Appendix C
Public Involvement and Agency Coordination

C2 - PUBLIC INVOLVEMENT MEETINGS

PART 4 – OCTOBER 27, 2011 Meeting Appendices

APPENDICES

Appendix C – Exhibits (a)

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CREATE
KEEPING THE GO IN CHICAGO

75th ST. CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

CREATE Program Map

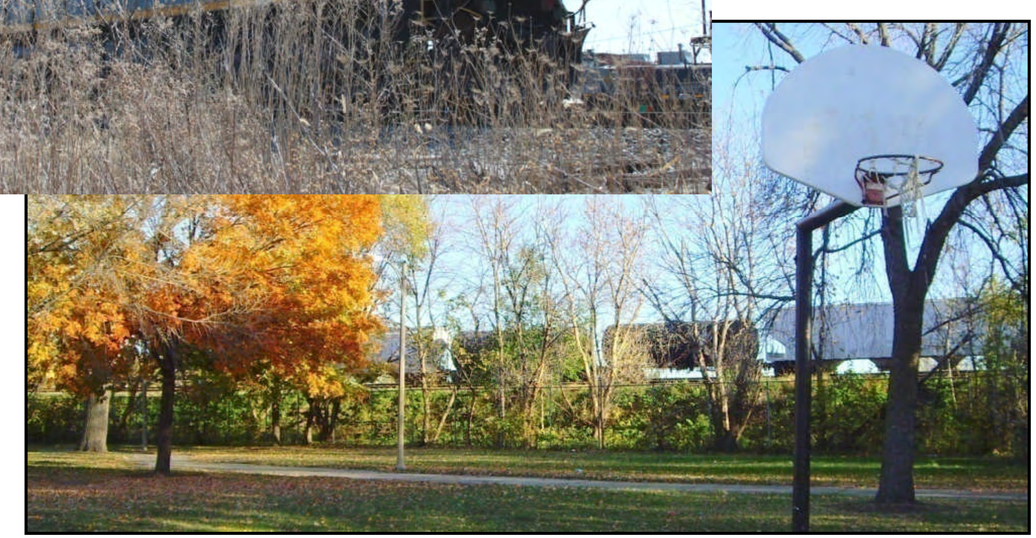
CREATE Program

Goals

- Reduce rail and roadway congestion
- Improve passenger and freight rail service

Benefits

- Enhance public safety
- Provide national, regional and local economic benefits
- Reduce energy consumption
- Improve regional air quality



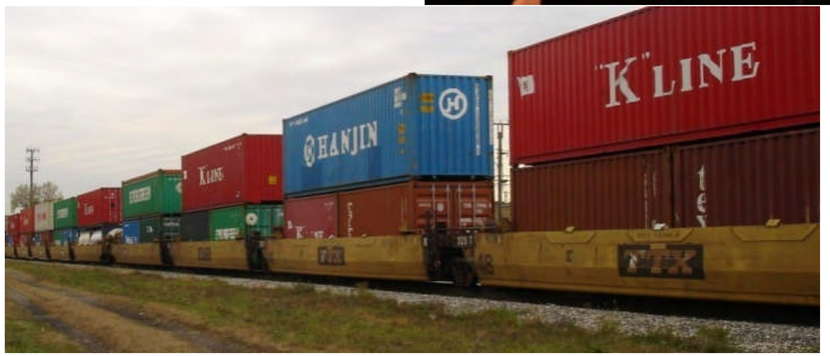
Purpose and Need

Project Purpose

To improve mobility for rail passengers, freight, and motorists

Project Needs

- Reduce rail-rail crossing conflicts
  - Forest Hill Junction
  - 80th Street Junction
  - Metra SouthWest Service connection to Metra Rock Island
  - Belt Junction
- Reduce road-rail crossing conflicts
  - 71st Street crossing
- Improve rail passenger service reliability
  - Along Columbus Avenue
- Reduce local mobility problems
  - Viaducts



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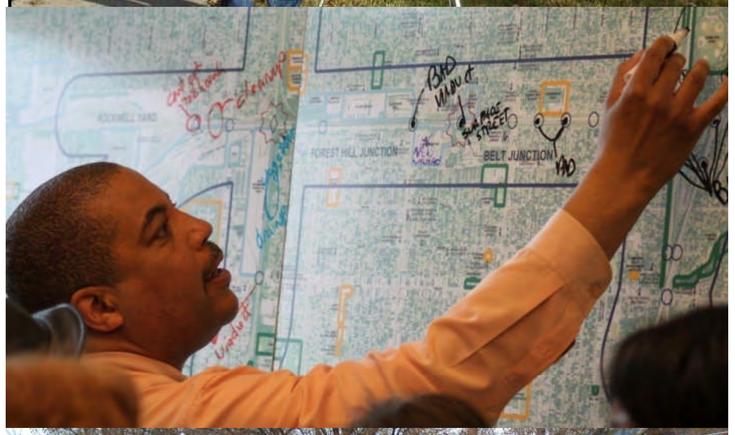
Environmental Impact Statement

The 75th St. CIP Team is preparing an Environmental Impact Statement (EIS), the highest level of federal environmental review. The EIS will:

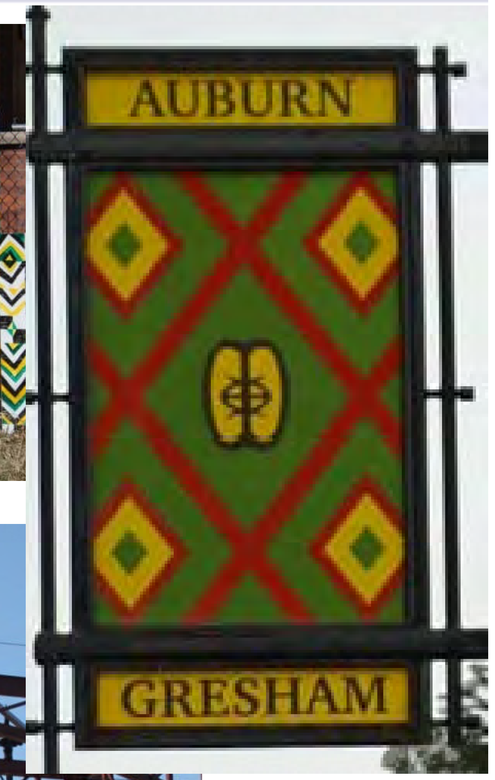
- Explain why the project is needed: the "Purpose and Need" of the project
- Evaluate reasonable Alternatives
- Describe the potential impacts and benefits from the range of reasonable Alternatives
- Identify the Preferred Alternative that best balances benefits and impacts
- Describe in detail how the decision was made
- Explain how the public was engaged throughout the process

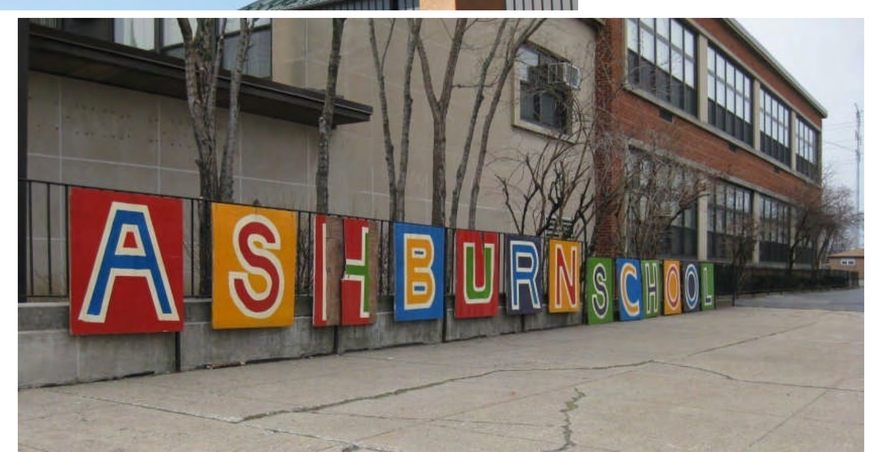


Community Involvement

IDOT is using the Context Sensitive Solutions process on this project to:

- Work with your community to find transportation solutions that work in coordination with your surroundings
- Engage all stakeholders
- Balance the project's transportation needs with your community's concerns and values





Previous Community Advisory Group Meetings

April:	Introduced the project, asked for input on draft statement of transportation problems, and used that input to develop Purpose and Need
August and September:	Presented and gathered input on Alternates developed to address transportation problems
September:	Presented viaduct inspection results and cost estimates

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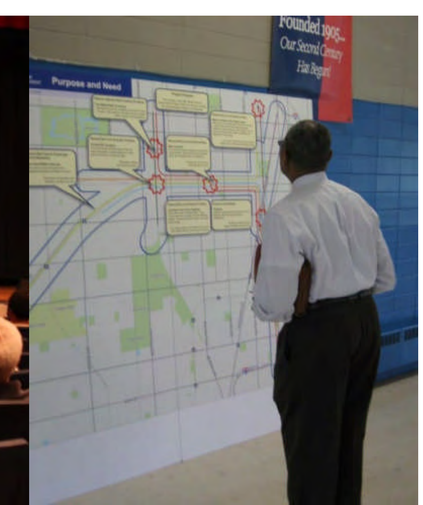
June Public Meetings

- Held Public Meetings on June 7 and 9, 2011
- Introduced the project
- Reviewed 75th St. CIP draft Purpose and Need
- Obtained public input on 75th St. CIP and the draft Purpose and Need



Property Acquisition

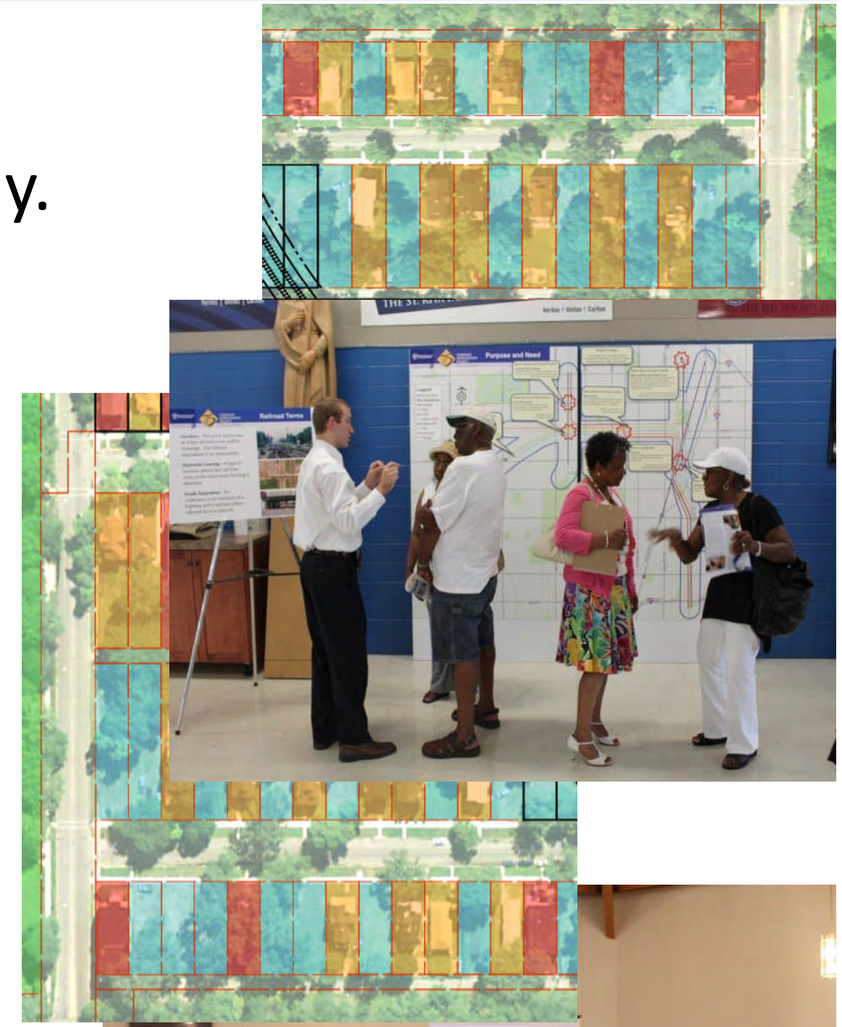
Any property acquisition will follow the federal Uniform Act. The act provides for:

- Fair compensation
- Relocation assistance and moving expenses
- Other costs associated with comparable replacement housing
- Opportunity to relocate within the community if possible

Property Acquisition

The acquisition of property in the neighborhood south of Hamilton Park is likely. As part of this EIS study we will:

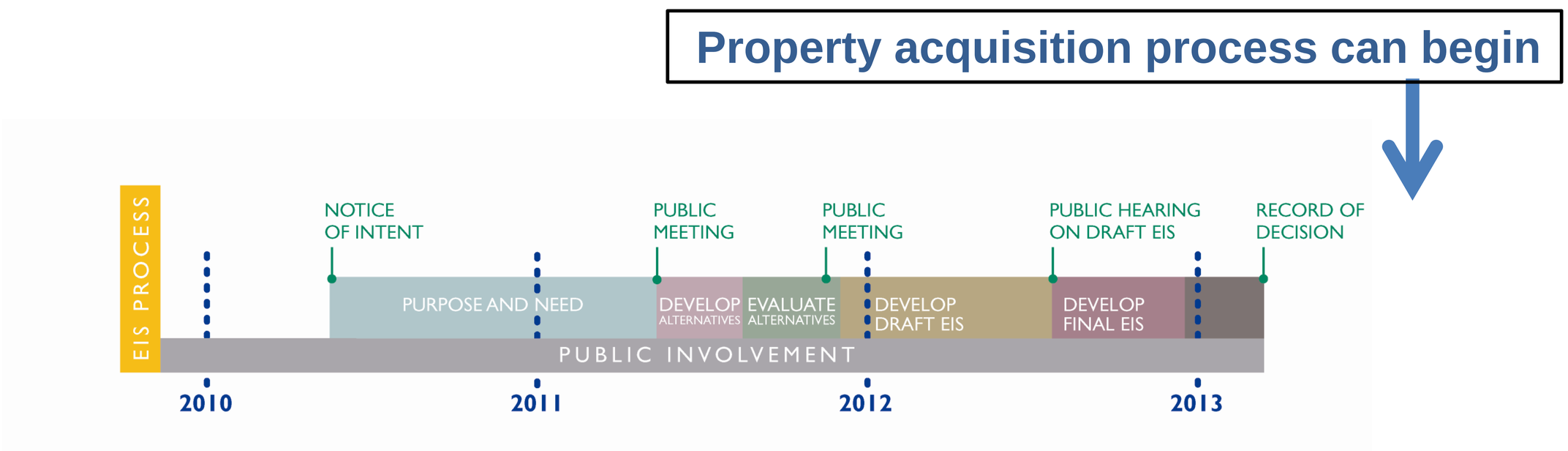
- Minimize the need to acquire property
- Present the potential impacts of each alternative to the community at this meeting
- Define the exact number and location of any acquisitions
- Notify all owners and occupants of property adjacent to or potentially affected by the project of public meetings by mail.



