@yahoo.com
ADDRESS (optional): _____

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I would like to know in writing if this barrier would be an option, for the construction, coming through from the West of 75th Wentworth Ave., because it is the very next street behind (west). In case our home are in the line for this construction to take place, will we be notified by a possible buy out, will the owner be given this option, and a chance to sell at a fair price, as these occurrences take place, what's gonna be done for the gang Bangers and the Drugs, on Wentworth Ave.

What's gonna be done about them, because so many home owners rent to family & friends that are involved in this kinda activity? (Section 8)

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input checked="" type="checkbox"/> Bus Stop Improvements	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements
<input checked="" type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): ANTHONY JOHNSON

ADDRESS (optional): 3351 W 21ST ST

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eliminating all rail conflicts forest
hill in noise and pollution
forest hill junction
eliminates tail-to-tail conflicts
71st St CSX-yard-XIS
ACCESS TO 71st St FROM DEPIE AVE

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input checked="" type="checkbox"/> Bicycle Improvements
<input checked="" type="checkbox"/> Bus Stop Improvements	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements
<input checked="" type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Betty Jones

ADDRESS (optional): 17424 So. Lowe

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There is a need for Job Training and ~~Educational~~ Educational Programs. How will you address this need. Will you be Hiring People from the cip Neighborhood Employment is a much needed thing for our young People

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	1	<input checked="" type="checkbox"/> Bicycle Improvements	6
<input checked="" type="checkbox"/> Bus Stop Improvements	3	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements	2
<input checked="" type="checkbox"/> Sidewalk Improvements	4	<input checked="" type="checkbox"/> Streetscape Improvements	3



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Robert G Johnson / Lola M Johnson

ADDRESS (optional): 1246 W 74th St

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~~There is serious~~ concepts of our house being taken for this purposes
~~There is serious~~ And forcing out of the current Home owners By ~~suburbanites~~
 Suburbanites sneak in the back door of our ~~neighborhood~~ neighborhood
Intermit Domain

feels like black mail to say if project is completed all their improvements
 will come to pass But with out this project our houses will be shaken
 Down because nothing will be done?

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input type="checkbox"/> Streetscape Improvements



**CORRIDOR
IMPROVEMENT
PROJECT**
Moving Forward Together

CF 8

75th St. CIP
525 W. Monroe St.
Suite 200
Chicago, Illinois 60661
www.75thcip.org • info@75thcip.org

**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): John Paul Jones 1

ADDRESS (optional): ~~113~~ 2113 W. 71st, 60636

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Thank you, today for this 75th Corridor Study Public meeting. Investments planned for the Corridor are expected to bring a host of public benefits to the district. It is the collective hope of the Sustainable Englewood Initiatives that the rail agency and its governmental agencies be truthful in its documentation of our social and environmental impacts the proposed project would bring. That the Federal Railroad Association and FTA continue to measure the public engagement process to ensure openness.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input checked="" type="checkbox"/> Bicycle Improvements
<input checked="" type="checkbox"/> Bus Stop Improvements	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements
<input checked="" type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Remelle Kemp

ADDRESS (optional): 7512 S HAMILTON

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We need a noise wall, we also need the rats problems dealt with. Once the RAT, Raccoons are disturbed they will over run our homes. You guys say the noise will not affect our lives. That is a lie. ALL of that banging 8 to 10 hours a day will drive me CRAZY. Do the right thing a buy me out,

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Bettye J. Neely evalind1@yahoo.com

ADDRESS (optional): 8015 S. Winchester / 793 425 1082

All written and transcribed comments made at this hearing and any other written comments received between March 28 and May 22, 2014 will become part of the official public record. Please provide your comments in the space provided below. Place in the comment box at this meeting, hand it to a team member, or mail it to the address above. You may also email comments to info@75thcip.org.

I represent The Evalind
Organization Inc, as the
Executive Director.
I want to know the commitment
to CBO's in terms of JOBS,
financial support, in kind
support etc. In kind
my mentoring program provides
organic farming for youth and

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input checked="" type="checkbox"/> Bicycle Improvements
<input checked="" type="checkbox"/> Bus Stop Improvements	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements
<input checked="" type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements

Could use help with
making Raised Beds
2. Wroth Iron fence

We train some of the you
to get jobs with Home
Depot and Walmart
Hardening Section.

What is the commitment.

Please Respond.

also, can this project fund
Computer Training or
some of our in house
Programs?

~~Bill~~ A. King



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Lindsey J. Coleman

ADDRESS (optional): 2150 W 75th Pl 60610

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This project has put a big impact on my lifestyle and my property value. I was just informed that my home is seated new CSX Flyover at Forest Junction Hill site. The Flyover will be built twenty feet from rear fence. The noise, dust and foundation problems caused by this construction will cause unending displeasure. I'm a retired senior citizen. Spare me all of discomfort and buy my home. These studies that were done on noise impact are not reality for people living there.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input type="checkbox"/> Streetscape Improvements

We need noise walls.



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Angela Granberry

ADDRESS (optional): 7542 S. Normal Ave Chicago IL 60620

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Although property acquisition is a sad reality, I feel that this project will benefit more people than it will negatively impact. The creation of jobs is sorely needed in our community, as well as job training, and community improvement. Sidewalk and Streetscape is badly needed as some areas have become eye-sores, and vacant lots have become meeting grounds for gangs and other criminals. These things have had a negative affect on property value, leaving people owing more on their houses mortgage than its market value. I feel that bus stop improvements would help the flow of traffic in my area, and I strongly agree with the reconstruction of crumbling viaducts, those that affect me the most are 10 and 19. Number 40 is slammed into weekly by large semi-trucks causing large 2ft by 1ft pieces of concrete to fall from the viaduct roof and walls which is hazardous to pedestrians walking through. The height clearance has slowly lowered and is sagging and the pavement under the viaduct is riddled with holes and fissures, the street itself is about 70% potholes, cars have to slow to a crawl to go under the viaduct, causing traffic backups and sometimes slow speed crashes.

(Use other side or additional paper if needed)

over →

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Sharnia Lashley

ADDRESS (optional): 8925 S. Eggleston Chicago, IL 60620

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The changes proposed will increase the freight traffic from around 24 trains daily to 44. There is already a noise and idling issue and for residents increased traffic will mean increases of these issues. ~~What~~ What noise mitigation measures will you put in place? Will idling trains then do so at 90th and Eggleston away from homes & amount of idling reduce?

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Sidney Rowell

ADDRESS (optional): 3718 W. 83rd Place Ch. 60652

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* CONCERNS

EXCESSIVE Horn Blowing, at the hours of approx. 2 AM to 3 AM. / POT HOLES, SMOG, VIBRATION.

* Possible Solutions

MAKE it A Quiet ZONE,
ENHANCE SAFETY

* Location:

3600 Block of 83rd Place

* Company

Norfolk Southern

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Mrs. Juddie B. Tolton

ADDRESS (optional): 2142 W. 77th Place 60620

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*Clean up area around
Under - try a little paint -*

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Andrea L. Werner

ADDRESS (optional): 7416 S. Perry Ave 60621

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I have gone over these maps with several agents, and it was explain to me that my particular street will not be confiscated by this project. I'm asking for this to be put in writing and mailed to me. If we become part of this construction how far in advance will I be notified, and will I be payed for my improvements in my home.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Cheryl Williams (UHCC)

ADDRESS (optional): 8822 S. Yale Avenue

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Our Community is surrounded by four railroads that include Viaducts. We have encountered disturbances, crumbling Viaducts, idling, vibrations, horns, loud noises at anytime. We are also interested in ^{developmental} resources that will benefit the community and enhancement.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input checked="" type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input type="checkbox"/> Bus Stop Improvements	<input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input checked="" type="checkbox"/> Streetscape Improvements

April 22, 2014

The attached information is what we have been addressing concerning the railroad problems of disturbances that have increasingly impacted the community. The petition was circulated throughout the community early last year (2013), before the meeting with the railroads that surround the community.

University Hill Community Council

Cheryl Williams, Director-Vice President/Liaison

773 874-9315

773 263-1902-cell

PETITION FOR A NOISE WALL

UNIVERSITY HILL COMMUNITY COUNCIL

We the residents from 87th, 88th Princeton Ave., Yale Ave, Holland Road, west 89th street and Harvard are requiring the construction of a noise wall that would surround the community. The wall will serve to as a barrier to absorb some of the impact from the loud noises from the railroads that have increased and disturbing the residents.

We are encountering an intense penetrating increase of noises from the railroads that surround the community. The noises are encountered throughout the day and night from squeaking on the rails, notable increased volume of rail traffic, vibrations and banging sounds from trains operations that jolt the residence throughout the community.

Idling trains that sit for long periods of time and additional noises from trains that are blowing horns during the day and late nights.

2/2013

- 1 Janice Hardin 8834 S Yale (773) 224-8440
- 2 Mrs. Opal Adams 8856 S Yale 773-224-7127
- 3 Phillip Barker 8842 S. Yale 224-257-4001
- 4 James Hardin 8834 S. Yale 773-224-8440
- 5 Sherlene Hardin 8834 S. Yale 707-2984
- 6 ~~John Walker~~ 8856 S. Yale 773-970-4550
- 7 ~~Walter Thomas~~ 8757 S Princeton 60620
- 8 Lucia Patterson 8839 S. Princeton 60620
- 9 Gable Lee Smith Jr 8834 S PRINCETON
- 10 Tony Hardin 8814 S Yale 60620
- 11 Greg Hardin 8805 S. Princeton
- 12 Terri Griffin 8834 S. Yale 60620
- 13 Thomas Hardin 8834 S. Yale
- 14 Shanka Collins 8834 S. Yale
- 15 Travis Sumner 8810 S. Yale
- 16 ~~John Collins~~ 8804 S. YALES.
- 17 ~~Andrew D.~~ 8735 S. Princeton
- 18 Hal Metzger 8732 S Princeton
- 19 Michael McInnis 8740 S Princeton
- 20 Daniel Dotson 8748 S. Princeton
- 21 Alisa Peterson 8748 S Princeton Ave.
- 22 Kira Davis 8748 S Princeton Ave, IL 60620
- 23 Paula Melvin 8802 S Princeton chgo, IL 60620

- 1 Mario Brooks 8804 S. Princeton
- 2 John Holcomb 8856 S Yale
- 3 Jiffy Jumper 8828 S. Yale Ave
- 4 L. Freeman 3539 - Grand PARK 77 PL
- 5 Antonio Thomas 8757 S. Princeton
- 6 CHRIS McKinnon 8788 S Princeton
- 7 ~~8705 S Princeton~~
- 8 Kathy Hardin 8834 S. Yale
- 9 A.J. Hardin 8834 S. Yale
- 10 Robbie Hayes 8834 S. Yale
- 11 Mary Bryant 8856 S. Yale
- 12 Ed Holcomb 8856 S Yale
- 13 Tom Holcomb 8856 Yale
- 14 Wanda Wilson 8856 Yale
- 15 Debra Bryant 8856 S Yale
- 16 Terry Holcomb 8856 S. Yale
- 17 Pedro Evans 8801 S. Princeton
- 18 Robert Thomas 8875 S. Princeton
- 19 Julius Montgomery 8839 S. Princeton
- 20 Gladys Fields 8844 S. Princeton
- 21 William Anderson 8848 S. Princeton Ave
- 22 Heidi Anderson 8808 S. Princeton Ave
- 23 Bev Fields 8878 S Princeton

- 1 Eva Night 8853 W. Princeton ave
- 2 Derrick Moss 8833 S Princeton
- 3 Jerry Smith 8831 S Princeton
- 4 Alberto Randall 8826 S. PRINCETON
- 5 Matthew Randall " " "
- 6 Lester C. Davis 8748 S. Princeton
- 7 A Smith 8831 S Princeton
- 8 Lutricia McKinnis 8890 S. Princeton
- 9 Thomas McKinnis 8740 S. Princeton
- 10 Robert Fields 8844 S. Princeton
- 11 Tyare Anderson 8848 S. Princeton
- 12 Shanice Harris 8848 S. Princeton
- 13 Emmett Mae 8833 S. Princeton
- 14 John Mason 8833 Princeton
- 15 Charles D. Ford 8808 Yale
- 16 Mrs. Jackson 8888 Yale
- 17 Cheryl Williams 8822 S. Yale Avenue
- 18 Alfred Williams 8822 S. Yale Avenue
- 19 Chris Williams 8822 S. Yale Avenue
- 20 Arvin Williams 8822 S. Yale Avenue
- 21
- 22
- 23



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Joyce Whitfield

ADDRESS (optional): _____

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See attached proposal.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements

PROPOSAL
for
75th STREET CORRIDOR IMPROVEMENT PROJECT

Statement: The 75th Street Corridor should be designated a **NO IDLING NO HORNS** zone.

Rationale:

1. This poor and minority area has been stressed for many years. Now the rail industry wants to widen and layer more rails, further burdening the community with the noise and dust of construction as well as the resultant increase in traffic, horns and idling.
2. Although local, state and federal taxes contribute to the project, present regulations favor the railroads, placing residents at a significant disadvantage. There is no agency to speak for residents. The three agencies cooperating with the project, The Environmental Protection Agency, The Federal Transit Administration and The Federal Railroad Administration, all favor the railroads.
3. The Noise section of the report details and evaluates data collected from mechanical noise receptors stationed throughout the corridor. Residents are also noise receptors and have been complaining for years about loud, sustained horn abuse often in disregard of quiet zone designations.

Where is the data representative of residents' concerns? At what levels and frequencies are loud noises detrimental to residents' health and well-being? At what levels and frequencies are children, babies and the elderly affected?

4. The Air Quality section of the report describes future toxin levels as unpredictable. There are already complaints about toxic emissions from idling trains with the only response being that the trains are not in violation of federal regulations. The city has anti-idling ordinances for trucks and buses, other diesel powered vehicles. Why not trains? Board of Health representatives say trains can be ticketed for a minor offense if caught in the act of polluting. The act of idling should be a major offense, assault with a deadly weapon, a felony subject to arrest and prosecution.

Page D4 of the Appendix states "All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide and lead". What are the levels of these six pollutants in the 75th St. Corridor as compared to outside the corridor? How was pollutant data collected from areas where locomotives routinely idle?

Conclusions:

1. No Idling. If a freight locomotive stops, its engine should be shut off. If it cannot restart, it can call for assistance.
2. No Horns. A train track is an intersection. The public can be reeducated about what to do at intersections. In addition, there are red flashing lights and gates. If a person will ignore these three warnings, he will ignore horns. As for yard workers, they can be equipped with vibrators, buzzers, GPS locators or other means of warning less abusive to the community than horns.

Submitted April 2014 Joyce Whitfield



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Howard L. Young Sr. howard.sr@att.net

ADDRESS (optional): 2235 W. 81st Place 60620

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Dear Sir,

April 22, 2014

My home is located in the Zell District and the CSX locomotives stop on the tracks in the rear of my home sometimes for days at a time idling! The engine exhaust fumes are dangerous to my health as well as my neighbors health and the walls of my home vibrate from the idling!!

Please address this unacceptable and unhealthy situation.

