Appendix C
Public Involvement and Agency Coordination

C2 - PUBLIC INVOLVEMENT MEETINGS

PART 3 – OCTOBER 27, 2011 Meeting Appendices

APPENDICES

Appendix A – Promotional Materials

Appendix B – Scripted PowerPoint

APPENDIX A

Winter Travel Notes

Minor schedule changes coming for 4 lines

Metra will implement minor schedule changes on four of its lines on Sunday, Oct. 16, at 2:01 a.m., primarily so that the schedules more accurately reflect actual operating conditions. The changes cover only certain trains on the Milwaukee North, Milwaukee West, SouthWest Service and Heritage Corridor lines. In most cases, the changes adjust a train's departure times from certain stops or its running times between stations or overall by one to four minutes. Those changes are being made so the schedules are more accurate. A proposal to advance the departure time of outbound Milwaukee North Train No. 2121 by 10 minutes was rejected after feedback from riders indicated the change would negatively impact them. That train will retain its current departure time from Union Station of 2:35 p.m. The new schedules can be viewed at Metra's website, *www.metrarail.com*

Metra seeks sponsors

The Metra Board has approved a contract with the Superlative Group to appraise and identify potential sponsors for LaSalle St. Station and the Rock Island Line, as well as for systemwide sponsorship of uniforms and collateral materials like timetables, maps, this newsletter and the school safety program. No other lines will be included inititally. The goal is to increase revenues from sources other than fares.

Meetings set for 75th St. CREATE project

IDOT will host a public meeting concerning the CREATE 75th Street Corridor Improvement Project, which will eliminate bottlenecks and lead to more reliable service on the SWS line. Potential solutions may route SWS trains to LaSalle Street Station instead of Union Station. The purpose of the meeting is to:

- Provide an overview of the project
- Review a Range of Alternatives developed to address identified project-related transportation needs
- Obtain public input on those alternatives

The meeting will be held from 4 p.m. to 7:30 p.m. on October 27 at Freedom Temple Church of God In Christ, 1459 W. 74th St., Chicago. For more information, go to *www.75thcip.org,* or call Gretchen Wahl at 312-675-3030.

Be Fair campaign

(Continued from Page 1)

riders are being asked to keep their tickets visible throughout their entire ride, alert the conductor before they depart the train if their ticket has not been collected and report any instances where they perceive that crews fail to collect.

Customers can go to Metra's website, *www.metrarail.com,* where they can fill out a form detailing specific instances where fares were not collected and/or any other irregularities, such as fare evasion or passengers riding beyond their ticketed zone. The information provided will then be used by Metra to address these issues with the crews involved.

A recent survey of Metra customers regarding proposals for the agency's 2012 budget found the issue of failure to collect fares brought up repeatedly by respondents. Metra has already taken action on this issue through random observance of fare collection practices on all its rail lines, the investigation of specific allegations and discipline for employees found in violation.

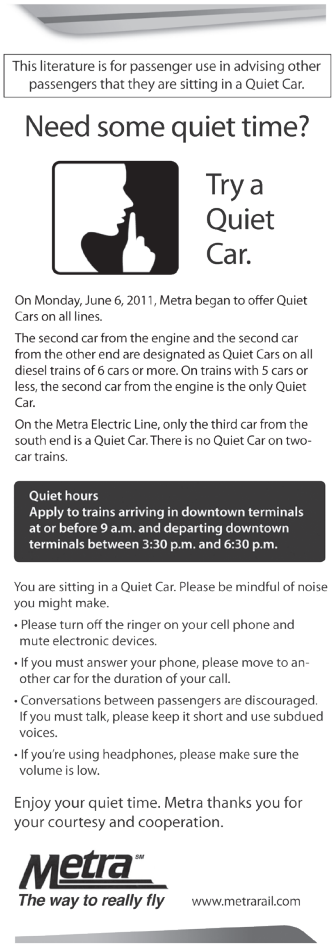
We understand that crowding, the need to aid passengers and other exceptional situations onboard trains can slow — and in some cases prevent — fare collection by crews. But we also know there are other times when the conductors can and should collect, and we want to know when they do not.

"We believe that the vast majority of our crew members do an excellent job performing their duties, but we are always looking for ways to be better," said Metra CEO Alex Clifford. "We believe that asking for our customers' assistance in identifying problem areas will help us improve service in ways that are good for our customers and our employees."

Regarding our fare proposal, we hope you saw the special September issue of On the Bi-Level, *which spelled out the most recent information. To view that issue, and read more about our budget, please go to* www.metrarail.com.

Shh-assistance

You should be seeing these fliers now in our *On the Bi-Level* holders. They are meant to help riders to kindly and discreetly remind fellow riders that they are sitting in a Quiet Car. Be nice.



This literature is for passenger use in advising other passengers that they are sitting in a Quiet Car.

Need some quiet time?

Try a Quiet Car.

On Monday, June 6, 2011, Metra began to offer Quiet Cars on all lines.

The second car from the engine and the second car from the other end are designated as Quiet Cars on all diesel trains of 6 cars or more. On trains with 5 cars or less, the second car from the engine is the only Quiet Car.

On the Metra Electric Line, only the third car from the south end is a Quiet Car. There is no Quiet Car on two-car trains.

Quiet hours
Apply to trains arriving in downtown terminals at or before 9 a.m. and departing downtown terminals between 3:30 p.m. and 6:30 p.m.

You are sitting in a Quiet Car. Please be mindful of noise you might make.

- Please turn off the ringer on your cell phone and mute electronic devices.
- If you must answer your phone, please move to another car for the duration of your call.
- Conversations between passengers are discouraged. If you must talk, please keep it short and use subdued voices.
- If you're using headphones, please make sure the volume is low.

Enjoy your quiet time. Metra thanks you for your courtesy and cooperation.

Metra℠ The way to really fly www.metrarail.com

Interested in advertising in On the Bi-Level?
E-mail onthebilevel@metrarr.com.
Interested in advertising in Metra timetables, trains, stations, website or mail?
E-mail marketing@metrarr.com

CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

You are invited to attend a Public Meeting hosted by the Illinois Department of Transportation concerning the preparation of the Environmental Impact Statement for the 75th Street Corridor Improvement Project (75th St. CIP). This project was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency Program (CREATE).

The meeting will take place:

October 27, 2011

4:00 p.m. – 7:30 p.m.

Freedom Temple Church of God in Christ

1459 W. 74th Street, Chicago, Illinois

The purpose of this meeting is to:

- Provide an overview of the project
- Review a range of alternatives developed to address identified project-related transportation issues
- Obtain public input on those alternatives

4 p.m. – 6 p.m. ***Open House****.* View a recorded audio-visual presentation, examine project exhibits and speak directly with project team members.

6 p.m. – 7 p.m. ***Formal Session****.* Attend a live presentation given by project team members followed by a round of questions and answers.

In the case of a weather emergency, the Public Meeting will be held at the same time and location on November 17, 2011.

Implementing several of the alternatives could involve residential displacements. A representative from the City of Chicago or the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

Preliminary design of several of the alternatives under consideration may impact Hamilton Park, which is listed on the National Register of Historic Places. Information on potential impacts to this resource will be presented at the public meeting.

For more information, please visit **www.75thcip.org**.

The meetings will be accessible to persons with disabilities. Anyone needing special assistance should contact Gretchen Wahl at (312) 675-3030. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the Illinois Department of Transportation at (866)273-3631 (TTY) at least five days prior to the meeting.

Illinois Department of Transportation

CREATE

Illinois Department of Transportation

CREATE
KEEPING THE GO IN CHICAGO

75th ST.

CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

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hosted by the Illinois Department of Transportation (IDOT) concerning the preparation of the Environmental Impact Statement for the 75th St. Corridor Improvement Project (CIP). This project was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency Program (CREATE).

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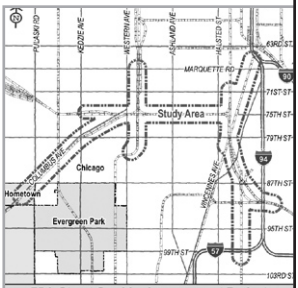

75th Street Corridor Improvement Project

THE MEETING WILL TAKE PLACE:

Thursday, October 27, 2011 4:00 p.m.–7:30 p.m.
Freedom Temple Church of God in Christ
1459 W. 74th Street, Chicago, Illinois

4 p.m.–6 p.m. OPEN HOUSE. View a recorded audio-visual presentation, examine project exhibits, and speak directly with project team members.

6 p.m.–7 p.m. FORMAL SESSION. Attend a live presentation given by project team members followed by a round of questions and answers.

In the case of a weather emergency, the Public Meeting will be held at the same time and location on Thursday, November 17, 2011.

Implementing several of the alternatives could involve residential displacements. A representative from the City of Chicago or the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

Preliminary design of several of the alternatives under consideration may impact Hamilton Park, which is listed on the National Register of Historic Places. Impacts to Hamilton Park are regulated under Section 106 of the National Historic Preservation Act (NHPA) of 1966, the Advisory Council for Historic Preservation's (ACHP) Regulations for Protection of Historic Properties (36 CFR Part 800), and Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303[c]). Information on potential impacts to this resource will be presented at the public meeting. Comments for the purposes of Section 106 of the NHPA will be accepted at the meeting, or may be mailed to the address below.

The meetings will be accessible to persons with disabilities. Anyone needing special assistance should contact Gretchen Wahl at (312) 675-3030. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the Illinois Department of Transportation at (866)273-3631 (TTY) at least five days prior to the meeting.

All correspondence regarding this project should be sent to:

75th St. Corridor Improvement Project
One North Franklin, Suite 500, Chicago, IL 60606 Attn: Doug Knuth

info@75thcip.org
www.75thcip.org

CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

Illinois Department of Transportation

CREATE

KEEPING THE GO IN CHICAGO

You are invited to attend a Public Meeting hosted by the Illinois Department of Transportation concerning the preparation of the Environmental Impact Statement for the 75th Street Corridor Improvement Project (75th St. CIP). This project was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency Program (CREATE).

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October 27, 2011

4:00 p.m. – 7:30 p.m.

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1459 W. 74th Street, Chicago, Illinois

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- Provide an overview of the project
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Illinois Department of Transportation

CREATE
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CORRIDOR IMPROVEMENT PROJECT
Moving Forward Together

Attention: Metra SouthWest Service Riders

You Are Invited to a

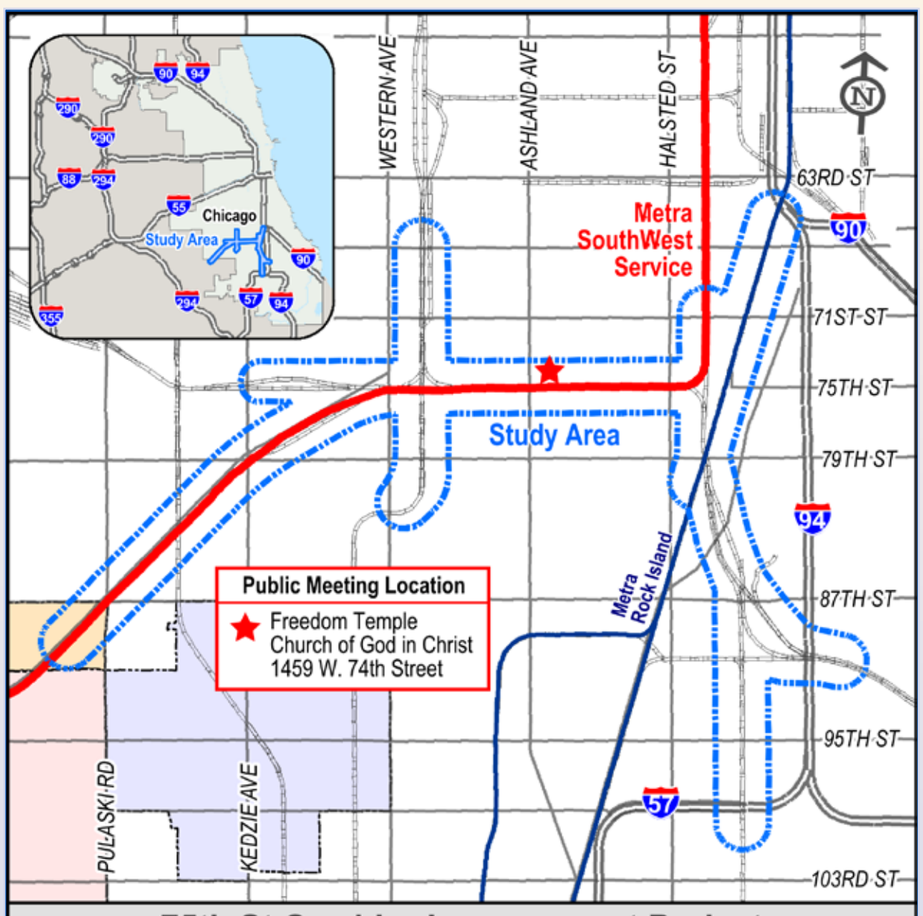
PUBLIC MEETING

for the 75th Street Corridor Improvement Project

This project was initiated to find solutions to relieve rail and road congestion and reduce conflicts between passenger and freight rail traffic. **This will increase reliability and reduce delays for Metra's SouthWest Service. Potential solutions may route the SouthWest Service line into LaSalle Street Station instead of Union Station.**

The purpose of this meeting is to:

- Provide an overview of the project
- Review a range of alternatives developed to address identified project-related transportation issues
- Obtain public input on those alternatives



75th St Corridor Improvement Project

October 27, 2011
4:00 p.m. – 7:30 p.m.

Freedom Temple Church of God in Christ
1459 W. 74th Street, Chicago, Illinois

4 p.m. - 6 p.m. ***Open House.*** View a recorded audio-visual presentation, examine project exhibits and speak directly with project team members.

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APPENDIX B

Illinois Department of Transportation

CREATE

CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

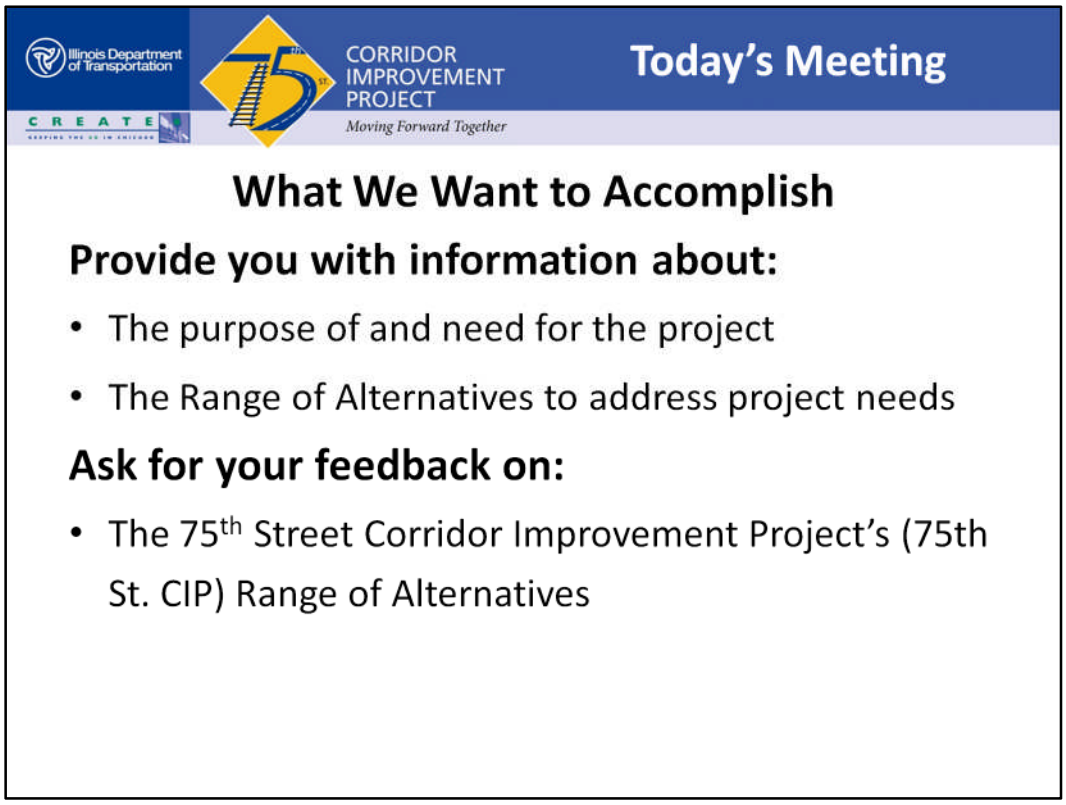
Range of Alternatives Public Meeting

October 27, 2011

4 p.m. – 7:30 p.m.

Freedom Temple Church of God in Christ

Welcome and thank you for spending time with us today to talk about the 75th Street Corridor Improvement Project.



During this public meeting, we will explain the 75th Street Corridor Improvement Project. We will spend time talking about:

•The goals of the 75th St. Corridor Improvement Project as described in the purpose and need statement,

•The build and no-build alternatives and some alternative alignments and design options within the build alternative.

•And, finally, we would appreciate your comments on the material presented tonight and ask you to voice any other project-related feedback you might have.

•This is one of the most complicated rail projects in the country. We are presenting a lot of information today, and we have worked hard to make it understandable. We appreciate your taking the time to understand and comment on this important project.