Property Acquisition

Timing of acquisitions:

- The property acquisition process can begin after the Federal Highway Administration approves the study and signs a Record of Decision (ROD). The current schedule anticipates a ROD in **March 2013.**
- The process will allow time for an orderly relocation.



Opportunities for Community Involvement

- Submit comments today
- Attend public hearing in 2012
- 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
    Attn: Gretchen Wahl

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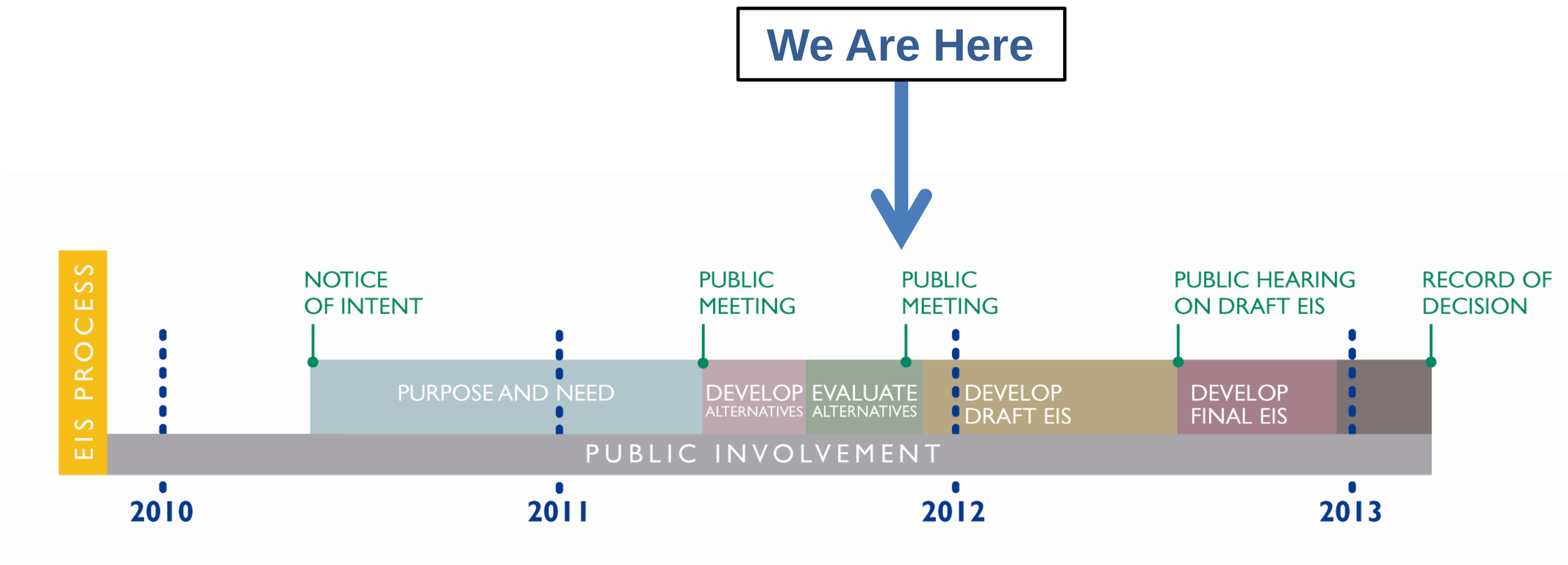
Environmental Impact Statement Process and Timeline



Railroad Terms

Junction—The point where two or more rail lines cross and/or converge. The railroad equivalent of an intersection.

Diamond Crossing—A type of junction where two rail lines cross at the same level, forming a diamond.

Grade Separation—An underpass or an overpass of a highway and a railroad (often referred to as a viaduct).

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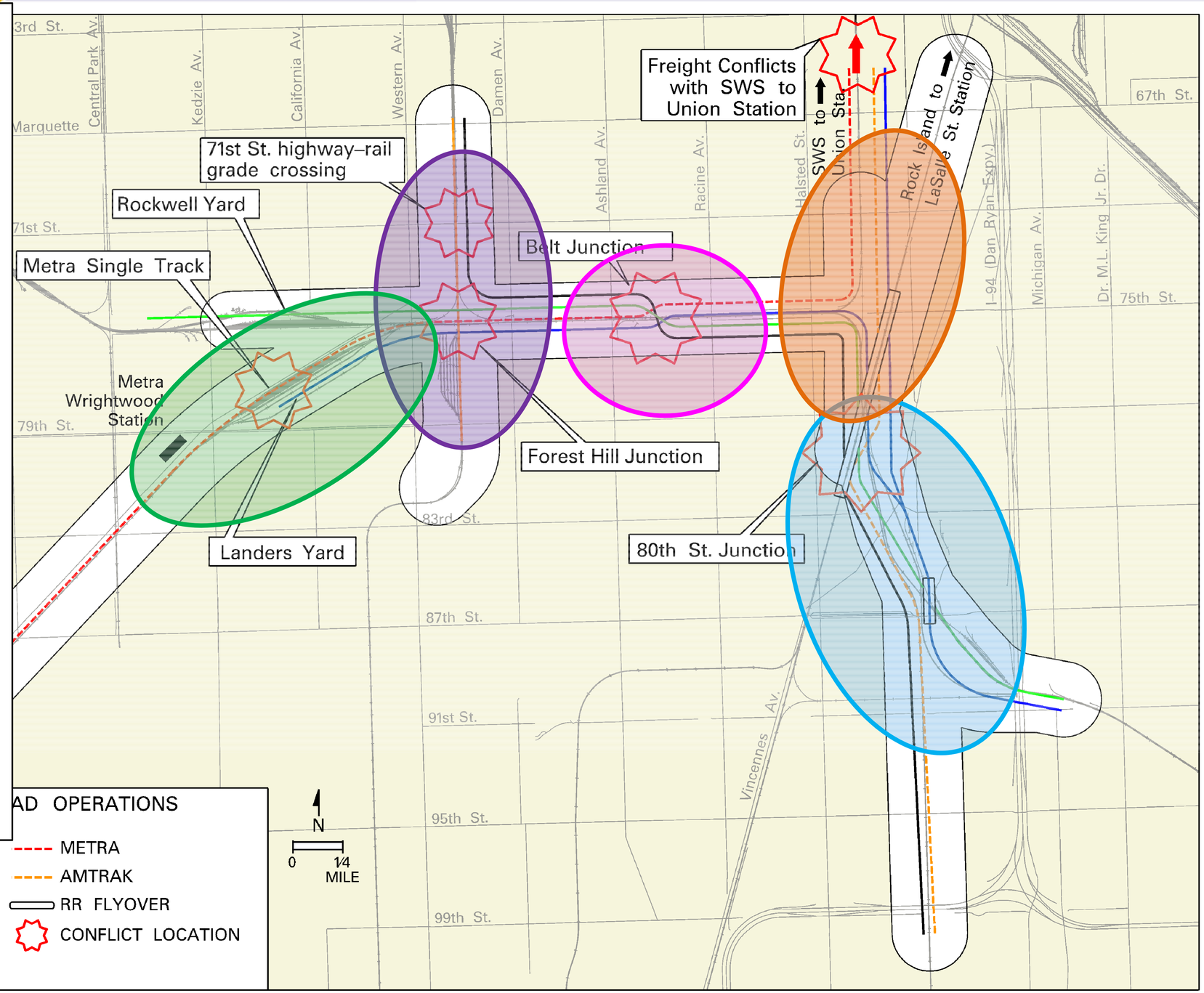
Improvement Areas

- **Metra Reliability Columbus Ave.**
- **Forest Hill Junction & 71st Street**
- **Belt Junction**
- **Metra Rock Island Connection**
- **80th Street Junction**
- **Local Mobility (Viaducts)**



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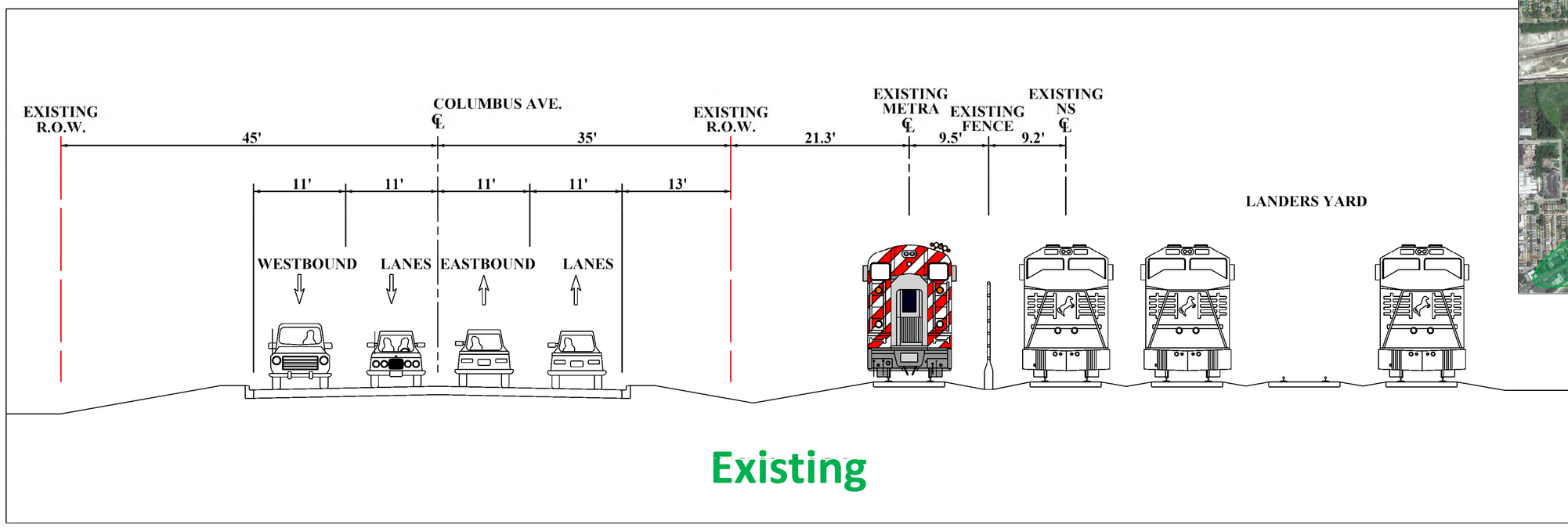
Improve Metra Reliability



Existing

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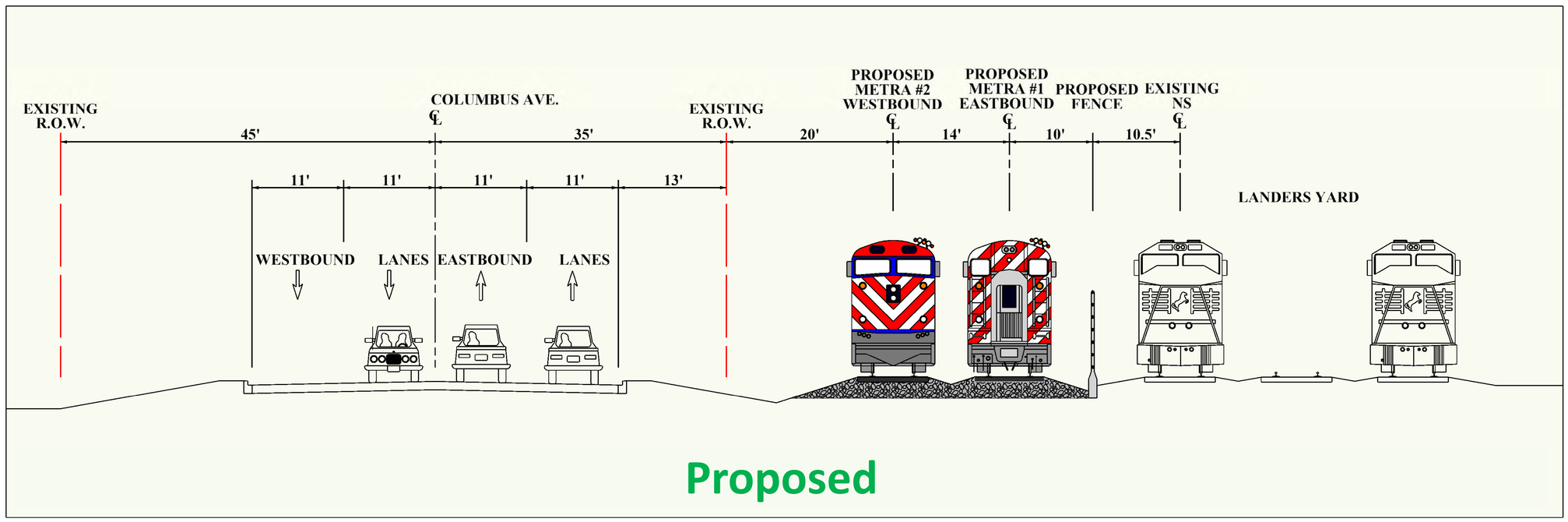
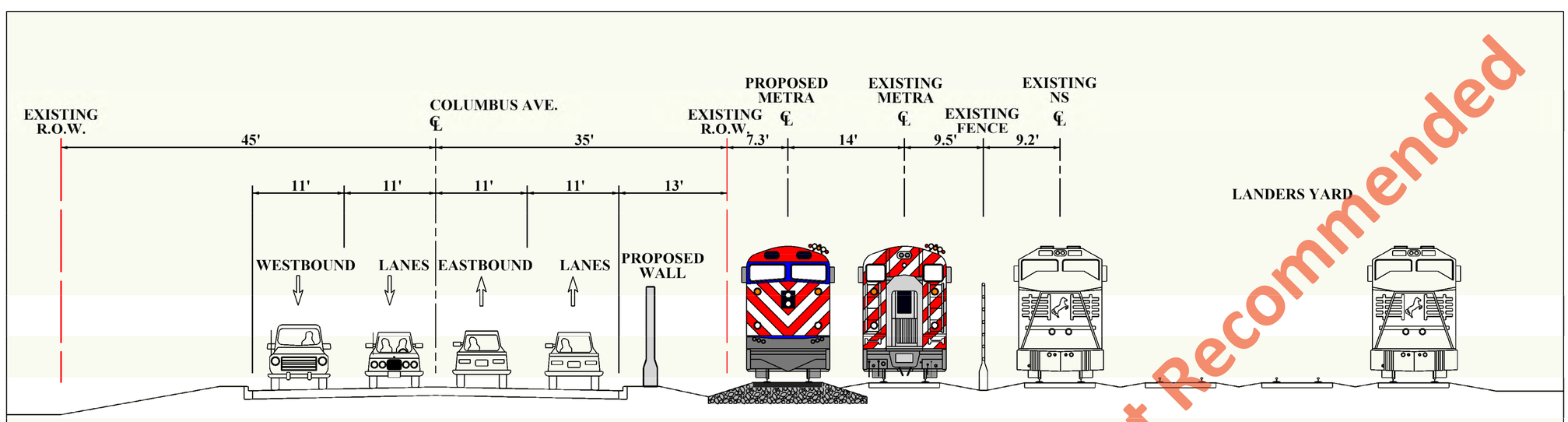


