



Appendix C

Public Involvement and Agency Coordination

C9 NEPA/404 MEETING MINUTES

IDOT CREATE Program
75th Street Corridor Improvement Project
Environmental Impact Statement
Information – Project Introduction – June 11, 2010

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

Project Overview

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

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

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

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

Agency Questions

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

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

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

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

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

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

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

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

NEPA/404 Merger Meeting
June 11, 2010

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IDOT CREATE Program
75th Street Corridor Improvement Project
Environmental Impact Statement
Information – Project Purpose and Need June 27, 2011

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

Project Overview

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

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

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

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

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

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

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

Agency Questions and Comments

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

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

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

NEPA/404 Merger Meeting
June 27, 2011

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NEPA/404 Merger Meeting
June 28, 2011

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NEPA/404 Merger Meeting
June 28, 2011

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

1/13/2012

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

Project Overview

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

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

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

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

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

Agency Questions

There were three questions during the presentation.

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

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

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

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

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

There was one comment and one question following the presentation.

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

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

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

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

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JOE LEINDECKER	JACOBS	314-335-4077	Joseph.Leindecker@Jacobs.com
Ken Westlake	USEPA	312-886-2910	westlake.kenneth@epa.gov
NORM WEST	USEPA	312-353-5692	west.norman@epa.gov
JOHN WIRTZ	JACOBS	312-384-6329	john.wirtz@jacobs.com
Bernardo Bustamante	FHWA	312-358 3868	bernardo.bustamante@dot.gov
Mike Hne	FHWA		(phone)
Lois Kimmelman	FTA		(phone)
Bryan Kapala	PARSON'S Brinckerhoff	312-903-6522	Kapala@POWERCO.COM



Appendix C

Public Involvement and Agency Coordination

C10 OTHER AGENCY COORDINATION



CDOT COMMUNITY ORIENTED VIADUCT IMPROVEMENTS MEETING SUMMARY

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

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

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

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Any comments or corrections to the meeting notes, please contact Doug Knuth at 312.424.5402 or via e-mail doug.knuth@jacobs.com

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



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

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

Doug Knuth Jacobs Joseph Bornstein CPD
 Ron Deverman HNTB

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

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



MEETING SUMMARY

PAGE 2 OF 3

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



MEETING SUMMARY

PAGE 3 OF 3

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



CDOT COMMUNITY ORIENTED VIADUCT IMPROVEMENTS MEETING SUMMARY

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

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

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

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3/5/2012
 2011-07-18_75thStCIP-CDOTMeetingSummary.docx



MEETING SUMMARY

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



MEETING SUMMARY

PAGE 3 OF 3





Meeting Summary

IDOT Local Roads / CDOT

Coordination Meeting

71st Street Grade Separation

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

LOCATION: Jacobs Office

RECORDED BY: Tim Barry/ Jacobs

IN ATTENDANCE:

IDOT

Zubair Haider

FHWA

Bernardo Bustamante

CDOT

Jeffrey Sriver

Joe Alonzo

Soliman Khudeira

Jacobs

Douglas Knuth

Darrin Beier

Tim Barry

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

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

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



MEETING SUMMARY

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



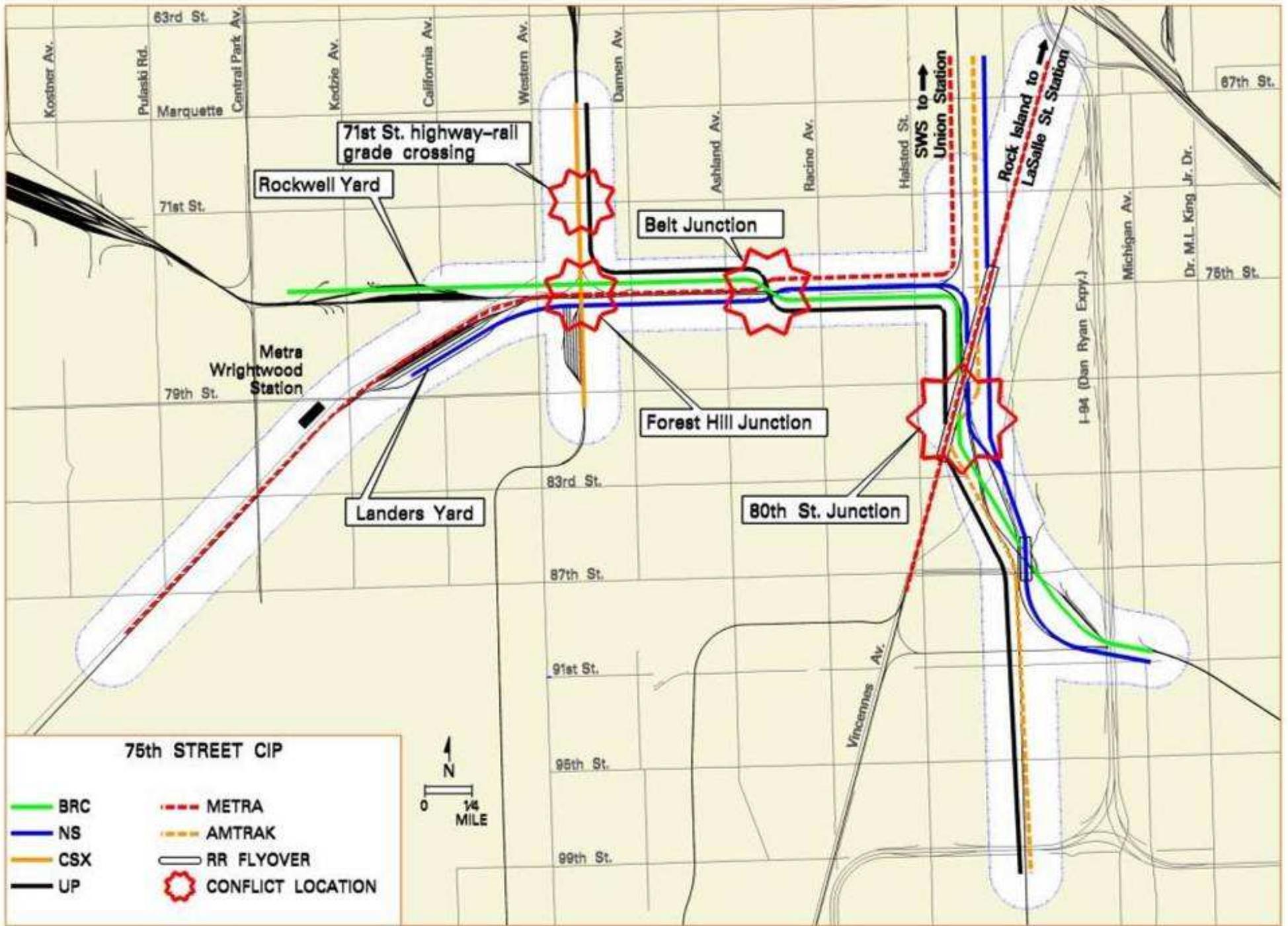