Illinois Department of Transportation

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CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

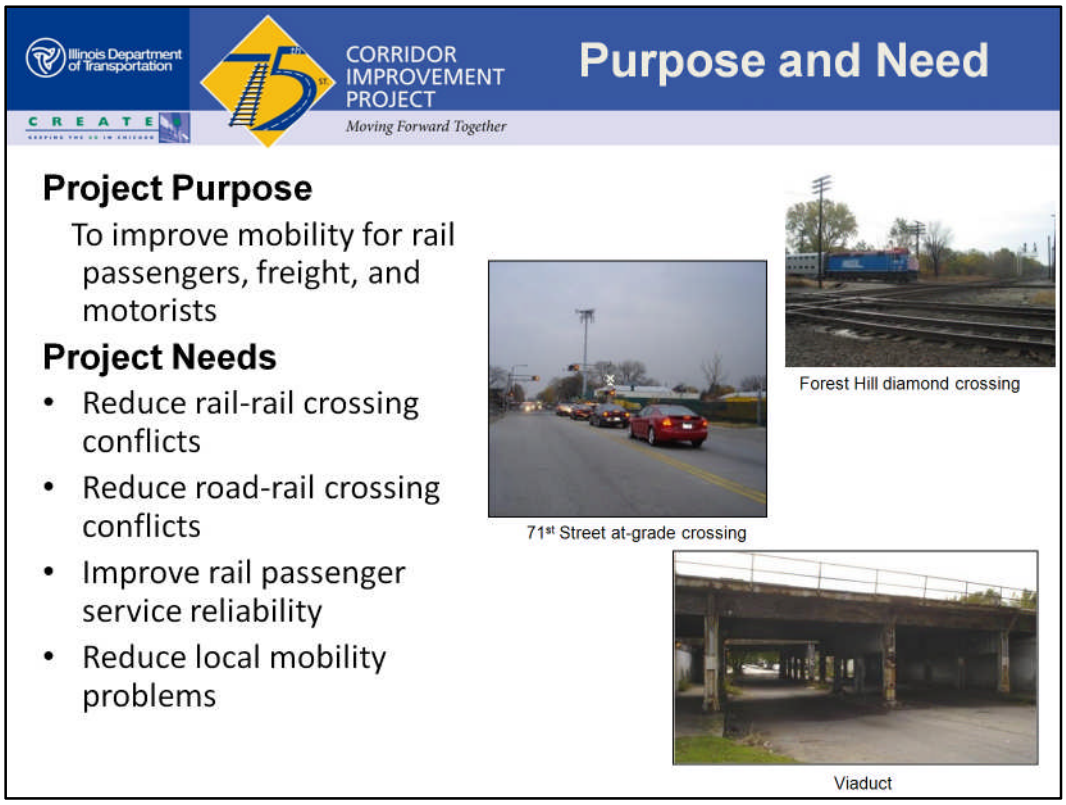
Previous Public Meetings

- Public Meetings were held on June 7th and 9th, 2011
- We presented the draft Purpose and Need
- We received public comments on the Purpose and Need statement and other community concerns
- We posted the Meeting Summary on the 75th St. CIP website
- We sent individual response letters to those who asked questions and made comments

Previously, we held public meetings in June of this year to present a draft purpose and need statement for the project. We received comments on the purpose and need and other community issues related to the project.

We posted the meeting summary on the project web site and responded to all those who submitted comments and questions.

The comments we received helped us develop the Build Alternative we are presenting today.

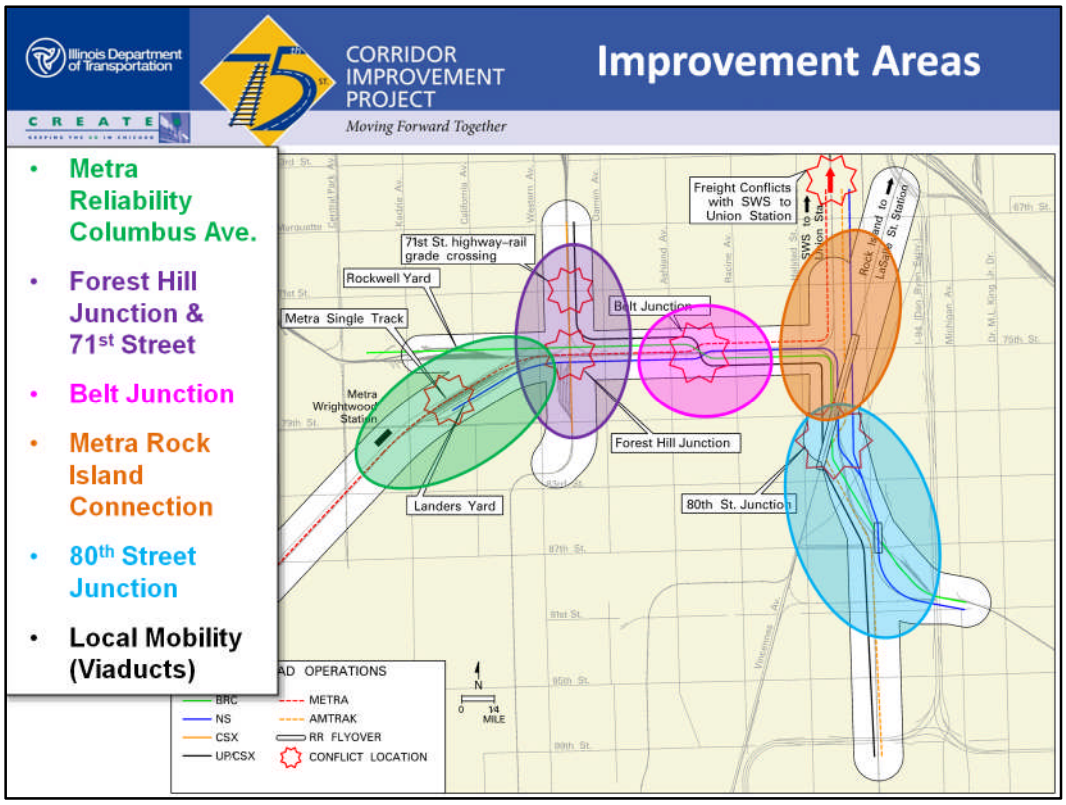


The purpose and need statement, which was developed with your input, states that:

The project's purpose is to improve mobility for rail passengers, freight, and motorists.

Four things need to be done to accomplish that purpose:

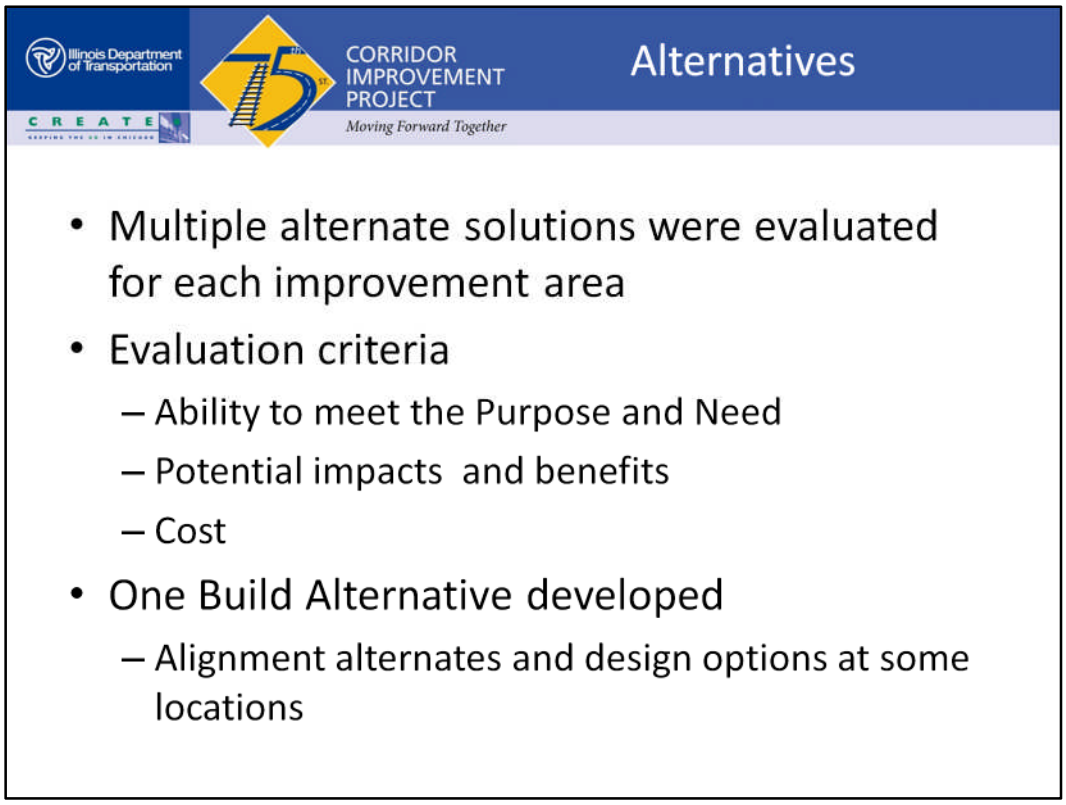
- First - Reduce conflicts at locations where rail lines cross
- Second - Reduce conflicts where roads cross railroads
- Third - Improve Metra's reliability by providing full double-track service
- Fourth - Reduce the problems at railroad viaducts that restrict local mobility



In evaluating solutions to the problems in the purpose and need, five improvement areas were identified: Metra's single track section along Columbus Ave., the Forest Hill diamond crossing together with 71st Street at-grade road crossing, Belt Junction, a connection from Metra's SouthWest Service line to Metra's Rock Island District line, and the 80th Street Junction.

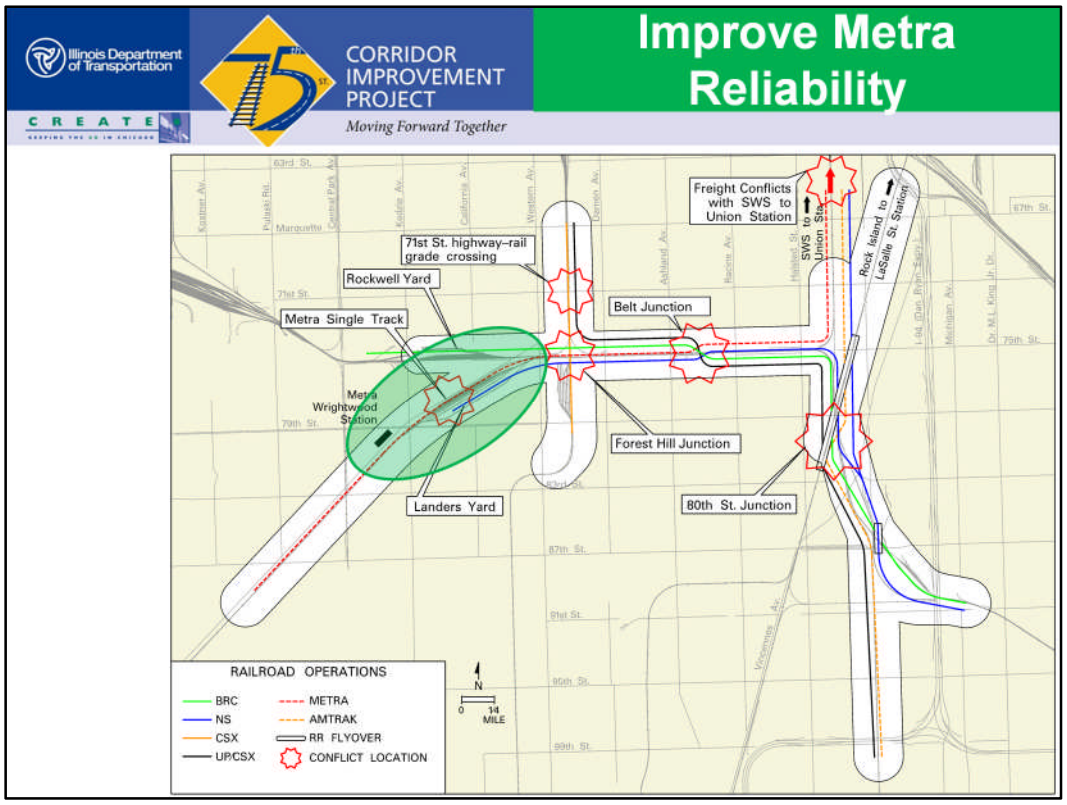
In this presentation and the exhibits we have color coded the improvement areas to help you find the information you need.

In addition to these improvement areas, the railroad viaducts throughout the project area were evaluated for safety and mobility.



For each of the areas, multiple alternate solutions were evaluated based on their ability to meet the purpose and need, the potential impacts and benefits, and the construction cost. In most locations, one alternate was clearly more effective or had fewer environmental or community impacts, and those alternates were developed into the build Alternative we are presenting today. In some locations, there were multiple ways of meeting the purpose and need, and we are presenting those today for your comments and input.

In the exhibit space, you will be able to view some of the other solutions considered and learn why they were not recommended for further analysis.



The first improvement area we evaluated is the section of Metra track along Columbus Avenue, where Metra's SouthWest Service line only has one track.

Illinois Department of Transportation

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CORRIDOR IMPROVEMENT PROJECT

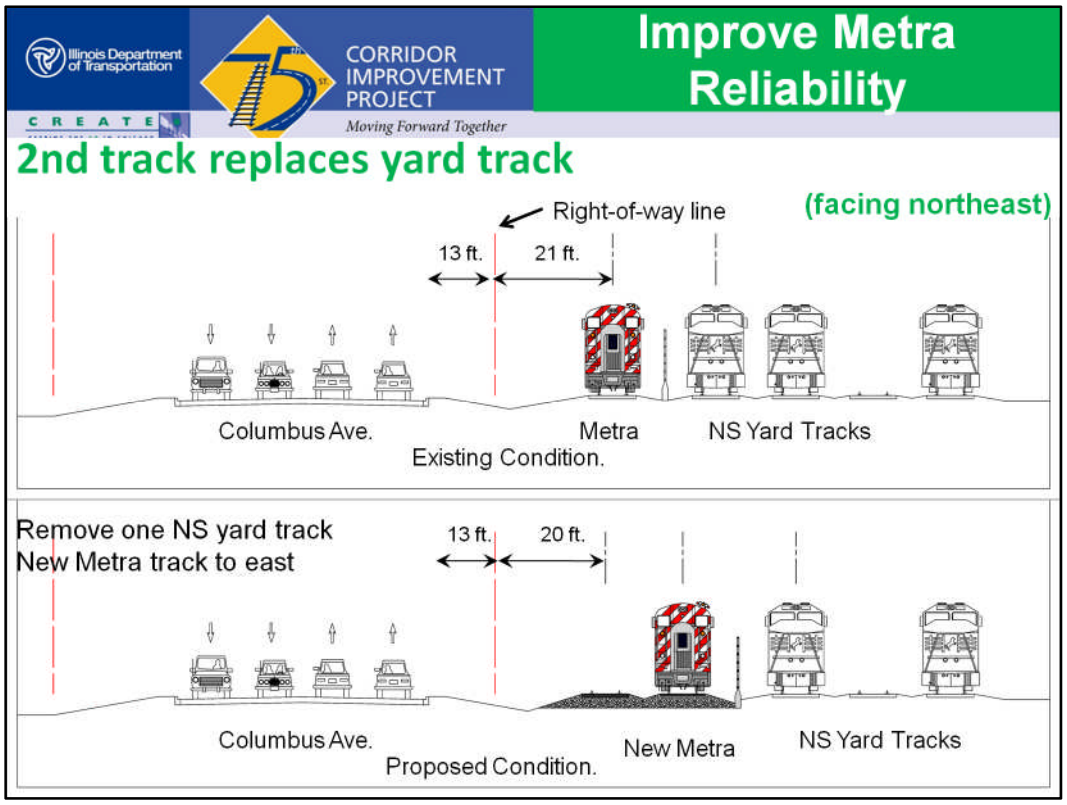
Moving Forward Together

Improve Metra Reliability

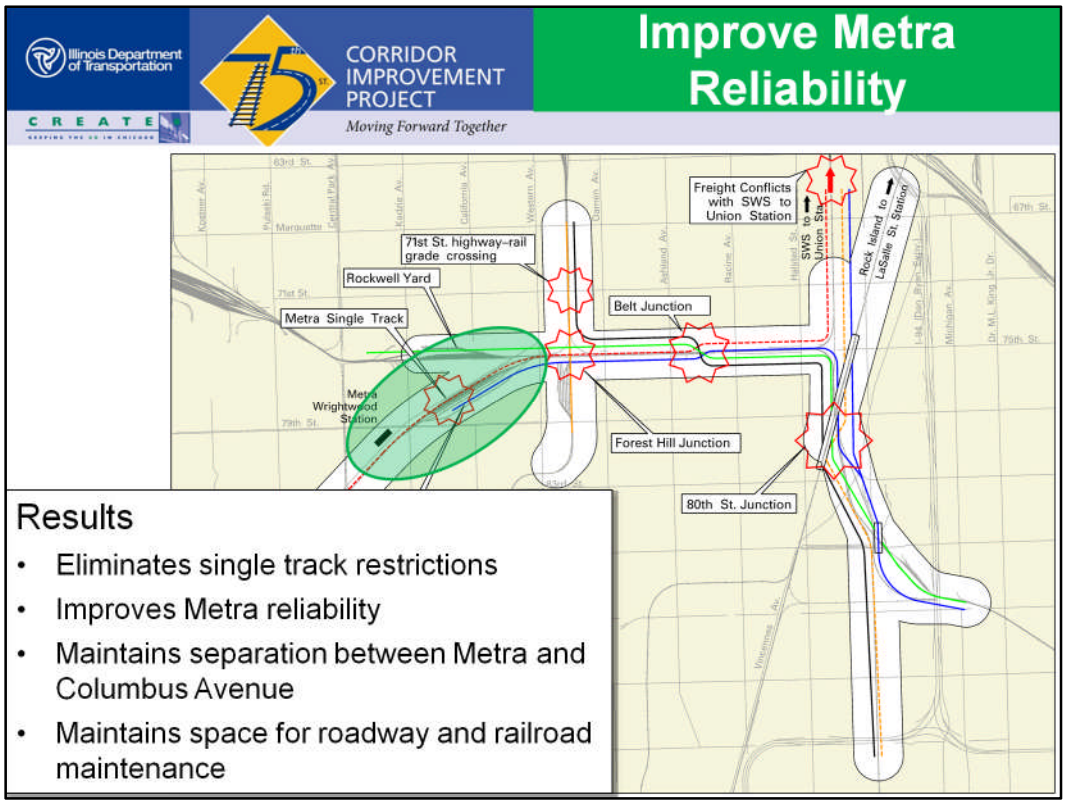
- Only one track is available for Metra's SouthWest Service from southwest of Wrightwood Station to Western Avenue
- Limits flexibility and reliability of service

This single track limits Metra's flexibility in scheduling trains and affects the reliability of the service.