Proposed

2nd track replaces Landers yard track

- Track one foot closer to Columbus Ave.
- Train headlights 1' closer to traffic
- Room for road and track maintenance



Not Recommended

Not Recommended

2nd track closer to Columbus Ave.

- Track 14 feet closer to Columbus Ave.
- Train headlights much closer to traffic
- No room for road and track maintenance

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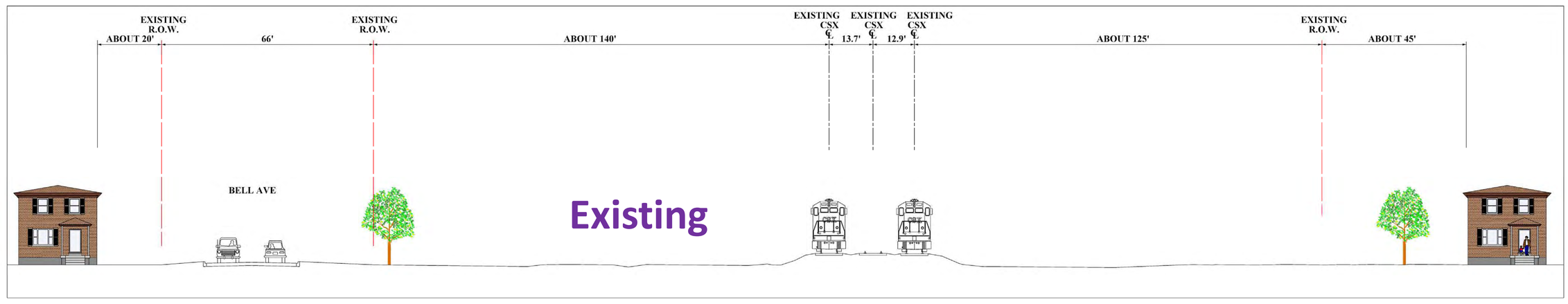
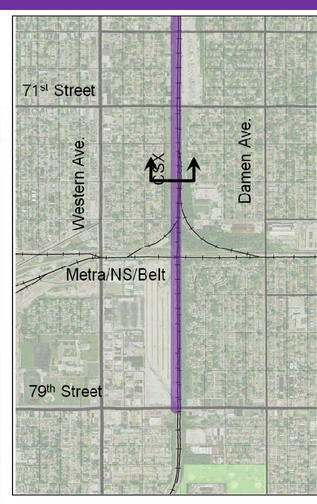
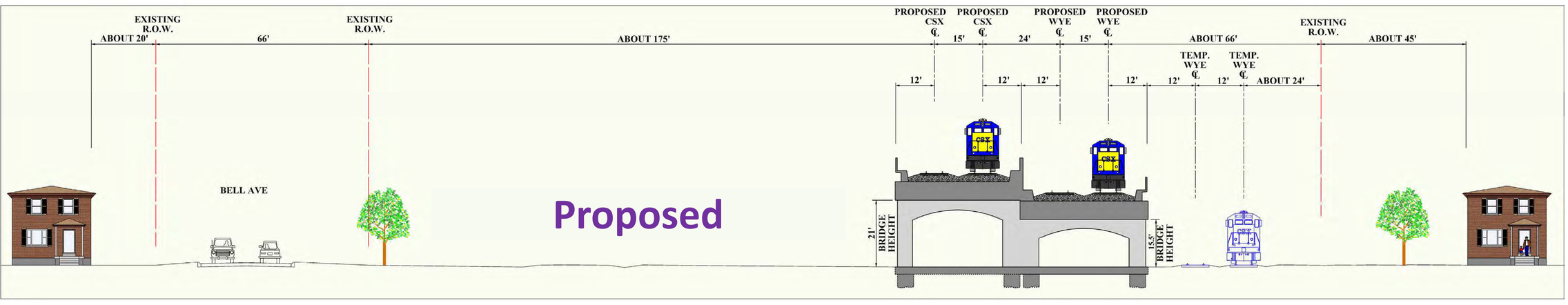
Forest Hill and 71st Street

CSX over Metra, BRC, & NS – Near 72nd Street (facing north)







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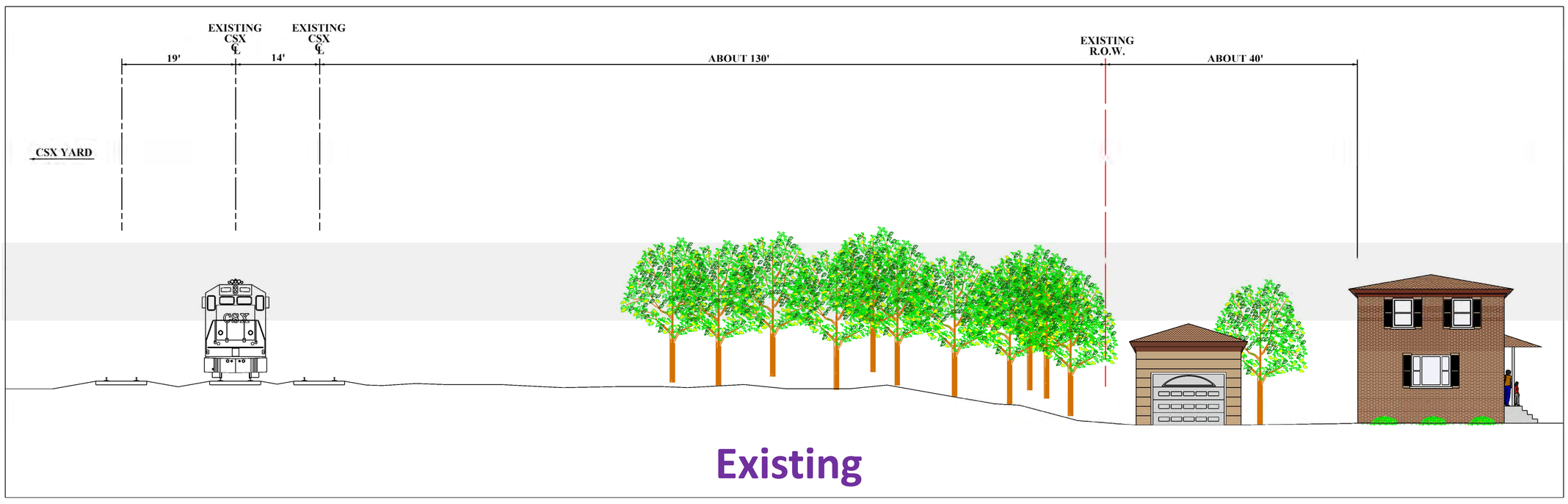
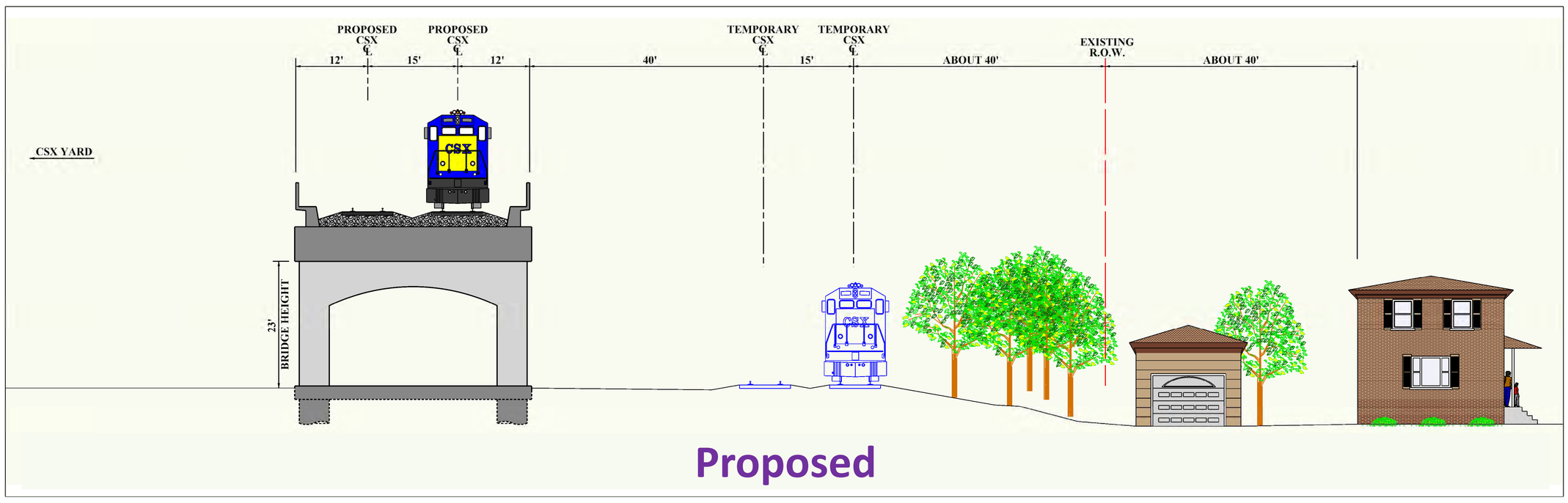
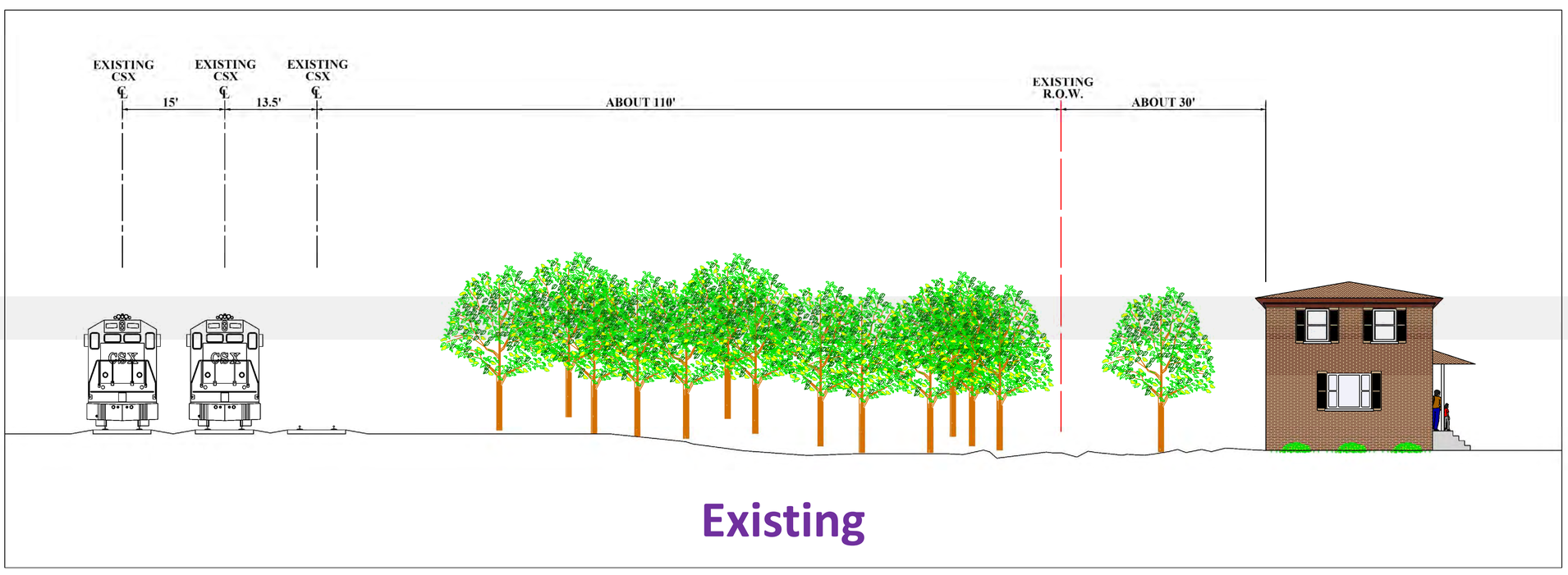
CSX over Metra, BRC, & NS – South of 75th Street (facing north)

