



CREATE 75th Street Corridor Improvement Project EIS Table of Contents

Volume I – Environmental Impact Statement

Record of Decision	ROD-1
1. Introduction	ROD-3
2. Purpose of and Need for the Action	ROD-4
3. Alternatives Considered.....	ROD-6
4. Primary Reasons for Selection of the Preferred Alternative.....	ROD-12
5. Measures to Minimize Harm	ROD-16
6. Monitoring and Enforcement	ROD-22
7. Other Federal Actions Required for the Proposed Action.....	ROD-22
8. Public Involvement	ROD-22
9. Conclusion	ROD-23

Table of Contents

1. Purpose of and Need for Action.....	1-1
1.1 Introduction	1-1
1.1.1 CREATE Program.....	1-1
1.1.2 75 th Street Corridor Improvement Project	1-4
1.2 Overall Goals of the CREATE Program	1-6
1.2.1 Freight Rail Traffic Volumes and Delays	1-6
1.2.2 Passenger Rail Volumes and Delays	1-6
1.2.3 Delays and Safety at Grade Crossings.....	1-7
1.3 Purpose and Need for 75th Street Corridor Improvement Project	1-8
1.3.1 Reduce Rail-Rail Conflicts.....	1-9
1.3.2 Reduce Highway-Rail Crossing Problems	1-12
1.3.3 Reduce Local Mobility Problems.....	1-16
1.3.4 Improve Rail Transit Passenger Service Reliability.....	1-17
2. Alternatives.....	2-1
2.1 Background to the Alternatives Development Process	2-1
2.1.1 Overview	2-1
2.1.2 System Management Alternative	2-1
2.1.3 Study Design Year	2-3
2.2 Development and Screening of Preliminary Build Alternates	2-3
2.2.1 Improvement Areas	2-3
2.2.2 Development of Alternates.....	2-4
2.2.3 Screening Criteria.....	2-5
2.2.4 Description of Alternates and Alternate Screening	2-6



- 2.3 Alternatives for Detailed Evaluation** 2-41
 - 2.3.1 No-Build Alternative 2-41
 - 2.3.2 Build Alternative..... 2-42
- 2.4 Evaluation of the Build and No-Build Alternatives** 2-43
 - 2.4.1 Project Purpose and Need 2-43
 - 2.4.2 Rail System Performance..... 2-44
 - 2.4.3 Grade Crossing Elimination..... 2-46
 - 2.4.4 Local Mobility Improvements 2-46
- 2.5 Recommendation of the Preferred Alternative** 2-46
- 2.6 Description of Preferred Alternative** 2-47
 - 2.6.1 Physical Features of the Preferred Alternative 2-47
 - 2.6.2 Preliminary Cost Estimate and Project Funding 2-49
 - 2.6.3 Construction Phasing 2-50
- 3. Environmental Resources, Impacts, and Mitigation..... 3-1**
 - 3.1 Study Area** 3-1
 - 3.2 Social/Economic Characteristics**..... 3-3
 - 3.2.1 Demographics 3-3
 - 3.2.2 Economics..... 3-8
 - 3.2.3 Neighborhoods 3-14
 - 3.2.4 Community Services and Facilities..... 3-20
 - 3.2.5 Land Use and Local Planning 3-25
 - 3.2.6 Relocation and Right-of-Way Acquisition 3-36
 - 3.2.7 Environmental Justice 3-39
 - 3.3 Transportation** 3-60
 - 3.3.1 Railroads 3-60
 - 3.3.2 Roadways..... 3-66
 - 3.3.3 Transit 3-73
 - 3.3.4 Pedestrian and Bicycle Facilities 3-78
 - 3.4 Agriculture** 3-84
 - 3.5 Cultural Resources** 3-85
 - 3.5.1 Existing Resources 3-85
 - 3.5.2 Impacts to Cultural Resources 3-88
 - 3.6 Air Quality** 3-92
 - 3.6.1 Introduction..... 3-92
 - 3.6.2 Regional Air Quality Status 3-92
 - 3.6.3 Methodology 3-93
 - 3.6.4 Existing Conditions..... 3-95
 - 3.6.5 Air Quality Impacts 3-96
 - 3.6.6 Air Quality Mitigation 3-101
 - 3.7 Noise and Vibration** 3-103
 - 3.7.1 Noise 3-103
 - 3.7.2 Vibration 3-126