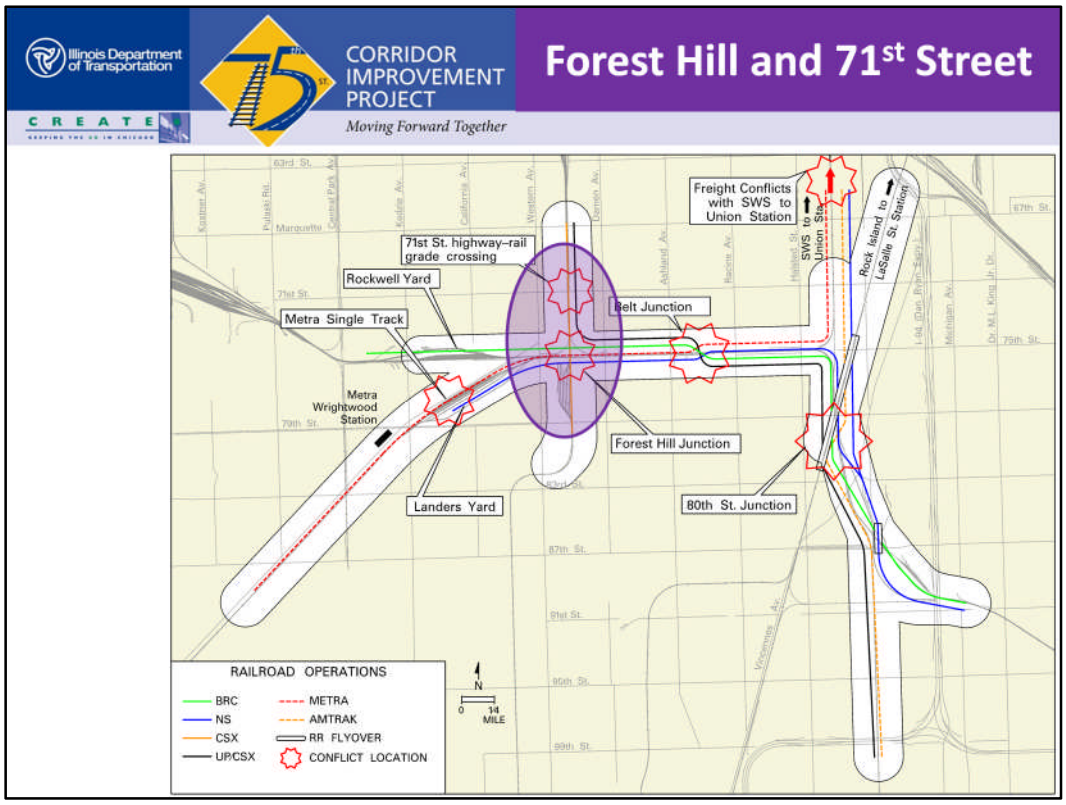
Let's look at the proposed solution at Columbus Avenue near 77th Street.



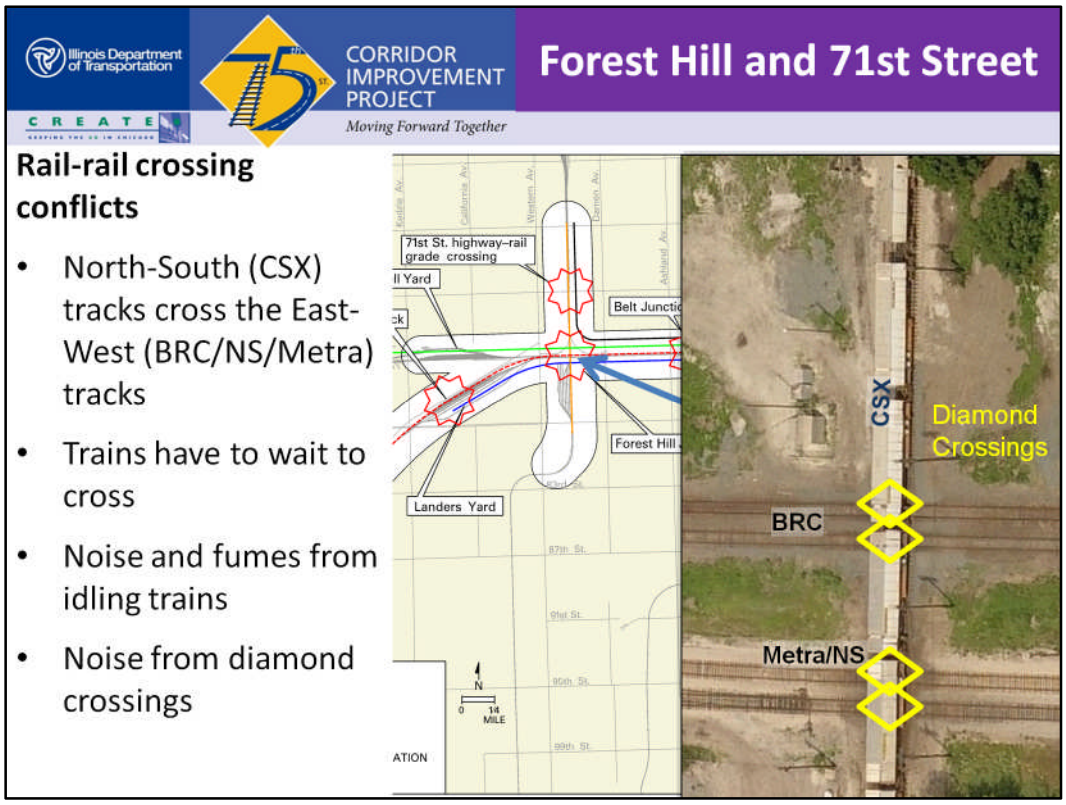
Because Metra's track is only 34 feet from the edge of Columbus Avenue, the Project Team decided that the best solution would be to remove one track from the Norfolk Southern yard and add the additional Metra track on the side away from Columbus Avenue, maintaining the separation of the tracks from the road.



The proposed solution in this location eliminates the single track restrictions and improves Metra's ability to provide reliable service while maintaining the separation of the tracks from Columbus Avenue. This solution would be just as safe for motorists, and it provides space for roadway and railroad maintenance.



Next, let's look at two locations that are very close to each other and were evaluated as part of the same improvement area: Forest Hill Junction and the 71st Street road-rail crossing.

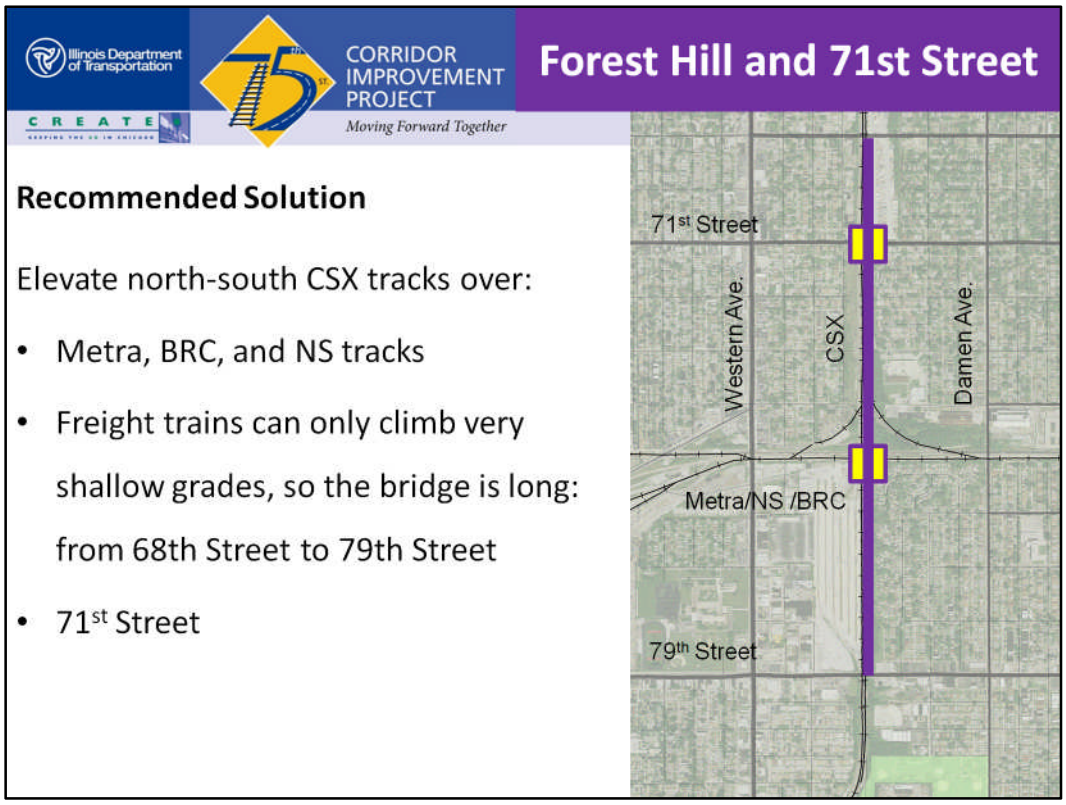


At Forest Hill, the CSX railroad tracks, which run north-south, cross three railroads running east-west: the Belt Railway, the Norfolk Southern, and Metra. At this busy location, trains have to wait their turn to cross. This causes delays as trains sit at the approaches idling. In addition, as the trains go across the other tracks at what is called a *diamond crossing*, they create a loud pounding noise that can be heard from far away.

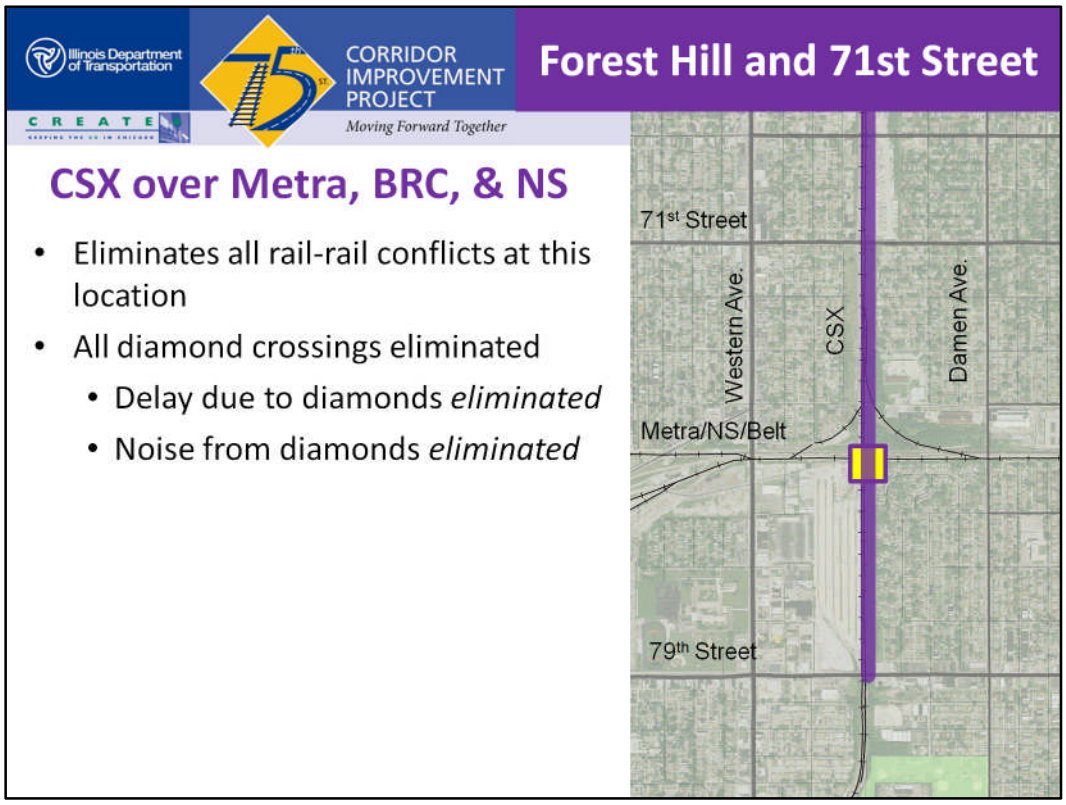
We have heard concerns from the community about the noise and fumes from these trains.

At the 71st Street crossing of the CSX tracks, drivers and pedestrians must wait for trains to cross. These trains are often slow moving and can block the crossing for up to 20 minutes at a time".

The crossing also presents a safety risk, especially when drivers or pedestrians become impatient or try to beat the train to the crossing.



The recommended solution is to raise the CSX tracks, which run north-south, over the three other railroads running east-west. Freight trains can only climb very shallow grades, so the bridge structure to get the CSX tracks over the other tracks would be long. The bridge would start north of 68th Street and would be high enough at 71st Street to go over the street there.



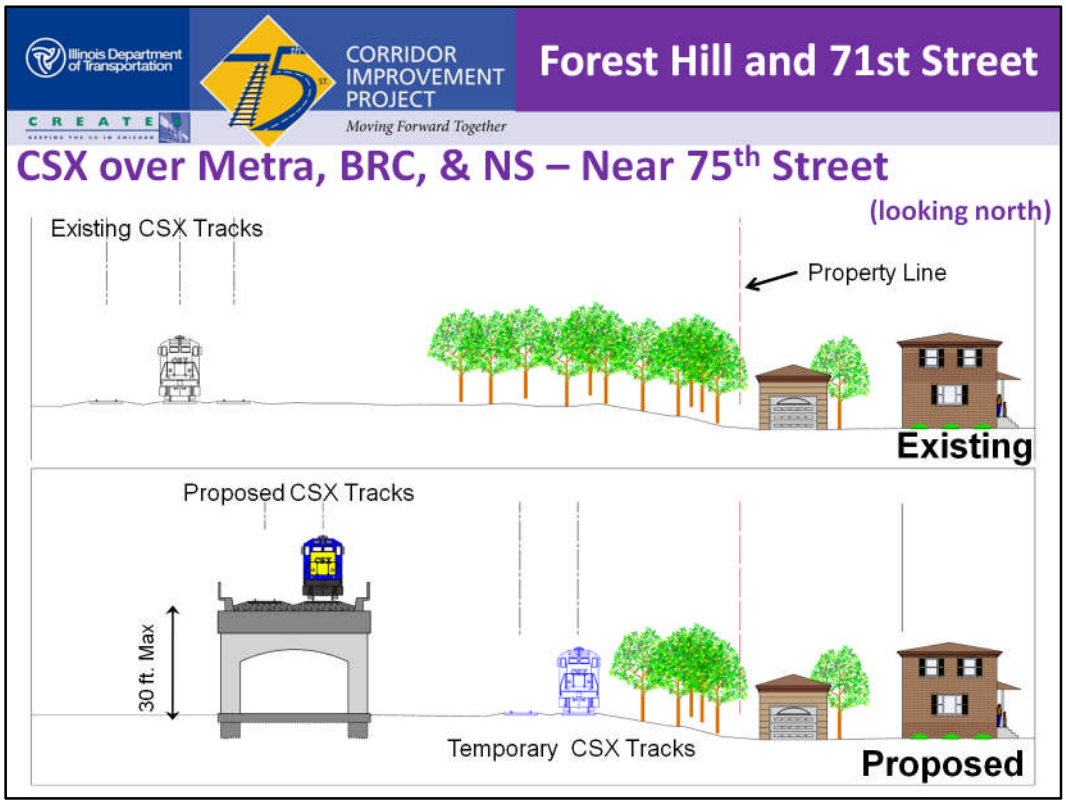
This has several advantages:

• First, it would eliminate all the rail-rail conflicts at Forest Hill Junction, fully meeting the purpose and need

• This means that all of the delays from those conflicts would be eliminated

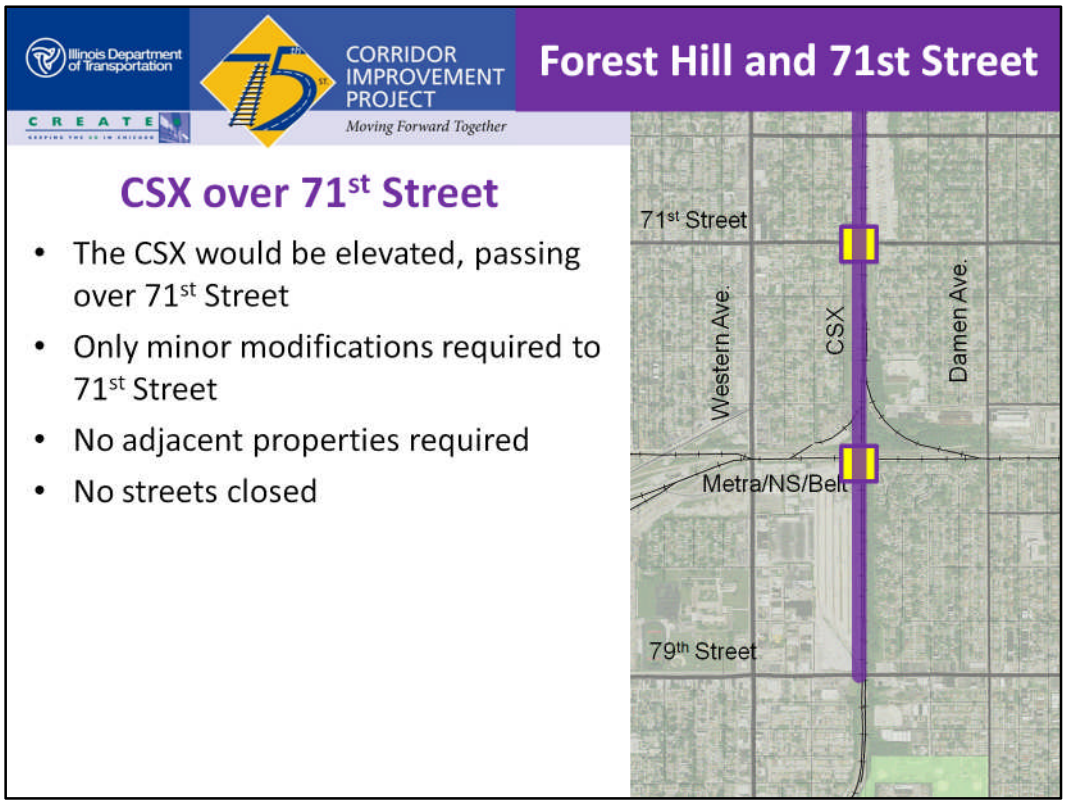
• As a result the noise and air pollution from the idling trains waiting to cross the diamond crossings would be eliminated

• The noise from the diamonds would also be eliminated.