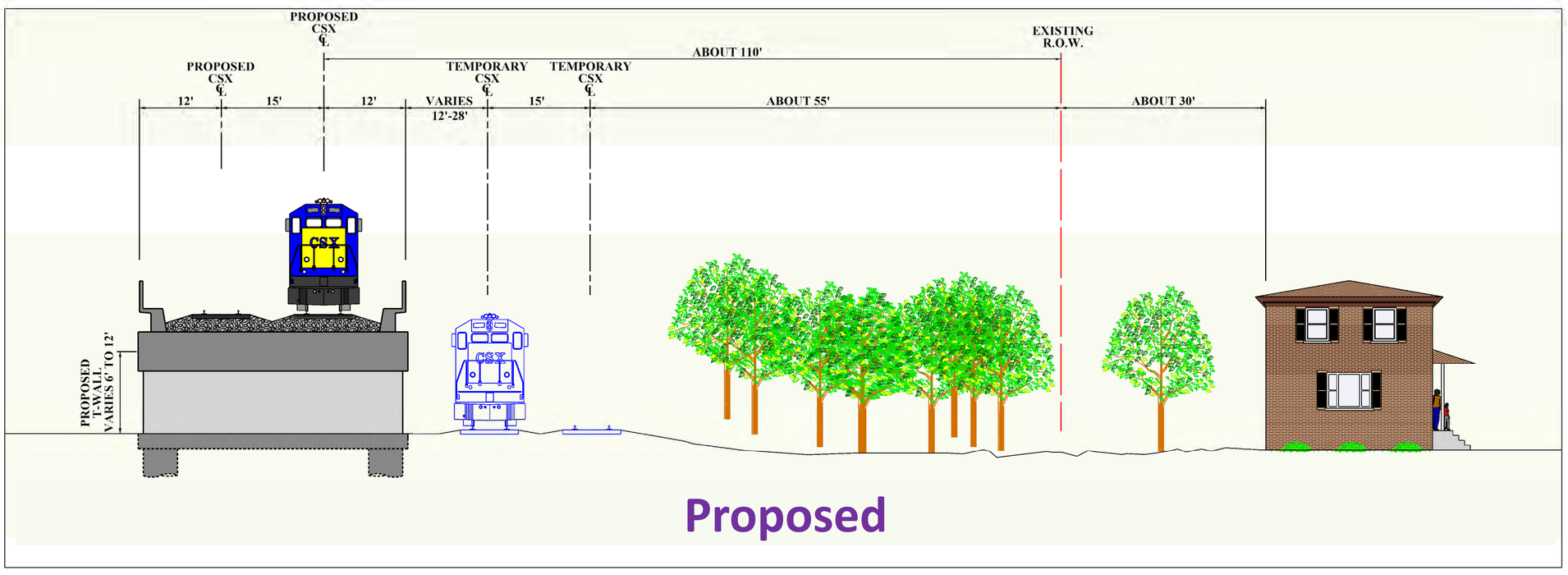




B

CSX over Metra, BRC, & NS – Near 77th Street (facing north)





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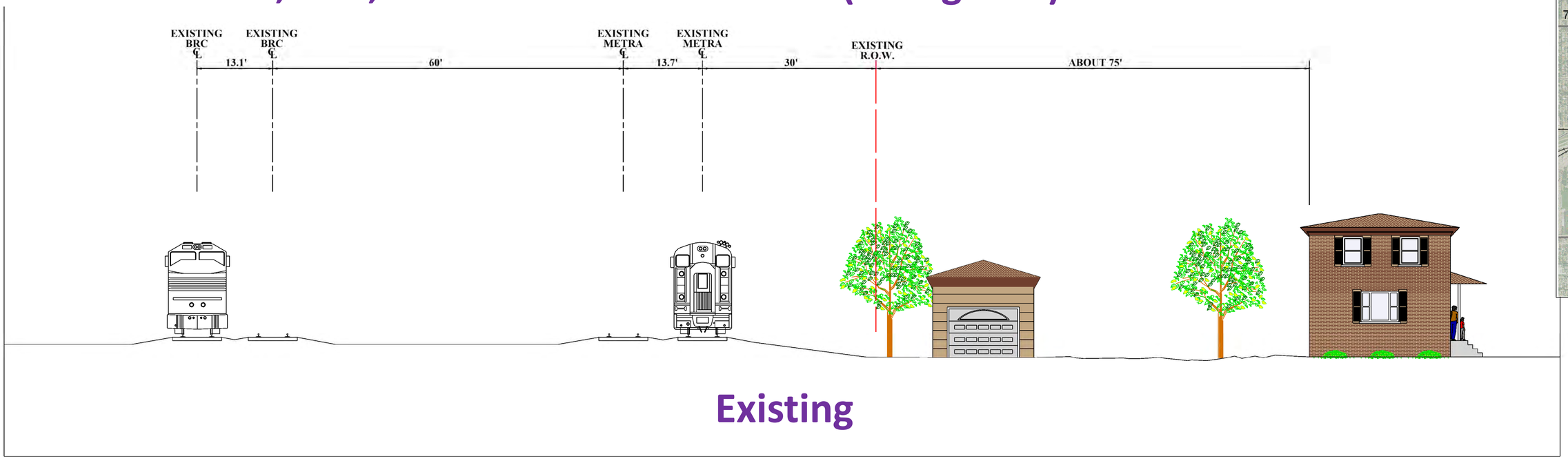
Forest Hill and 71st Street

CSX over Metra, BRC, & NS – 75th Street Tracks (facing east)



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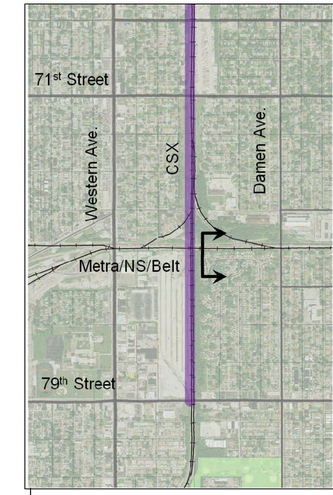

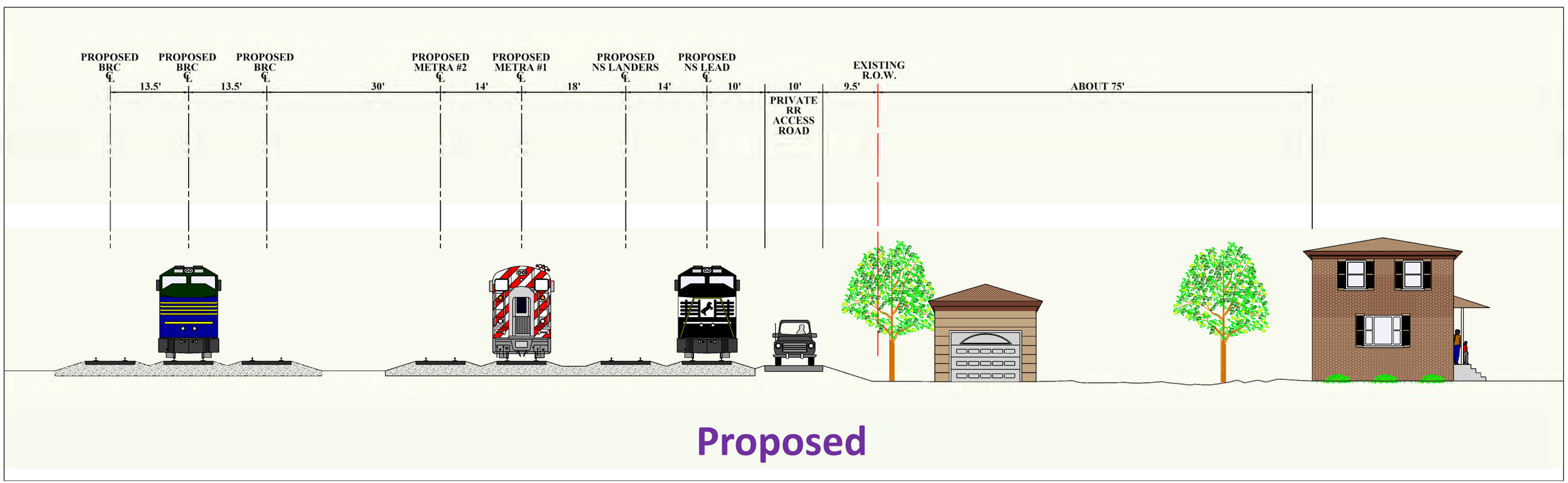

Proposed

D

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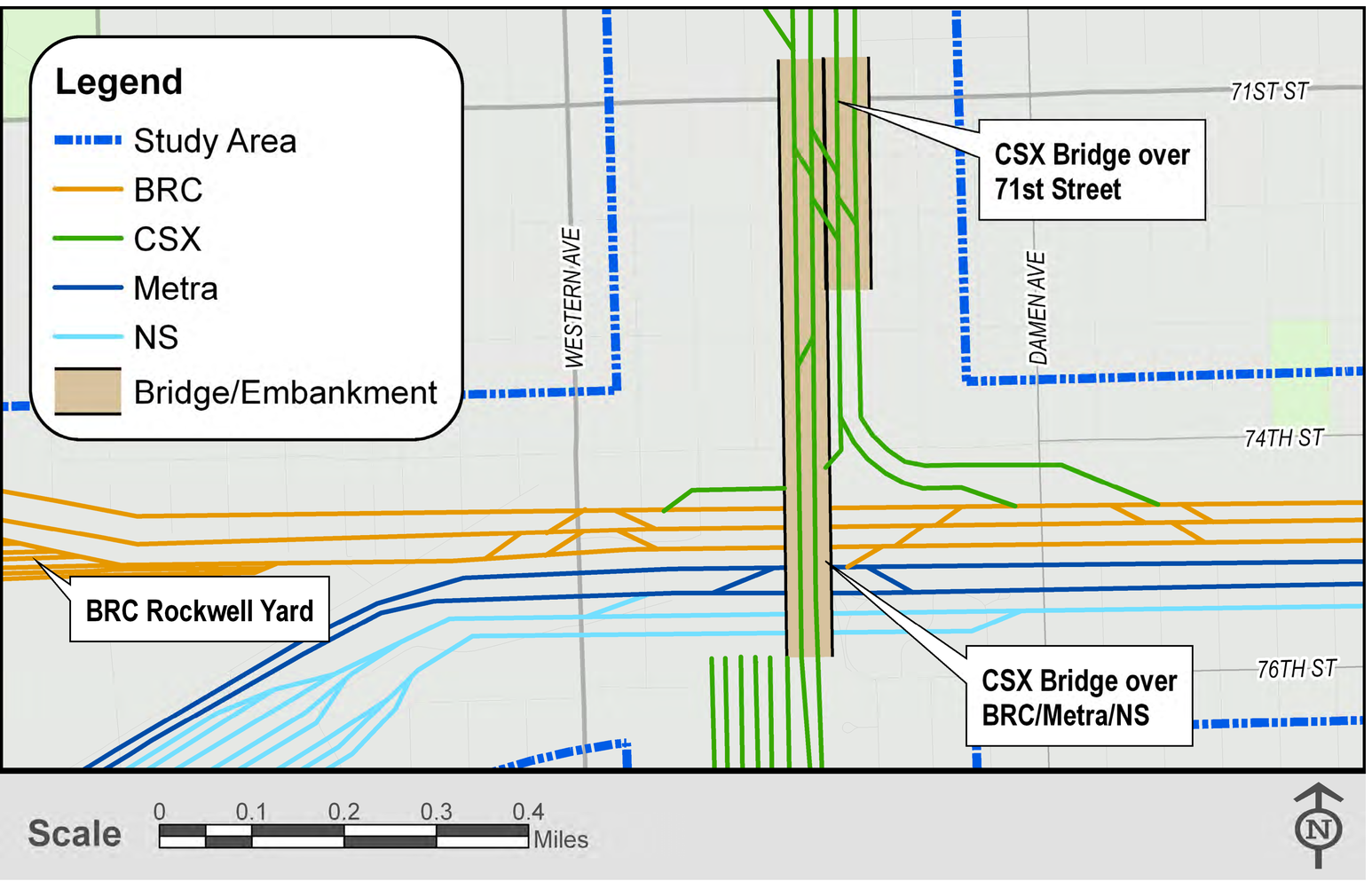
Forest Hill and 71st Street

Artist's rendering of proposed CSX tracks – Hamilton Avenue north of 76th Street

Forest Hill and 71st Street

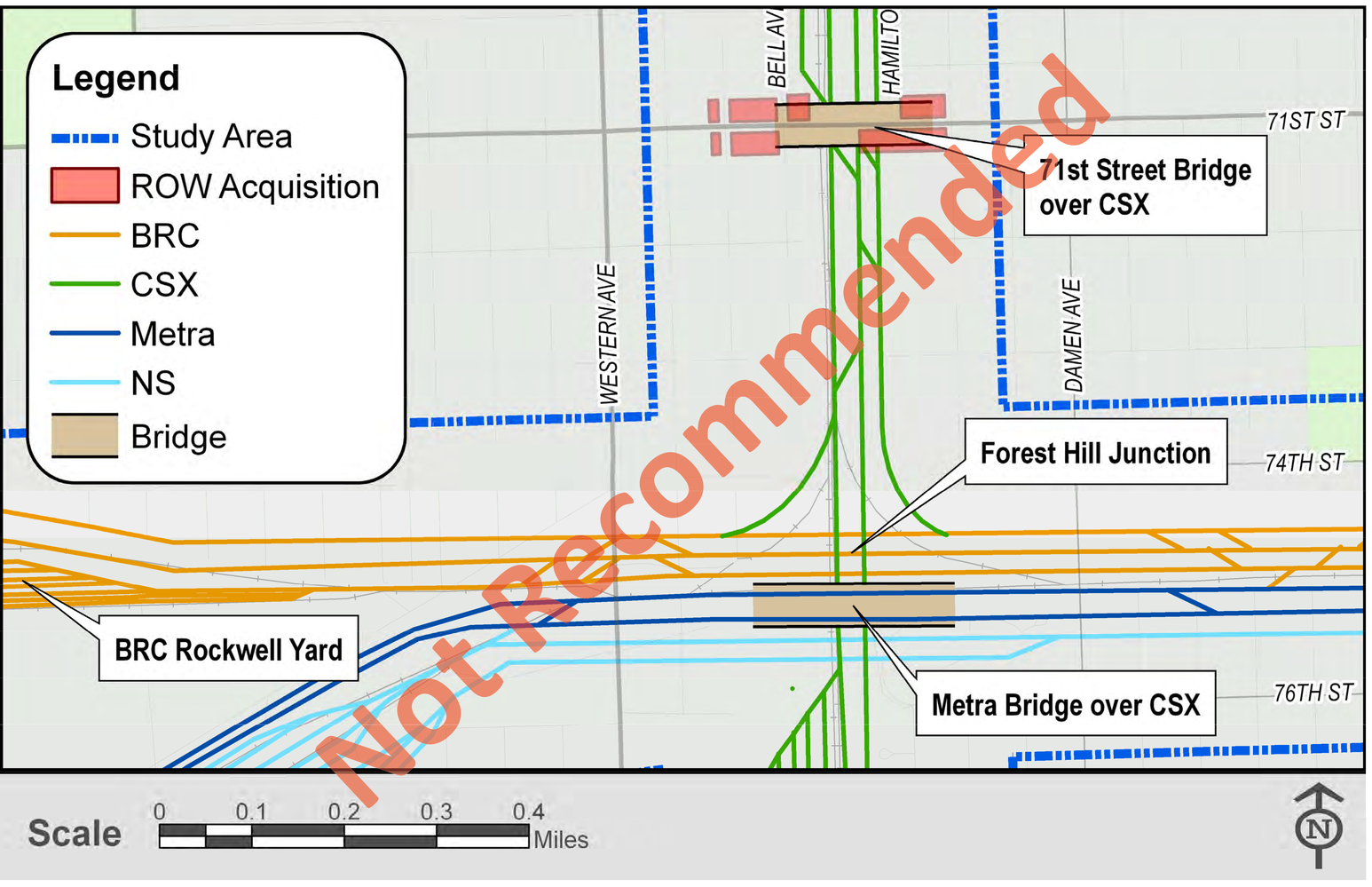
CSX over Metra, BRC, & NS



CSX over railroads and 71st St.