3.8	Energy	3-141
3.8.1	Introduction	3-141
3.8.2	Existing Conditions	3-141
3.8.3	Energy Impacts.....	3-141
3.9	Natural Resources	3-143
3.9.1	Vegetation	3-143
3.9.2	Wildlife.....	3-145
3.9.3	Threatened and Endangered Species	3-145
3.10	Wetlands and Water Resources	3-146
3.10.1	Wetlands.....	3-146
3.10.2	Surface Waters	3-146
3.10.3	Groundwater.....	3-147
3.11	Floodplains	3-148
3.12	Special Waste	3-149
3.12.1	Existing Conditions	3-149
3.12.2	Impacts	3-153
3.13	Special Lands: Section 4(f), Section 6(f), and OSLAD Lands	3-155
3.13.1	Existing Conditions	3-155
3.13.2	Impacts to Special Lands.....	3-160
3.13.3	Section 4(f) Considerations	3-168
3.13.4	Mitigation of Impacts to Special Lands.....	3-169
3.14	Visual Resources	3-170
3.14.1	Existing Conditions	3-170
3.14.2	Impacts to Visual Resources	3-183
3.15	Permits/Certifications	3-194
3.16	Construction Impacts	3-196
3.16.1	Noise and Vibration	3-196
3.16.2	Air Quality.....	3-197
3.16.3	Community Disruption.....	3-198
3.16.4	Transportation Impacts.....	3-198
3.16.5	Erosion and Stormwater	3-199
3.16.6	Parks	3-200
3.16.7	Nuisance Species.....	3-200
3.17	Indirect and Cumulative Effects Analysis	3-201
3.17.1	Introduction and Background.....	3-201
3.17.2	Methodology	3-202
3.17.3	Potential Indirect and Cumulative Effects.....	3-209
3.17.4	Conclusion.....	3-213
3.18	Short-Term Uses versus Long-Term Productivity	3-215
3.19	Irreversible/Irretrievable Commitment of Resources	3-217
3.20	Summary of Impacts	3-218



3.21 Environmental Commitments 3-221

- 3.21.1 Right-of-Way Acquisition 3-221
- 3.21.2 Environmental Justice 3-221
- 3.21.3 Traffic during Construction 3-222
- 3.21.4 Air Quality during Construction 3-222
- 3.21.5 Noise and Vibration 3-223
- 3.21.6 Visual Screening 3-224
- 3.21.7 Preliminary Site Investigations 3-224
- 3.21.8 Tree Replacement 3-224
- 3.21.9 Control of Nuisance Species 3-225
- 3.21.10 Hamilton Park and Leland Giants Park..... 3-225
- 3.21.11 Damen Avenue Bridge Façade 3-225
- 3.21.12 Consultation with Local Stakeholders 3-226
- 3.21.13 Final Bridge Plans..... 3-226
- 3.21.14 Permits/Certifications 3-226

4. Comments and Coordination 4-1

- 4.1 Public Involvement..... 4-1**
 - 4.1.1 IDOT Context Sensitive Solutions Process 4-1
 - 4.1.2 Stakeholder Involvement Plan 4-1
 - 4.1.3 Community Advisory Groups..... 4-2
 - 4.1.4 Meetings with Elected Officials and Community Leaders 4-2
 - 4.1.5 Public Information Meetings 4-7
 - 4.1.6 Public Comment Period and Public Hearing 4-11
 - 4.1.7 Other Public Involvement Activities..... 4-16
- 4.2 Agency Coordination 4-20**
 - 4.2.1 Cooperating and Participating Agencies..... 4-20
 - 4.2.2 NEPA/404 Merger Process 4-22
 - 4.2.3 Other Agency Coordination..... 4-23
 - 4.2.4 Project Working Groups 4-23

5. List of Agencies, Organizations, and Persons to Whom Copies of the Environmental Impact Statement Were Sent 5-1

6. List of Preparers 6-1

7. Index 7-1

Volume II - Appendices (Included on CD in front pocket of this document)

Appendix A: Viaducts	A-1
Appendix B: Socioeconomics and Environmental Justice	B-1
Appendix C: Public Involvement and Agency Coordination.....	C-1
Appendix D: Air Quality	D-1
Appendix E: Noise	E-1
Appendix F: Vibration	F-1
Appendix G: Section 106 Documentation.....	G-1
Appendix H: Environmental Resources Documentation.....	H-1
Appendix I: Section 4(f) Documentation.....	I-1
<u>Appendix J: DEIS Public Comment Period and Public Hearing Summary.....</u>	<u>J-1</u>