The new CSX elevated tracks would be constructed close to the existing tracks. In order to allow the bridge to be built close to the existing tracks, temporary tracks would be built east of the existing tracks.

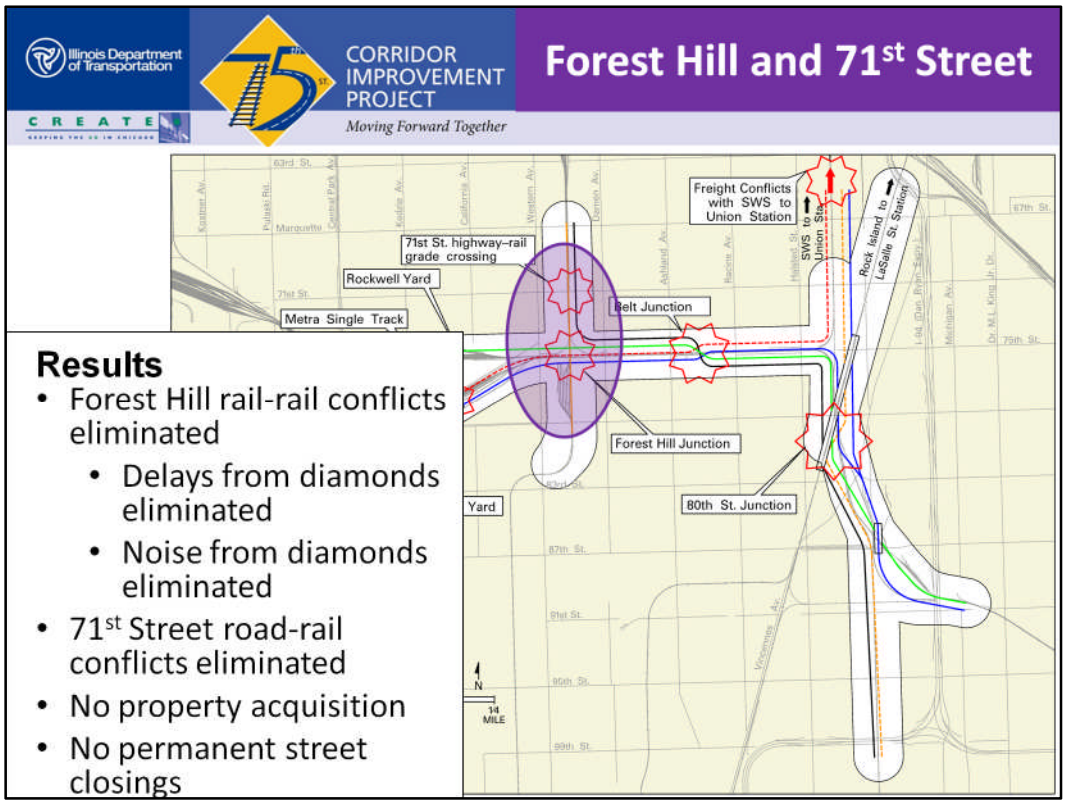
The new CSX tracks would be about 30 feet higher than the existing tracks as they go over the east-west railroads, and then would match existing tracks at the north and south ends of the project study area.



Because the CSX would be elevated over the tracks at Forest Hill, it would be high enough to pass over 71st Street too.

This would allow the creation of a railroad bridge over 71st street with only minor modifications to the street. No changes would be required to the street in front of homes and businesses. Also, no property would be required, and no streets would need to be closed.

This artist's rendering shows what the elevated north-south tracks might look like at Hamilton Avenue, north of 76th Street. Instead of train tracks at ground level, they would be on a flyover that would be similar to this.

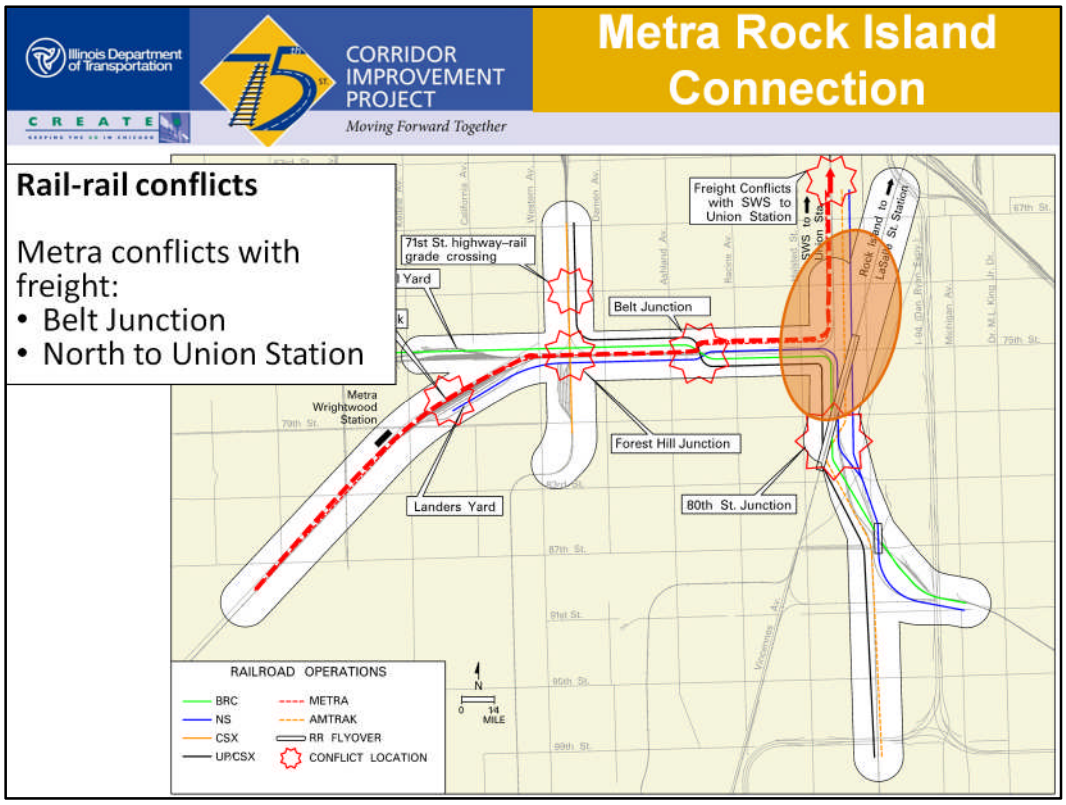


The results of this solution are:

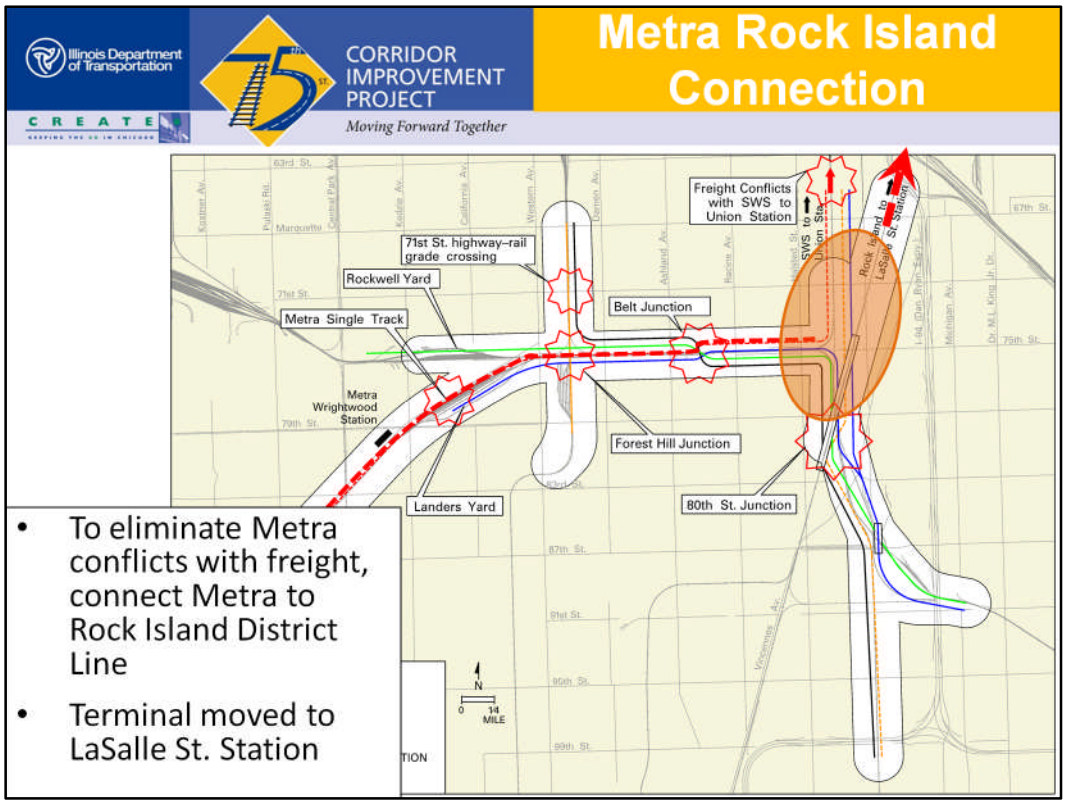
The Forest Hill rail-rail conflicts are eliminated, along with the train delays and idling it causes. The noise of the rail cars passing over the diamond crossings would also be eliminated.

The road-rail at-grade crossing at 71st Street is also eliminated, along with its delays to drivers and pedestrians.

This can be accomplished with no property acquisitions and no permanent street closings.

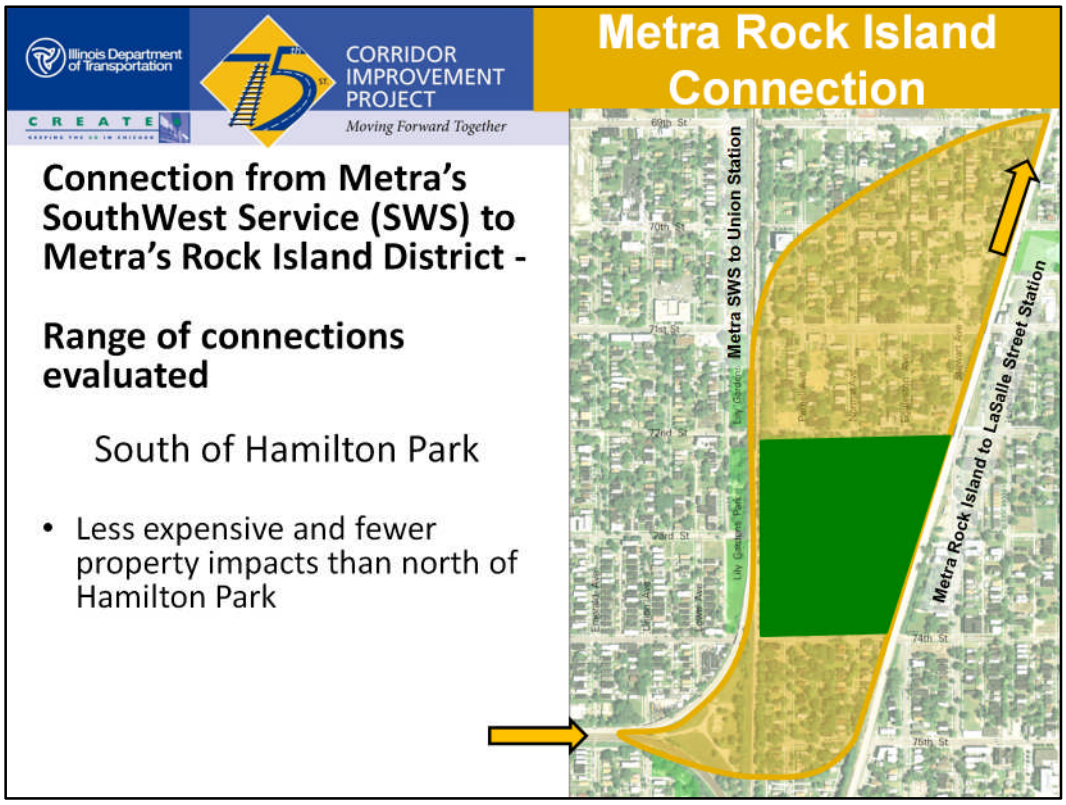


Currently there are some additional conflicts between Metra's SouthWest Service and freight trains. Metra crosses freight traffic at Belt Junction. As Metra continues north towards Union Station, it also crosses several more freight lines. Each of these crossings can delay both Metra and freight service.



A bridge over the freight lines and connecting to the Rock Island District would give the Metra trains a route to downtown that is almost completely free from freight interference.

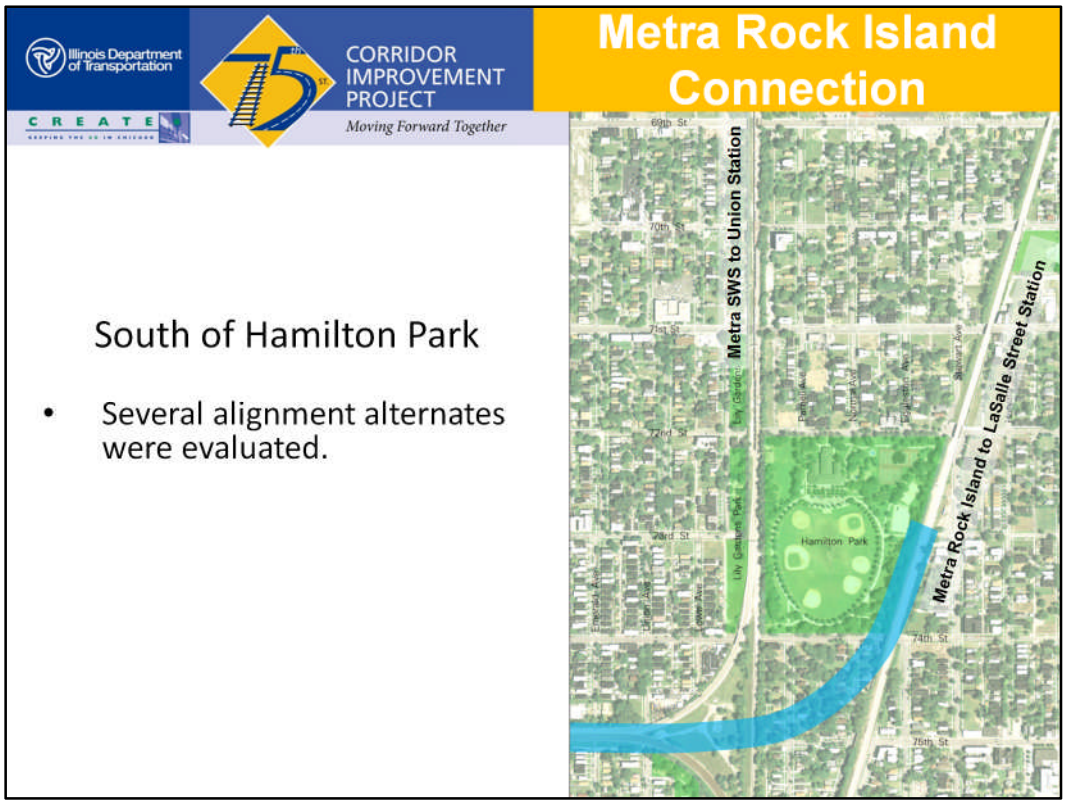
Metra's SouthWest Service would then go to LaSalle Street Station instead of Union Station. LaSalle Street Station has the capacity for these additional trains.



A range of alternate connections were evaluated for connecting the Metra SouthWest Service to the Rock Island District line.

Hamilton Park lies in between the two lines. In addition to being a major open space and recreational resource, Hamilton Park is listed on the National Register of Historic Places. Hamilton Park is protected under federal law, both as a park and as a historic place.

Connections both north and south of the park were evaluated, but the ones to the south would be much shorter, less expensive, and would impact fewer properties.



South of Hamilton Park, several alignment alternates were evaluated.

Each of the alignment alternates considered would have different impacts to the properties in the neighborhood.

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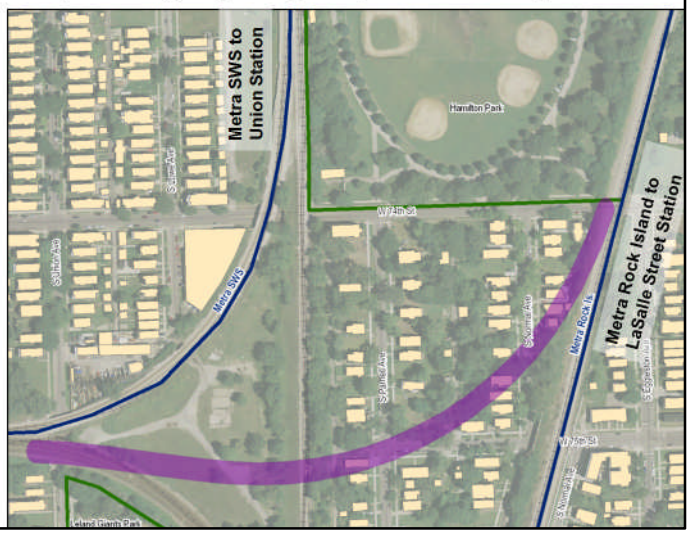
Metra Rock Island Connection

Bridge South of Hamilton Park

Alignment Alternate 1 - 40 mph design speed; no park land acquisition

Vacant –	5
Residential –	15
Institutional –	1
Total Properties –	**21**
Dwelling Units –	25



The first alignment alternate considered was a curve that would allow trains to travel at 40 miles per hour and take no property from Hamilton Park. The resulting curve is shown here along with the number of properties that would need to be acquired. Note that this alignment alternate would go south of 75th Street.