Sincerely yours,
Howard L. Young Sr.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Joyce Whitfield

ADDRESS (optional): 7430 S. Rockwell St. #403

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We could use a solar/hydroponic greenhouse on the vacant lot to the west of us. Great educational opportunities in construction/maintenance and provide activity + nutrition for this & senior community.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements

**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM**

NAME: Joyce Whitfield

ADDRESS: 7430 S. Rockwell St. Apt. #403 Marquette Village Senior Suites

This statement is intended to demonstrate how severely this location is presently environmentally impacted by the railroad system, and how we request relief in the 75th St Corridor Improvement plans.

I am a seventy-one year old senior residing in the Marquette Village Senior Suites. The building is adjacent to the Landers Transportation facility and The Belt Railway, a few feet northwest of the Columbus Ave. crossing at Maplewood and Columbus.

We here at Marquette Village are under two-fold assault from the railroads - diesel exhaust and horn abuse. The Belt Railway has a siding along the west side of the Landers-Belt facility. where trains routinely idle for sometimes hours and occasionally overnight. At times there may be two trains side-by side idling at the same time. This siding is a staging area so one train may pull off only to be replaced by another.

The building's ventilation system is on the roof. When trains idle (or even pass by), the ventilation system captures the exhaust and circulates it throughout the facility. Where the vented air comes in under our apartment doors, the carpets have been blackened by diesel exhaust. The exhaust vents in our apartments have been covered in inch thick diesel slag. The building's patio, where residents sit out for 'fresh' air, is in the same area of idling trains. The residents' vegetable garden is also in this patio area.

Not only is there diesel exhaust from passing and idling trains, but we must also contend with diesel exhaust from the many, many trucks entering and leaving the Landers facility. At times diesel trucks are idling on Western Ave. for hours from 71st St. to 79th St. and westward on 79th waiting to enter the facility. These passing and stationary idling vehicles add to the air pollution problems of the area.

Diesel exhaust is not our only problem. Loud train horns sound at all hours of the day and night. Since we border both a yard and a crossing, we not only get mandatory crossing horns from freight and Metra trains, but also regulatory yard horns. Some horns give a sustained blow so that you can hear their approach from miles away until they are far distant. The loudness and frequencies of these horns are nerve-jangling and disruptive of much-needed sleep, rest, and communications.

Marquette Village is a senior facility with 46 units, some with double occupancy. Residents range in age from sixty-two into their nineties. Some of us are more or less able-bodied, but most of us are in some way disabled. We have people with bad hearts, stroke victims, at least two on kidney dialysis, several with one kidney, a few on oxygen, many of us use walkers or are in wheelchairs. We are already fighting for our lives. We did not anticipate a fight with the railroads when we moved here. We did not foresee trains idling for hours, rumbling and belching and fouling the air. Nor did we anticipate horns of 100 decibels disrupting much needed rest. In addition , some of us care daily for grandchildren, placing their health and well-being in danger as well.

In the past couple years I have contacted the Board of Health, The Environmental Protection Agency, state senators and representatives, the owner of the Belt Railway, the Federal Railroad Administration, CSX representatives, and others regarding our dilemma. All efforts have been in vain except for the understanding cooperation of Alderman Lona Lane. I have attended meetings with her and other area residents who share our frustrations.

Now I understand that the 'Corridor Improvement Project' intends to take taxpayer money to expand the rail industry in our communities. This expansion means to me that unless extraordinary measures are taken to safeguard public interests, we can expect increased foul air and more abusive horn noise. **In fact, the charts exhibited at the April 22nd meeting demonstrated that fact for our location. The charts showed no present adverse train impact with increased negative impact after 'improvements'. Your preliminary reports should show severe negative train impact presently for our location and the pressing need for relief considering we are seniors already in various stages of health distress.**

I am asking you to consider giving us, and I assume others along the corridor, some relief from diesel exhaust and horn abuse by declaring the corridor a **NO IDLING-NO HORNS ZONE**

AMENDED PROPOSAL
for
75th STREET CORRIDOR IMPROVEMENT PROJECT

This was captured in earlier comments typed back in April

Statement: The 75th Street Corridor should be designated a **NO IDLING NO HORNS** zone.

Rationale:

1. This poor and minority area has been stressed by the railroads for many years. Now the rail industry wants to widen and layer more rails, further burdening the community with the noise and dust of construction as well as the resultant increase in traffic, horns and idling.
2. Although local, state and federal taxes contribute to the project, present regulations favor the railroads, placing residents at a significant disadvantage. There is no agency to speak for residents. The three agencies cooperating with the project, The Environmental Protection Agency, The Federal Transit Administration and The Federal Railroad Administration, all favor the railroads.
3. The Noise section of the report details and evaluates data collected from mechanical noise receptors stationed throughout the corridor. Residents are also noise receptors and have been complaining for years about loud, sustained horn abuse often in disregard of quiet zone designations.

Where is the data representative of residents' concerns? At what levels and frequencies are loud noises detrimental to residents' health and well-being? At what levels and frequencies are children, babies and the elderly affected?

4. The Air Quality section of the report describes future toxin levels as 'unpredictable'. There are already complaints about toxic emissions from idling trains with the only response being that the trains are not in violation of federal regulations. The city has anti-idling ordinances for trucks and buses, other diesel powered vehicles. Why not trains? Board of Health representatives say trains can be ticketed for a minor offense if caught in the act of polluting. Idling itself is polluting and diesel idling should be a major offense, assault with a deadly weapon, a felony subject to arrest and prosecution. Rather than 'unpredictable', future conditions are likely to worsen, at least for this location.

Page D4 of the Appendix states "All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide and lead". 'In attainment' is confusing terminology. What are the levels of the **six criteria** pollutants in the 75th St. Corridor as compared to outside the corridor? Was pollutant data collected from residences where locomotives routinely idle? From the soil?

Conclusions:

1. No Idling. If a freight locomotive stops, its engine should be shut off. If it cannot restart, it can call for assistance. Provisions for 'hot start' should be available **everywhere** trains routinely stop. Once the engine starts, the train should pull away.

2. No Horns. A train track is an intersection. The public can be reeducated about what to do at intersections. Public Service announcements, signs and school programs could alert and remind motorists and pedestrians that, out of consideration for residents, there will be no horn soundings. A train track is a warning. In addition there are red flashing lights and gates. If a person will ignore these three warnings, he will ignore horns. In fact, I understand that the two accidents last year at the Columbus crossing were a result of motorists ignoring lights and attempting to go around the gates to beat the train. Horn soundings did not prevent these 'accidents'.

As for yard workers, they can be equipped with earpieces, vibrators, buzzers, GPS locators or other means of warning less abusive to the community than horns. If all yard workers wore GPS locators and/or earpieces, vibrators or buzzers, a dispatcher would know exactly where each worker in the yard is located and whether or not they are in danger of an approach or startup. Yard safety is an internal matter and should not be disruptive to the community, especially if there is a viable solution.

I am asking you to consider giving us, and I assume others along the corridor, some relief from diesel exhaust and horn abuse by declaring the corridor a **NO IDLING-NO HORNS ZONE**

DEIS PUBLIC COMMENT FORM

Name: Joyce Whitfield
Address: 7430 S. Rockwell St.

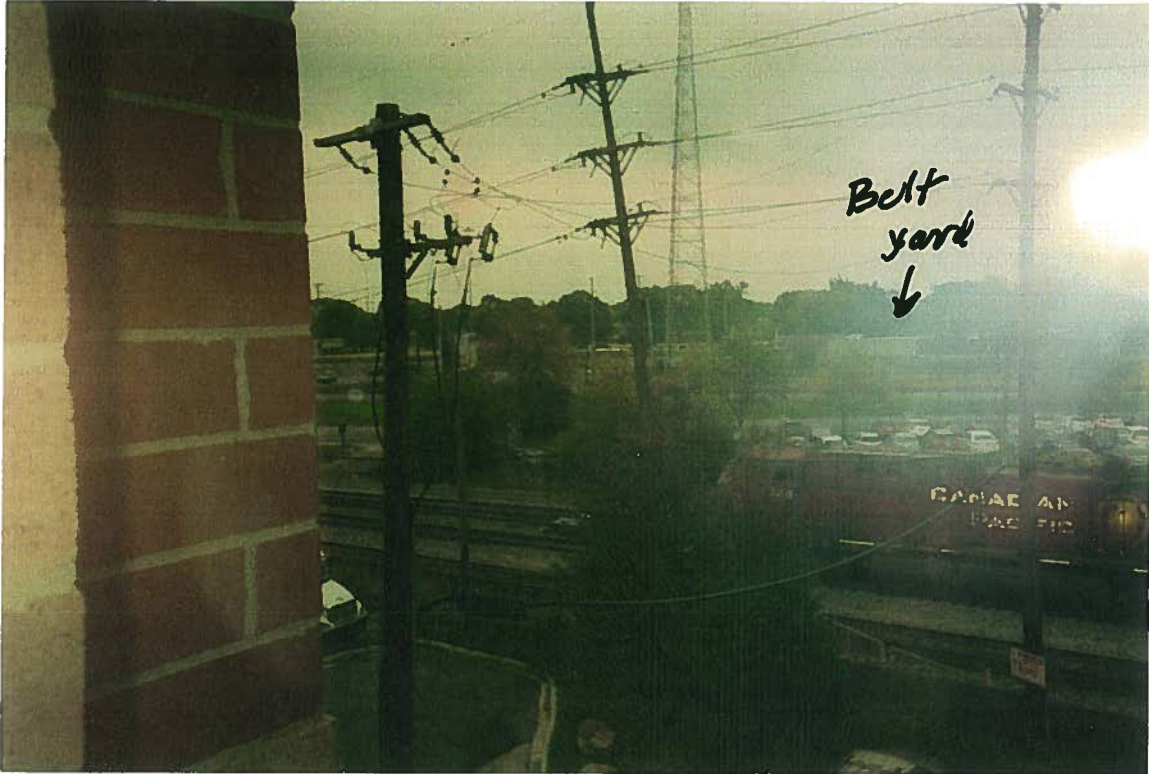


*Idling trains viewed from Marquette Village Senior Suites
parking area*



DEIS PUBLIC COMMENT FORM

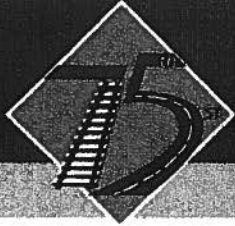
Name: Joyce Whitfield
Address: 7430 S. Rockwell St.



Idling train viewed from Marquette Village Senior Suites



Idling train viewed from senior suites patio area



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): *Patricia Jewell*

ADDRESS (optional): *7238 S Campbell Ave*

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I have been a resident of the 7200 block on Campbell for the past 24 years, I have always found the horns from the trains disturbing the conductors don't just "blow" them they "blast" them both the Railroad and Metro. I've often thought why would they put a senior residence here knowing this obnoxious noise would become a part of their everyday living and the out in the air when they sit idle. I've had an opportunity to talk to some seniors and was told the out from these trains enters their

(Use other side or additional paper if needed) ➔

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements

apartment thru the windows causing their lungs
Carpet and walls to be dirty and I can only
imagine what health problems (respiratory
problems) its causing Is there a resolution to
this?



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): Gloria Bolden

ADDRESS (optional): 7430 S. Rockwell St

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The loud blowing of
the trains horn in
the wee hours of the
morning is very disturbing

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

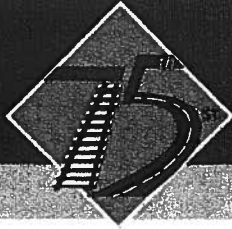
Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional):

SAROLYN BENNETT

ADDRESS (optional):

7430 S. Rodwell #520

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We need the trains to stop idling at & near the building & we need the horn to stop being blown, late at night & early morning. It would be much appreciated if this problem could be resolved.

S. Bennett

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

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Sidewalk Improvements

Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): OLLIE B. MOFFETT

ADDRESS (optional): 7430 S. ROCKWELL #201

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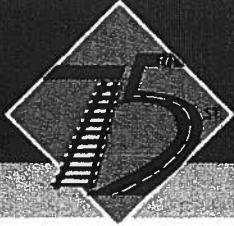
TO WHOM IT MAY CONCERN:
I'm Requesting a concern about my community's safety, from toxic and fumes from the trains that are traveling near our Senior Suites of Marguerite Village Building. I think we deserve as Senior Citizens, and Retirees a better lifestyle of living and to have healthy lungs and respiratory system at our ages. Please be considered of our needs.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

THANK YOU

- | | |
|--|---|
| <input type="checkbox"/> Job Training and Educational Programs | <input type="checkbox"/> Bicycle Improvements |
| <input type="checkbox"/> Bus Stop Improvements | <input type="checkbox"/> Remnant and Vacant Parcel Improvements |
| <input type="checkbox"/> Sidewalk Improvements | <input type="checkbox"/> Streetscape Improvements |



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional):

CHARLENE BRADY

ADDRESS (optional):

7430 S. ROCKWELL ST APT 508

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STOP TRAIN HORN AFTER MIDNIGHT
WE ARE SENIOR WE NEED PEACE + QUIET

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



**CORRIDOR
IMPROVEMENT
PROJECT**

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Suite 200
Chicago, Illinois 60661

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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional):

Charlene Brandy

Page 2

ADDRESS (optional):

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3 Job Training and Educational Programs

6 Bicycle Improvements

1 Bus Stop Improvements

4 Remnant and Vacant Parcel Improvements

2 Sidewalk Improvements

5 Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): _____

ADDRESS (optional): _____

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I live 7430 So. Rockwell on the side of the railroad tracks where I hear & smell fumes & horns everyday I'm in a condition where the fumes are against my health I suffer with COPD and I'm out of oxygen. Please see fit to come to some conclusion about the Horn Blows on the trains. Sometime one driver will come and Blow over over after passing the crossing repeatedly he Blows over over. Please have the trains go further back to stop and Blow fumes. Fumes comes too my window & in my apartment where I live and cause my breathing very difficult.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

- | | |
|--|--|
| <input type="checkbox"/> Job Training and Educational Programs | <input type="checkbox"/> Bicycle Improvements |
| <input type="checkbox"/> Bus Stop Improvements | <input checked="" type="checkbox"/> Remnant and Vacant Parcel Improvements |
| <input checked="" type="checkbox"/> Sidewalk Improvements | <input type="checkbox"/> Streetscape Improvements |



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): DAVID DURRELL

ADDRESS (optional): 7430 S ROCKWELL ST APT 407

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IMPROVE TRAIN NOSE AND
HORN BLOWING

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

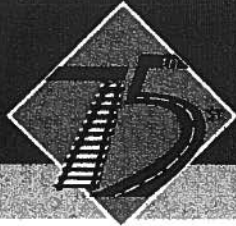
Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): IRMA GENE FLOWERS

ADDRESS (optional): 7430 S ROCKWELL

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Don't want the train standing right at building
for a long time
blowing hard so long

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)

NAME (optional): ARLENE L. BROWN

ADDRESS (optional): 7430 S. ROCKWELL

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^{THE} MAIN PROBLEM IS THE TRAINS THAT SIT AND 5 HOURS THAT LET OUT FUMES EACH AND EVERY DAY. EVERY DAY. AND THE BLOWING OFF THE HORN. WE HAVE PEOPLE IN HERE WITH BREATHING PROBLEMS.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

<input type="checkbox"/> Job Training and Educational Programs	<input type="checkbox"/> Bicycle Improvements
<input checked="" type="checkbox"/> Bus Stop Improvements	<input type="checkbox"/> Remnant and Vacant Parcel Improvements
<input type="checkbox"/> Sidewalk Improvements	<input type="checkbox"/> Streetscape Improvements



**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional): _____

ADDRESS (optional): 7430 SO. ROCKWELL - 60629

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I DON'T UNDERSTAND WHY THEY WOULD BUILD A SENIOR COMPLEX, NEAR RAILROAD TRACKS. THE NOISE AND FUMES MAKES IT UNCONVENIENT TO HAVE YOUR WINDOWS OPEN. YOU CAN'T TALK ON THE PHONE AND FOR OTHERS WHO HAVE BREATHING PROBLEMS. THEY FIND IT HARD TO BREATHE. SOMETHING NEED TO BE DONE TO TRY AND ^{CORRECT} SOME OF THESE PROBLEMS. IT IS HARD TO SLEEP DUE TO THE NOISE FROM THE HORNS ON THE TRAINS.