MEETING SUMMARY

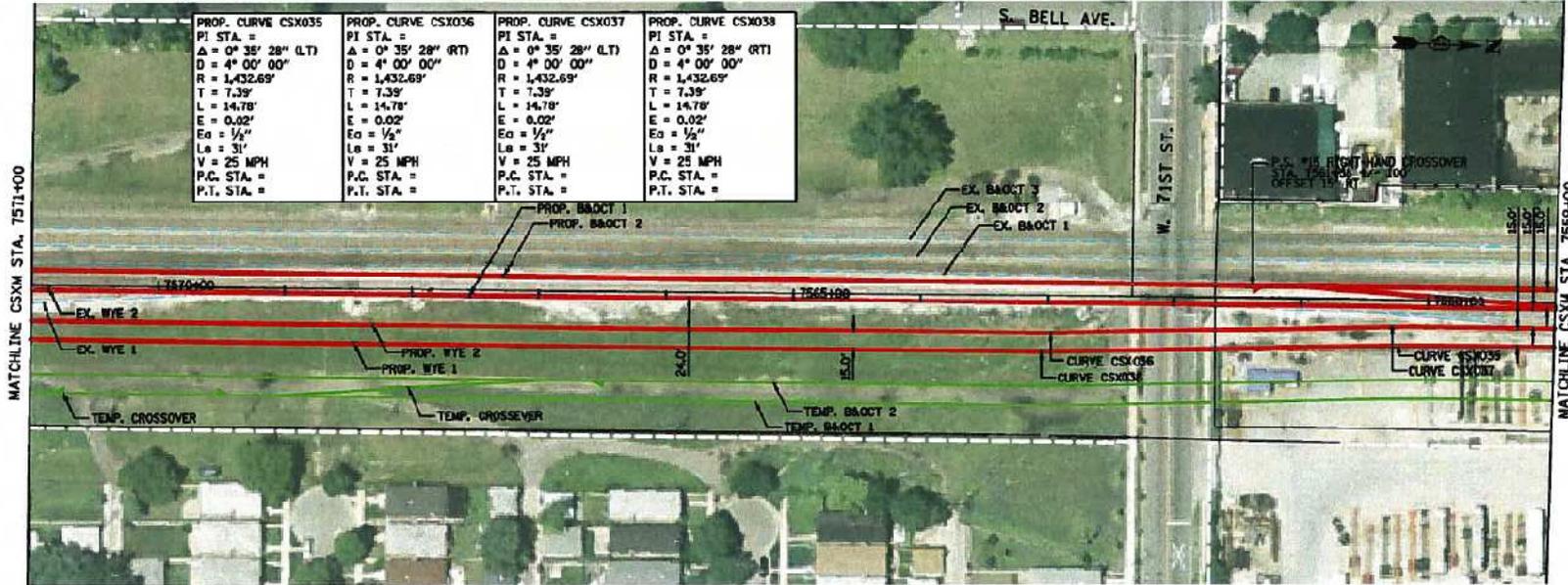
Key Points Discussed:	Action By:
<ul style="list-style-type: none"> ● Potential adjustments to the 71st St profile are being evaluated as part of the study to provide a minimum vertical clearance of 14'-6". If the existing roadway profile were to be lowered slightly to increase the vertical clearance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