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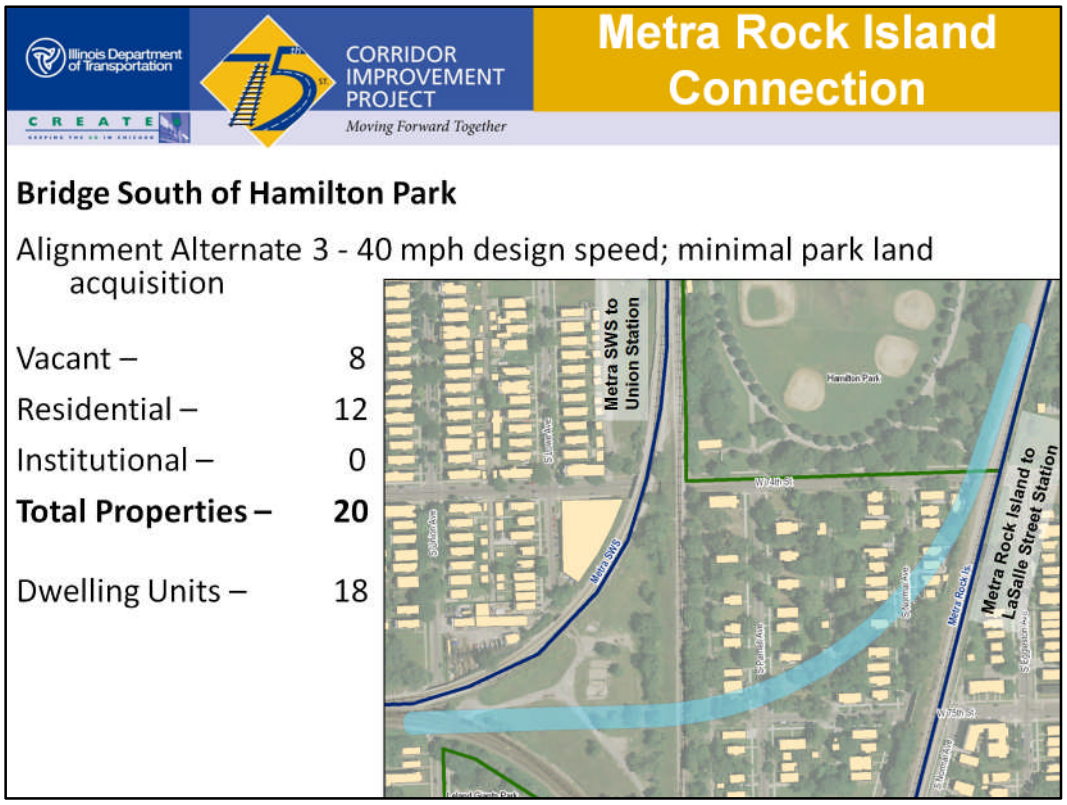
Metra Rock Island Connection

Bridge South of Hamilton Park

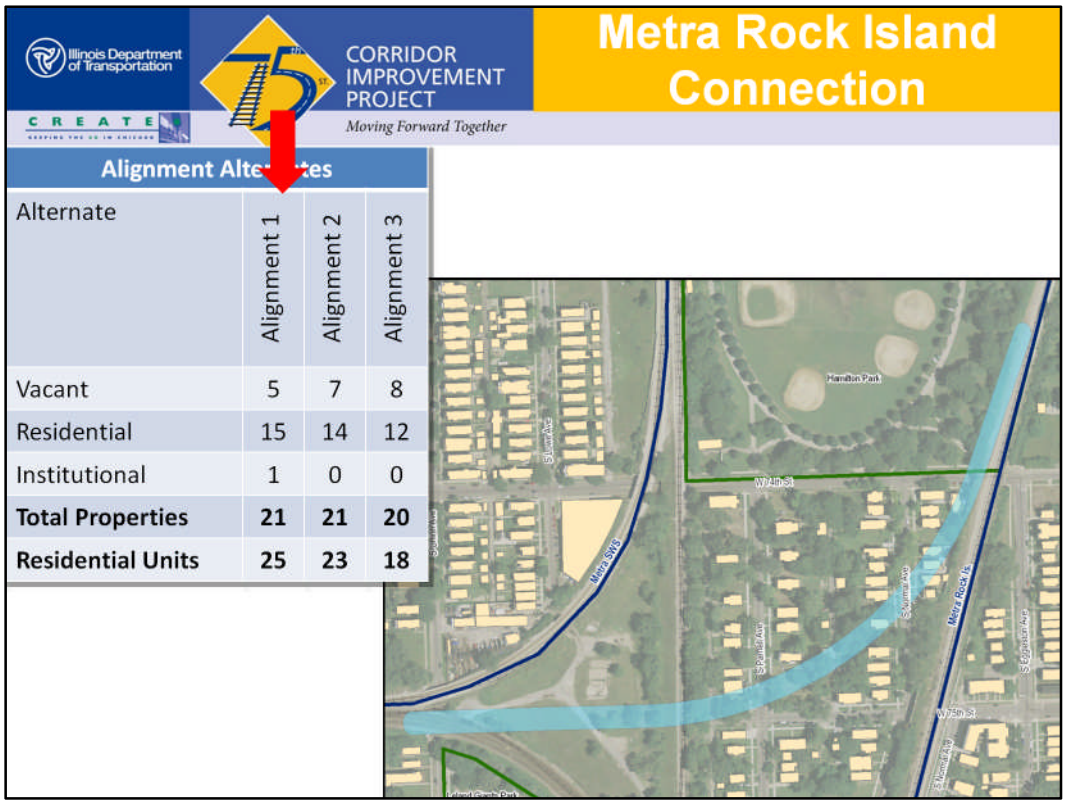
Alignment Alternate 2 - 35 mph design speed; no park land acquisition

Vacant –	7
Residential –	14
Institutional –	0
Total Properties –	**21**
Dwelling Units –	23

A second alignment considered would eliminate the sag in the previous curve while still staying entirely out of the park. This curve has a 35 mile per hour design speed and would require the same number of properties. Because more of the properties are currently vacant, the number of required relocations is slightly lower.



A third alignment considered was a 40 mile per hour curve that would take a small amount of land from the park (about 1,400 square feet). This alignment takes one less property overall and would require the fewest relocations.

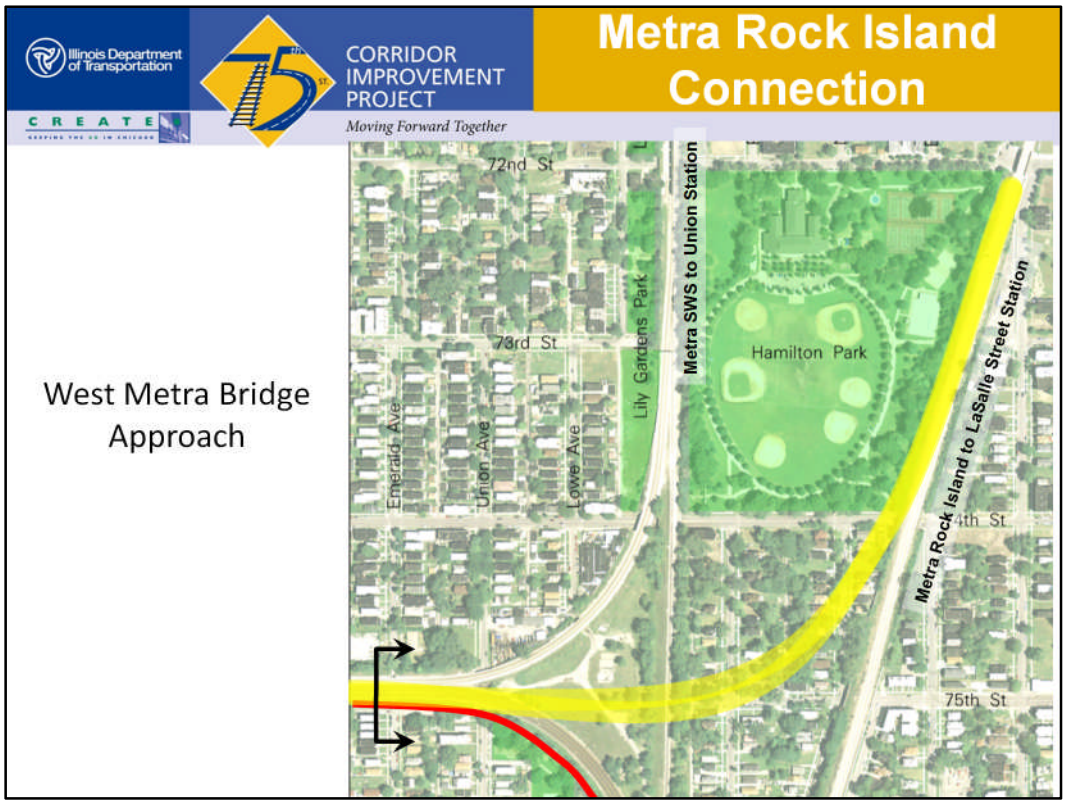


These three alignment alternates have different impacts on the community south of Hamilton Park.

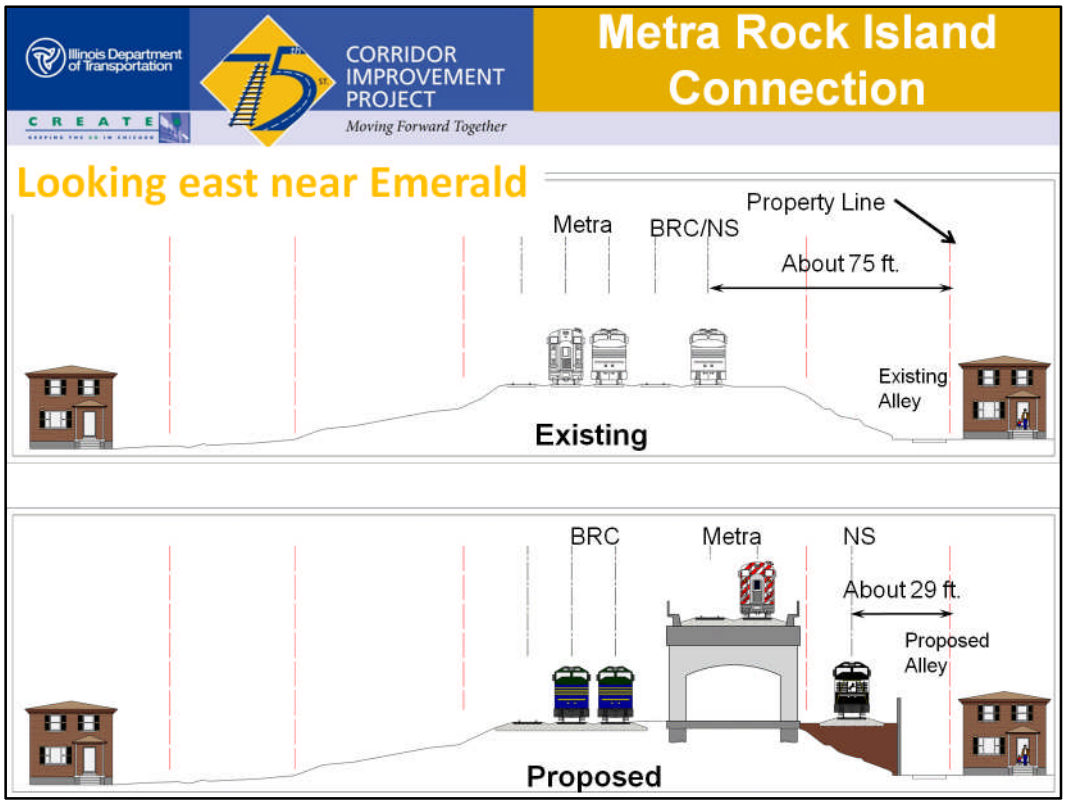
Please study these alignments in the exhibits and ask questions.

It is especially important that the residents of this area provide us feedback and input on these alignments.

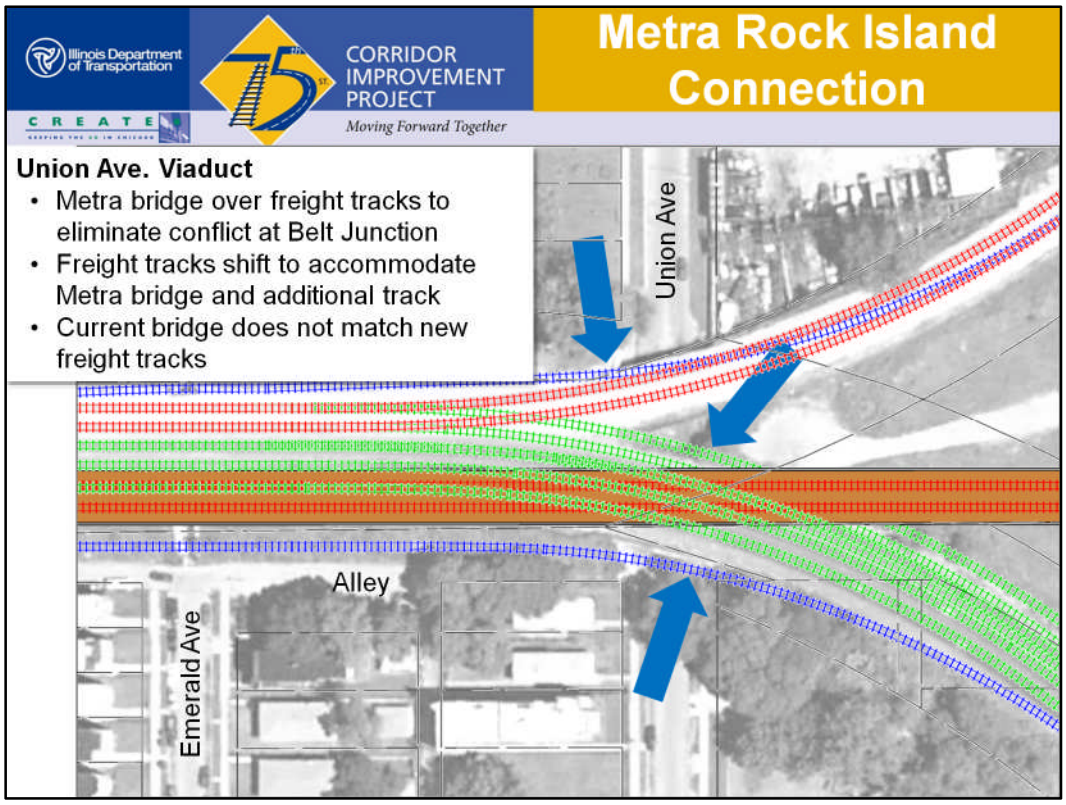
This artist's rendering shows what the new flyover tracks might look like at Parnell Avenue, south of Hamilton Park.



At the western edge of this connection, the corridor at 75th Street would need to be widened to allow for construction of the Metra bridge over the freight tracks. Let's look at that now.



The addition of the Metra bridge requires wider spacing of the tracks, which makes the entire corridor wider. A retaining wall would be required. At Emerald, this retaining wall would be immediately adjacent to the alley. The nearest train tracks would be closer to the residences south of the tracks.



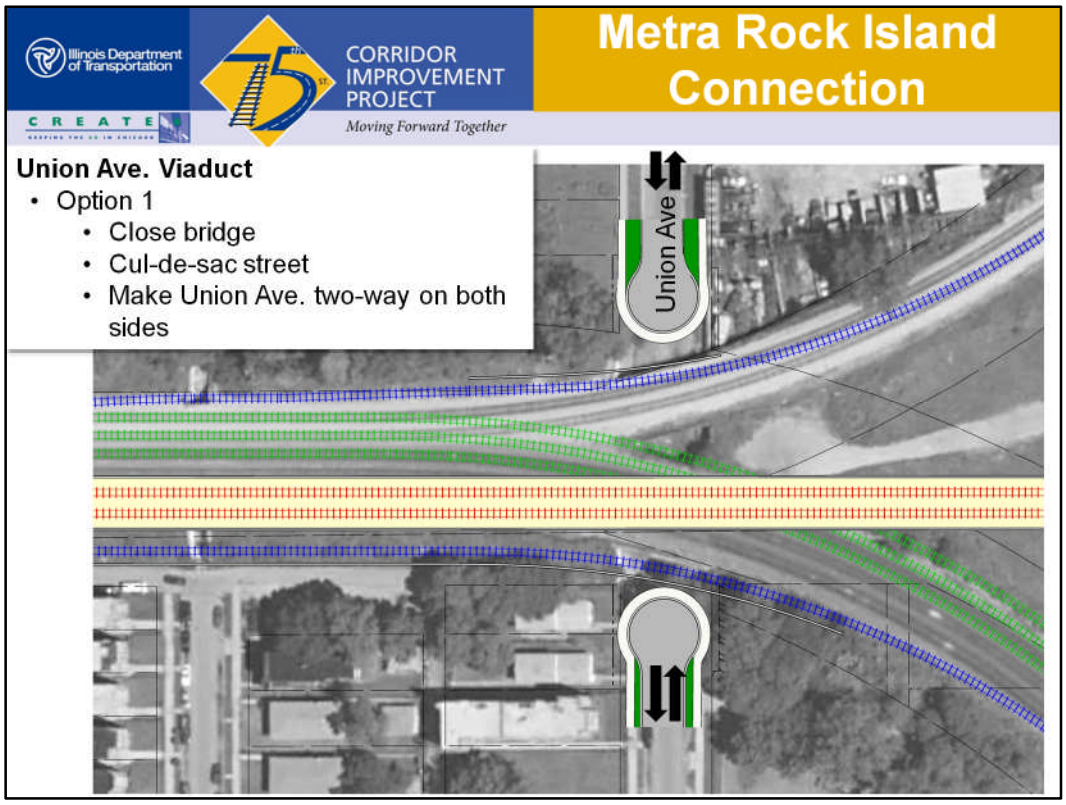
The Metra bridge would cross over the freight tracks as they curve to the south near Union Avenue. These freight tracks would need to be shifted for this new configuration.