(Use other side or additional paper if needed)

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT FORM (Please print clearly)**

NAME (optional):

Virginia Stone

ADDRESS (optional):

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(Use other side or additional paper if needed)

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Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements

ILLINOIS DEPARTMENT OF TRANSPORTATION
75th STREET CORRIDOR IMPROVEMENT PROJECT

MOVING FORWARD TOGETHER

COMMENTS SECTION

Tuesday, April 22, 2014
4:00 p.m.
Freedom Temple Church of God
in Christ
1459 West 74th Street
Chicago, Illinois

Reported by: Donna Wadlington Shavers, CSR

1 THE REPORTER: First of all, please
2 state your name.

3 MR. COLEMAN: Lindsey, L-i-n-d-s-e-y,
4 Coleman, C-o-l-e-m-a-n.

5 THE REPORTER: Your address, please.

6 MR. COLEMAN: 2150 West 75th Place,
7 60620. 773-783-7134.

8 My comment is this. We live
9 in a heavily, condensed cross-section which
10 trains go north, and south, and east, and west,
11 and they're going to build the bridge in back of
12 our home where we live at this point.

13 And we are going to be -- we
14 went to the board over there, and they said that
15 we will be severely impacted with our
16 construction noise and vibration.

17 And I'd like to go on comment
18 that I don't want to live there through this
19 process. I would like to reach a compromise
20 with the development corporation, and I would
21 like to move. I don't want to be held hostage
22 while they go through this project. Because

OH 1

1 it's directly -- it directly goes on in my
2 backyard.

3 I'm 20 feet from the center of
4 the project. My rear fence and the railroad
5 track is 20 feet, 20 feet from my -- 20 feet
6 from my fence.

7 And maybe five years ago they
8 did a renovation project at the switching
9 station between the north, south, east, west
10 junction. And during that process we were over
11 flood with rodents just -- because they were
12 displaced because of the pounding.

13 And during that -- during the
14 winter season onslaught, we couldn't -- we could
15 not -- we couldn't get rid of the rats coming in
16 from the disturbed homes. Because the area over
17 there it's home to lots and lots of rodents,
18 raccoons, rats and possums. They moved into our
19 attics. They moved into our garages and they
20 moved into our homes.

21 And I would like to -- I would
22 like for the people that's developing this

1 project to buy me out. I don't want to be
2 subjected to this anymore.

3 Bae, you want to add something
4 to say?

5 UNIDENTIFIED FRIEND: (Shaking.)

6 MR. COLEMAN: Tell me something to say
7 then, Bae.

8 UNIDENTIFIED FRIEND: You said it all.

9 MR. COLEMAN: Thank you.

10 Oh. I would also like to
11 receive a response from the development, the
12 railroad development corporation. You know who
13 it is. You got my permission to put down the
14 right thing. The 75th Corridor Improvement
15 Project.

16 THE REPORTER: Thank you.

17 MR. COLEMAN: Thank you.

18
19 THE REPORTER: Please state your name
20 and address.

21 MR. HOUSTON: Mr. Thomas Houston, 2127
22 West 75th Place.

OH 2

1 But he's complaining about the
2 rats though. Well, we have some rats, but --
3 but I am most concerned about the tracks, the
4 railroad tracks that they are going to be --

5 But I was just -- they just
6 explained to me about that. Those houses will
7 not -- won't have to be demolished and that was
8 my main concern about the houses.

9 And the noise where the north
10 and south side trains crosses the east and west
11 side trains. But I was just told that they're
12 going to build an overpass where the riser. One
13 going over the other one. That was my main
14 concern. If they do what they say they're going
15 to do. You know, sometimes they tell us
16 anything.

17 But me being the block club
18 president, I just need to find out some things
19 because the telephone kept ringing. I don't
20 know what to tell them. We got to see something
21 first. You know how we are. Seeing is
22 believing. A lot of times they don't see the

1 right thing. So we're in a good spot right
2 there.

3 Just the noise from the
4 trains. That's the main thing. A lot of noise
5 because that's the intersection for the trains.
6 A lot of times they have to stop right where we
7 live at. Wait for the north and south side
8 train to go through and then the north and south
9 side train have to wait for the east and west
10 side trains to go through.

11 And if they build -- if they
12 build a highrise there, then none of the trains
13 would have to wait, and you won't get that noise
14 from the crossings. That's the main thing from
15 what he was talking about. There's a lot of
16 noise coming from the train tracks from the
17 crossing.

18 We don't have a lot of
19 problems where we live at. It's no through
20 traffic there. Anybody come there they either
21 lost or don't know the way. Just the train
22 tracks we have -- making all the noise.

1 Other than that we don't want
2 to have to move, you know. And if we do we know
3 they not gonna give us the dollars value of what
4 the house is worth anyway. But they telling me
5 that they won't tear any houses down, especially
6 west of Damen. I got to see that. That's about
7 it.

8 THE REPORTER: All right. Thank you.

9 MR. HOUSTON: Thank you.

10 THE REPORTER: Thank you.

11
12 MS. GRANBERRY: At viaducts 19 and 40,
13 the overhead wall of the viaducts are starting
14 to sag and fall. Trucks have actually slammed
15 into both viaducts, especially 40.

16 And as a result large chunks
17 from the viaduct wall have fallen, and they
18 cracked the street and they have cracked the
19 sidewalk leaving huge fissures there.

20 And so I would like to comment
21 that I believe the pavement there and the
22 sidewalk there needs to be fixed as well,

OH 3

1 although we do not have a drainage issue.

2 That's all.

3 THE REPORTER: Oh, then may I have
4 your name.

5 MS. GRANBERRY: Angela Granberry,
6 G-r-a-n-b-e-r-r-y.

7 THE REPORTER: And your address.

8 MS. GRANBERRY: 7542 South Normal
9 Avenue, Chicago, Illinois 60620.

10 THE REPORTER: Okay. Thank you.

11 MS. GRANBERRY: Thank you.

12

13 THE REPORTER: Please state your name
14 and address.

15 MR. YOUNG: Howard Young, Sr., 2235
16 West 81st Place, 60620.

17 Dear, Sir. My home is located
18 in the Tell, T-e-l-l, District, and the CSX
19 locomotives stop on the tracks in the rear of my
20 home sometimes for days at a time idling.

21 The engine exhaust fumes are
22 dangerous to my health, as well as my neighbors'

OH 4

1 health, and the walls of my home vibrate from
2 the idling. Please address this unacceptable
3 and unhealthy situation. Sincerely yours,
4 Howard L. Young, Sr.

5 Thank you very much.

6 THE REPORTER: Thank you.

7

8 MR. COLEMAN: I would like to add to
9 my comments.

OH 1
continued

10 THE REPORTER: Okay. State your name
11 again, please.

12 MR. COLEMAN: Lindsey, L-i-n-d-s-e-y,
13 Coleman, C-o-l-e-m-a-n.

14 I just found out that the --
15 that the -- that the railroad is going to be --
16 is going to -- the railroad platform is going to
17 be built directly behind my house probably
18 impacting my lifestyle for at least a year and a
19 half. It's directly behind my home. My home is
20 at 2150 West 75th Place.

21 And I just found out that I'm
22 in the red zone for noise vibration and -- and

1 -- noise vibration and foundation destruction.
2 Foundation destruction.

3 I -- what can you do to make
4 my life easier during this year and a half
5 project, basically, that's going to take to
6 build this -- the under, overpass where the
7 trains would -- that the trains are going to
8 use.

9 Basically, I don't want to
10 live through this process. Buy me out. Buy me
11 out. I don't want to go through this. I don't
12 want to go through this again. I was there in
13 the years past when they first built the
14 switching stations. It's just too much. It's
15 just too much.

16 The runoff from the rain I
17 feel that I'm going to be impacted again. My
18 basement floods every year from the rise of the
19 railroad tracks that runs downhill into my
20 backyard and into my basement of my home.

21 I'm one piece of property.
22 Buy me out. That's it.

1 THE REPORTER: Thank you.

2 MR. COLEMAN: Thank you.

3

4 MS. WHITFIELD: Can I just leave this
5 with you?

6 THE REPORTER: Yes, and I'll insert it
7 into the public comments.

8 Please state your name.

9 MS. WHITFIELD: My name is Joyce
10 Whitfield.

11 THE REPORTER: And your address,
12 please.

13 MS. WHITFIELD: 7430 South Rockwell,
14 Apartment 403, Chicago, Illinois 60629.

15 THE REPORTER: Okay. I'll insert this
16 into the comments. Thank you.

17 MS. WHITFIELD: Thank you.

18 (Whereupon, the following was
19 typed in on behalf of Ms.
20 Whitfield.)

21 Proposal for 75th Street
22 Corridor Improvement Project.

OH 5

1 Rationale: 1. This poor and
2 minority area has been stressed for many years.
3 Now the rail industry wants to widen and layer
4 more rails, further burdening the community with
5 the noise and dust of construction, as well as
6 the resultant increase in traffic, horns and
7 idling.

8 2. Although local, state and
9 federal taxes contribute to the project, present
10 regulations favor the railroads placing
11 residents at a significant disadvantage. There
12 is no agency to speak for residents. The three
13 agencies cooperating with the project, the
14 Environmental Protection Agency, the Federal
15 Transit Administration and the Federal Railroad
16 Administration, all favor the railroads.

17 3. The Noise section of the
18 report details and evaluates data collected from
19 mechanical noise receptors stationed throughout
20 the corridor. Residents are also noise
21 receptors and have been complaining for years
22 about loud, sustained horn abuse often in

1 disregard of quiet zone designations.

2 Where is the data
3 representative of residents' concerns? At what
4 levels and frequencies are loud noises
5 detrimental to residents' health and well-being?
6 At what levels and frequencies are children,
7 babies and the elderly affected?

8 4. The Air Quality section of
9 the report describes future toxin levels as
10 unpredictable. There are already complaints
11 about toxic emissions from idling trains with
12 the only response being that the trains are not
13 in violation of federal regulations. The city
14 has anti-idling ordinances for trucks and buses,
15 other diesel powered vehicles. Why not trains?
16 Board of Health representatives say trains can
17 be ticketed for a minor offense if caught in the
18 act of polluting. The act of idling should be a
19 major offense, assault with a deadly weapon, a
20 felony subject to arrest and prosecution.

21 Page D4 of the appendix states
22 "All areas of Illinois currently are in

1 attainment of the standards for four of the six
2 criteria pollutants: Carbon monoxide, nitrogen
3 dioxide, sulfur dioxide and lead." What are the
4 levels of these six pollutants in the 75th
5 Street Corridor as compared to outside the
6 corridor? How was pollutant data collected from
7 areas where locomotives routinely idle?

8 Conclusions: 1. No idling.
9 If a freight locomotive stops, its engine should
10 be shut off. If it cannot restart, it can call
11 for assistance.

12 2. No Horns. A train track
13 is an intersection. The public can be
14 reeducated about what to do at intersections.
15 In addition, there are red flashing lights and
16 gates. If a person will ignore these three
17 warnings, he will ignore horns. As for yard
18 workers, they can be equipped with vibrators,
19 buzzers, GPS locators or other means of warning
20 less abusive to the community than horns.

21 Submitted April 2014, Joyce
22 Whitfield.

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THE REPORTER: Please state your name and address.

MR. ROWELL: Yes, ma'am.

Sidney Rowell, S-i-d-n-e-y, R-o-w-e-l-l. I live at the address of 3718 West 83rd Place, Chicago, Illinois 60652.

My concern is the Norfolk Southern train blows their horn at approximately 3 o'clock in the morning continuously; like sit in one spot and just blow, blow, blow, blow.

And my possible solutions that I wrote down for this is to make it a quiet zone and then enhance the safety of course. Of course, they'll have to make it safe before they can make it a quiet zone, ma'am.

Okay. And then the location where the train is approximately 3600 block of West 83rd Place and the company name, of course, is Norfolk Southern. Okay. So I'm not gonna wear you out today. People say I like to talk. I do but I'll wait 'til they give me the mic.

OH 6

1 But you know, other than that,
2 my concern was when I came here is just that,
3 you know, I was making sure that we weren't
4 going to be affected by the acquisition of the
5 houses. Well, thank you so much. Pleasure to
6 meet you.

7 THE REPORTER: Thank you.

8
9 MS. RYAN: I'm Daisy Ryan. I have
10 76th, 77th, 78th and Hamilton block club with
11 five cul-de-sacs, and my biggest concern is the
12 cul-de-sacs.

13 I have been on the board of
14 the 75th Street Project since it started. I
15 have been informing them from the beginning that
16 their measurements was off. They said that when
17 they put the temporary train line in, it was
18 going to be not that far.

19 I had John, one of the
20 engineers, to come out and to measure. When he
21 measured where they were originally saying it
22 was going to stop here, it stopped here. Which

OH 7

1 means it's closer to the homes in the
2 cul-de-sacs.

3 My thing was a sound barrier
4 because if it's coming closer, the vibration and
5 the rattling is going to affect the homes. And
6 I wanted to know what fix was they going to do.
7 Okay.

8 They show all these luxury
9 pictures, but in my area that's not the way it
10 looks. The landscaping is terrible. They
11 are -- you know, the backyards of people's homes
12 in the cul-de-sacs are flooding because there's
13 no well to catch the water when it rains. It
14 runs off the viaducts and their railroad tracks
15 into the people's backyard. Okay.

16 The other thing is if it's
17 the -- all I want them to do is be professional
18 and do what's right. They know that the
19 temporary track is coming much closer than it's
20 supposed to. They give us a sound barrier to
21 help protect our homes from shifting, breaking,
22 whatever. Just protect our homes.

1 One of the other things -- I
2 wrote down all the things I want to talk about.
3 So wait one second.

4 Okay. Right now presently for
5 the railroad they're blowing their horns from
6 3:30 to about 5 o'clock in the morning. And not
7 just blowing it one time. They lay on it.

8 So people that are trying to
9 sleep, they have to get up to go to work, they
10 cannot sleep past 3:30 because of them blowing
11 the horn. This is every day.

12 They sit idle. The fumes.
13 Now we all know that the railroad carries all
14 types of packaging for various reasons. We are
15 really in a bad location because I think they
16 had it on 83rd where the train jumped off the
17 track. We're hoping that we don't experience
18 that. But some of the things that they are
19 doing they are putting us in harm's way.