List of Tables, Volume I

Table ROD-1: Rail Freight Traffic through the Study AreaROD-12
Table ROD-2: Average Travel Time through the Study AreaROD-13
Table ROD-3: Summary of Environmental Consequences.....ROD-17
Table 1-1: 71st Street Grade Crossing Crash History.....1-14
Table 2-1: Purpose and Need Statement Issues Addressed Within Each Improvement Area2-4
Table 2-2: Design Criteria for Development of Preliminary Alternates.....2-6
Table 2-3: Alternate Screening – Forest Hill / 71st Street.....2-11
Table 2-4: Property Impacts – South of Hamilton Park Alternates2-27
Table 2-5: Screening Evaluation Matrix – South of Hamilton Park Alternates2-27
Table 2-6: Union Avenue Design Options Comparison2-30
Table 2-7: Viaduct Maintenance Needs Summary, Non-Project-Eligible.....2-37
Table 2-8: Viaduct Work Elements Included in Alternate LM-12-38
Table 2-9: Viaduct Work Elements Included in Alternate LM-22-40
Table 2-10: Rail Freight Traffic through the Study Area 2-44
Table 2-11: Average Travel Time through the Study Area 2-45
Table 2-12: 75th Street CIP Schedule Assumptions by Project Component 2-49
Table 3.2-1: Population Trends 3-4
Table 3.2-2: Race/Ethnic Composition of Residential Population 3-5
Table 3.2-3: Age Distribution 3-5
Table 3.2-4: Households and Income 3-6
Table 3.2-5: Housing Data..... 3-7
Table 3.2-6: Housing Growth 3-7
Table 3.2-7: Employment Characteristics of Residents..... 3-9
Table 3.2-8: Occupation of Residents..... 3-10
Table 3.2-9: Commuting to Work..... 3-10
Table 3.2-10: Leading Employment by Industry 3-11
Table 3.2-11: Largest Employers in the Demographic Study Area 3-11
Table 3.2-12: Tax Revenue Impacts (2011) 3-14
Table 3.2-13: Property Acquisition for the Build Alternative 3-37
Table 3.2-14: Residential Displacement for the Build Alternative..... 3-37
Table 3.2-15: Housing Vacancy within 1/2 mile of Proposed Property Acquisition..... 3-38
Table 3.2-16: Groups and Organizations Participating in CAG Meetings 3-44
Table 3.2-17: Potential Build Alternative Impacts that could affect Minority and Low-Income Populations 3-45
Table 3.2-18: Summary of Recommended Mitigation and Offsetting Benefits 3-59
Table 3.3-1: Existing Peak Day Train Volumes 3-62
Table 3.3-2: Projected Weekday Daily Train Volumes..... 3-65
Table 3.3-3: Rail Freight Traffic through the Study Area 3-66
Table 3.3-4: Highway-Rail Grade Crossings in the Study Area..... 3-67
Table 3.3-5: Calculated Gate-Down Times at Highway-Rail Grade Crossings 3-69
Table 3.3-6: Relative Change in Motor Vehicle Delays at Highway-Rail Grade Crossings 3-70
Table 3.3-7: Selected Highway-Rail Crossings in the Study Area 3-72
Table 3.3-8: Scheduled Passenger Train Service, Number of Trains by Time Period 3-75
Table 3.3-9: Summary of Local Mobility Improvements in Project Study Area by Alternative 3-81