The existing bridge would not line up with the new track locations, which means we would not be able to use the existing bridge.

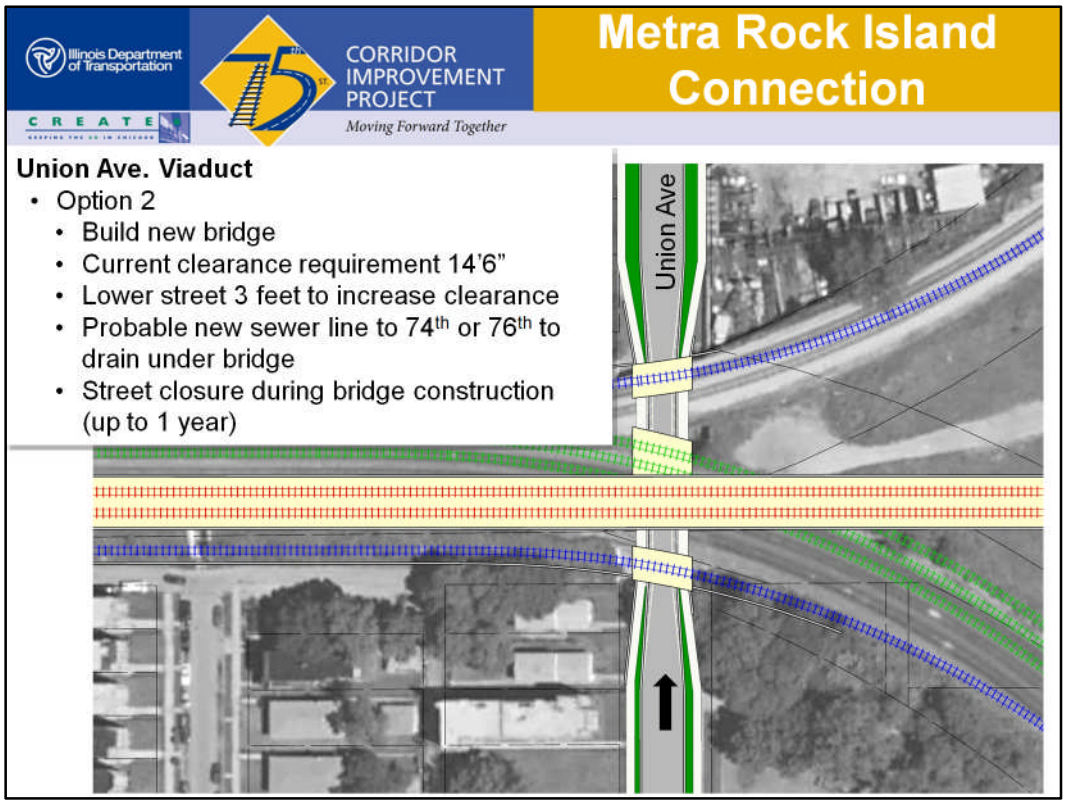
The existing bridge is very low, with only 11 feet, 10 inches of clearance. Due to the low clearance, the bridge still has brick paving underneath.

A new bridge at this location would need to provide the current clearance standards of 14 feet, 6 inches; an increase of 3 feet, 8 inches.

Two different design options were considered for this location.



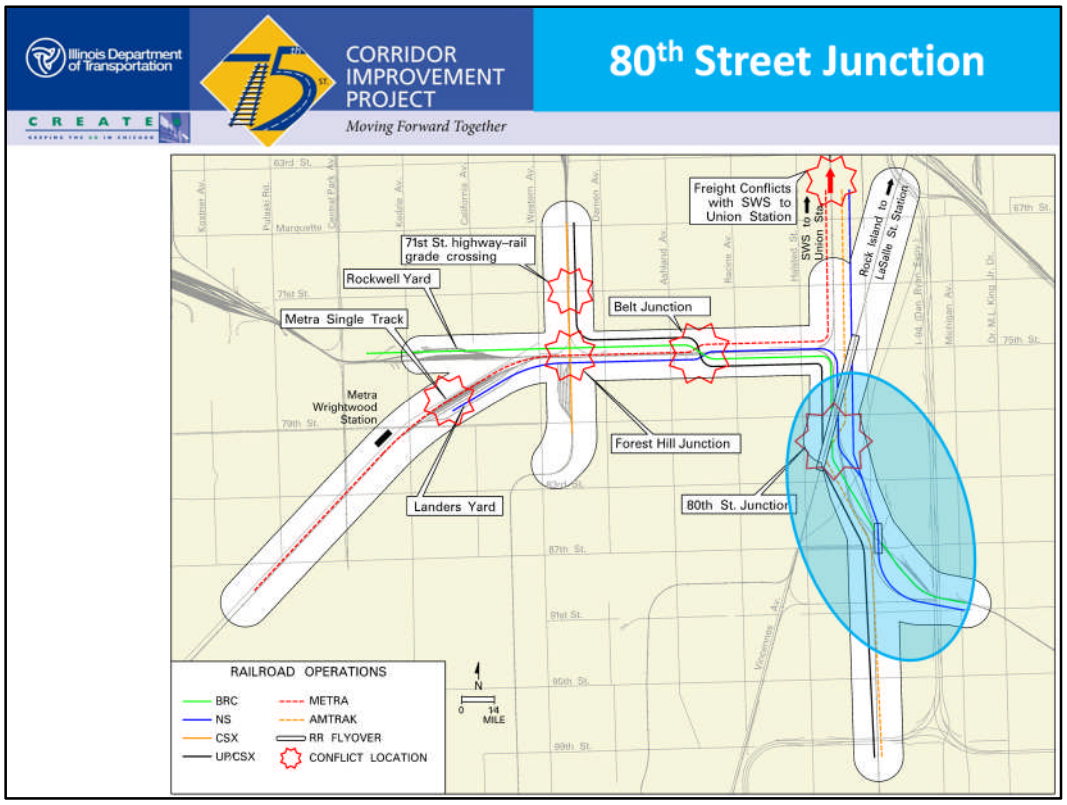
The first would be to eliminate the bridge and close Union Avenue. The street to the north and south would become two-way, ending in cul-de-sacs at the railroad tracks.



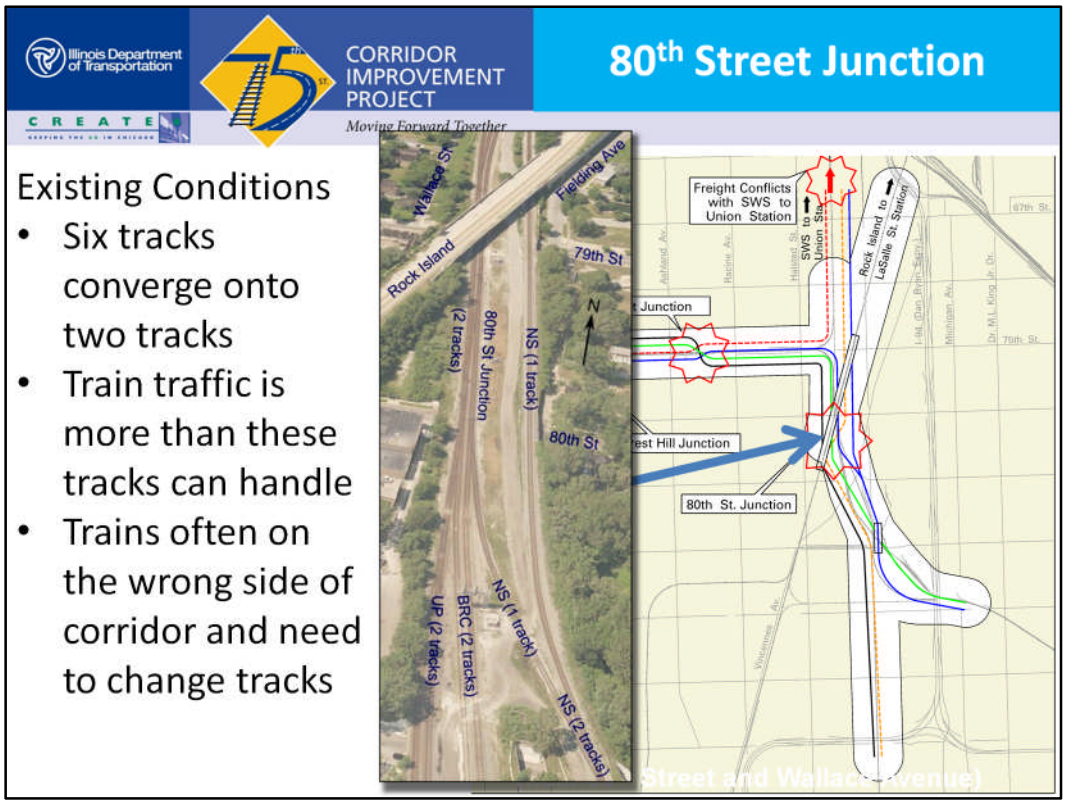
The second option is to build a new bridge, with increased vertical clearance. To meet the clearance requirements, the street would need to be lowered more than three feet. To drain the low area under the bridge, a new sewer line would be required.

Construction of the new bridge and the Metra bridge over it would take about a year. During that year Union Avenue would be closed to through traffic, and would operate as a two-way street north and south of the railroad tracks.

Changes to Union Avenue would have impacts to the residents along the street. It is important that you provide us feedback on the options at this location.



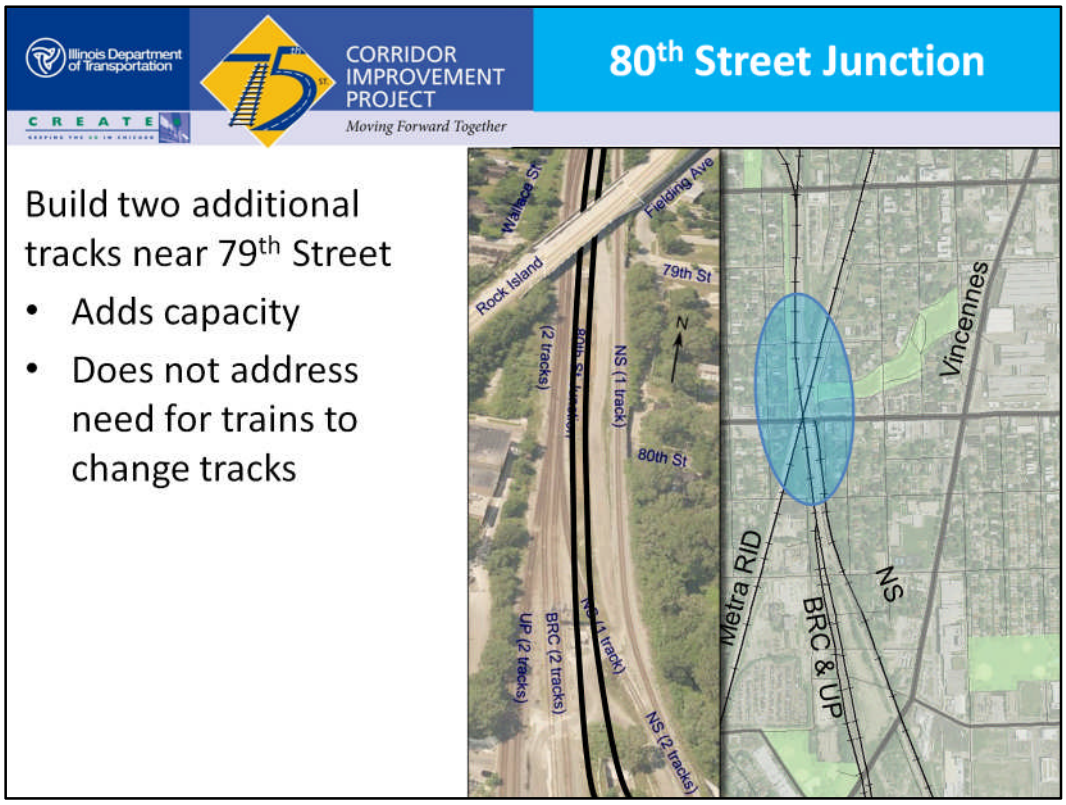
The next improvement area we evaluated was the 80th Street Junction.



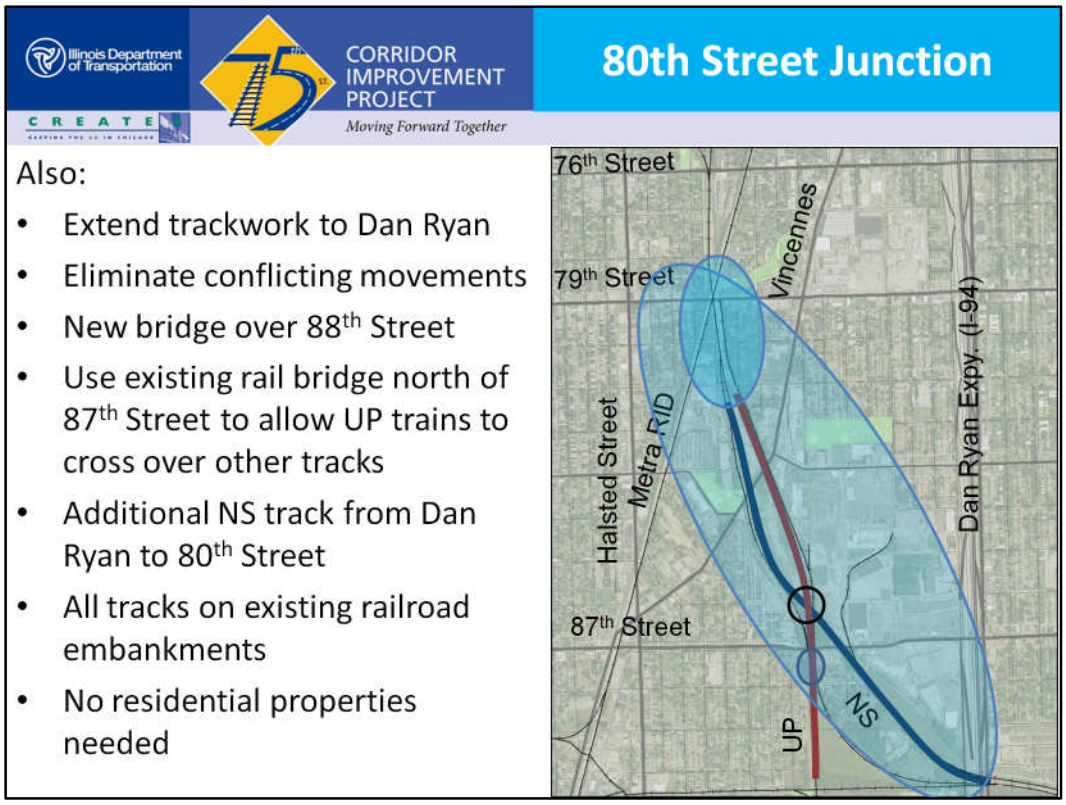
At this location, six tracks converge into two tracks, while another track runs alongside.

The traffic through the junction is more than the two tracks can handle.

The trains often enter the junction on the other side of the corridor from where they need to be and have to change tracks. It's much like cars changing lanes on an expressway.



Two additional tracks can be added between the existing tracks, which would increase capacity. But that alone would not eliminate the conflicts caused by trains needing to cross to the other side of the corridor.

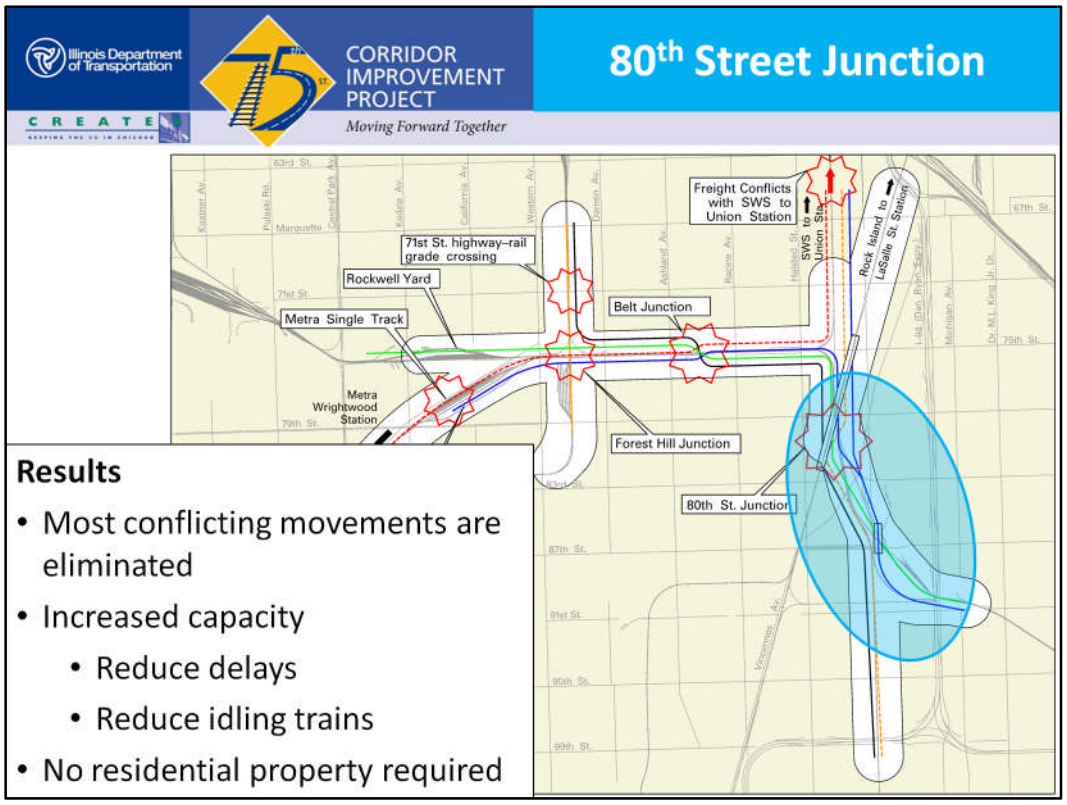


By expanding the project southeast to the Dan Ryan, we can make better use of an existing railroad bridge north of 87th Street to allow trains to approach 87th street on the correct side of the corridor.