20 And I feel since I have made
21 it public notice from the beginning I want to
22 make it again because I guarantee you we are

1 going to be some unhappy campers. Okay.

2 They need to clean up. It's
3 just terrible. Every picture that they show it
4 looks like it's picture perfect. I'm scared to
5 go back there. Because if you step back there,
6 it's tree branches. It's just everything. It's
7 horrific. It truly is. Like a tornado been
8 through there. They need to clean it up.

9 And I want a viaduct to look
10 like the picture that they are showing, cleaned
11 up, painted, streets fixed where I can walk
12 freely under the viaduct where it's well-lit,
13 and I don't have to worry about anything.

14 So they did a test site. They
15 take my viaduct. They did it on the north side.
16 You gon' get this picture. I want it on the
17 south side. You know, if you can do it -- I got
18 to call a spade a spade. If you can do it for
19 the white man, why not do it for us.

20 And my last but not least. To
21 all of them that are not telling me the truth or
22 admitting to what's going on, I want to ask them

1 would you live over here, after you do all of
2 this saying that it's not gon' to be affected.
3 Did I miss anything?

4 MS. AUDREY: No.

5

6 MS. AUDREY: I can give my first name
7 and the vicinity of where I live. I am Audrey
8 and I live at 78th and Hamilton.

9 I'm concerned about the trains
10 behind the house that idle at night and it also
11 gives out fumes in the neighborhood which is
12 unhealthy. Blowing the horns in the mornings
13 before day and, you know, it wakes you up and
14 you can't get back to sleep.

15 I'm also concerned about the
16 viaduct right off of 79th and Hamilton. It
17 needs to be cleaned up. The area where the land
18 is between the railroad -- the railroad and the
19 tracks, I guess because of the easement, I'm not
20 sure what it's called, that needs to be cleaned
21 up.

22 There are rodents there, and

OH 8

1 if there can be anything done about that when it
2 is cleaned up, maybe there won't be any more
3 rodents. And I'm just concerned about the noise
4 level of the train.

5 And if there -- if nothing
6 happens with the railroad, I was told there
7 would be more trains coming through, and if
8 there are more trains coming through, that means
9 there would be more noise level. There would be
10 more idling, possibly. There would be more
11 blowing horns, and this is not good for the
12 neighborhood at all.

13 THE COURT: Thank you.

14 MS. AUDREY: Thank you.

15 Also, behind the homes in the
16 easement over there, there are water stands. So
17 it need to be some kind of drainage put there so
18 the water would not stand. Because this causes
19 mosquitoes, and we cannot sit out in our patios,
20 and we cannot sit on our front porches during
21 the time the mosquitoes out. It's just
22 unbearable. Thank you.

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THE REPORTER: Please state your name.

MR. CONLEY: My name is Dorsey Conley.

THE REPORTER: Spell the last name.

MR. CONLEY: Conley.

THE REPORTER: And your address.

MR. CONLEY: 2148 West 71st Street --
Place.

Okay. I live about -- less than a hundred yards from the railroad tracks going west. I moved over there back in 1974. True enough the area has changed quite a bit, and there was fence -- when I first moved there, there was fence all the way down the dead-end going west or going from 71st all the way down to 74th Street where the school is, Randolph School. There's a school right down there.

There were fence all the way down. So everybody had to go around to 71st Street to get to the school amongst the kids. But over a period of years the fence was walked down. Much of the fence has been walked down.

OH 9

1 There is no fencing. So I see kids constantly
2 going across the railroad tracks to get to
3 school.

4 I've seen bodies snatched or
5 dropped off over on the railroad property where
6 people has been killed or shot or whatever in
7 cars and they dump them right there. I seen
8 that happen about three times. Okay.

9 I've seen -- I've seen kids
10 riding the train, jumps up on the train to ride
11 the train. I've seen a neighbor of mines get
12 his foot cut off, and he was my paperboy messing
13 around with the trains playing as kids. He used
14 to do those things.

15 But there is no -- there is no
16 fence that the kids -- they just -- they just go
17 through. It's just -- it's just all open. I've
18 seen that happen.

19 There were also a few years
20 back someone dumped a bunch of trash right near
21 the school on the railroad's property. There
22 was a bomb. Somebody saw a bomb in the trash.

1 So they called the bomb squad out to detonate
2 this bomb.

3 Now, there was a few of my
4 neighbors we were standing back by where I live
5 all the way up to 74th is where they were at to
6 do this and they set it off. It was a big
7 blast.

8 You know, I mean how can this
9 be happening right near the school. This
10 happened. I didn't see anything in the
11 newspaper about it, you know. But that's been a
12 few years back.

13 There's numerous of
14 complaints. There's rodents running around.
15 The railroad tracks when the train comes through
16 I don't know if they have feed on there but
17 seems like everything is following the train.
18 If they're dropping stuff out of the train, the
19 rodents are gonna come and get it.

20 Raccoons increased. Possums,
21 rats are running around like crazy. They put a
22 railroad yard at 59th just west of Damen, and

1 when that yard went up, the horn -- the train --
2 it was increased. The volume of the trains
3 coming through there to go to this yard. They
4 were working all night long.

5 The train is constantly
6 running. The horns are blowing, you know.
7 Shaking with the -- Shaking my house, you know.
8 All of that's increased. And now they want to
9 do some more expansions and it's going to be
10 more trains coming through. More than likely, I
11 just have to just try and move and get away from
12 this, with this increase in the volume of the
13 trains that will be coming through.

14 The trains are going to come
15 through 71st. That's right by my house to get
16 to 75th, wherever they gonna turn. They turn
17 now and go down to Columbus Drive or whatever,
18 CSX. It's just -- it's just -- it would be too
19 much to bear for me.

20 So like I said, apparently,
21 there's nobody else here from my block. I don't
22 see anybody in here. So, apparently, they must

1 not know about the meeting or got the word on
2 this meeting, this public meeting. So that's
3 just about all I have to say.

4 Find out exactly just what
5 they're going to do here. I'm not sure. But
6 that's one of the reasons I showed up at this
7 meeting to find out what's going on.

8 It seemed like there would be
9 brochures or papers out to alert the community
10 about this meeting. I haven't seen anything, if
11 there is. Only way I found out about this
12 meeting is I saw it in the newspaper. That's
13 the only reason.

14 And my Alderwoman is Latasha
15 Thomas. I haven't seen her yet. Is she here?

16 THE REPORTER: I've only seen Alderman
17 Lane so far.

18 MR. CONLEY: I haven't seen her. But,
19 apparently, they have been having meetings after
20 meetings, you know. But this is just a start.
21 This started back in 2011, the meetings,
22 concerning this big expansion or whatever

1 they're going to do.

2 So I'm just saying. It may
3 sound like I'm just a complainer, but I'm just a
4 homeowner, dissatisfied homeowner with a lot of
5 this stuff that I've seen happen over the years,
6 as far as the trains are concerned.

7 That's about it. That's my
8 statement.

9 THE REPORTER: Thank you.

10 MR. CONLEY: All right. Thanks a lot.

11

12 THE REPORTER: State your name,
13 please.

14 MS. SMITH: Arnold Smith and Arziea
15 Smith.

16 THE REPORTER: And your address.

17 MS. SMITH: 7534 South Hamilton.

18 We have quite a few issues
19 that really need to be addressed. One we have a
20 forest in the back of our home, and we have
21 pictures of them. There is trees that's leaning
22 over, and it's leaning over electrical wire, and

OH 10

1 we're afraid it's going to fall on the wire.

2 And we have been trying to get
3 some assistance from our Alderman and CSX for
4 the last two years, because we doing home
5 repairs. And if I'm a homeowner, and I'm trying
6 to improve my home, and I vote for my Alderman,
7 I'm looking for her to assist me in improving
8 the part that needs to be improved, so we can
9 take care of what we have to take care of.

10 It's a swamp back there. We
11 have our shed back there.

12 MR. SMITH: And we have to change the
13 flooring in the shed because of the water, the
14 flooding. We done did that two years straight.
15 And as far as the trees, if they fall on the
16 electrical wire, then they are going to say it's
17 our fault, and it's on CSX property.

18 MS. SMITH: We get every critter,
19 rodent, snake or whatever that comes into our
20 yard and the water is moving --

21 MR. SMITH: Dogs, cats.

22 MS. SMITH: -- is moving towards the

1 house. It's moving towards the house.

2 Our sidewalks, the sidewalks
3 is horrible. They're really dangerous to walk
4 on because you have holes. You have cracks.
5 You have rocks. You know, you have concrete
6 that has separated from the sidewalk. And they
7 came out to mark the sidewalks, but they didn't
8 come back to --

9 MR. SMITH: Repair them.

10 MS. SMITH: -- repair them or speak to
11 the homeowners. Nothing. They just marked them
12 up.

13 And the fire hydrants are pink
14 instead of red. The light poles are lime
15 instead of green. The lighting --

16 MR. SMITH: Is dim.

17 MS. SMITH: -- is dim. You have --
18 two blocks over have the new lights. Beautiful.
19 Brighten the neighborhood up. Why we can't get
20 them?

21 MR. SMITH: New streets.

22 MS. SMITH: New streets, new

1 sidewalks. Oh, my Lord. We have potholes big
2 enough to --

3 MR. SMITH: Seriously.

4 MS. SMITH: Horrible. I mean, it's
5 just really frustrating that you pay taxes and
6 you can't get anything done.

7 My husband has a bad back,
8 hip, knee, etc. We paid for the handicapped
9 pole. They send us the yellow placque. A year
10 and a half ago we still waiting on the pole to
11 come out there. The pole hasn't came out.

12 Keep calling the Alderman's
13 office. They tell us one thing and we wait.
14 Call back. They tell us something else.

15 I want results and not
16 promises, you know. I pay taxes just like
17 everybody else do. On the other side of Western
18 it don't look like us. It don't look like us at
19 all. So, apparently, my tax money is going on
20 the other side of Western.

21 You have anything else?

22 MR. SMITH: You said it all.

1 THE REPORTER: Thank you.

2 MS. SMITH: Thank you.

3

4 MS. GRANBERRY: Angela Granberry,
5 G-r-a-n-b-e-r-r-y, 7542 South Normal, Chicago,
6 Illinois 60620.

OH 3
continued

7 Although property acquisition
8 is a sad reality, I feel that this project will
9 benefit more people than it will negatively
10 impact. The creation of jobs is sorely needed
11 in our community, as well as job training and
12 community improvement.

13 Sidewalk and streetscape is
14 badly needed and some areas have become eyesores
15 and vacant lots have become meeting grounds for
16 gangs and other criminals. These things have
17 had a negative effect on property values,
18 leaving people owing more on their house's
19 mortgage than its market value.

20 I feel that bus stop
21 improvement would help the flow of traffic in my
22 area, and I strongly agree with the

1 reconstruction of crumbling viaducts. Those
2 that affect me the most are numbers 40 and 19.
3 Number 40 is slammed into weekly by large
4 semi-trucks causing large two feet by one foot
5 pieces of concrete to fall from the viaduct roof
6 and walls, which is hazardous to pedestrians
7 walking through.

8 The high clearance has slowly
9 sagged and the pavement under the viaduct is
10 riddled with holes and fissures. The street
11 itself is about 70 percent potholes. Cars have
12 to slow to a crawl to go under the viaducts
13 causing traffic backups and sometimes slow-speed
14 crashes.

15 I also request that a noise
16 barrier be placed on the Rock Island line from
17 76th and Normal Avenue to 75th and Normal
18 Avenue. Also, a barrier needs to be placed
19 along the Norfolk Southern Railroad from 76th
20 and Parnell to 75th and Parnell.

21 The vibration level is
22 tolerable, but the noise is loud and blocks out

1 all other sounds. The train horns blow at all
2 times of the day making sleeping through the
3 night a problem. Please consider placing
4 barriers there as they are badly needed.

5 THE REPORTER: Thank you.

6 MS. GRANBERRY: All right. Thank you.

7

8 THE REPORTER: State your name and
9 address.

10 MS. BURWELL: My name is Ramona
11 Burwell, R-a-m-o-n-a, B-u-r-w-e-l-l. I live at
12 1415 West 73rd Place.

13 My question is -- is rather
14 that -- we were told from the fall meeting in
15 2011 that 75th Street was not being considered
16 at all. It was stars on the area labeling it
17 the conflict area. Now all of a sudden we get a
18 flier in the mail from the project and it states
19 study area.

20 Now, I don't know what kind of
21 lie is being told to us, but I would like to
22 have a valid answer to my question that, are you

OH 11

1 coming in here? What is your intentions for
2 coming in here, and how long do we have before
3 you come in to leave? That's my questions.

4 THE REPORTER: Thank you.

5
6 THE REPORTER: State your name and
7 address, please.

8 MR. PHIPPS: Dwight Phipps,
9 P-h-i-p-p-s, 1246 West 74th Place.

10 Now like at night when they
11 start them trains up, they sound like somebody
12 setting off a cannon, you know. Because when we
13 pull the trains off, they all bumping each
14 other, and then they run all night.

15 Well, I done got used to that.
16 Because when I first moved over there taking
17 care of my Auntie, I couldn't sleep at night.

18 But now, you know, then with
19 all the vibration from it, the basement floor
20 starting to crack. The water is seeping through
21 coming in.

22 And on the streets and the

OH 12

1 viaduct, you go under there sometimes it's lot
2 of potholes under there, you know. They need to
3 come over there and -- well, once a year or
4 maybe more than once a year. They need to be
5 working on them all the time.

6 And, you know, but -- and then
7 the lighting so dim under there. And you walk
8 up under some of them you drown from the water
9 coming down on you.

10 And then in the wintertime,
11 the water -- they got those hills and the water
12 comes down on the sidewalk and then it's ice.
13 You get ice.

14 And then the sewer holes, they
15 sinking down in the ground in certain areas, you
16 know. You know, they say call them, but you
17 call them and don't nobody come do nothing.
18 They don't fix -- well, basically in our area
19 they don't -- I ain't seen nobody fix no holes.
20 They still just -- they there.

21 You know, when you hit them,
22 they tear your car up and, you know, they need

1 to do something about that. Because poor people
2 can't afford to be fixing cars for potholes and
3 homes.

4 You know, you have to do
5 upkeep on your home but, you know, all this
6 vibration and -- you know, I seen city workers
7 they holler about, well, we go where it's most
8 needed. It's needed in our neighborhoods.
9 That's all I got to say.

10 THE REPORTER: Thank you.

11 You're welcome.

12

13 (WHEREUPON, the comments concluded.)

14

15

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18

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21

22

1 STATE OF ILLINOIS)
2)
3 COUNTY OF C O O K)
4)

5 I, DONNA WADLINGTON SHAVERS, a
6 Certified Shorthand Reporter, doing business in
7 the County of Cook and State of Illinois, do
8 hereby certify that I reported in machine
9 shorthand the statements in the above entitled
10 cause.

11 I further certify that the
12 foregoing is a true and correct transcript of
13 said proceedings as appears from the
14 stenographic notes so taken and transcribed by
15 me this 12th day of May, 2014.