Table 3.6-1:	National Ambient Air Quality Standards.....	3-93
Table 3.6-2:	Pollutant Monitoring Data	3-96
Table 3.6-3:	Construction Year Analysis	3-96
Table 3.6-4:	Design Year Analysis	3-97
Table 3.6-5:	Train Arrival Analysis at LaSalle Street Station.....	3-98
Table 3.6-6:	Annual Locomotive Emissions	3-99
Table 3.6-7:	Summary of Air Quality Evaluation Criteria.....	3-102
Table 3.7-1:	Land Use Categories.....	3-105
Table 3.7-2:	Noise Level Increase Defining FTA Noise Impact Criteria	3-106
Table 3.7-3:	Screening Distances for Each Noise Evaluation Area.....	3-109
Table 3.7-4:	Monitored and Background Sound Levels (dBA)	3-110
Table 3.7-5:	Lowest and Highest Exterior Noise Level for Each Noise Evaluation Area ...	3-115
Table 3.7-6:	Number of Sensitive Receptors Above the FTA Cumulative Noise Level Increase Threshold in Each Noise Evaluation Area.....	3-118
Table 3.7-7:	Barrier Analysis for Each Impacted Area.....	3-122
Table 3.7-8:	Land Use Categories and Screening Distances for Railroad Vibration	3-127
Table 3.7-9:	Land Use Categories and Ground-Borne Vibration and Ground-Borne Noise Impact Criteria.....	3-128
Table 3.7-10:	Vibration Evaluation Areas	3-129
Table 3.7-11:	Land Use Categories and Ground-Borne Vibration Impact Criteria	3-131
Table 3.7-12:	Vibration Monitoring Locations and Results.....	3-133
Table 3.7-13:	Ground-Borne Vibration Summary	3-135
Table 3.7-14:	Ground-Borne Noise Summary	3-135
Table 3.13-1:	Special Lands in the Study Area.....	3-156
Table 3.13-2:	Noise Impacts on Special Lands.....	3-161
Table 3.14-1:	Summary of Visual Impacts	3-190
Table 3.17-1:	ICEA Resource Matrix	3-202
Table 3.17-2:	Population Trends	3-207
Table 3.17-3:	Current and Reasonably Foreseeable Future Actions	3-208
Table 3.20-1:	Summary of Environmental Consequences	3-218
Table 4-1:	Meetings with Elected Officials and Community Leaders	4-2
Table 4-2:	Summary of Issues Mentioned in Public Comments	4-13
Table 4-3:	Cooperating and Participating Agencies.....	4-21
Table 4-4:	Native American Tribes Invited as Participating Agencies	4-21
Table 4-5:	Coordination Meetings with Agencies and Other Organizations	4-23
Table 4-6:	Groups and Organizations Invited to Participate in the CAGs	4-24
Table 4-7:	Member Groups and Organizations Participating in CAG Meetings	4-25
Table 4-8:	CAG Meetings Held	4-25
No tables in Chapter 5		
Table 6-1:	List of Preparers.....	6-1
No tables in Chapter 7		



List of Figures, Volume I

Figure ROD-1: 75th Street CIP Conflict Map..... ROD-5
Figure ROD-2: Improvement Areas Map ROD-7
Figure ROD-3: Composition of the Build Alternative..... ROD-11
Figure ROD-4: Routes for Typical Rail Travel Time Analysis ROD-13
Figure ROD-5: 75th Street CIP Preferred Alternative Schematic..... ROD-15
Figure 1-1: CREATE Program Project Map.....1-3
Figure 1-2: 75th Street CIP Project Study Area.....1-5
Figure 1-3: Metra System Annual Ridership.....1-7
Figure 1-4: 75th Street CIP Conflict Map.....1-9
Figure 1-5: Forest Hill Junction, looking southeast.....1-10
Figure 1-6: Belt Junction, looking west.....1-11
Figure 1-7: 80th Street Junction, looking north.....1-11
Figure 1-8: 71st Street Grade Crossing at CSX.....1-12
Figure 1-9: Rail Conflicts along CWI Alignment.....1-13
Figure 1-10: Emergency Service Facilities near 71st Street Grade Crossing1-15
Figure 1-11: Union Avenue Viaduct1-16
Figure 1-12: Metra SouthWest Service Annual Ridership1-17
Figure 2-1: Alternatives Development and Screening Process.....2-2
Figure 2-2: Improvement Areas Map2-5
Figure 2-3: Forest Hill Junction / 71st Street.....2-7
Figure 2-4: Existing Track Schematic – Forest Hill Junction.....2-8
Figure 2-5: Alternate FH-1 Proposed Track Schematic – Forest Hill Junction / 71st St.....2-9
Figure 2-6: Alternate FH-1, Looking East along 75th Street Corridor from Forest Hill Junction.....2-9
Figure 2-7: Alternate FH-2 Proposed Track Schematic – Forest Hill Junction / 71st St.....2-10
Figure 2-8: Alternate FH-2 and Existing Conditions, Looking North along CSX near 72nd Street2-11
Figure 2-9: 80th Street Junction.....2-12
Figure 2-10: Existing Track Schematic – 80th Street Junction2-13
Figure 2-11: Alternate 80-1 Proposed Track Schematic – 80th Street Junction.....2-15
Figure 2-12: Existing NS bridge over BRC.....2-16
Figure 2-13: Alternate 80-1 and Existing Conditions, Looking North near 79th Street.....2-16
Figure 2-14: Alternate 80-2 Proposed Track Schematic – 80th Street Junction.....2-17
Figure 2-15: Alternate 80-2 and Existing Conditions, Looking North near 79th Street.....2-18
Figure 2-16: Alternate 80-2 and Existing Conditions, Looking North along UP and NS Tracks near 88th Street2-19
Figure 2-17: Alternate 80-2 and Existing Conditions, Looking North along BRC Tracks near 88th Street2-20
Figure 2-18: Metra RID Connection Area2-21
Figure 2-19: Metra Rock Island District Connection Corridor Locations2-23
Figure 2-20: Alternates RI-1, RI-2, and RI-3, Metra Rock Island District Connection2-25
Figure 2-21: Alternates RI-1, RI-2, and RI-3 and Existing Conditions, Metra Rock Island District Connection, Looking East near Halsted Street2-26
Figure 2-22: I Care Christian Center Ministries church, 7500 S Parnell Ave.2-28
Figure 2-23: Alternate RI-1, Metra Rock Island District Connection2-29
Figure 2-24: Union Avenue Viaduct2-30
Figure 2-25: Union Avenue Viaduct – Option 1 : Cul-de-sac2-32
Figure 2-26: Metra along Columbus Avenue2-33