- Eliminates all rail conflicts at Forest Hill Junction
- Eliminates noise and pollution from waiting trains at Forest Hill Junction
- Eliminates rail-rail conflicts at 71st St.
- No property acquisition
- Access to 71st St. from Bell and Hamilton remains open
- All noise from diamond crossings eliminated

Metra bridge over CSX, 71st Street over CSX



Metra over CSX; 71st St. over CSX

- Eliminates Metra-freight conflicts at Forest Hill Junction, but not freight-freight conflicts
- Reduces noise and pollution from waiting trains at Forest Hill Junction
- Eliminates rail-rail conflicts at 71st St.
- 48 single family homes and one business would be acquired
- Access to 71st St. would be eliminated at Bell and Hamilton
- Noise from Forest Hill Junction diamond crossing would remain

Not Recommended

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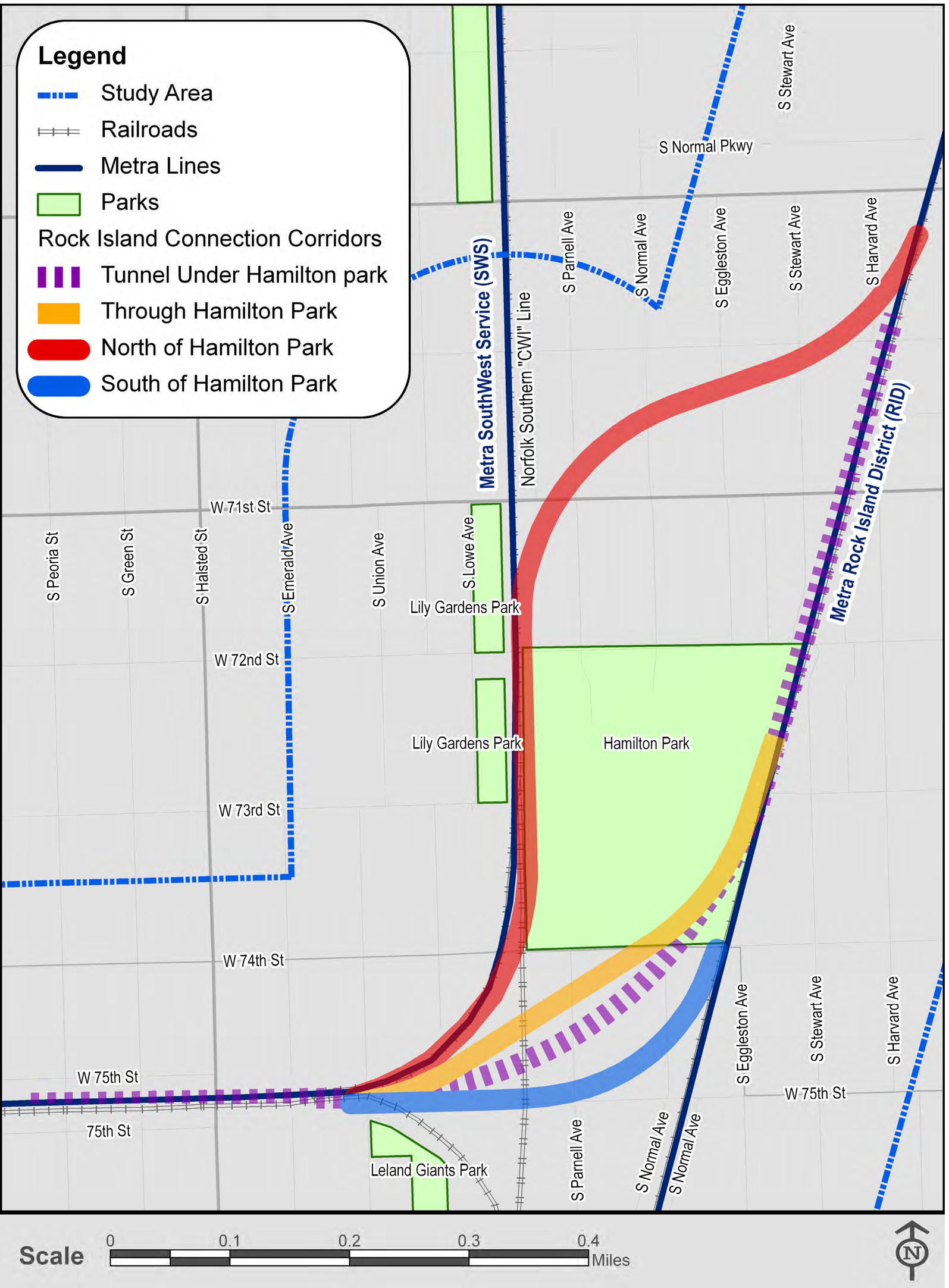
Metra Rock Island Connection



South of Hamilton Park

- Shortest connection
- Acquisition of about 20 residential properties
- Least expensive of permitted Alternates

North of Hamilton Park

- Longest connection and bridge
- Acquisition of about 60 residential properties
- Very expensive

Not Recommended

Through Hamilton Park

- Least residential property acquisition
- Park protected by federal law

Not Recommended

Tunnel under Hamilton Park

- Property acquisition above tunnel
- 5 streets closed in approach to tunnel
- Large ventilation shafts
- Most expensive

Not Recommended

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Metra Rock Island Connection

Artist's rendering of flyover – Parnell Avenue south of Hamilton Park

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Metra Rock Island Connection

Near Emerald, facing east

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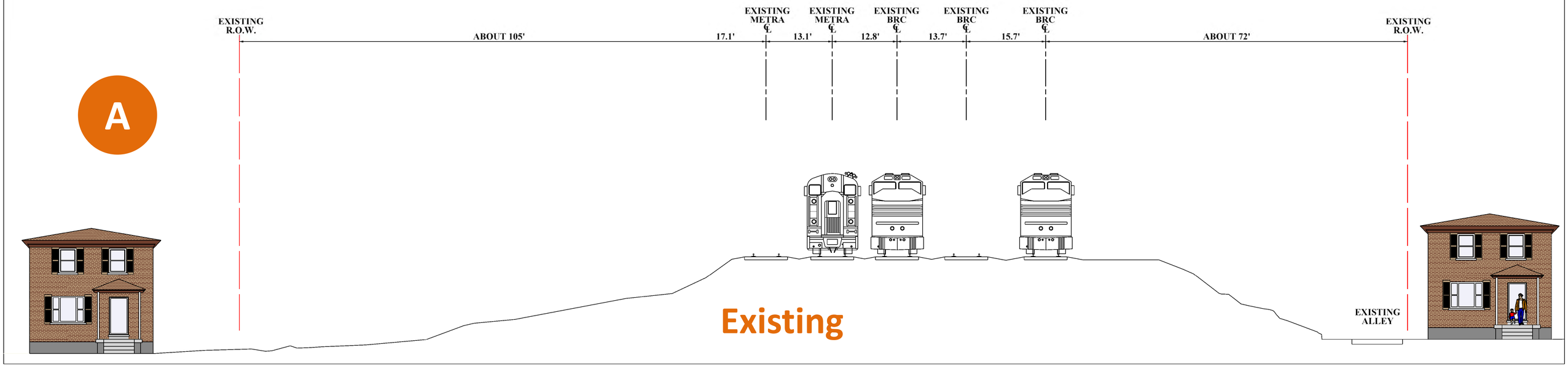

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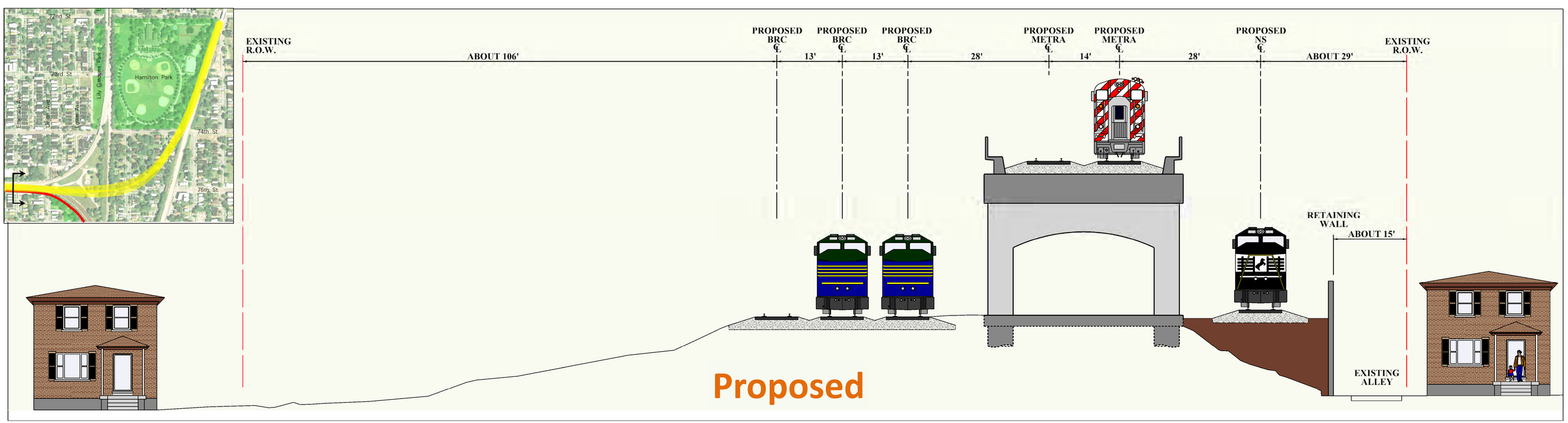

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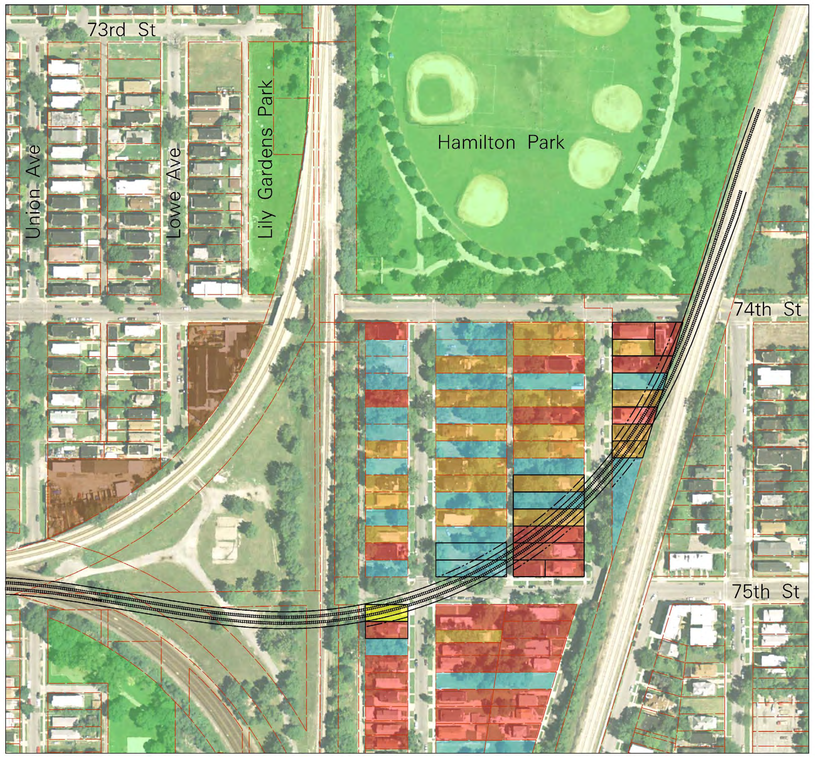
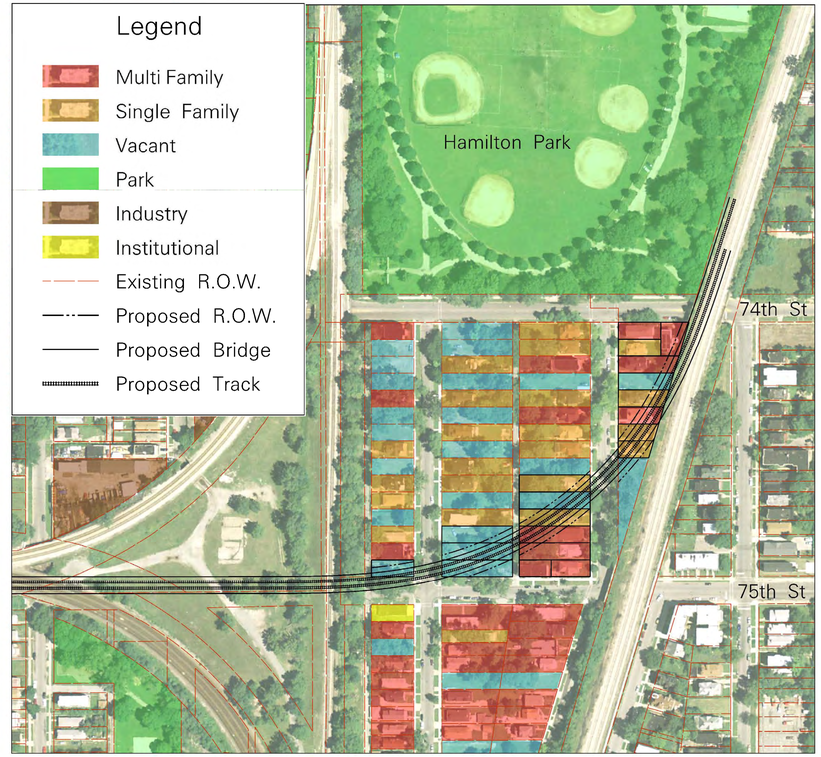
Metra Rock Island Connection