16
17 *Donna G. Wadlington*



18 _____
19 DONNA T. WADLINGTON
20 CSR #084-002443
21
22

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ILLINOIS DEPARTMENT OF TRANSPORTATION
75th STREET CORRIDOR IMPROVEMENT PROJECT

MOVING FORWARD TOGETHER

PUBLIC HEARING

Tuesday, April 22, 2014
6:00 p.m.
Freedom Temple Church of God
in Christ
1459 West 74th Street
Chicago, Illinois

Reported by: Donna Wadlington Shavers, CSR

1 MS. TROTTER: Hello, everyone.

2 MS. WAHL: My name is Gretchen Wahl,
3 and I'm a Public Involvement Specialist for
4 Jacobs.

5 As we're all settling down as
6 we're about to begin the formal session of the
7 public hearing, I would like to give a quick
8 safety briefing. This is something that people
9 in the railroad industry always do.

10 Just take a look around the
11 room. There are exits there. There's an exit
12 behind us and there's an exit there.

13 If for some reason we need to
14 leave this building, we will go to the parking
15 lot behind to gather there to make sure that
16 everyone got out safely. Pam Miller will have
17 the sign-in sheets so that will help us keep
18 track of people.

19 When -- if you come up here,
20 make sure that you don't trip on this cord. I
21 don't think there are other trip hazards.

22 I think you all saw where the

1 restrooms were located when you came in.

2 If there's an emergency, Bill
3 Wettstein will call 911. And everyone here --
4 if you're trained in first aid and CPR, raise
5 your hand.

6 (WHEREUPON, there was a show
7 of hands.)

8 MS. WAHL: Good. We have a lot of
9 people who are trained in CPR here. So if you
10 get into trouble, there are people here who can
11 help.

12 I would like to ask Reverend
13 Aaron Tolbert to give an invocation.

14 REVEREND TOLBERT: On behalf of our
15 Senior Pastor Bishop Cody Marshall, we're
16 delighted that you would choose this location to
17 host your meeting.

18 Freedom Temple has been around
19 for a long time. We're celebrating our 57th
20 year as a church. We started in Englewood in
21 1957 -- '58. And we spent forty plus years in
22 Woodlawn, and we decided that we wanted to build

1 a new church, and we as a body chose to be
2 committed to Englewood.

3 A bunch of poor, black folks
4 on the south side put our nickels and pennies
5 together and built this edifice seven years ago
6 because we're committed to our community.

7 And today, to have you come
8 and we're going to look at the railroads and the
9 system that impact our community, for that we
10 are grateful.

11 So I ask you if you're a
12 Christian, bow your heads. If you are not, take
13 a moment of silence. But let us invoke the
14 presence of the Lord.

15 (WHEREUPON, a prayer was
16 recited.)

17 MS. TROTTER: Well, good evening,
18 everyone.

19 RESPONSE: Good evening.

20 MS. TROTTER: Can you hear me okay?

21 RESPONSE: Yes.

22 MS. TROTTER: Well, thank you for

1 coming here this evening.

2 I'm Jakita Trotter with the
3 Illinois Department of Transportation. I work
4 there as a CREATE Public Involvement Manager.

5 And I want to thank everyone
6 here for taking the time of joining us and also
7 for participating in this very, very important
8 meeting we're having.

9 We've had two previous public
10 meetings. At the first public meeting we
11 discussed the purpose and the need for the 75th
12 Street Corridor Improvement Project. The second
13 one we presented the project's range of
14 alternatives.

15 And today is an important step
16 in the process. We will present to you the
17 findings of the draft environmental impact
18 statement, including the preferred alternatives
19 for the 75th Street Corridor Improvement Project
20 and its benefits, impacts and proposed
21 mitigation.

22 But before we begin, I would

1 like to recognize the elected officials and
2 other distinguished guests that are here.

3 We have Alderman Latasha
4 Thomas with the 17th Ward and Alderman Lona Lane
5 with Ward 18. Thank you for coming.

6 And would you like to say a
7 few words, Alderman?

8 ALDERMAN THOMAS: Good evening.

9 RESPONSE: Good evening.

10 ALDERMAN THOMAS: And welcome to the
11 17th Ward.

12 Thank you, Jakita, for
13 inviting us and having us here. And thank you
14 for coming because we really need your comments.

15 Chicago is the hub. You all
16 hear this all the time. Chicago is the
17 transportation hub for the United States, right?

18 Within that hub, the city hub,
19 is 75th Street. We are in the hub of the hub
20 and right now it's clogged. And so we are in
21 the project stage. We are in the stage of doing
22 a project to unclog this hub and make it work

FS 1

1 more smoothly.

2 But while we are doing that,
3 we live here. So we want to make sure that any
4 impact is a positive one. And every step of the
5 way, every step of the way we are making
6 comments about what we think should be done.

7 IDOT, Illinois Department of
8 Transportation, which Jakita is a part of, is
9 like the ringleader, and so we tell the
10 ringleader, not you Jakita.

11 But we tell the ringleader
12 what we think. And we want to make sure the
13 railroads know, the engineers know, everybody
14 knows what we're thinking, and what we feel, and
15 what we're seeing the impact that we have now
16 and how -- while you're unclogging the clog, you
17 can improve our lives at the same time.

18 I hope you've had a chance to
19 make comments. I hope you've had a chance to
20 watch that presentation that was in the other
21 room.

22 The 75th Street Corridor

1 Improvement Project is an opportunity for all of
2 us to work together to improve the way the
3 trains, the cars, pedestrians and bikes move
4 through this area. And we want to make sure
5 that it impacts us in a positive way.

6 I have worked with the project
7 team to make sure that they know all about our
8 concerns, but this is an opportunity for you to
9 do it yourselves.

10 Alderman Lane and I -- that's
11 my seatmate and my sister. We are always making
12 our comments.

13 We want -- this is a major
14 project in the area. We want your comments, and
15 Alderman Lane and I will make sure that they are
16 heard on a regular basis.

17 I thank you and look
18 forward -- I look forward to the presentation.
19 I will follow the work as it's done. We will
20 keep you posted. Alderman Lane and I will keep
21 you posted on what's going on and thank you for
22 coming.

1 (Applause.)

2 MS. TROTTER: Thank you, Alderman
3 Thomas.

4 Alderman Lane, would you
5 please say a few words.

6 ALDERMAN LANE: Okay. Thank you,
7 Jakita.

8 I want to welcome everybody
9 here. I want to thank all of you for being here
10 because I know your time is precious.

11 I have a lot of mixed
12 feelings -- I did in the beginning -- about this
13 project. But I think that this project is for
14 the betterment of our community in the 18th
15 Ward, the 17th Ward. It crosses several
16 boundaries.

17 It's important for us as a
18 community where we live, work, shop, play, do
19 business, raise our family and worship to work
20 together, to make sure that this project goes
21 through successfully.

22 I've heard a lot of issues

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1 regarding this project; the rodents, the
2 railroads unkept, standing water near the
3 railroad. There is water in my basement.
4 Noise, the train clanking, wheels squeaking,
5 fumes, timing at the crossings and whistles
6 blowing. All these are issues and concerns of
7 everyone in this room or you wouldn't be here.

8 But today when this project
9 goes through, I think that all of these issues
10 should be eliminated. So I stand here today in
11 support of this project, and I hope that you
12 will work with me, IDOT, CDOT, the Federal
13 Government, Jacobs Engineering and everyone here
14 in this room that has something to do with this
15 project. And Metra. I didn't mean to leave you
16 out.

17 And I'd like to say in
18 closing, thank all of you for coming. Thanks
19 for being here. Thanks for your continued
20 support.

21 (Applause.)

22 MS. TROTTER: Thank you, Alderman

1 Lane.

2 So right now I'm going to
3 briefly explain the formal session of the public
4 hearing.

5 Denise, who's down there, she
6 will call your name to come to the microphone,
7 which the microphones are here in the aisles.

8 The names will be called in
9 the order that you signed up at the front desk,
10 at the sign-in desk. And if you wish to have a
11 comment but have not signed up, please do so
12 with Sharon.

13 Sharon is in the back of the
14 room. You know, if you raise your hand, she can
15 come to you or you go to her. But, you know,
16 please sign up if you wish to make a comment.

17 So this is important.
18 Everyone has only three minutes to provide your
19 comment. If you aren't able to conclude at that
20 time or if we run out of time, there are a
21 number of other ways that you can submit your
22 comment. You know, you can mail it to us. You

1 can email it to us. You can go on line to the
2 project website and comment through that method.
3 But --

4 And also, you should note that
5 the public comment period ends in one month, on
6 May 22nd. So we must have your comments by that
7 time.

8 Oh. Now it's my pleasure to
9 introduce Sam Tuck III, IDOT's Bureau Chief of
10 the CREATE program.

11 (Applause.)

12 MR. TUCK: Good evening, everyone.
13 Thank you, Jakita. I'm Sam Tuck, III, with the
14 Illinois Department of Transportation.

15 UNIDENTIFIED SPEAKER: Can't hear you.

16 MR. TUCK: I'm Sam Tuck, III, with the
17 Illinois Department of Transportation.

18 I am the Bureau Chief of the
19 CREATE program of freight. Right now my role is
20 to oversee the 75th Street Corridor Improvement
21 public hearing comments session to ensure it
22 runs smoothly.

1 If you have a comment about
2 the project now during the public comments
3 session, it's the time to state it. Once again
4 I'm going to reiterate this. If you have a
5 comment, this is your time right now to let your
6 comment be heard.

7 However, if you have a
8 project-related question, please stop by the
9 exhibit area afterwards where one of the project
10 team members will be happy to talk to you.

11 During the public comments
12 session, we want to have an opportunity to
13 provide your input and ask for you to please
14 keep your comments to three minutes. We want
15 everyone to try to get an opportunity to
16 expression their comment.

17 This is how it will go. When
18 you begin speaking, Zane with the handy visual
19 aide will hold up a green card. When you have
20 30 seconds to go, Zane will hold up the yellow
21 card. At the three-minute mark, Zane will hold
22 up a red card. I will then ask for the next

1 speaker to be introduced.

2 If you have any additional
3 comments than the one you stated during the
4 public comments session, you can send them to us
5 via email or through the project website.

6 Please remember, if you have a
7 comment about the project, right now is the
8 time. If you have a project-related question,
9 you can talk to us afterwards over at the
10 exhibit area.

11 So let's begin and Denise will
12 introduce the first speaker.

13 MS. ZERILLO: Shirley Thomas. Is
14 Shirley Thomas still here?

15 Sidney Rowell.

16 MR. ROWELL: Good afternoon. I don't
17 think they can hear me. Okay. Good afternoon.

18 My name is Sidney Rowell, and
19 I have been a resident at the address of 3718
20 West 83rd Place, Chicago, Illinois, for
21 approximately eight years.

22 And as I've lived there, I

FS 3

1 have noticed excessive horn blowing from NS,
2 Norfolk Southern Railroad, in the hours of
3 approximately 2 o'clock to 3 o'clock a.m.
4 Everybody is supposed to get up and go to work
5 Monday morning.

6 We have on different occasions
7 contacted the railroad and explained to us that
8 it's supposed to be two long blows, two short
9 blows at every intersection, approximately a
10 quarter of a mile before the crossing.

11 But in these instances the
12 individual is driving a train or the operator is
13 pretty much sitting, sitting still just blowing,
14 blowing, blowing. I don't know if I have any
15 other of my neighbors, okay, here. They can
16 attest to the same thing.

17 Also, I have other neighbors
18 right across the tracks where they have
19 explained to me that their grandchildren
20 actually start crying, you know, run and hide
21 because it's so much noise. And it's just
22 constant. It's almost deliberate.

1 Also, that being said, I have
2 concern about the potholes, about the tracks.
3 And this location is around the 3600 West 83rd
4 Place block. It's right where Southwest Highway
5 and Lawndale come together. It's a little train
6 station, the Awburn -- Ashburn train station.
7 Yeah. Where that is.

8 And the next thing, my next
9 concern was, and I was looking -- I was
10 listening very astutely.

11 I'm sorry. Please allow me to
12 say hello to all our distinguished members here
13 from CDOT, from IDOT, from Metra, from Jacobs,
14 Alderman Thomas, Alderman lane, Dr. Tuck, III.
15 Thank you all so much for being here tonight and
16 hearing our comments.

17 This is something we have had
18 that -- we wanted to address for quite a while
19 and people don't know how to go about doing it.
20 If you all can give us some kind of insight or
21 idea as to how we can make that a quiet zone
22 because one of my Salukians will be really

1 appreciative of that.

2 I think that ends my concern.

3 Thank you.

4 (Applause.)

5 MS. ZERILLO: The next speaker is Daby
6 Ryan.

7 MS. RYAN: Good evening. Good
8 evening. Can you hear me?

9 RESPONSE: Yes.

10 MS. RYAN: I have several concerns.
11 First of all, I would say hello, but I have more
12 important business to address.

13 I live at 78th and Hamilton.
14 I'm the block club president from 76th to 79th
15 with five cul-de-sacs. Those cul-de-sacs sit on
16 the -- right at the railroad track.

17 I have attended all of your
18 meetings. I was appointed by Alderman Lane to
19 be on your committee. I've listened at
20 everything you said. I disagree with several
21 things that have been said. I even spoke to
22 you, Sam, at one of our last meetings.

FS 4

1 There were measurements that
2 was taken as to how far the railroad would come
3 over with the temporary tracks. I beg to
4 differ.

5 John, the engineer, came out,
6 with the Alderman's insistence, remeasured. The
7 measurements were off. You're coming closer to
8 the homes on the cul-de-sac.

9 When I bring it to your
10 attention today, I got very aggravated because I
11 was told that if the project was not installed,
12 it would be moderate vibration that we have, but
13 if it's installed, we don't have any vibration.
14 Once again, I disagree.

15 Because you're coming too
16 close to the homes. You're in the backyard of
17 these homes that are where the cul-de-sacs are.
18 There is going to be some vibration, some of
19 everything that's going to happen.

20 I have informed all of my
21 neighbors to take pictures because we will be
22 your worst nightmare. The walls will start

1 cracking. You're going to be coming a little
2 faster than now. So there is going to be a
3 problem.

4 And I do want it to be public
5 notice that I have said this from day one. It
6 has been proven that your measurements were off.
7 You're coming closer to the homes.

8 You present a very nice
9 presentation, but I'm not satisfied with it.
10 All of your pictures are picture perfect. If
11 you look at the viaduct on 79th and Hamilton,
12 you're scared to walk up under it.

13 You did a test site on the
14 north side. How come we can't have the same
15 time of consideration. Okay. I'm running out
16 of time. Maybe I could make up for the woman
17 that wasn't here.

18 You say there's jobs to be
19 given. I doubt very seriously if this is jobs
20 for us. You're bringing in people that know
21 what they're doing to construct this freeway
22 that you're trying to do, not for poor black, as

1 the Reverend say, poor black people that don't
2 have a job and need one.

3 I think that you're saying all
4 that you can do, but I don't think you are.

5 MR. TUCK: Thank you.

6 (Applause.)