Figure 2-27 :	Existing Track Schematic – Metra along Columbus Avenue.....	2-34
Figure 2-28:	Alternate CA-2, Proposed Track Schematic – Metra along Columbus Avenue	2-34
Figure 2-29:	Alternate CA-1 and Existing Conditions, Looking Northeast along Columbus Avenue	2-35
Figure 2-30:	Alternate CA-2 and Existing Conditions, Looking Northeast along Landers Yard.....	2-36
Figure 2-31:	Viaducts Included in Local Mobility Study	2-37
Figure 2-32:	Composition of Build Alternative	2-43
Figure 2-33:	Routes for Typical Rail Travel Time Analysis.....	2-45
Figure 2-34:	Construction Phasing.....	2-53
Figure 3.1-1:	Project Study Area.....	3-2
Figure 3.2-1:	Demographic Study Area	3-4
Figure 3.2-2:	Demographic Study Area Race Composition.....	3-5
Figure 3.2-3:	Mean Household Income (ACS 2010 5-Year Estimates).....	3-7
Figure 3.2-4:	Unemployment Rate (ACS 2010 5-Year Estimate)	3-9
Figure 3.2-5:	Community Areas.....	3-15
Figure 3.2-6:	Metra Rock Island District Connection Partial Rendering	3-18
Figure 3.2-7:	Political Jurisdictions.....	3-20
Figure 3.2-8:	Community Facilities and Services	3-21
Figure 3.2-9:	Lavezzorio Community Center, view from South Parnell Avenue	3-22
Figure 3.2-10:	Types of Land Use within Study Area	3-25
Figure 3.2-11:	Chicago Bungalows located within the Study Area	3-26
Figure 3.2-12:	Residences on South Parnell Avenue near 76th Street.....	3-26
Figure 3.2-13:	View of Auburn Park.....	3-26
Figure 3.2-14:	Parcels to be Acquired – South	3-29
Figure 3.2-15:	Parcels to be Acquired – North	3-30
Figure 3.2-16:	Zoning	3-31
Figure 3.2-17:	Minority Population by Census Tract.....	3-41
Figure 3.2-18:	Minority Population and Low Income.....	3-42
Figure 3.2-19:	Low Income Population by Census Tract (ACS 2010 5-Year Estimate)	3-43
Figure 3.3-1:	75th Street CIP Rail Conflicts within the Study Area	3-60
Figure 3.3-2:	Rail Conflicts along the CWI Line, north of the 75 th Street CIP	3-61
Figure 3.3-3:	Train Volume Section Map	3-63
Figure 3.3-4:	Roadway Network and Highway-Rail Crossings	3-68
Figure 3.3-5:	Existing Transit Service in Study Area	3-74
Figure 3.3-6:	Metra Stations and Central Area Neighborhood Map	3-77
Figure 3.3-7:	Existing Bicycle Facility Network	3-79
Figure 3.3-8:	Streets for Cycling Plan 2020 Recommended Bikeway Network.....	3-80
Figure 3.3-9:	Vincennes Avenue Viaduct - Figure Looking North.....	3-80
Figure 3.3-10:	Alternate Pedestrian Routes due to Union Avenue Viaduct Closure	3-83
Figure 3.3-11:	Pedestrian Rail Grade Crossings	3-83
Figure 3.5-1:	Hamilton Park Fieldhouse	3-86
Figure 3.5-2:	Hamilton Park and Vicinity.....	3-86
Figure 3.5-3:	Hamilton Park central oval, with rail embankment in background	3-87
Figure 3.5-4:	Hamilton Park Temporary Construction Area.....	3-89
Figure 3.5-5:	Hamilton Park and Existing Railroad Retaining Wall.....	3-90
Figure 3.6-1:	Rail Fuel Usage-75 th CIP (gallons/day).....	3-100
Figure 3.7-1:	Typical Hourly L _{eq} Levels	3-103
Figure 3.7-2:	Typical L _{dn} Levels	3-104