Most conflicting movements at 80th Street can be eliminated by:

- Constructing a new bridge between two existing railroad bridges on 88th Street
- Using the existing bridge north of 87th to get UP trains to the east side of the corridor
- Adding a NS track under the bridge to allow them to get to the west side of the corridor

This can be done on the existing railroad embankments and no residential properties would need to be acquired.



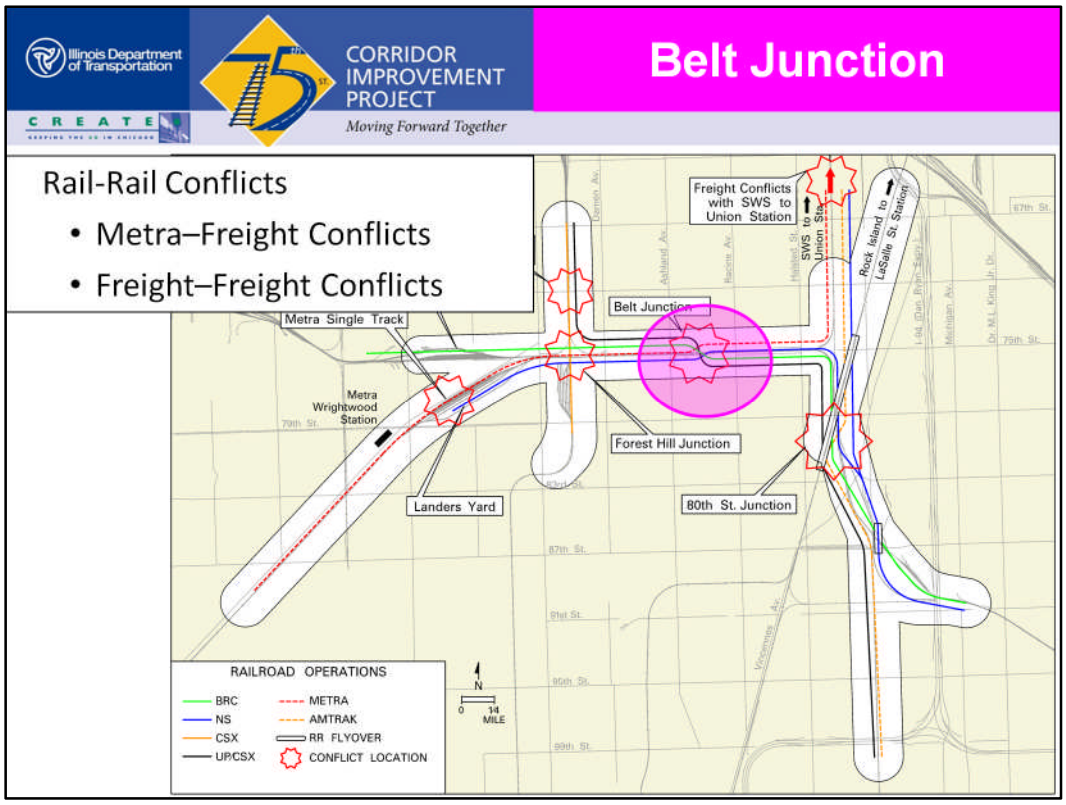
As a result of this solution:

• Most conflicting train movements are eliminated, resulting in increased capacity through 80th Street Junction, reduced delays, and reduced train idling.

• Trains can line up on the right track, eliminating the need to change tracks at both 80th Street and Belt Junction.

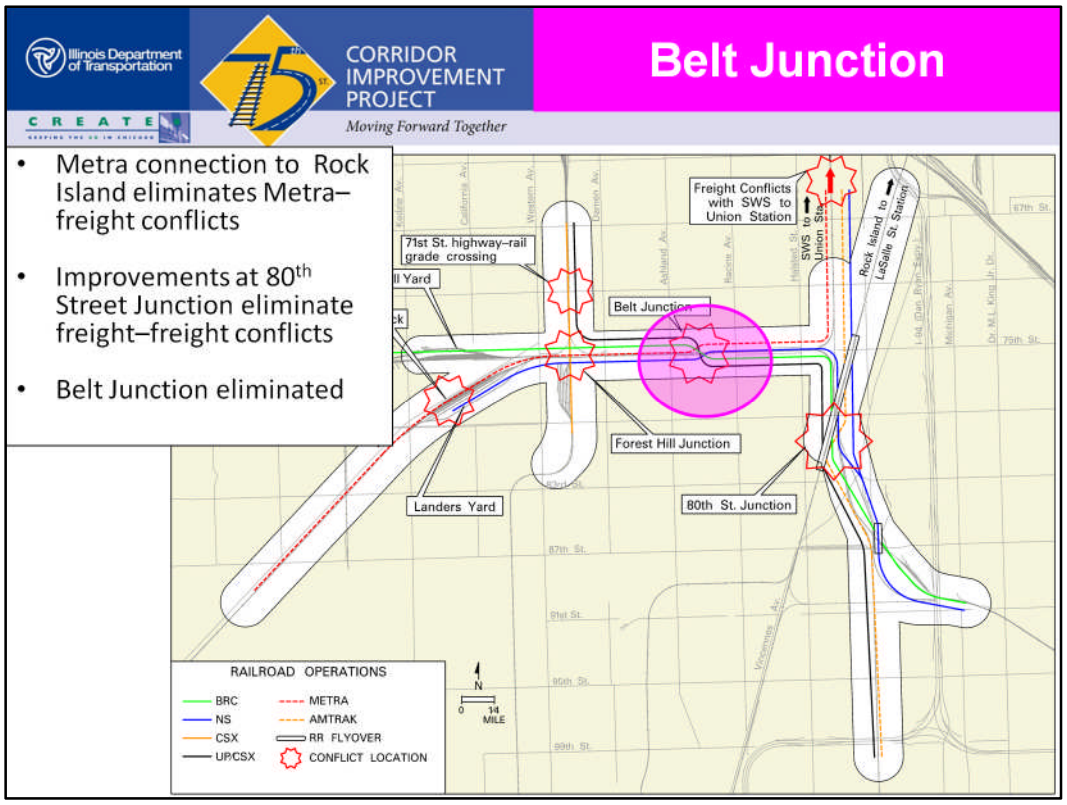
• Railroads have the flexibility to reduce delays with switches and crossovers.

• Work can be done on the existing embankments, with no need to acquire residential properties.



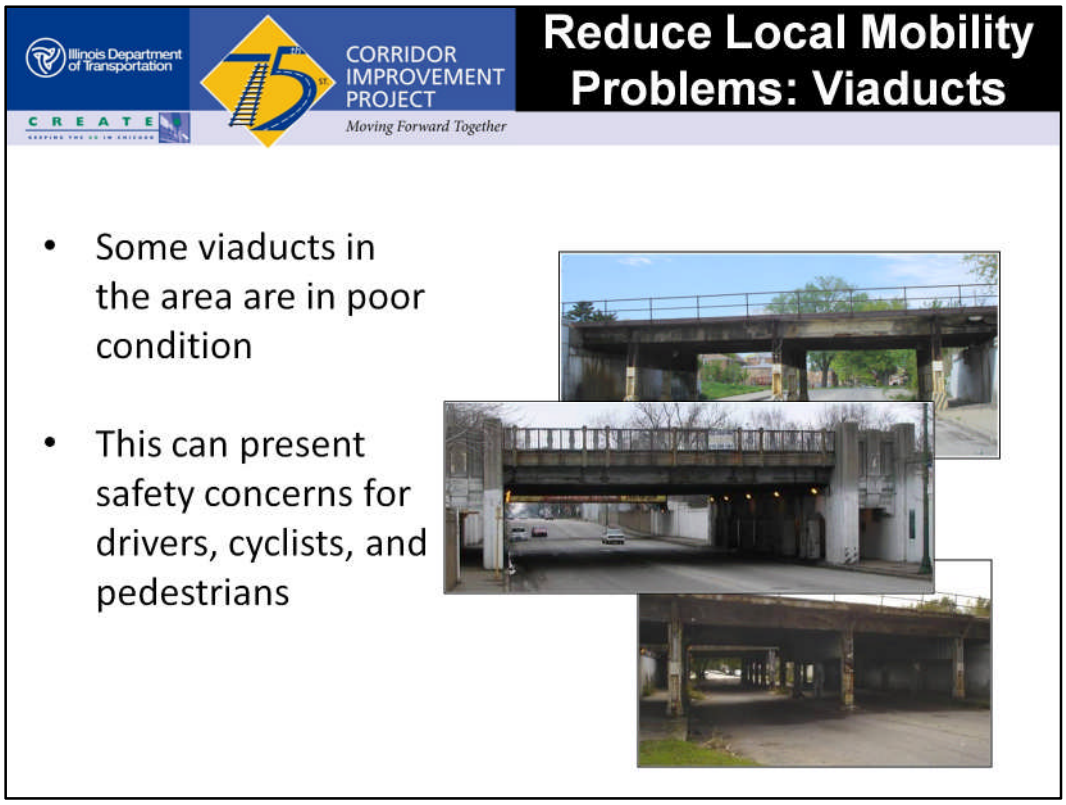
The final improvement area we evaluated was Belt Junction.

Today Belt Junction is a source of rail-rail conflicts, both between Metra trains and freight trains and between multiple freight trains.



The Metra conflicts would be eliminated with the proposed bridge connection to the Rock Island line and the freight conflicts would be resolved with the 80th Street Junction solution.

As a result, Belt Junction and its conflicts and delays would be eliminated.



From community members, we heard concerns about the railroad viaducts, their condition, and how they affect travel within the community.

Poor conditions at some viaducts throughout the study area can cause safety issues for drivers, cyclists, and pedestrians, and make it more difficult to get around.

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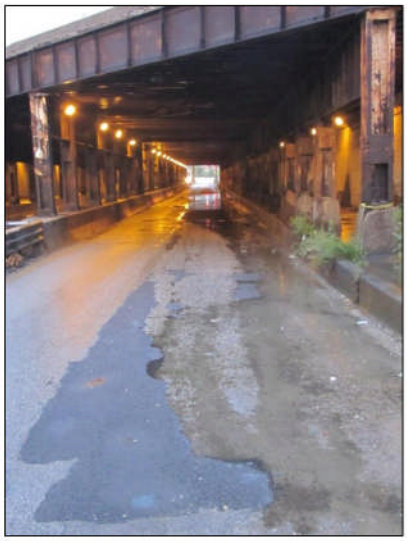
Viaduct Inventory

1. Inspected 36 viaducts
2. Evaluated conditions of:
   - Lighting
   - Drainage - roadway and overhead bridge
   - Roadway pavement
   - Sidewalks and ramps
   - Bridge façade concrete
3. Identified possible repair work
4. Estimated potential repair costs



Responding to community concerns, we inspected the conditions at thirty-six of the viaducts in the project area. We looked at issues that affect the ability to safely use the viaducts and about which the community had expressed concern.

These included:

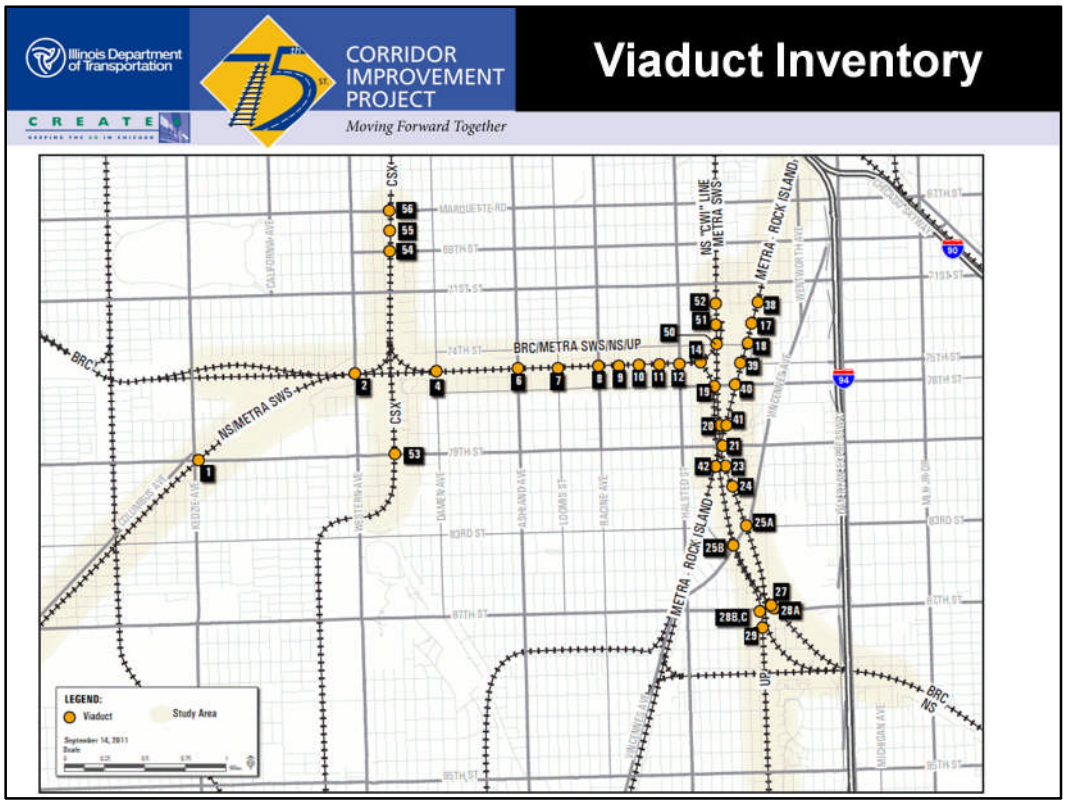
•Low visibility due to lighting conditions ,

•Poor drainage,

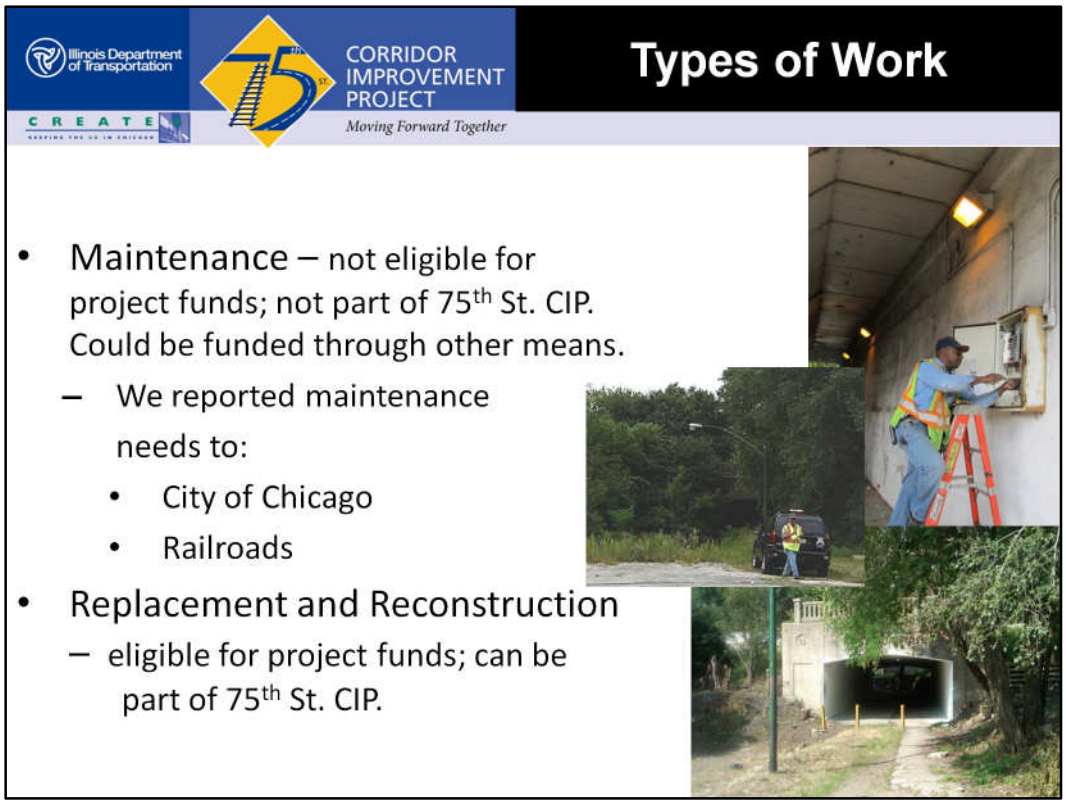
•Poor roadway and sidewalk pavement conditions, and

•Crumbling concrete.

We then identified possible repair work and estimated the costs of those repairs.



This map shows the viaducts that we inspected.



Two types of work were identified.

The first is maintenance work that can be done now, but is not eligible for funding through the project. The Project Team talked to the City of Chicago and to the railroads for their evaluation and action.

The Chicago Department of Transportation has already repaired 108 light fixtures on 26 viaducts. They also cleared vegetation from this viaduct entrance to Hamilton Park.

Where more extensive replacement or reconstruction is required, that work may be eligible for project funds and could be done as part of the 75th Corridor Improvement Project.