7 MS. ZERILLO: Bettye Neely. Bettye
8 Neely.

9 Reverend -- sorry -- Thomas
10 Jackson. How about Darryl Lockhart. No Darryl.
11 Andrea Werner.

12 MS. WERNER: Hi. I'm Andrea Werner.
13 I live at 7416 Perry. I was doing fine until
14 that lady said --

15 MR. TUCK: Could you speak into the
16 mic, please.

17 MS. WERNER: I was doing fine until
18 that lady said the measurements were off. I
19 gotta go already?

20 MR. TUCK: No, no. I need you to
21 speak into the mic, please.

22 MS. WERNER: I am speaking into the

FS 5

1 mic.

2 Okay. Now she's saying it's
3 off. I live in the 6th Ward. I don't see my
4 Congressman, my State Rep or my Alderman here.
5 So am I included in this or no?

6 ALDERMAN THOMAS: Yes. You're at 74th
7 and Perry.

8 MR. TUCK: Right now this is -- like I
9 said, this is a comment period, not questions.
10 If you have questions, what we'll do is go to
11 the exhibit area and we will --

12 MS. WERNER: I've already looked at
13 the exhibit area. I have talked to several of
14 your representatives, and they say I'm not
15 included. But she's saying your measurements
16 are wrong, so I might be included. That's what
17 I'm asking you.

18 MR. TUCK: We will discuss it
19 afterwards. We have to get to the next person.
20 This is a comment period, not questions.

21 MS. WERNER: Well, I'm concerned about
22 my property being taken.

1 MR. TUCK: We will address it. After
2 we go through this period, we will go ahead and
3 address it. I'll make sure that we're here and
4 address your comment. Okay?

5 MS. WERNER: Okay.

6 MR. TUCK: Okay. Your question
7 definitely.

8 MS. WERNER: Okay.

9 MS. ZERILLO: Lindsey Coleman.

10 MR. COLEMAN: My name is Lindsey
11 Coleman. I live at 2150 West 75th Place. And I
12 find that there's not enough transparency with
13 the railways.

14 I ask questions about when
15 does the project start. Everybody tells me we
16 don't have money for the project. We don't know
17 when it's gonna start.

18 But when I look around the
19 room, I see well-represented people that's
20 normally their job is to travel around the
21 country probably all the time doing this, doing
22 this job. But they don't give you any clear

FS 6

1 answers.

2 You know, under the -- in an
3 area where the railroad is maybe 15 feet from my
4 back fence, I ask the guy how is this going to
5 impact me. He told me -- Mr. McCann told me.
6 It's not going to impact me in any form at all
7 with this construction.

8 But when the project was going
9 to start. He said, it's going to be in the
10 morning hours. So it's in the morning hours.
11 So I live there 24 hours a day. I'm retired.
12 And he says it's not going to affect me at all.

13 I think you guys are being
14 insensitive to us, you know, and this is going
15 to be pounding. He said this pounding may last
16 a year. It's going to -- this is where the
17 bridge is gonna go.

18 I live in the junction where
19 there's a north and -- north, south, east, west,
20 and right now I don't want to disturb these
21 rats, and these possums and coons because they
22 are going to be --

1 The last -- when they did the
2 last project, they moved into my basement. And
3 after that when they do all this pounding, the
4 rain, there's already the area, you know, where
5 the runoff, the runoff problem is hell already.

6 And I just -- I just think
7 that after everything is disturbed -- and they
8 are doing work right now. They have been
9 working back there ever since this talk started.
10 But everybody says there's no money. There's no
11 money. There's no money. But money can come at
12 any time. I see money. I see money all around
13 here. But everybody says there's no money.

14 When is it going to start? I
15 know we are -- this is not a question-answer
16 period. But I know it could start tomorrow.
17 They say it could start next year. There is no
18 money. That's what I mean. No transparency.
19 How can you trust people when you can't -- when
20 you don't -- when they don't give you a straight
21 answer. Everybody is very well-versed at
22 everything they do but us. They're the

1 professionals in here. Professionals all around
2 us. You know, this is like what I'm guessing is
3 going to court with no lawyers, you know.

4 And you got my address. Hey,
5 I don't want to go through this. I don't want
6 to go through this anymore. Hey, put me on that
7 list and buy me out. I'm done.

8 MR. TUCK: Thank you.

9 (Applause.)

10 MS. ZERILLO: Andrea Werner.

11 MS. WERNER: I just spoke.

12 MS. ZERILLO: Oh, sorry. Velderain
13 Lyons.

14 MS. LYONS: I am Velderain Lyons. I
15 am at 3710 West 83rd Street.

16 Most of my issues have been
17 addressed already, but I have a few more for
18 some people who may not be here.

19 One of them is some people
20 have already experienced structural damage to
21 their homes. So I was wondering because there
22 are also within that group of people health

FS 7

1 problems that have incurred because of your
2 diesel engines sitting idling for too long.

3 So I'd like to know do they --
4 or do the railroads or IDOT or whoever the
5 government agencies are bear any responsibility
6 to the people who have already suffered
7 structural damage to their homes. That's one of
8 my questions.

9 Your project, if approved, how
10 long will it take, where will it start, and when
11 will it end. How will we be notified as
12 citizens, as far as the rerouting of traffic,
13 and how much time will we be given. And when I
14 say that, I mean we're going to start tomorrow,
15 and we're not notified until the day before. So
16 we need time to tell our neighbors and reroute
17 ourselves and we want to know how much time
18 that's going to take and how we're going to be
19 notified. Thank you.

20 UNIDENTIFIED SPEAKER: Good evening.
21 Good evening.

22 My question is, I went to the

FS 8

1 meeting in Fall 2011. We were -- we asked a
2 question, is this area being considered. We
3 were told no twice.

4 On the brochure it had
5 conflict area. The flier that was sent for this
6 meeting now has study area.

7 What are your intentions for
8 this area?

9 (Applause.)

10 MS. ZERILLO: Vera Harvey. Edward
11 Lewis.

12 MR. LEWIS: Good evening, panel.

13 RESPONSE: Good evening.

14 MR. LEWIS: My name is Edward Lewis
15 and I have been living over 22, 23 years in the
16 8400 block of Rockwell.

17 The CSX railroad line is
18 pretty much in my backyard. I am in agreement
19 with everyone who just spoke in regards to
20 structural damage, whistleblowing, clinging.
21 That word there, "clinging", that's a little bit
22 too easy. How about impacting cars?

FS 9

1 We had a little bit of warm
2 weather maybe about three weeks ago. I took the
3 opportunity to take advantage of spring
4 cleaning. I went to my front yard. There was
5 nothing but oil from the breaks in my grass, and
6 in my driveway, and in the back lawn. We've
7 been talking with CSX for about -- maybe about
8 15 years. 15 years. How much longer?

9 While this project right now
10 is in its infancy period, we need some relief as
11 of now in terms of whistleblowing, impacting
12 cars which are just shaking our houses apart.

13 Are you saying that we can't
14 have immediate relief in terms of those items
15 that were just spoken. Do we have to wait until
16 we're actually in the project that you all are
17 talking about? Do we have to wait for this to
18 be completed in order to have some relief?
19 Really.

20 I've been informed that
21 Mr. Livingston, which is a CSX representative,
22 is not here. So who can I speak to and whoever

1 else is on that line? Who can we talk to at
2 this point in time? Thank you.

3 (Applause.)

4 MS. ZERILLO: Arnold Smith. Charlene
5 Johnson. Sharnia Lashley.

6 MS. LASHLEY: Hi. I'm here from the
7 89th block of Eggleston.

8 And my question is related
9 to -- actually, it's directly -- directed to
10 Union Pacific. I have in my hand my tracking of
11 all the calls that I've made to complain about
12 idling locomotives across from our homes.
13 Again, I live in the 89th block of Eggleston.

14 There is an area at 90th and
15 Eggleston where locomotives can idle that is not
16 across from the homes. I've spoken with
17 Adrienne Guerrero in the Chicago office, Scott
18 Dalton out of Omaha regarding trains idling
19 across from our homes. I was told by Scott
20 Dalton they can't idle in that area. There's
21 room to idle away from the homes. I've lived
22 there 11 years and since about 2011 the idling

FS 10

1 has increased.

2 And so my issue is, you know,
3 if they are not being friendly to the neighbors
4 now with these calls, that's what I was told to
5 do, call and document. I've done that. I have
6 a nice spreadsheet of calls. They know me by
7 name. So if they're not being customer
8 friendly, not being very friendly in terms of
9 public and community relations now, why should I
10 expect that they will be -- they will be during
11 the time of construction when the noise level is
12 likely to increase.

13 (Applause.)

14 MR. TUCK: Thank you.

15 MS. ZERILLO: I just -- I don't have a
16 first name here. Marshall.

17 MS. MARSHALL: Hello, everyone. I
18 hope you can hear me.

19 I live in Marycrest which is
20 about 87th on the other side of Kedzie. And I
21 guess I'd like to say thank you for allowing us
22 to blow off steam because that's what I feel

FS 11

1 that this actually is.

2 From looking at the research,
3 it appears that this project is headed towards
4 2015 completion, and if that's the case, it's a
5 done deal. I looked at your website.

6 UNIDENTIFIED SPEAKER: I can't hear
7 you.

8 MS. MARSHALL: Can you hear me? All
9 right.

10 It looked like on the website
11 2015 was the completion date. If that's the
12 case, 2014, we are done.

13 You asked us for our input,
14 but I see all your plans are already drawn up.
15 I don't see where it is our input. And if
16 anything, I do not see a representation of the
17 community, unless this is the representation
18 that you want us to see, West Chatham, parts of
19 Englewood, Ashburn. I guess this is us.

20 This is not part of the City
21 of Chicago or going into Beverly. You haven't
22 graced them enough to put your trains over

1 there. You seem to stop them behind my mom's
2 house, which is at 86th Street.

3 If this is such a good project
4 for everyone, please be so gracious and include
5 Beverly. Please be so gracious and include
6 Evergreen Park. Please don't just allow us to
7 have the jobs, us to have the benefit of making
8 the railroad prosper. Please include other
9 communities. I'm sure they would like to have
10 that as well. I don't want to take anything
11 away from them.

12 As other people have spoken,
13 their homes are being click, click, click,
14 bracka, bracka, bracka, bracka all night long,
15 click, click, click, bracka, bracka, bracka,
16 bracka all night long.

17 I went to Mother McCauley. I
18 had a peaceful place. I came over here as a
19 last refuge for the City of Chicago so I could
20 still see squirrels. I like squirrels. I could
21 still hear birds. I like birds. I would like
22 to hear other things besides click, click,

1 click, bracka, bracka, bracka, bracka, woo, woo,
2 woo.

3 I do not want to see chlorine.
4 I don't want to smell chlorine when I wake up in
5 the morning. I don't want to smell that. I
6 don't want to smell the fumes coming in my
7 windows; okay.

8 Please press on by and let
9 Beverly and Evergreen prosper and leave us
10 alone.

11 (Applause.)

12 MS. ZERILLO: Moore. Moore.

13 Again, just one name I have is
14 Moore.

15 MS. MOORE: Roberta Moore.

16 MS. ZERILLO: Could you please give us
17 your last name for the court reporter.

18 MS. MOORE: That's my last name. It's
19 Roberta. That was my daughter speaking.

20 I would like to, of course,
21 back what she says. I live on 86th right by
22 Rockwell by the railroad tracks, CSX.

FS 12

1 I fought real hard to buy a
2 house. I did not buy a house in the railroad
3 yard. I bought it next to the train. That's
4 supposed to go by. That train idles. That
5 train idles. Its -- (inaudible) -- twelve hours
6 on the 15th from 6 o'clock at night until
7 6 o'clock in the morning. That train sat and
8 idled with his engine polluting.

9 I was in my bed. It shook my
10 bed. It shakes stuff on my dresser and I am two
11 houses from the tracks.

12 People next to the tracks are
13 going to the hospital. They have doctor bills
14 because they are sick from the pollution. This
15 is no joke. This is no -- you all are going to
16 make money on it. That's great. Go somewhere
17 else and make your money. We don't need it in
18 our backyards. We don't need it. We need a
19 moving train.

20 It's ludicrous to say if we
21 make more transportation we can move more
22 freight. That's wonderful. But y'all only

1 doing this in the black community. Let's face
2 it. 63rd Street, you bought up everything over
3 there. You've taken all of 63rd Street. Now
4 you're coming over to Wells, Drexel, Unity.
5 They sit idling the trains there because it's
6 safe. We made it safe. Not for the big trains
7 but for us to live.

8 So I'm just saying this is
9 really not fair. It's a done deal. I'm sure it
10 is. Your proposal doesn't even add to where you
11 are going to tear up houses, pay off people for
12 their houses that want the money. We don't want
13 the money. We want our community.

14 So this is just not fair to us
15 and I will testify and I'll talk to the CSX.
16 The gentleman said you will be here. We've met
17 with them. My husband calls every time that
18 train is sitting there.

19 We had a swimming pool in the
20 backyard. We couldn't use it. It's filled with
21 pollution. People don't want to come to our
22 house and barbecue because it's too much noise

1 from the train sitting right there idling,
2 blowing its horn, even though we have gates that
3 come down. He still blows his horn.

4 They have a conductor that
5 looks in my neighbor's window, her bedroom
6 window and they've told them he does so, and she
7 has reported it. So it's not hearsay. It's
8 just not fair.

9 So all this buying a circle
10 and enclosing my house and the horseshoe circle
11 of railroad yard is just ludicrous.

12 So I mean, I'm sure if you
13 were on the north side it wouldn't go down.
14 Because they would protest and that's what we're
15 doing. And the more people know about it, the
16 more people protest, but you've already spent
17 your money building new signs and making us
18 think how safe it is. It's not.

19 (Applause.)

20 MS. ZERILLO: James Wallace.

21 MS. WALLACE: Good evening. My name
22 is Arzelle James Wallace. I live at 7414 South

FS 13

1 Perry.

2 It's -- like you said, I'm not
3 going to give you a question. I'm going to give
4 a comment.

5 First I think it's appalling
6 that our State Representative, our State Senator
7 are not present and also my Ward Alderman Sawyer
8 is not present at a meeting like this,
9 especially when it affects people in the
10 community.

11 My biggest problem I have is
12 how's it going to affect the children's health.
13 You're talking about idling. There is no study
14 on how this will affect the quality of air,
15 their health issues. Because asthma is so
16 prevalent in the community. Not only asthma but
17 all other types of respiratory illness. We have
18 no study on that.

19 When there's high schools,
20 grammar schools in the area by these trains, how
21 does it affect the children? Second of all,
22 you're talking about barriers. We live right

1 off the expressway. How does this affect us?
2 And that's it.

3 (Applause.)

4 MS. ZERILLO: Gabrielle McSwain.

5 MR. McSWAIN: Gabriel.

6 MS. ZERILLO: Gabriel. I'm sorry.

7 MR. McSWAIN: Good evening, everybody.

8 What I want to know I'm
9 here -- No. 1, first and foremost, I'm grateful
10 for that -- that you brought this to the concern
11 of the people.

12 But one thing I want you to
13 know is, No. 1, I live at 85th -- in Marycrest,
14 85th Place and Drexel. I want you to know, No.
15 1, have you done any disability studies in terms
16 of refreshment -- in terms of the air pollution,
17 in terms of -- in terms of the geology surface
18 of the area. No. 3, I want to know if you have
19 done any type of disability study in terms of
20 the illness associated with your -- with your
21 railway line. That's one question.