Figure 3.7-3: Noise Evaluation Areas and Noise Monitoring Locations.....3-108

Figure 3.7-4: Existing Exterior Sound Levels3-112

Figure 3.7-5: No-Build Alternative Exterior Sound Levels.....3-113

Figure 3.7-6: Build Alternative Exterior Sound Levels.....3-114

Figure 3.7-7: Clusters Above the FTA Cumulative Noise Level Increase Threshold
Under the No-Build Alternative.....3-119

Figure 3.7-8: Build Alternative Impacts3-120

Figure 3.7-9: Typical Ground-Borne Vibration Levels3-126

Figure 3.7-10: Vibration Evaluation Areas.....3-130

Figure 3.7-11: Ground Vibration Measurements along the CSX north of Forest Hill
Junction3-132

Figure 3.7-12: Locations where the No-Build Alternative Vibration Exceeds the FTA
Threshold3-136

Figure 3.7-13: Build Alternative Vibration Impact Locations.....3-138

Figure 3.8-1: Projected Rail Fuel Usage-75th CIP (gallons/day)3-142

Figure 3.9-1: Typical vegetation along rail rights of way.....3-143

Figure 3.9-2: Street Trees along 7500 Parnell, South of Hamilton Park3-144

Figure 3.10-1: Lagoon in Auburn Park.....3-146

Figure 3.13-1: Special Lands in Study Area3-157

Figure 3.13-2: Hamilton Park3-158

Figure 3.13-3: Hamilton Park Fieldhouse.....3-159

Figure 3.13-4: Auburn Park, with rail embankment in background3-159

Figure 3.13-5: Area of Proposed Construction in Hamilton Park.....3-165

Figure 3.13-6: View of Area of Proposed Construction in Hamilton Park.....3-166

Figure 3.13-7: Leland Giants Park, with rail embankment in background.....3-166

Figure 3.13-8: Proposed Construction Permit Area in Leland Giants Park.....3-167

Figure 3.14-1: Hamilton Park Fieldhouse.....3-171

Figure 3.14-2: Hamilton Park from 74th Street3-171

Figure 3.14-3: Leland Giants Park – Looking East3-172

Figure 3.14-4: Auburn Park3-173

Figure 3.14-5: Hamilton Park, SE Englewood, and NE Gresham Sub-Neighborhoods.....3-174

Figure 3.14-6: Forest Hill Sub-Neighborhoods3-175

Figure 3.14-7: Chicago Bungalow, S. Parnell Ave.....3-176

Figure 3.14-8: House on S. Normal Ave.3-176

Figure 3.14-9: 75th & Sangamon – looking southwest.....3-177

Figure 3.14-10: 75th & Peoria – looking northeast.....3-177

Figure 3.14-11: 7552 S. Hamilton Avenue – looking northwest3-178

Figure 3.14-12: 7200 S. Bell Avenue – looking southwest3-179

Figure 3.14-13: 2148 W 72nd Pl – looking west.....3-179

Figure 3.14-14: 71st Street – looking west at CSX rail tracks.....3-179

Figure 3.14-15: Morgan Street Bridge – East Abutment - Looking Northeast.....3-180