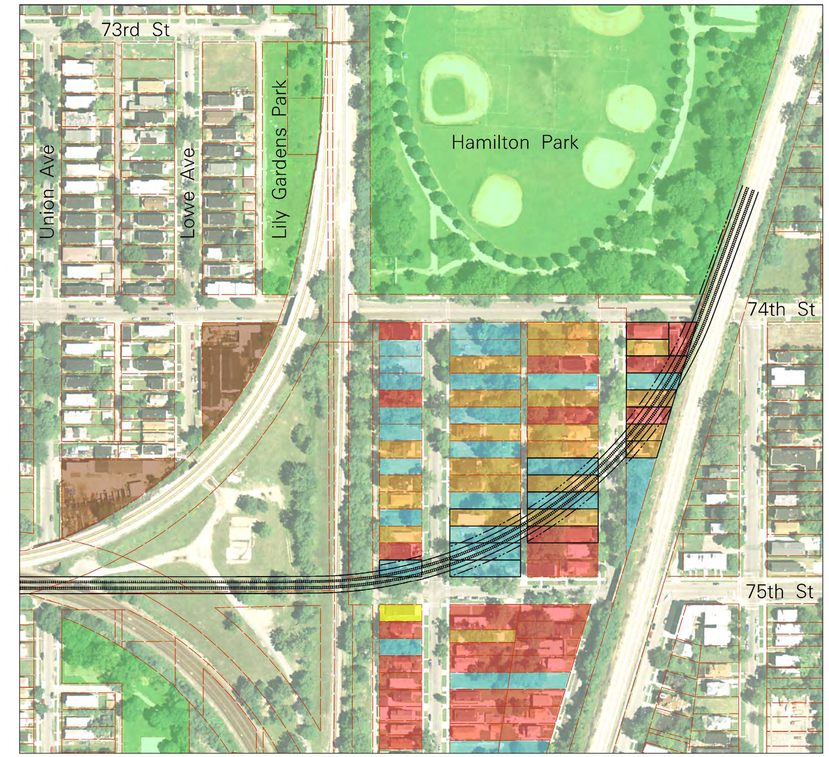
Bridge South of Hamilton Park Alignment Alternate 1



Bridge South of Hamilton Park Alignment Alternate 2



Bridge South of Hamilton Park Alignment Alternate 3

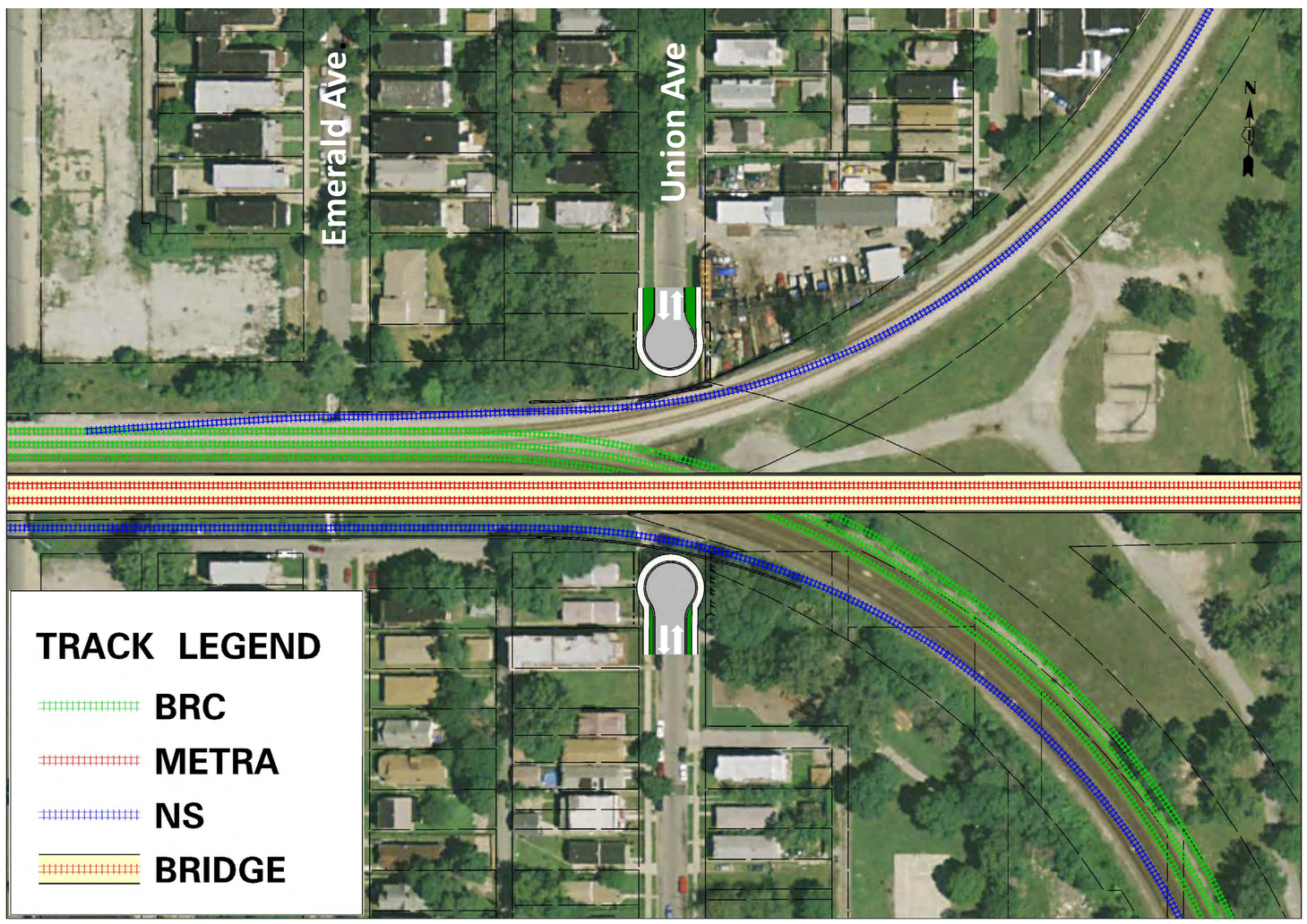


Alignment Alternate	Train Speed on Curve	Bridge Over 75th St	Park Land Needed	Properties Acquired				Dwelling Units
				Vacant Lots	Residential (single- and multi-unit)	Institutional (churches, etc.)	Total	
1	40	Yes	None	5	15	1	21	25
2	35	No	None	7	14	0	21	23
3	40	No	Minimal (0.032 acres)	8	12	0	20	18

Metra Rock Island Connection

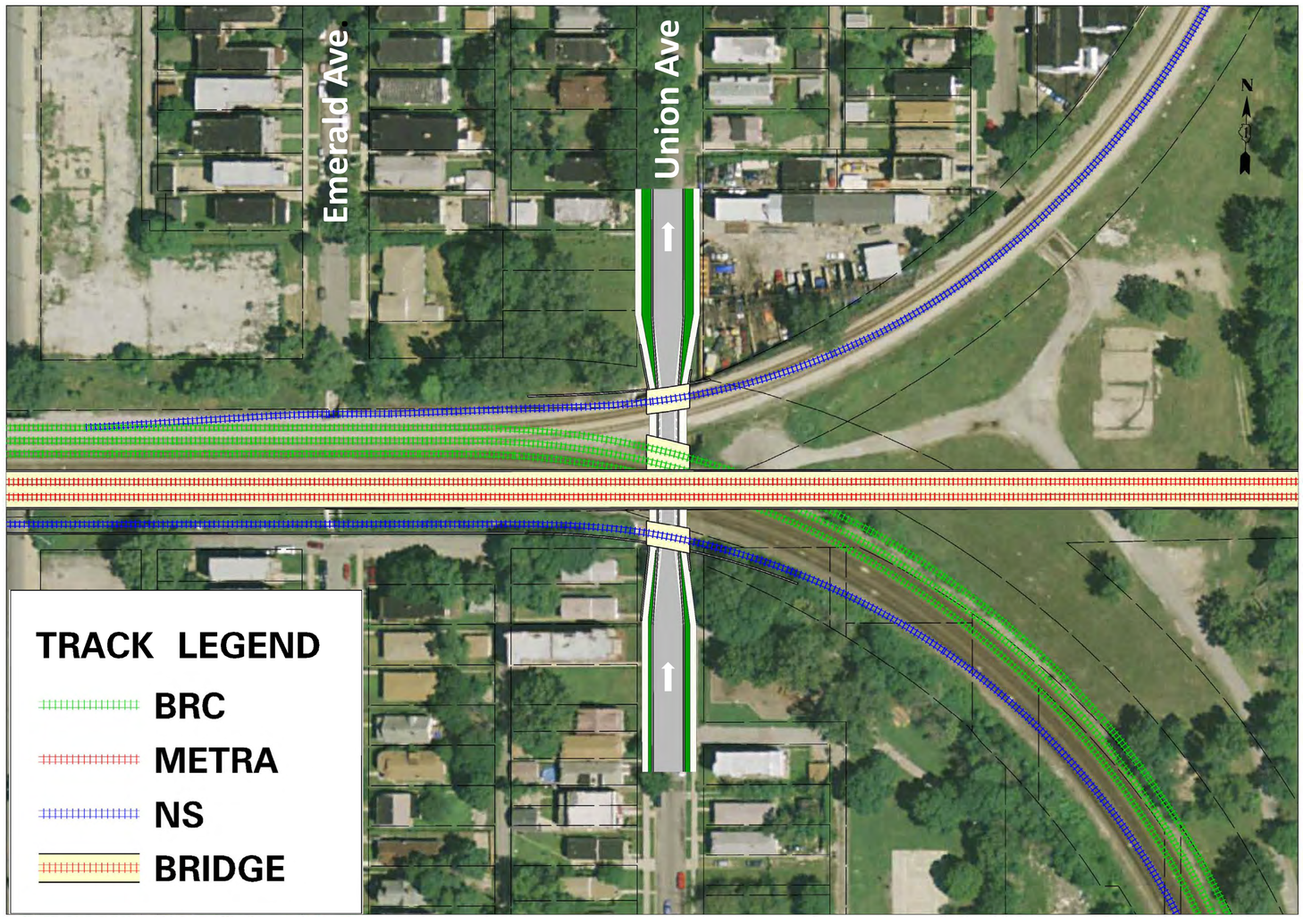
Union Ave. Viaduct – Option 1

- Close bridge
- Cul-de-sac street on both sides of railroad
- Convert Union to two separate two-way streets



Union Ave. Viaduct – Option 2

- Build new bridge
- Required clearance 14’6”
- Lower street 4 feet
- New sewer line to 74th or 76th
- Street closure during bridge construction (up to 1 year)