MEETING SUMMARY

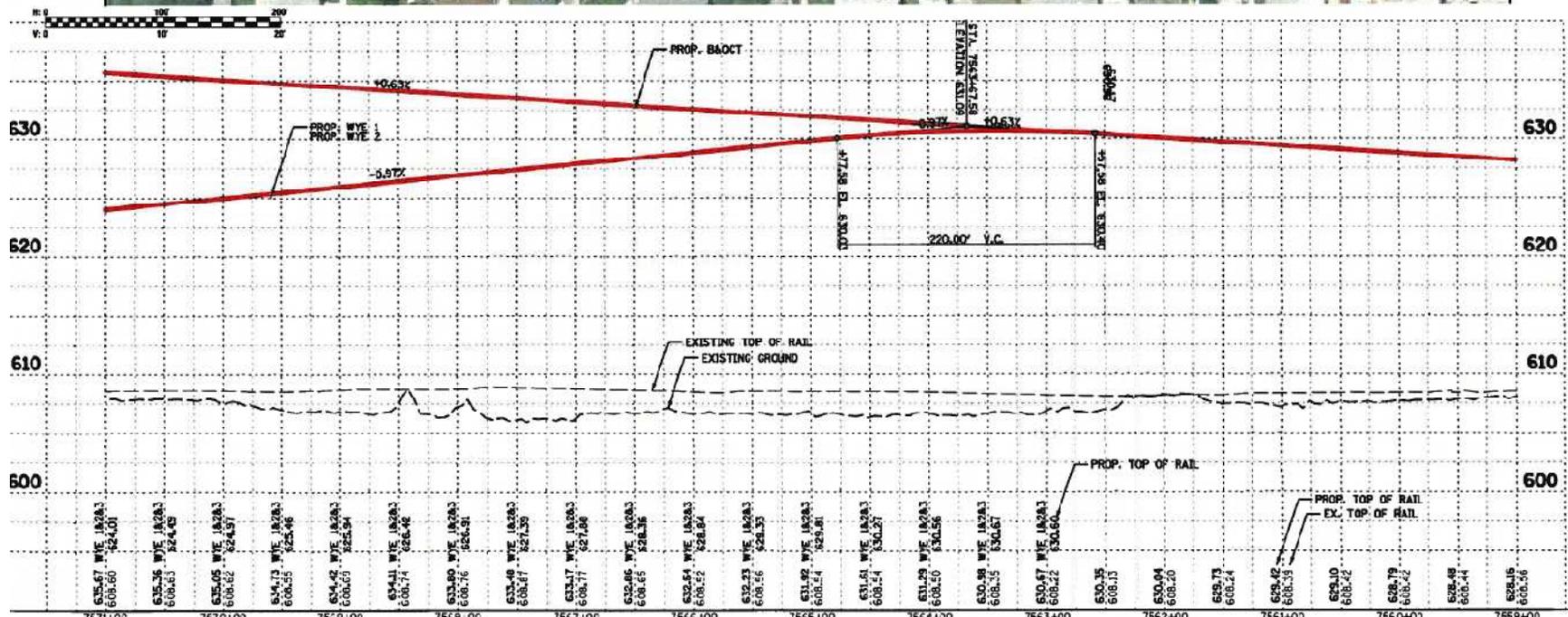
Key Points Discussed:	Action By:
<ul style="list-style-type: none"> ● Poor drainage exists at many viaducts within the study area. This includes: <ul style="list-style-type: none"> -- Abutments weep onto sidewalk -- Bridges have not been waterproofed since 1900's -- New drainage will be constructed behind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





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

NOTES
FOR TRACK ALIGNMENT DATA, SEE SHEET 8ALIGN#.



DRAFT
07-20-11

JACOBS 1 North Franklin Suite 500 Chicago, IL 60606 (312) 251-3000

LE NAME: -	USER NAME: mmshelomoz	DESIGNED: JM	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CREATE PROJECT - B&OCT MAIN 75TH ST. CIP - 69TH ST. TO 79TH ST.	F.A. R/F:	SECTION:	COUNTY:	TOTAL SHEET NO.:
12/1/2011 10:58:00 AM CAD: 1/10/11 10:58:00 AM	DESIGNED: JM	REVISIONS:	0000			DC-09	COOK	3	4
PLOT SCALE: 1/8"=1'-0"	CHECKED: JM	REVISIONS:	CONTRACT NO.:						
PLOT DATE: 8/16/2011	CHECKED: JM	REVISIONS:	SHEET NO. OF SHEETS STA. TO STA.						