22 No. 2 -- and the other thing,

FS 14

1 based on this, you inherited this from the old
2 Wabash. And there was an ordinance reaching
3 back to -- I want you to go back and check it.
4 Okay.

5 When this used to be Blue
6 Island, they used to call it Blue Island.
7 Wabash was running through Blue Island and all
8 the way to Roosevelt. I want you to check into
9 that. Before you do any structural thing in the
10 area.

11 No. 3 and No. 4, have you
12 considered the habitat. Okay. Like myself, I
13 did the studies of the air in the area around
14 your tracks, all around the tracks, all around
15 87th. I'm not going to review what I found, but
16 it would be at most very important.

17 And the other thing I want to
18 mention to you is that have you talked about,
19 like myself living very close to the tracks in
20 the cul-de-sac, the buildings are -- the
21 buildings are shaking, and they are shifting. I
22 know my sidewalk. I know how it works.

1 Before the building was
2 considered constructed out of -- and I did the
3 geological study of the area before. Because we
4 have a creek in that area. Okay. Think about
5 it.

6 And then the last question I
7 want to throw on your face is please consider
8 the habitat, the living people there. They have
9 worked hard all their life to find a place that
10 is quiet, and we don't need to change it
11 anymore.

12 It has a lot of environmental
13 and -- environmental impact on the people
14 highly. That's the case. I'm sure it's at 79th
15 and Kedzie. Go there. Look at the building.
16 So we need to address a lot of issues before you
17 even dream to construct anything.

18 MR. TUCK: Thank you.

19 MS. ZERILLO: Sandra Johnson.

20 MS. JOHNSON: I live at 82nd and
21 Artesian.

22 MR. TUCK: Could you speak into the

FS 15

1 mic, please.

2 MS. JOHNSON: I live at 82nd and
3 Artesian. I'm the block captain. And I didn't
4 realize how serious this was until I had been
5 off work for over --

6 UNIDENTIFIED SPEAKER: We can't hear
7 you.

8 MS. JOHNSON: Over a year now that
9 I've been off work.

10 And what I have been
11 documenting on the calendar, the trains start
12 coming past -- my block ends at the railroad
13 track. And the trains start at about 6 o'clock,
14 and they go until about 2 o'clock in the
15 morning.

16 There's double cars on the
17 train. I mean, I have been living there for 23
18 years, and I have never seen this before. I was
19 told that the car has to weigh a certain amount.
20 Does that mean one? Does that mean two?

21 Because all of them are
22 double-parked. It's not one train that comes

1 past that's a single car and has to carry
2 chemicals.

3 My doors won't close anymore.
4 I have repaired cracks in my basement three
5 times in seven years. Now I have to do it
6 again.

7 I sit at my table and the
8 spoons shaking and the plates shaking and
9 everything is shaking. My painting fell off the
10 wall. I know people who are worse than I am
11 speaking of. But this is more than I imagined
12 happen to me. Because the trains didn't go past
13 when I first moved. Then they started and now
14 it's like rush hour every week.

15 And then when they sit there,
16 and they just sit there -- and last year the
17 train fell off the track.

18 That's all I have to say.
19 It's a lot.

20 (Applause.)

21 MS. ZERILLO: Monica Wilson.

22 MS. WILSON: Good evening. My name is

FS 16

1 Monica Wilson, and I live on the 3700 block of
2 West 85th Street. And I'm -- I'm just kind of
3 hearing about everything, but even just sitting
4 in this meeting these are my concerns.

5 My first concern is listening
6 to the complaints of the people that is the same
7 complaint that everyone has that has gone on for
8 so long with no resolve. If these existing
9 problems haven't been resolved, when they get
10 worse or the new problems, what expectations do
11 people have that they will get any better or
12 resolved.

13 My second concern is that --
14 to piggyback what my sister said, these boards
15 are wonderful and done. The last meeting was,
16 when, 2011? It's 2014. There are way too many
17 questions and concerns that have gone unanswered
18 and that are still out there for you all to have
19 such a complete presentation and, you know, for
20 the last meeting to have been so long ago.

21 My last concern is that there
22 are people from outside of the community making

1 decisions based on their bottom line. At the
2 end of the day, the point of business is to make
3 money.

4 And you are coming into a
5 community, don't live in the community, but
6 these people, including myself, worked hard, did
7 it right, bought a house. We're trying to live
8 the American dream.

9 Someone else is coming in and
10 telling us what's best for us. You're not
11 sitting at the dining room table with pictures
12 falling off the walls. You're not having the
13 health issues. And at what point do you say
14 yes, we have to make money, but you are
15 concerned about human welfare, and human
16 interests, and the people who actually live
17 there.

18 At what point do you say we
19 have to make money, but 1 out of 200 people we
20 have to make happy. If everyone has the same
21 complaints, it must be a problem.

22 My concern is that this is

1 just a formality, and the fact that the word
2 "transparency" has come up, and people don't
3 know when this is going to start, and people are
4 making excuses for the questions that are not
5 being answered, that this is going to be and is
6 a done deal.

7 And everyone is going to wake
8 up one day to construction and be told it's too
9 late. This is already in place. It's too late.
10 We had a public forum. It's too late. Well,
11 these people are at the public forum with so
12 many unanswered questions.

13 (Applause.)

14 MS. ZERILLO: B. Jasper.

15 MS. JASPER: Good evening, everyone.
16 Good evening to the panel and the Aldermen that
17 are here.

18 I'm going to address you.
19 Because, first of all, I think that it is not
20 fair that the community be at a public hearing
21 where there is a transcript being created and
22 not being able to ask questions.

FS 17

1 You should -- if there is a
2 recorder anywhere in the room, you ask the
3 question anyway, whether it's -- because it's a
4 public forum. Ask the question.

5 The other thing is, is that I
6 have a two-sided piece of this because you're
7 not the first community, nor will you be the
8 last. You guys need to look up CREATE. See
9 what it is. You need to study this like you
10 study to get your degrees and your diplomas.

11 This is not something that
12 just, you know, you walk into the store, you buy
13 a box of cereal, you sit down and you read the
14 newspaper. That's not what this is.

15 We have tried between
16 Englewood, Grand Crossing and now you to have
17 them all bring us together in one place so that
18 we can understand this because it's broken up
19 into pieces.

20 So what I'm gonna tell you
21 tonight is that you need to get with the other
22 groups in the other neighborhoods. Like, CREATE

1 is not one railway. It's several.

2 So, you know, united we stand,
3 divided we fall. We all need to get together to
4 understand this process because some of us have
5 already been through it, and it wasn't -- some
6 of the things that happened in the Englewood
7 area definitely was not well-received. But it's
8 a day late, dollar short. You don't have to do
9 that.

10 And there are environmental
11 people who will come out and do the study for
12 you. You need a community benefits package, but
13 you need to pull together.

14 You all have said it all
15 through this meeting that you have complained
16 and it hasn't happened yet. This is not us
17 against our Alderman. That's not what this is
18 about. This is about us and our community and
19 pulling together. That's what it's about.

20 (Applause.)

21 MS. ZERILLO: Pat Davis.

22 MS. JASPER: Oh, thank you. Because

1 we have been through this before, some of this
2 is a good process. So I will say that as well.

3 MS. ZERILLO: Pat Davis.

4 MS. DAVIS: My name is Pat Davis. I
5 live on 76th and Emerald. My parents are on
6 75th and Emerald.

7 Last night was the first time
8 I've heard of this open forum. Today is the
9 first time that I've heard about any changes to
10 our communities.

11 I've talked with some of my
12 neighbors on my block. I've talked to neighbors
13 on my parents' block. I've talked to relatives
14 who are on 77th and Union and nobody knew about
15 this.

16 And tonight I'm finding out
17 this has been going on since 2011. This is the
18 first I've heard of it. And if I don't know and
19 my neighbors don't know, how many other people
20 don't have a clue as to what's about to happen?

21 How can you get the word out
22 to all of the residents that this is going to

FS 18

1 affect? That's my question.

2 (Applause.)

3 MS. ZERILLO: Darryl Andrews.

4 MR. ANDREWS: Good evening. My name
5 is Darryl Andrews. I live on the 3700 block of
6 83rd Place.

7 I want to go on record to say
8 that I echo all of the comments that have been
9 said by the majority of the residents here, but
10 I have a few additional concerns.

11 The key concern, the gentleman
12 did speak on it a little bit earlier, and it
13 comes down to the quality of life, even after
14 the job is done. The barriers themselves
15 they've been implemented in the northern
16 suburbs. They have not reduced the noise.

17 Right now, today the noise is
18 not at an acceptable level and so the barriers
19 are designed now just to handle the additional
20 load. That's just not enough. So there's still
21 some challenges there.

22 But when you take a look at

FS 19

1 the studies that have been done in the northern
2 suburbs, you will find that the -- the gates,
3 these are the ones that I've seen in the
4 brochures, they're not enough to really make a
5 change in the quality of life itself. So my
6 comment is that we're really -- we really will
7 have to take a look at that.

8 Secondly, when it comes down
9 to displacing some of the residents, you will
10 find that a great number of them are City of
11 Chicago employees. And so what happens to them?
12 Their jobs, they must live in the city. Is
13 there going to be some type of waiver or some
14 type of exceptions given to those employees who
15 are working for the City of Chicago to be
16 displaced to somewhere else?

17 Most folks moved into our
18 neighborhoods because of the quality of life in
19 the first place. We saw that our neighborhoods
20 are well taken care of. You saw a number of
21 different things.

22 And so when this change comes

1 into place, what's going to be done to ensure
2 that the quality of life is at a minimum
3 currently what it is, but it's got to be better.
4 Right now, yeah, noise levels, they are not
5 acceptable right now. But these barriers that
6 have improvement -- not to improve or take away
7 that issue of what's going to happen then.

8 So I would like to make sure
9 that we at least have that comment on record
10 that the barriers themselves will not decrease
11 sound to the degree that will make the quality
12 of life better for those who are left around.

13 But for those that have to go,
14 there's some additional concerns that need to be
15 put into place, particularly when it comes down
16 to those who are City of Chicago employees.
17 What options, what other alternatives are going
18 to be put into place for them. Thank you.

19 (Applause.)

20 MS. ZERILLO: The last name that I
21 have on the list is Alderman Thomas.

22 ALDERMAN THOMAS: I wanted to be last

FS 1
continued

1 just to summarize some of the things that I've
2 heard tonight and then some of the things that
3 we've heard over the years of the hearings. And
4 there have been plenty of hearings but I do
5 think that many of you need to use the voter
6 registration to send out a notice to make sure
7 that everyone gets it. Because there's been
8 plenty of hearings. But the more the better,
9 the more comments.

10 One thing I wanted to say
11 early on was that the 2015 date is the
12 completion of the environmental impact study,
13 not the completion of this project construction.

14 Our comments today go directly
15 to environmental impact, and so I'm glad to hear
16 some of the things that you all are coming out
17 to Alderman Lane's and my office to say. But
18 most of these comments are really directed at
19 the railroads themselves.

20 And I will tell you I have the
21 hardest time getting cooperation from them. So
22 I'm glad that they are hearing it from you guys.

1 We hear about the damage, the
2 structural damage to the foundation and homes.
3 We hear about the vibration and the double
4 stacking. I've seen the damage. I hear it.
5 I'm four blocks away from a railroad and I hear
6 the horns and the vibration.

7 We get the most complaints
8 from CSX, Norfolk and the line that has Metra on
9 it. I don't think it's Metra, but it's the line
10 that has Metra on it.

11 Some of the improvements that
12 are proposed in the booklet, which is part of
13 this environmental impact study, would mitigate
14 noise and vibration. But as you heard, I want
15 to make sure you all understand, as you heard we
16 don't believe that that mitigation will be
17 enough.

18 And so these comments are
19 asking for other ways to eliminate, decrease the
20 vibration and the noise pollution.

21 The other thing that I heard
22 today -- I'm glad I heard it today -- was that

1 during construction, during testing, we need
2 pre, during and post-rodent abatement. Those
3 are the things that I heard and I wanted to make
4 sure I put it together for you. Make sure you
5 hear what we hear, and what I heard mostly were
6 complaints towards the railroad companies, which
7 this CREATE will -- which this project will
8 benefit more than anybody else. Thank you.

9 MR. TUCK: Thank you.

10 MS. ZERILLO: And Alderman Lane wanted
11 to say a few words.

12 ALDERMAN LANE: I'm in agreement with
13 my fellow colleague and a lot of you residents
14 here we've heard tonight from.

15 A lot of you come to the
16 office to let me know about the rattling, and I
17 spoke earlier when I first spoke about the
18 rattling of the trains, the fumes, the rodents,
19 the filth along the railroad.

20 MR. COLEMAN: They clean it up and
21 they come through and then that's it.

22 ALDERMAN LANE: I hope so. I pray to

FS 2
continued

1 God they do. But that's not all.

2 It's the timing at the
3 crossing, the whistleblowing, the wheels
4 squeaking. And most of all, for my senior
5 residents at 74th and Rockwell in that senior
6 building, the soot that's on their walls, in
7 their apartments, it's got about -- we can't
8 live like this. And it hurts us physically and
9 mentally. People aren't getting rest at night.
10 They're not getting sleep because of the trains.

11 I'm one block away from 83rd
12 and Rockwell. I hear it every night, every day.
13 I guess I'm just accustomed to it because God
14 knows I do sleep at night.

15 There's one thing and then I
16 want to end and it's with this. Tom Livingston
17 just told me before he left. 83rd and Lawndale
18 is going to be shut down, the train station, and
19 it's going to be shut down this coming Monday.

20 So if you travel 87th
21 Street -- I'm sorry, 87th Street. If you travel
22 87th Street, make another route for yourself. I

1 just heard about it prior to Tom leaving.

2 He's going to supposedly,
3 possibly, send out some fliers to everybody so
4 you know. We have a website,
5 www.lonalanel18thward.com. It will be on that
6 website tomorrow. Supposed to be shut down for
7 at least eight to ten days, eight to ten days.

8 If you know people that live
9 over there, please let them know, and I just
10 heard about it this evening.

11 I want to thank you all for
12 being here, and that's it for me. Have a good
13 evening. Drive safe.

14 MR. TUCK: As I said before, this is
15 an opportunity for the community to go ahead and
16 present their comments so we can get an end to
17 this environmental impact statement. So we have
18 got two more people. I want to give them an
19 opportunity to say what they need to say.

20 MS. ZERILLO: Debra Smith.

21 MS. SMITH: Good evening, everyone.
22 My name is Debra Smith.

FS 20

1 I really don't know whether I
2 should be for this or against this. I'm sorry.
3 I don't know if I should be for this or against
4 this.

5 I have lived on the 7100 block
6 of Seeley for over 22 years now, and I've
7 constantly lived with the noise of the trains in
8 the hours between 2:00 and 3:00 a.m. for over 22
9 years.

10 And so before I come and make
11 a comment about something, I really need to know
12 what I'm commenting about. I came and I
13 downloaded the report and I read it to try to
14 get an understanding of what this was about.
15 And from where I am, I've had no notice about
16 this, what this is about, how this is going to
17 impact me where I am, and how it's going to
18 impact my neighbors.