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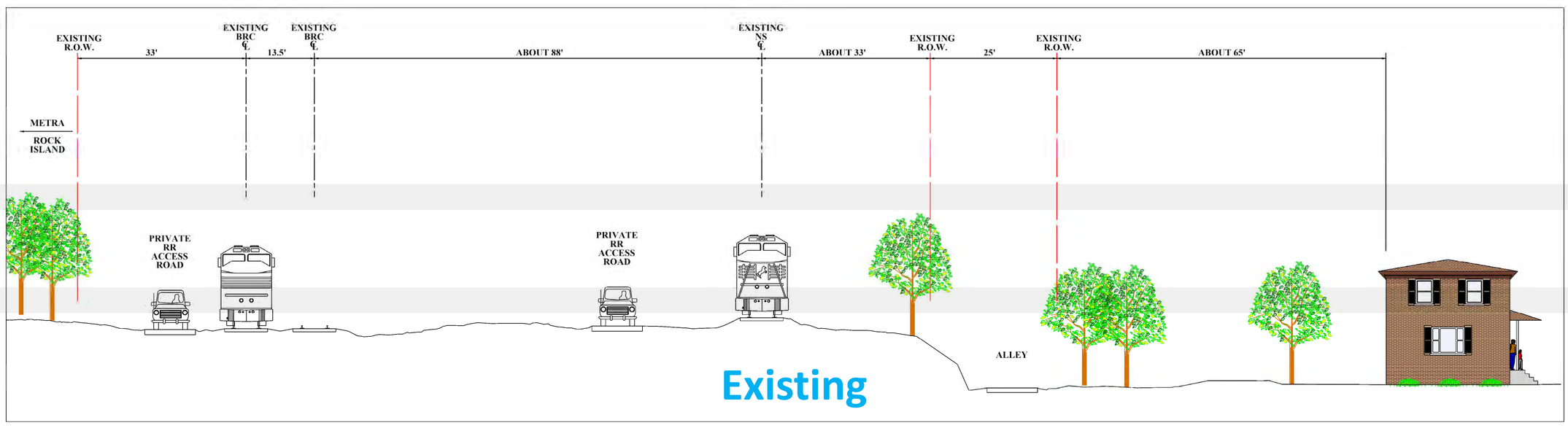
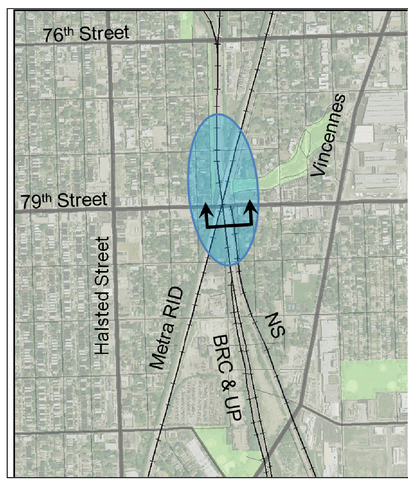
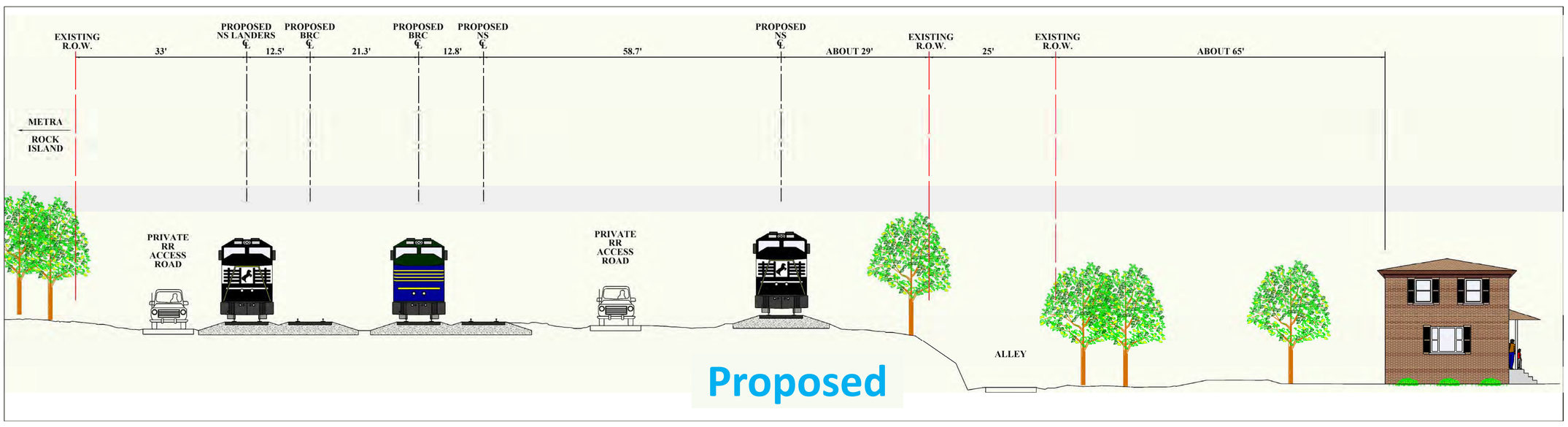
80th Street Junction

South of 79th Street (facing north)







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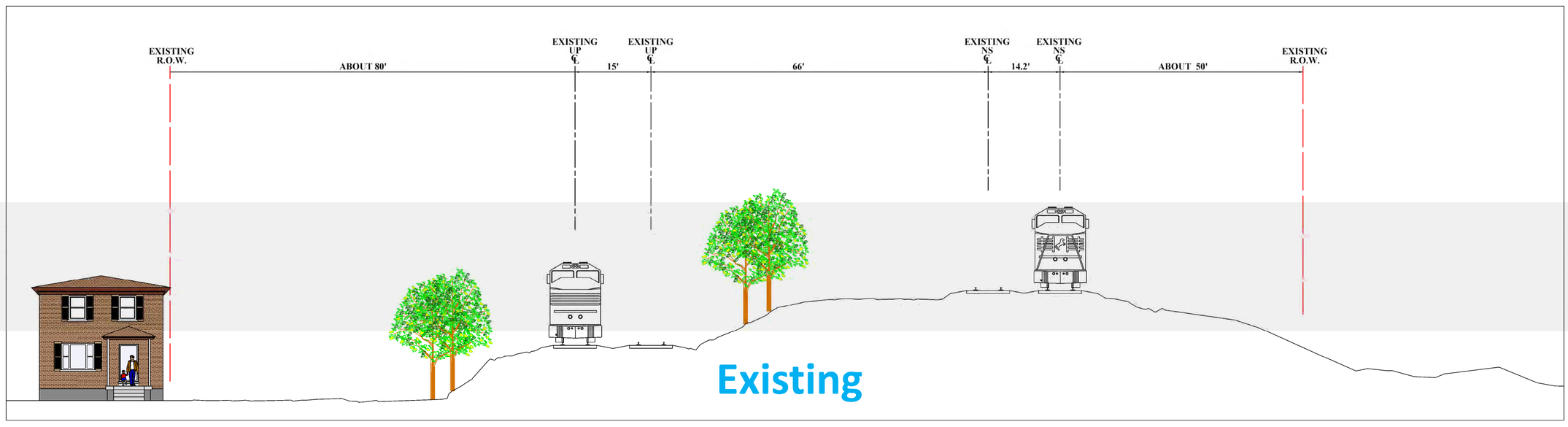
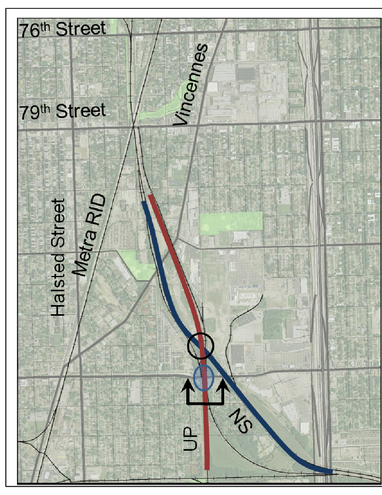
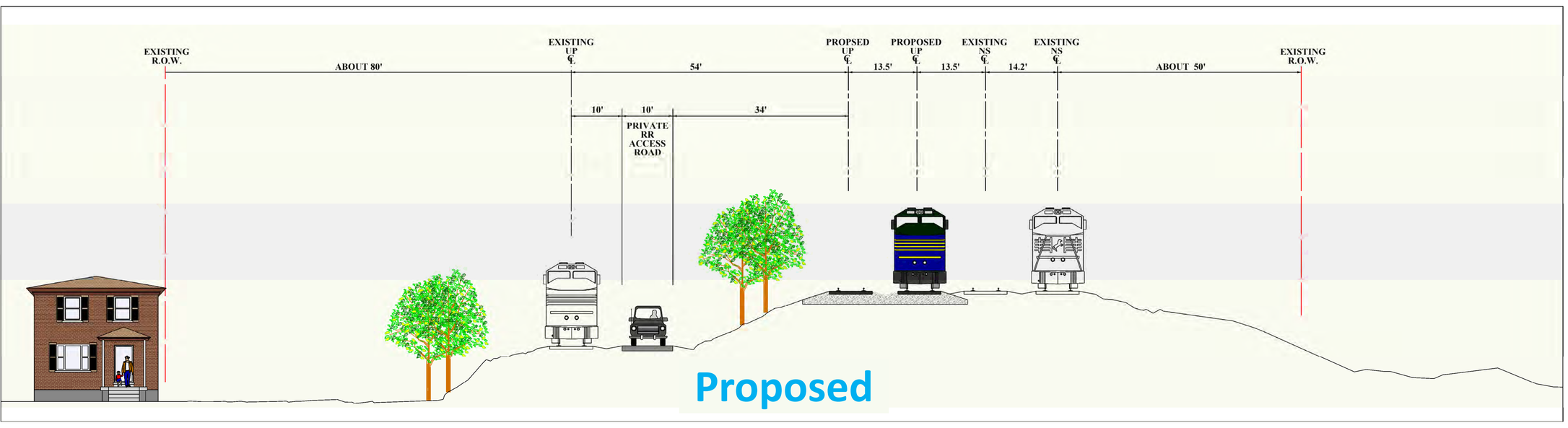
Between 87th Street & 88th Street, east of Eggleston (facing north)

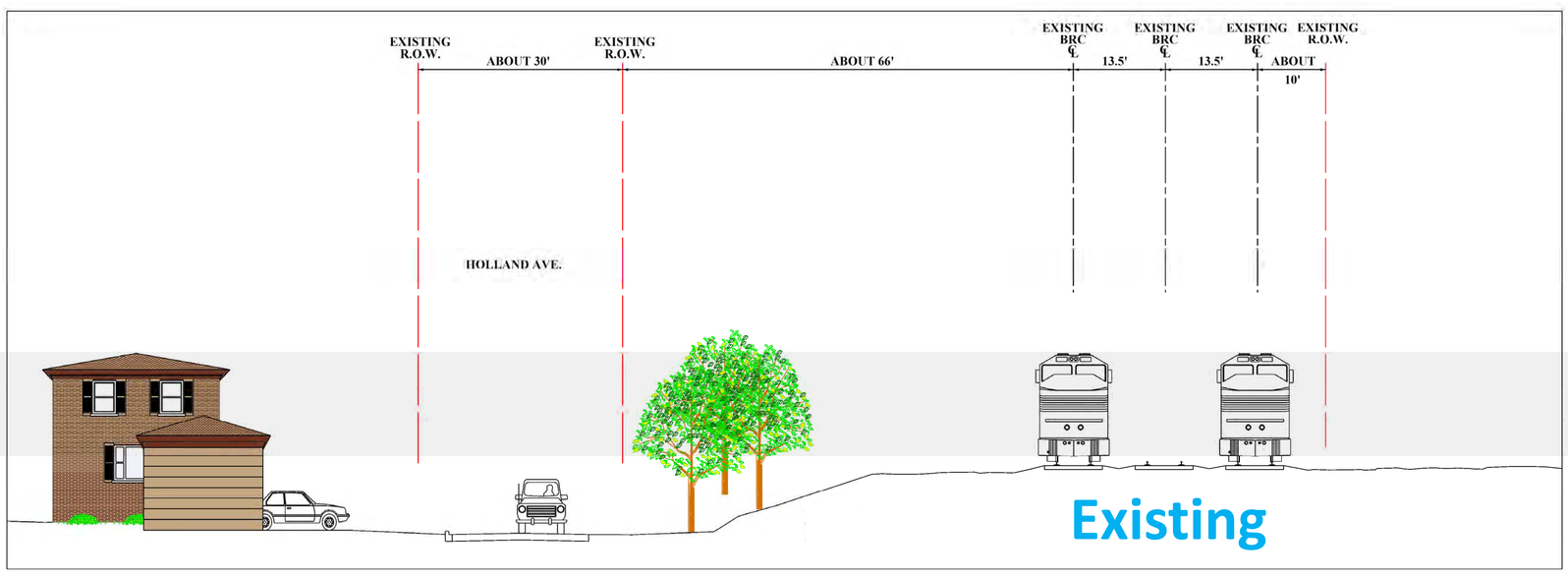


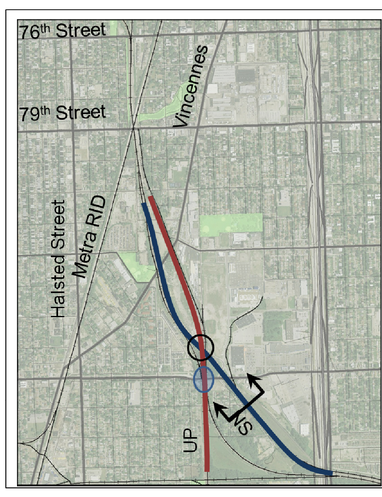


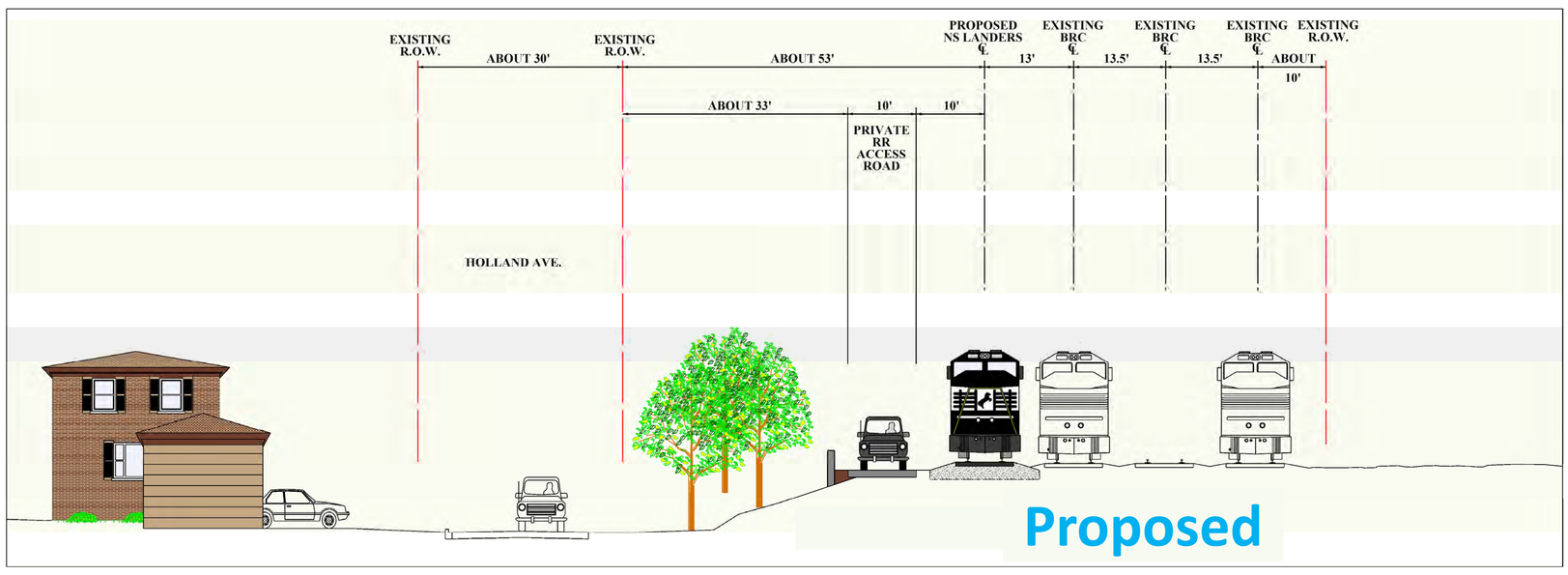


B

Near 88th Street and S. Holland Road (facing northwest)