ILLINOIS HISTORIC PRESERVATION AGENCY

HAMILTON PARK MEETING SUMMARY

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

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

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



MEETING SUMMARY

PAGE 2 OF 2

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



Memorandum

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

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

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

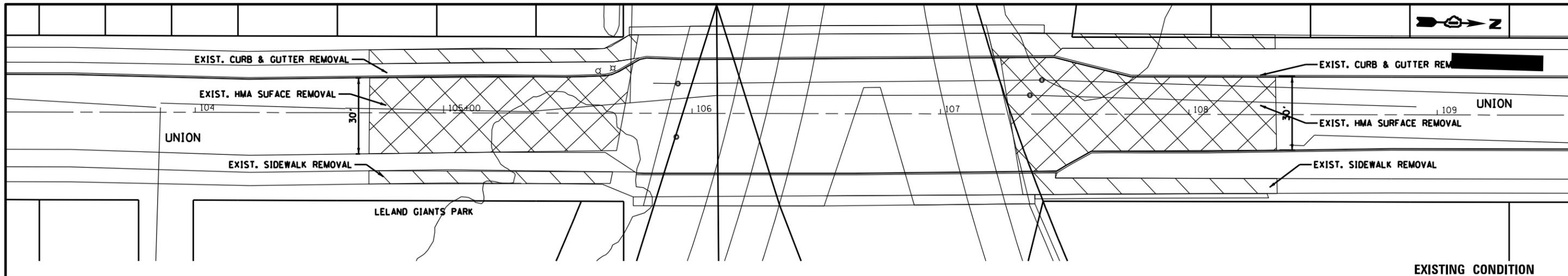
1. Eliminate the existing viaduct and construct cul-de-sacs on both sides of the railroad tracks.
2. Construct new railroad bridges and lower the roadway to meet or exceed the minimum vertical clearance requirement.
 - A. Maintain the existing roadway width and bridge span.
 - B. Narrow the existing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

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

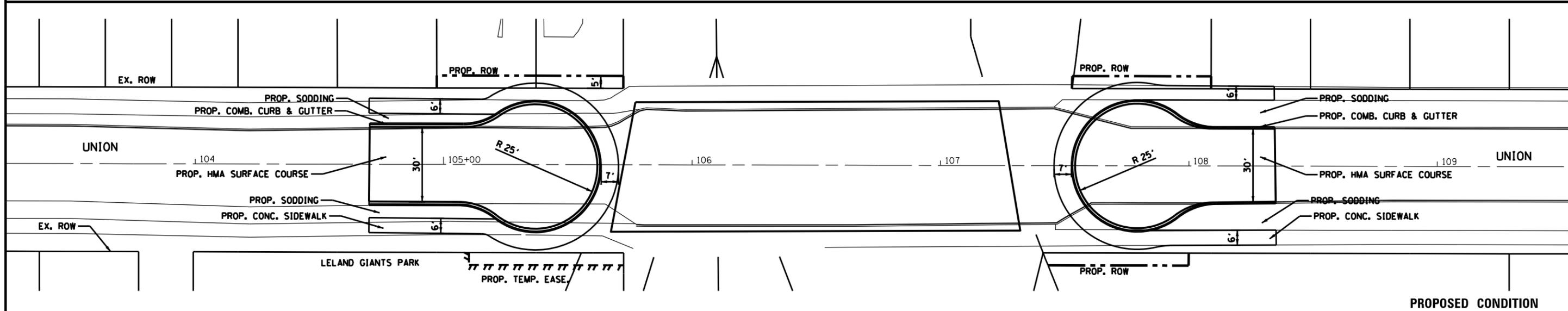
By transmittal of this memorandum, Jacobs requests comments regarding the conceptual designs from the Chicago Department of Transportation (CDOT). Please see the attached drawings for details on the three alternates.

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	FILED	NO.
	NO.	

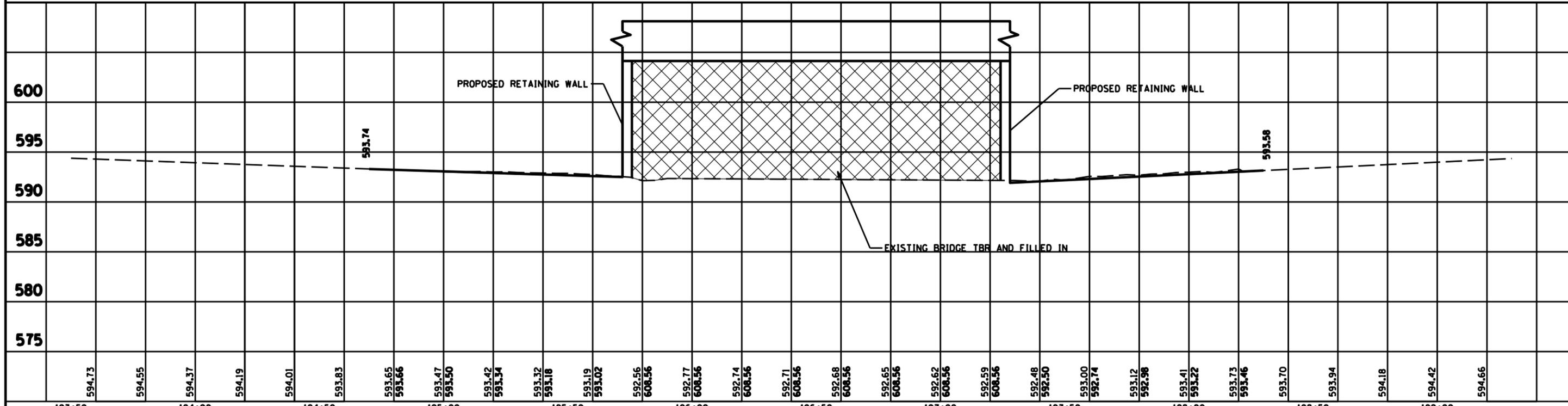
PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE NOTATIONS OK'D	CHECKED
		NO.