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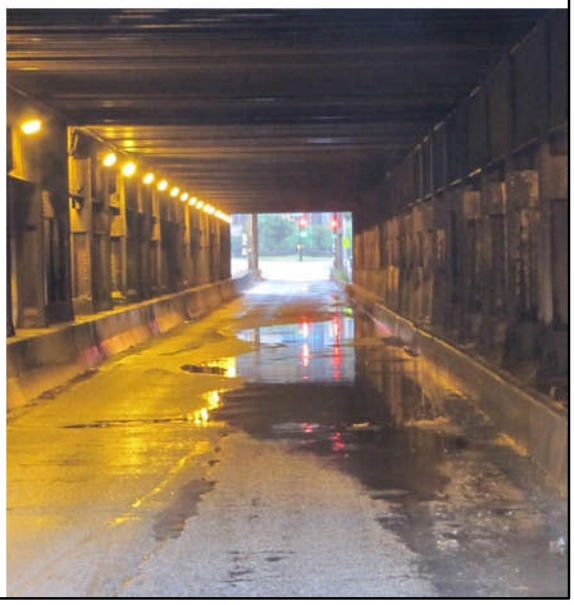
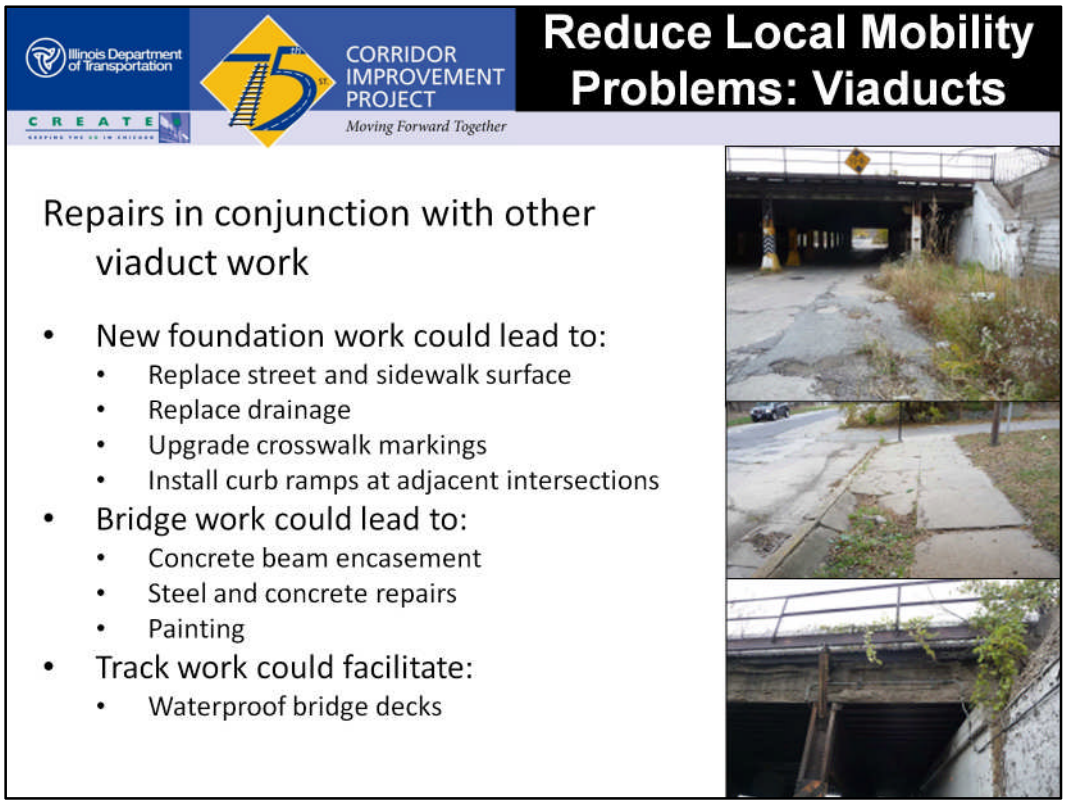
Reduce Local Mobility Problems: Viaducts

Maintenance – First step for some infrastructure elements

- Perform maintenance and determine major repair requirements
- Possible examples:
  - Lighting
    - 16% of viaduct lighting was not working
  - Drainage
    - Inlets under bridges clogged
  - Concrete on bridges
    - Loose concrete can fall from bridges



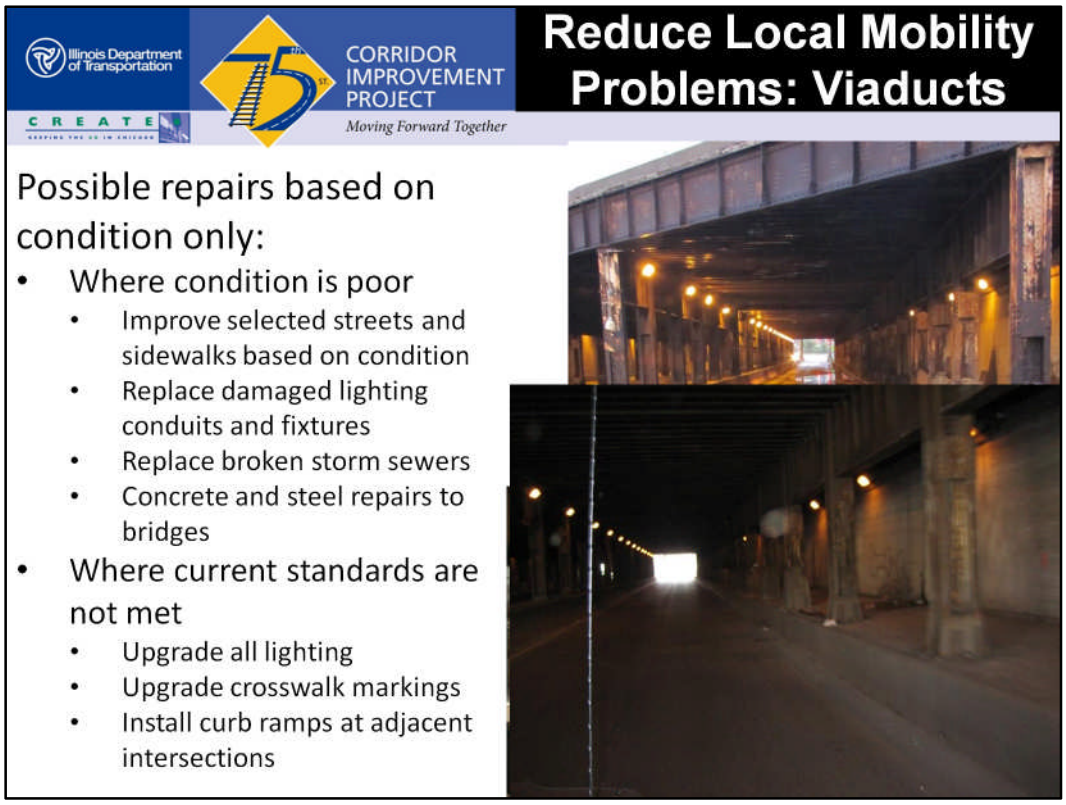
Maintenance tasks we identified included replacement of individual lights that are not working, cleaning drainage inlets, and removal of loose concrete from bridges.



Some of the needed work would be done in conjunction with other project-related work on the viaducts. Where portions of bridges would be widened or replaced, new foundations may be needed. In conjunction with that work, other work on the streets and sidewalks would be done.

That same bridge work could also include repairs and replacement of portions of the bridge itself.

Track work on the bridge may offer the opportunity to waterproof the deck of the bridge.



Other work may need to be done at viaducts where there is no work on the bridge itself. This could include improving or replacing the streets and sidewalks, replacing failed storm sewers, and repairing bridges.

The bridge lighting is generally more than 20 years old, and consideration would be given to replacing the lighting with new higher efficiency fixtures.

As roadway work is done, crosswalks and sidewalk curb ramps would be replaced to meet current standards.

Any viaduct work that is completed as part of the project would have to wait until the project begins. This would not be until 2014 at the earliest

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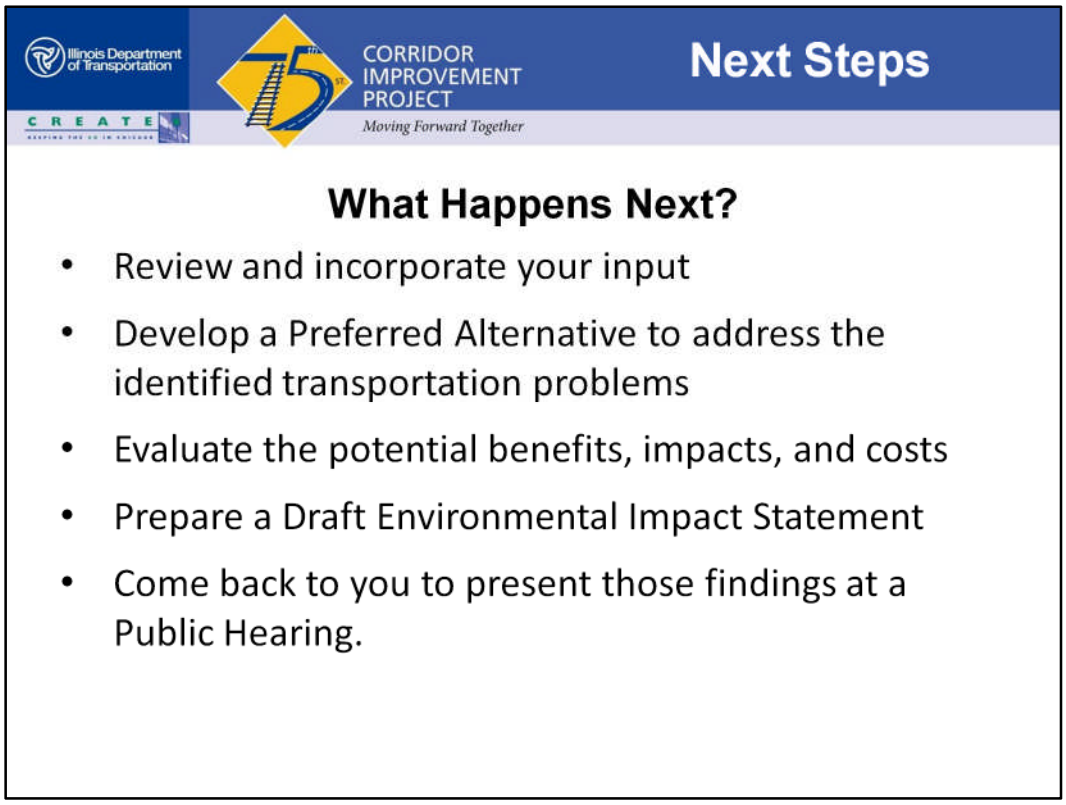
No Build Alternative

- Build Alternatives must meet Purpose & Need
- Potential benefits considered along with impacts and costs
- No Build Alternative must be considered along with the Build Alternatives

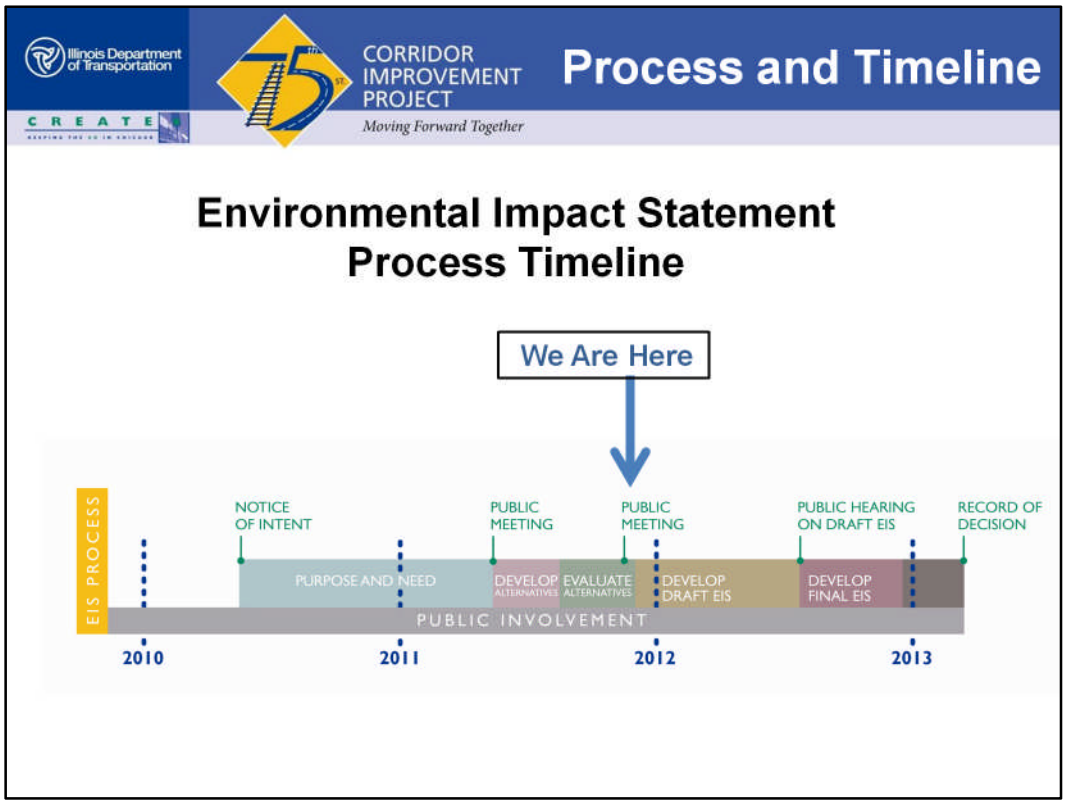
You have seen an overview of the Build Alternative for this project. As we consider the potential impacts and benefits of the Build Alternative, along with its ability to meet the Purpose and Need, we also will consider the No Build alternative – that of taking no action.



This is our second public meeting. We will review the input we receive from you tonight and in the next few weeks, and use it to develop a Preferred Alternative.

We will evaluate the potential benefits, impacts, and costs of that alternative, and determine any remediation that is required. We will document the results of our analyses and public input in a Draft Environmental Impact Statement.

We will present the findings at a Public Hearing next summer to seek your input and feedback. It will be announced and advertised in the same manner as this Public Meeting



This timeline shows where we are in the Environmental Impact Statement process. As you can see, we won't be finished until well into the year 2013. Working with the community, we will keep the 75th St. CIP "Moving Forward Together".

Opportunities for Public Involvement

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Moving Forward Together

- Submit comments today
- Attend public hearing
- Request speakers for local group meetings
- Read brochures and other project publications
- Send us comments through:
  - Online comment form at www.75thCIP.org
  - Project team email – info@75thCIP.org
  - Mail – One North Franklin, Ste. 500
    Chicago, IL 60606

We want your input! We offer a number of ways for you to communicate with us.

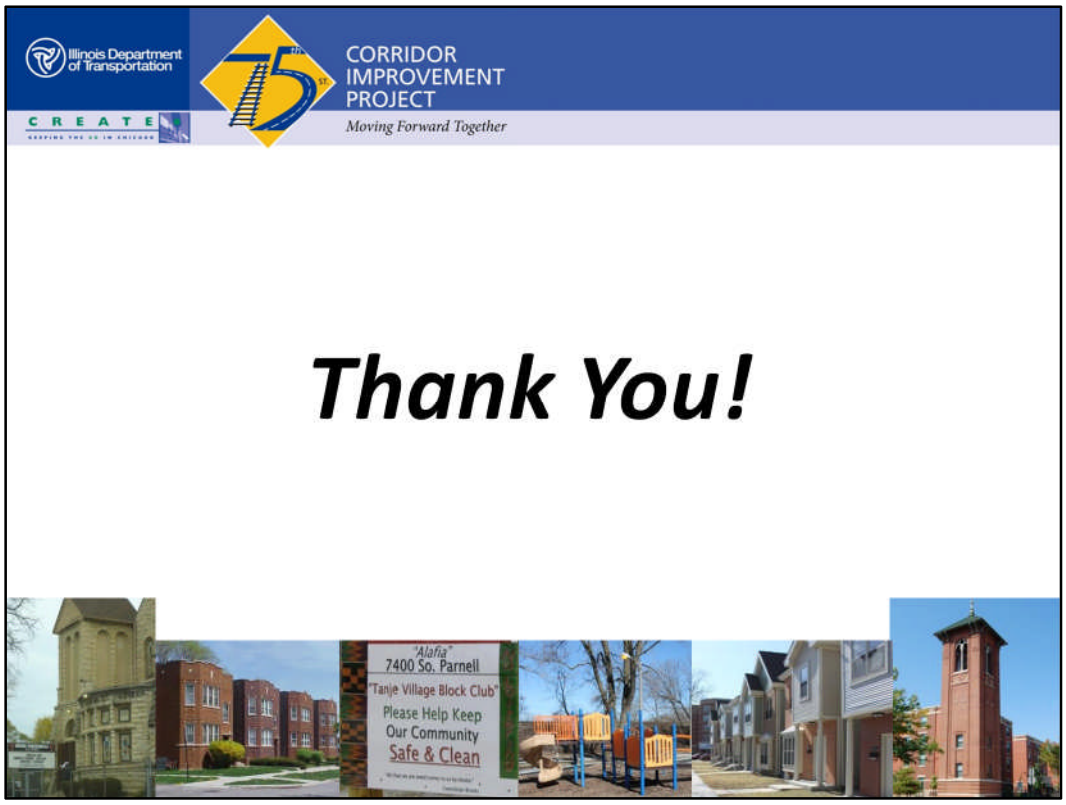
Please provide your comments on the information presented to you today.

Also, be sure to attend the Public Hearing next year. It will be announced and advertised in the same manner as this Public Meeting

If you represent a local group, community or neighborhood organization and would like a speaker to present at one of your meetings, please let us know. We would be glad to attend and make a presentation.

Read the brochure that is available today and material on the project web site.

We encourage you to send us comments at the web site, by email, or via mail.



Thank you for attending today's meeting.

Appendix C
Public Involvement and Agency Coordination

C2 - PUBLIC INVOLVEMENT MEETINGS

PART 4 – OCTOBER 27, 2011 Meeting Appendices

APPENDICES

Appendix C – Exhibits (a)