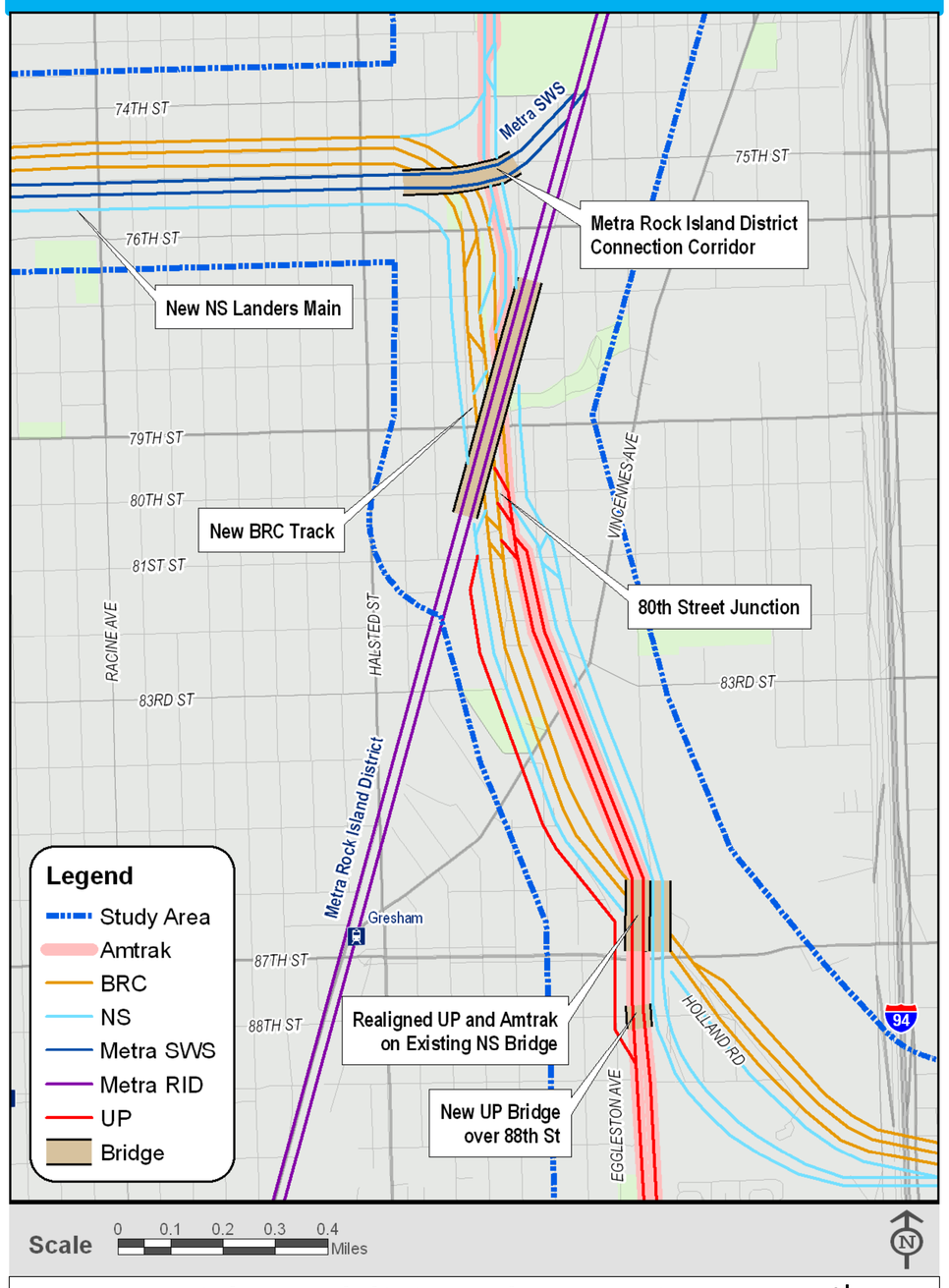




C

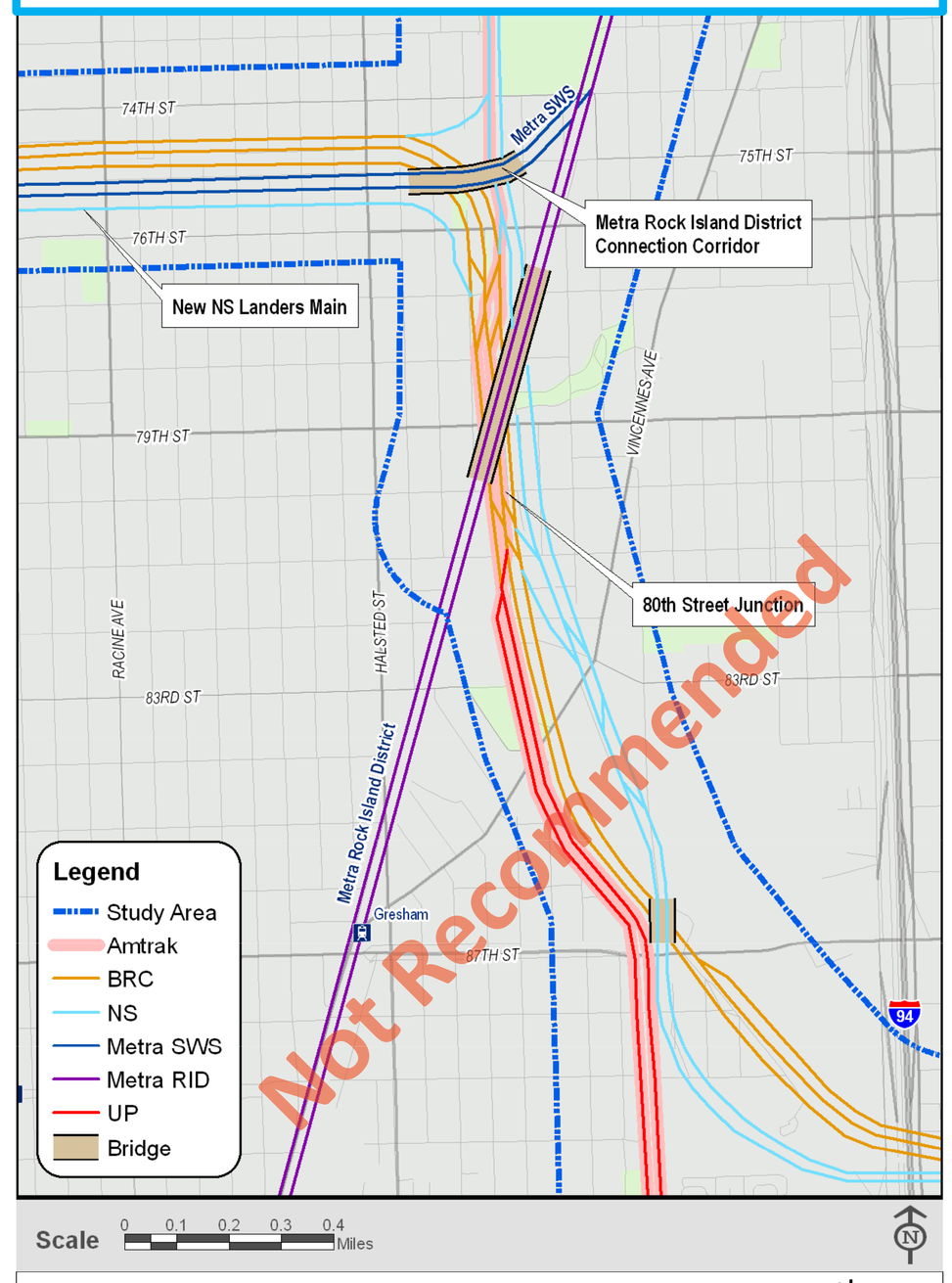
80th Street Junction

Two additional tracks at 80th Street Use existing bridge



- Provides additional capacity at 80th Street
- Uses existing bridge to allow trains to cross the above other freight tracks
- Reduces conflicting movements at 80th Street
- Eliminates need for Belt Junction
- All work on existing railroad embankments
- No residential property acquisition

Two additional tracks at 80th Street



- Provides additional capacity at 80th Street
- Trains must cross other freight tracks at grade near 80th Street
- Does not reduce conflicting movements at 80th Street
- Reduces need for Belt Junction
- All work on existing railroad embankments
- No residential property acquisition

Not Recommended

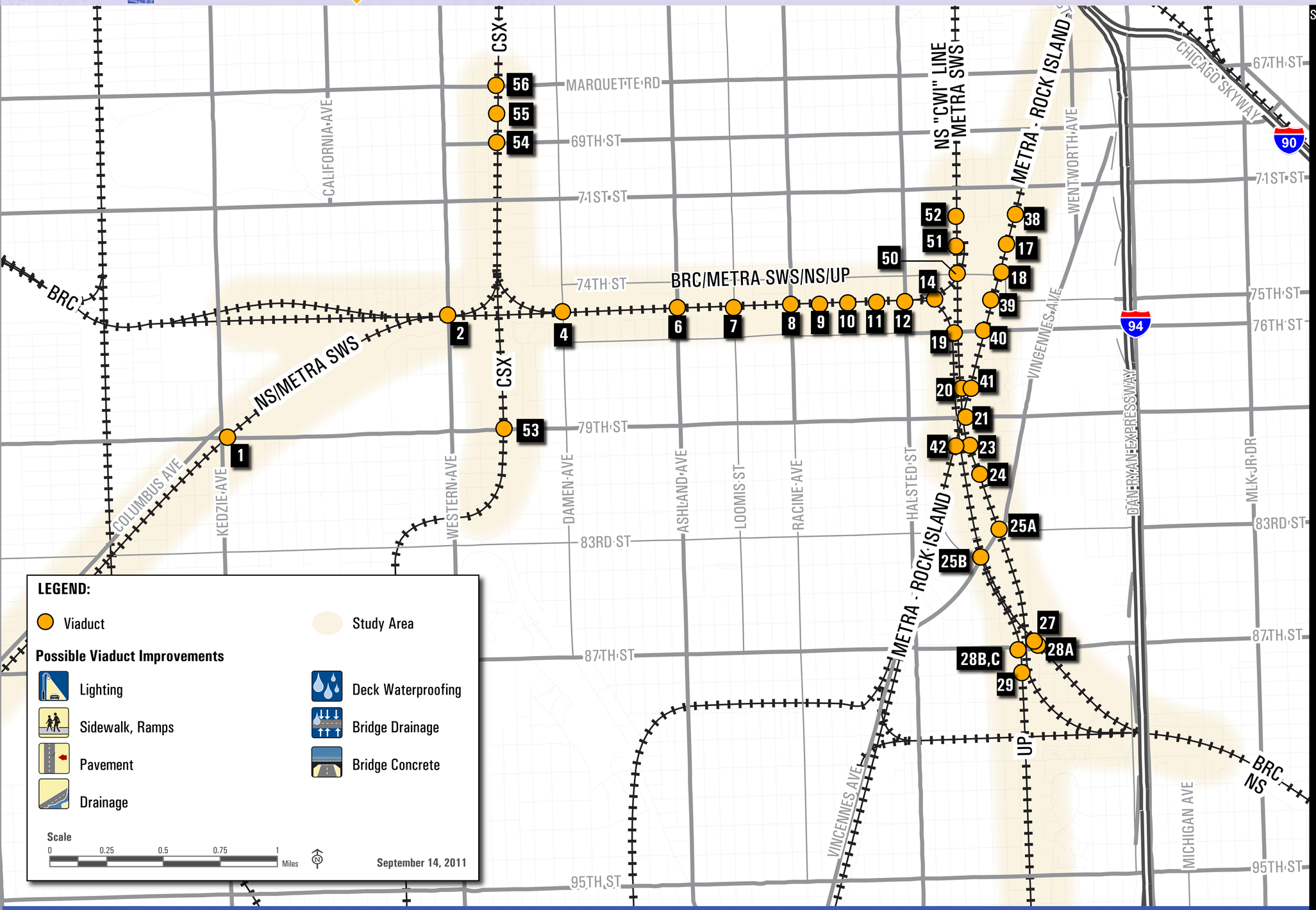
Illinois Department of Transportation

CREATE

CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

Local Mobility Inventory
Possible Viaduct Improvements



Structure No.	75th St. CIP Project Eligible Work	Non-eligible Maintenance
1		
2		
4		
6		
7		
8		
9		
10		
11		
12		
14	Bridge to be Removed or Replaced	
17		
18		
19		
20		
21		
23		
24		
25A		
25B		
27		
28A		
28B,C		
29		
38		
39		
40		
41		
42		
50		
51		
52		
53		
54		
55		
56		

Reduce Local Mobility Problems: Viaducts

Inspected 36 project-area viaducts for:

- Lighting
- Drainage
- Roadway pavement
- Sidewalks and ramps
- Bridge façade concrete

Identified repair types:

Routine Maintenance – Not eligible for 75th St. CIP funds.

Replacement/Reconstruction – Eligible for project funds. Can be part of 75th St. CIP.

Reported maintenance needs to:

City of Chicago (lighting, roadway, drainage, sidewalks and ramps)

Railroads (bridge concrete)

Reduce Local Mobility Problems: Viaducts

Maintenance Work

The City of Chicago:

- Repaired 108 light fixtures at 26 viaducts throughout the 75th St. CIP project study area

- Cleared vegetation at the Hamilton Park pedestrian underpass at 73rd Street