19 I would ask that before you
20 all move to do anything and enact anything you
21 need to do a better job about getting the word
22 out to those people who are going to be impacted

1 most by this.

2 I'm an urban planner by
3 profession. I am in the know, but I had no idea
4 that this was going on. And but me going -- but
5 for me going to the library on 63rd Street to
6 pick up the flier, I had no idea that this was
7 going on.

8 So before you enact anything,
9 I would ask that you please get the word out to
10 those people who are in this corridor so that
11 they can post their questions so that we don't
12 have this, what is this about, and how is this
13 going to affect me. We need to have better
14 communication for those people in this area.
15 Thank you.

16 (Applause.)

17 MS. ZERILLO: Mr. McSwain, I've got
18 your name down. Did you want to say some more
19 words?

FS 13
continued

20 MR. McSWAIN: The last thing I would
21 like to address is that, do you have any type of
22 plan in case there is -- because most of you all

1 are carrying hazardous materials. Do you have
2 any plan what you can do in case you have an
3 accident?

4 Because I counted -- on
5 several occasions I counted 20 cars to 40 cars
6 with material, you know, inside the cars, you
7 know, one of your railway lines.

8 So I want to put it into
9 consideration before you even dream of
10 constructing anything look at the waste material
11 that you are carrying. And I don't know
12 about -- please look at the studies. Don't --
13 (inaudible).

14 I will be very happy if you
15 can implement it, if they approve it. Or they
16 cannot. You know, I will be very happy if you
17 can do that because this way everybody will be
18 happy.

19 Thank you.

20 MR. TUCK: Thank you, everyone.

21 As I said earlier, if you have
22 any questions, we'll be around here, and you can

1 talk to us over at the exhibits. And I want
2 again to say thank you for coming out tonight
3 and providing your comments.

4 UNIDENTIFIED SPEAKER: May I say one
5 last word?

6 MR. TUCK: I'll talk to you in the
7 back.

8 UNIDENTIFIED SPEAKER: No, I need to
9 go on record.

10 MR. TUCK: Last person. This is the
11 last person.

12 MR. ROWELL: Yes. Again, my name is
13 Sidney Rowell.

FS 3
continued

14 And I just want to make it
15 very clear that we brought up a lot of very good
16 issues concerning the quality of life here with
17 the residents in the area. The fact that we
18 moved into these areas because it was a better
19 place that we wanted to live in. We work very
20 hard for this real estate, and we intend to keep
21 it.

22 But one thing they didn't

1 bring up is the children. The children have to
2 hear -- the little babies and stuff. I was
3 waiting for a guy to get here. He didn't get
4 here. But his little grandchildren, they cry at
5 night, and they run and hide because of the
6 train is so loud. And it's just rocking and the
7 tracks and blowing the horns so hard and stuff
8 like that.

9 And there's another neighbor
10 of mine right at the corner of 83rd Place and
11 Lawndale. She just moved in the house.
12 Yolanda, Hispanic young lady. And there's --
13 she's got a newborn baby and she wished she
14 never bought the house because all of the train
15 noise and the horns blowing and stuff like that.

16 And that's one of the reasons
17 why I really wanted to see if you all could get
18 us to help implement the quiet zone in this
19 area. Thank you.

20 MR. TUCK: Again, thank you. If you
21 have any questions, we'll be over by the
22 exhibits. So please, once again, if you have

1 any questions. Thank you again for coming out
2 tonight.

3 (WHEREUPON, the public meeting
4 concluded.)
5

6
7 COMMENTS SESSION

8 MR. ROPER: I would like to make a
9 comment.

10 THE REPORTER: Sure. Please state
11 your name.

12 MR. ROPER: My name is George Roper.

13 My question concerns the
14 cul-de-sac that they are going to put on Union.
15 I live on Emerald but my garage is at the alley
16 on -- coming out of union. So if they're
17 putting a cul-de-sac there, that means it's only
18 going to go one way into my garage to come down
19 the alley. I can't go out both ways because of
20 the cul-de-sac. So that's a hazard in itself.

21 So if someone is blocking the
22 alley, that means that I have to sit there and

OH 13

1 wait to get to my garage. And I have a
2 person -- if the garbage trucks is out there,
3 there's only one way into the garage.

4 Thank you.

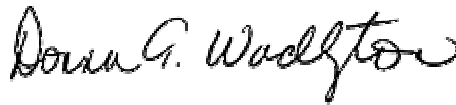
5 THE REPORTER: You're welcome.

6
7 (WHICH WERE ALL THE PROCEEDINGS HAD.)
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1 STATE OF ILLINOIS)
2)
3 COUNTY OF C O O K)
4)

5 I, DONNA WADLINGTON SHAVERS, a
6 Certified Shorthand Reporter, doing business in
7 the County of Cook and State of Illinois, do
8 hereby certify that I reported in machine
9 shorthand the statements in the above entitled
10 cause.

11 I further certify that the
12 foregoing is a true and correct transcript of
13 said proceedings as appears from the
14 stenographic notes so taken and transcribed by
15 me this 14th day of May, 2014.

16
17 
18



19 DONNA WADLINGTON SHAVERS
20 CSR #084-002443
21
22

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IDOT 75th Street Corridor Improvement Project
 April 22, 2014

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CREATE 75th Street CIP DEIS – Comments Received via Email

Date and Identifier	Name	Subject line	Email
4/1/2014	Lynn Goetz	Comment Submission: property location	We own property at 6601 S Yale is this within the improvement boundaries? If it is we would attend the meetings. Thanks so much for your help.
4/2/2014	Amanda Leithleiter	Metra southwest service line	<p>Hello,</p> <p>I have read over the CIP project and how this will affect the Metra Southwest service line. A lot of people in the south suburbs take this line to arrive in Union station. The Rock Island train has many options for those wanting to arrive in LaSalle station. In my opinion, the purpose of the Southwest line is to accommodate the far south suburbs (Orland park, new Lenox, Manhattan) to Union Station, not LaSalle. There are plenty of express trains already running on the Rock Island line when you need to arrive in LaSalle station. I think changing the southwest service arrival station would be wrong and inconvenient to thousands of commuters. It could possibly add 20 to 30 minutes on top of our commute due to walking or taking a bus from LaSalle station that is further away from their work. As of now, if you live in the south suburbs, you have two options to get to the closest station to your office, LaSalle and Union. Why eliminate that? Why make it more difficult for hundreds of thousands of people? And what about the people who are disabled (wheelchair bound)? Changing stations can eliminate their job opportunities. It would be very difficult for them to add that extra commute time. It would be a very big deal if the stations are changed. It honestly would require a lot of people to change jobs due to the extended commute time. 20 minutes is a deal breaker. Please reconsider that some commuters choose their employment based on transportation time and the proximity to union station.</p> <p>Thanks, Southwest train rider</p>

EW 1

EW 2

Date and Identifier	Name	Subject line	Email
4/3/2014	Eileen Vuolo	Comment Submission: 75th St. Corridor Improvement Project	Hello, I currently ride Metra's Southwest Service train. In the overview section of the improvement project it states that Southwest Service will be re-routed to come into the LaSalle Street station instead of Union Station. It also states that the reliability of the Metra trains will increase, however, there is nothing mentioned about how long the train ride will be once moving to LaSalle Street Station. Please advise if Metra anticipates the train ride being longer, shorter or the same. For instance, from Oak Lawn to Union Station train #810 is 38 minutes (according to the Metra schedule), once moved to LaSalle Street Station will that commute time be longer, shorter or the same. Thank you Eileen
4/18/2014	Carol Bohling	Comment Submission: 75th St. Corridor Improvement Project	I would not like SW Service to come into LaSalle St. station. I actually live closer to the Rock Island line, but take SW Service because I work on the west side of the loop. If the SW line moves, I'll just start taking the Rock instead.
4/18/2014	Carol Bohling	Comment Submission: 75th St. Corridor Improvement Project	What is the earliest proposed timeline for any change to take place?
4/21/2014	Barbara Cottrell	Relocation of Residents	Is there a site to input my address to determine if my property is considered for relocation? I have difficulty reading your map of the area of interest for CIP.
4/22/2014	Glen Fulton	My Home	What impact will this have on my home?
5/6/2014	Ward Miller	Comment Submission: Requesting another 75thSt. CIP Project	Could you please send us another booklet on your environmental study and the packet of information on the 75th St. CIP Project? Thanks!

EW 3

EW 4

EW 5

EW 6

EW 7

EW 8

Date and Identifier	Name	Subject line	Email
5/7/2014	Ward Miller	RE: Comment Submission: Requesting another 75thSt. CIP Project	<p>Yes, I would! Are there any additional meeting dates, in addition to a 106 Hearing?</p> <p>Best, Ward -- Ward Miller, Executive Director</p> <p>Preservation Chicago 4410 N. Ravenswood Ave. Chicago, Illinois 60640 c: 773.398.6432 o: 773.334.8800 wmiller@preservationchicago.org</p>
5/20/2014	Richard Vicek	SW Metra	Great idea to run SW train into Lasalle Station! Richard Vicek – Palos Hills
5/22/2014	P. Qualls		<p>Comment on the Metra Rock Island Connection I am opposed to the proposed alley joining Union Avenue to Halsted Street directly south of Barrier G. Emerald Avenue is a relatively quiet block because it is a dead-end street. Adding the alley will destroy this and provide easy access to the block. When the passageway under the Emerald Avenue viaduct was sealed several years ago the crime and drug activity on the block went down. Closing off the Union Avenue viaduct will bring further calm to the area. Adding this alley will destroy that. I urge you to reconsider this action.</p>

EW 9

EW 10

EW 11

Citizens advocating for the preservation of Chicago's historic architecture

Ward Miller

May 20, 2014

President

Adam Natenshon

75th Street CIP-Corridor Improvement Project
525 W. Monroe Street, Suite 200
Chicago, Illinois 60661

*Vice President**

Lisa Napoles

Re: Draft Environmental Statement Comments

Secretary

Dear 75th Street CIP Team,

Charlie Keel

Preservation Chicago is concerned about the impact of the 75th Street Corridor Improvement Project and the many associated changes within the Ashburn, Englewood, Auburn Gresham and West Chatham communities. This is a very large project comprising many acres of both private and public lands and every effort should be made to reduce adverse effects on these communities.

Treasurer

Board of Directors

Gladys Alcazar-
Anselmo

We would recommend that the historic properties be documented with any resources that may be eligible for the National Register of Historic Places, to be photographed as a record and included in future reports and discussions regarding this project. These properties may also include multiple impact studies on Hamilton Park and possible solutions to help mitigate other negative impacts on these resources and communities. Such a document was recently released by CTA in a Historic and Cultural Resources Effects Report for the Chicago Red Line Extension Project.

Stuart Berman

Nicholas Bianchi

Joyce Jackson

Jacob Kaplan

We look forward to continuing discussions with the project and your findings.

Charles Leeks

Jack Spicer

Sincerely,

Brad Suster



Susannah Ribstein

Charles Vinz

Ward Miller, Executive Director
Preservation Chicago

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CHARLES E. BEVERIDGE
SERIES EDITOR

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Dear Dr. Kushto,

I appreciate the opportunity to comment on the extensive 75th Street CIP.

I am impressed by the thoroughness of the study, and the range of issues that are addressed in it.

I prefer the Build Alternative (Preferred Build Alternative) that includes alternative RI-1

My choice is based in part on my desire to avoid having intrusive construction occur in a National Register space, such as Hamilton Park.

Sincerely yours,

Charles E. Beveridge

May 29, 2014

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CREATE 75TH Street CIP DEIS – Comments Received via Telephone

Date	Name	Call summary
4/8/2014	Cheryl Williams	<p>She received a letter in the mail about the noise barricades and spoke to other members of her community who did not receive the letter. She questioned if the letters were sent to random community members and also requested 50 more documents to be sent to her so everyone has an opportunity to sign the document. She would also like to speak to someone regarding construction of the barricades. Her address is 8822 S. Yale.</p> <p>It was explained that the viewpoints form just went to the 20 properties in red area on the map that was on the form we sent her, the people who would be benefitted by the noise wall. It was also explained that the project welcomes input from all the various ways that people can participate were described. She was at the last Public Meeting, and is planning on attending the Public Hearing. She will share this information with others in her neighborhood. Many of her concerns had to do with existing conditions, including noise, vibration, and gravel being thrown down from the service road by passing vehicles.</p> <p><i>Comments are duplicates of written comments received.</i></p>
5/6/2014	Melanie Marshall	<p>Ms. Marshall called to ask for additional copies of the project brochure for her neighbors. Gretchen Wahl mailed 100 copies of the brochure to her on 5/6/2014.</p> <p><i>Ms. Marshall commented at the Public Hearing and did not add additional comments during the call.</i></p>
4/29/2014	Cheryl Williams	<p>Ms. Williams expressed a number of issues her community has had over the years and continues to have with the railroads. She noted that the railroads ignore the ever-growing concerns of the community.</p> <ul style="list-style-type: none"> -Vibration to the homes--the cause of cracks in foundations -Loud noises from the trains -Idling trains -Fly dumping -Increase volume of trains—leads to more noise and vibration -Increased air pollution with dust and gravel kicked up as railroad employees frequently speed along the service road <p>“RR getting away with lots of stuff. No accountability. Benefits should be on public side.”</p> <p>“RRs are doing something different in the last 15-20 years. They use to listen to the community and now they are arrogant and cocky – a major turnoff.”</p> <p>Double stacking Crumbling viaducts</p> <p>Specific to 75th Street CIP, Ms. Williams wanted to know why the 87th and South Princeton residents did not receive viewpoint materials regarding the noise walls. And how was it determined who gets the viewpoint materials? I explained the project team performed a</p>

PC 1

PC 2

PC 3

		<p>detailed noise analysis to determine who will benefit from a proposed noise wall. Three homes on the east side of 87th and Princeton received the viewpoint material: 8735, 8751 and 8757 S. Princeton. Those that did not receive the viewpoint materials, the noise level will not change with a proposed noise wall (info from John Wirtz-Jacobs). However, I mentioned <u>everyone</u> is more than welcome to comment and are encouraged to do so, whether they received viewpoint materials or not. Also suggested Ms. Williams to review the DEIS available at libraries in the community to find out more about the noise analysis process.</p> <p>Ms. Williams noted while at the April 22, 2014 75th St. CIP public hearing she gave Gretchen Wahl (Jacobs) a petition for a noise wall with 70 signatures from the University Hill Community Council.</p> <p>We briefly discussed her concern over private companies like the railroads who use public money (her money) to increase their profits. I explained CREATE's unique public-private partnership and the overall benefits of rail/road improvements for Chicago and the nation.</p> <p><i>Comments are duplicates of written comments received.</i></p>
4/30/2014	Amanda Norman	<p>Ms. Norman left a message asking how many homes will be taken for the project. Also, in May she will have a block club meeting and would like some of the brochures to distribute. Ms. Norman was left messages on 4/30/14 and 5/7/14. Brochures were mailed to her on 4/30/14.</p> <p><i>Comments are duplicates of written comments received.</i></p>
5/22/2014	James Faoro	<p>Mr. Faoro stated that he did not support the change from Union Station to LaSalle Street Station for the SWS Line. He requested a copy of the project brochure. Project brochure sent to Mr. Faoro on 5/22.</p>

PC 4

PC 5