EXISTING CONDITION



PROPOSED CONDITION



103+50	594.73	594.55	594.37	594.19	594.01	593.83	593.65	593.66	593.47	593.50	593.42	593.34	593.32	593.18	593.19	593.02	592.56	608.56	592.77	608.56	592.74	608.56	592.71	608.56	592.68	608.56	592.65	608.56	592.62	608.56	592.59	608.56	592.48	592.50	593.00	592.74	593.12	592.98	593.41	593.22	593.73	593.46	593.70	593.94	594.18	594.42	594.66	
104+00	104+50	105+00	105+50	106+00	106+50	107+00	107+50	108+00	108+50	109+00																																						

From: Wirtz, John
Sent: Monday, October 10, 2011 8:25 AM
To: Samadi, Malihe
Subject: RE: Union Avenue comments

Malihe,

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

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

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

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

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

John,

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

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

Let me know if you have any questions.

thanks
Mali



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

November 10, 2011

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

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

Dear Ms. O'Keefe:

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

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

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

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

Sincerely,

Donald P. Kopec
Deputy Director for Planning and Programming

cc: cc: Salley, Baczek, Stewart (IDOT); Wirtz (Jacobs)
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MEETING SUMMARY

Meeting Date: December 12, 2011

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

Place: Chicago Park District Office

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

Meeting Participants

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

Summary of Meeting

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

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

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

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

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

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

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

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

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

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

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





Tier II Consultation Meeting

Minutes

February 9, 2012

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

Participants:

Table with 2 columns: Name and Organization. Includes participants like Reggie Arkell (FTA), Patricia Berry (CMAF), and others.

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

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

3.0 Approval of Minutes – November 4, 2011

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

4.0 SIP Update

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

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

5.0 Designations under the 2008 Ozone NAAQS

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

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

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

6.0 TIP Conformity Amendment

6.1 Public Comment Period

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

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

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

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

6.2 Network Corrections

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

6.3 Model Updates

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

7.0 Conformity for Construction on Red and Purple Lines

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

8.0 CREATE Passenger Rail Projects

8.1 Projects of Air Quality Concern

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

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

8.2 Emission Factors

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

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

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

10.0 Transportation Conformity Particulate Matter Hot-Spot Air Quality Modeling

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

11.0 Major Capital Project Updates

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

12.0 TIP Amendment Between Transportation Committee Meetings

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

13.0 Other Business

None.

14.0 Public Comment

None.

15.0 Next Meeting

The next meeting is on call.

16.0 Adjournment

The meeting adjourned at 12:04 p.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



ILLINOIS HISTORIC PRESERVATION AGENCY

HAMILTON PARK MEETING SUMMARY

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

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

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

Jacobs
 525 West Monroe
 Suite 200
 Chicago, Illinois 60661

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



MEETING SUMMARY

PAGE 2 OF 4

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



MEETING SUMMARY

PAGE 3 OF 4

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



MEETING SUMMARY

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