Figure 3.14-16: Halsted Street Bridge – East Abutment - Looking East.....3-180

Figure 3.14-17: Typical railroad viaduct, Union Pacific RR over 88th Street.....3-181

Figure 3.14-18: Newer railroad viaduct, Metra Rock Island District RR over 69th Street.....3-181

Figure 3.14-19: Railroad embankment and freight train in Leland Giants Park.....3-182

Figure 3.14-20: Railroad Embankment with concrete retaining wall in Lily Gardens Park...3-182

Figure 3.14-21: Dumping along BRC tracks near 86th St.....3-183

Figure 3.14-22: Project Elements Visual Impacts3-184

Figure 3.14-23: Metra Rock Island District Connection Rendering – Looking South from
Parnell Avenue & 74th Street.....3-185

Figure 3.14-24: Forest Hill Junction Flyover Partial Rendering – Looking West at 7552 S Hamilton Avenue.....	3-185
Figure 3.14-25: Typical Concrete Retaining Wall	3-186
Figure 3.14-26: Concrete Retaining Walls along the Dan Ryan Expressway (I-94)	3-186
Figure 3.14-27: Example Retaining Wall at 400 W. 37 th Place	3-187
Figure 3.14-28: Railroad Embankment in Leland Giants Park	3-189
Figure 3.14-29: Retaining Wall to be Replaced in Southeast Corner of Hamilton Park.....	3-189
Figure 4-1: EIS Project Management Structure	4-28

(No figures in Chapters 5, 6, 7)



Acronyms

AADT	Annual Average Daily Traffic
AAR	Association of American Railroads
AASHTO	American Association of Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-Containing Material
ACS	American Community Survey
ADT	Average Daily Traffic
APE	Area of Potential Effect
AREMA	American Railway Engineering and Maintenance Association
AST	Aboveground Storage Tank
BMP	Best Management Practice
BNSF	BNSF Railway Company
BRC	Belt Railway Company of Chicago
CAA	Clean Air Act
CAG	Community Advisory Group
CCAP	Chicago Climate Action Plan
CDOE	Chicago Department of Environment
CDOT	Chicago Department of Transportation
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (Hazardous Waste Sites)
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System (Hazardous Waste Sites)
CFD	Chicago Fire Department
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CIP	Corridor Improvement Project
CMAP	Chicago Metropolitan Agency for Planning
CO	Carbon Monoxide
COSIM	Carbon Monoxide Screening for Intersection Modeling
CN	CN Railway Company
CP	Canadian Pacific Railway Company

CPD	Chicago Police Department
CPS	Chicago Public Schools
CREATE	Chicago Region Environmental and Transportation Efficiency
CSS	Context Sensitive Solutions
CSX	CSX Transportation
CTCO	Chicago Transportation Coordination Office
CTA	Chicago Transit Authority
CWA	Clean Water Act
CWI	Chicago and Western Indiana Railway
dba	Decibels expressed on the A-weighted scale
DEIS	Draft Environmental Impact Statement
DOI	Department of the Interior
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
EMP	Employment Resource Center
EMS	Emergency Medical Service
EQIP	Environmental Quality Incentives Program
ERC	Employment Resource Center
FAQ	Frequently-Asked Questions
FEMA	Federal Emergency Management Agency
<u>FEIS</u>	<u>Final Environmental Impact Statement</u>
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FOIA	Freedom of Information Act
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GAGDC	Greater Auburn Gresham Development Corporation
GSDC	Greater Southwest Development Corporation
GIS	Geographic Information System
GPS (also USGPS)	Global Positioning System (United States GPS)



HazMat	Hazardous Material
HC	Hydrocarbons
ICC	Illinois Commerce Commission
IDNR	Illinois Department of Natural Resources
IDNR-OWR	IDNR Office of Water Resources
IDOA	Illinois Department of Agriculture
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad Company
IHPA	Illinois Historic Preservation Agency
LAWCON	Land and Water Conservation Fund Act
LBP	Lead-Based Paint
L_{dn}	Average day-night sound level
L_{eq}	Average hourly sound level
LOS	Level of Service
LUST	Leaking Underground Storage Tanks
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCHRP	National Cooperative Highway Research Program
NEA	Noise Evaluation Area
NFRAP	No Further Remedial Action Planned
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOL	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places

NRRT	Natural Resources Review Tool
NS	Norfolk Southern Railway Company
OSLAD	Open Space Lands Acquisition and Development Act
PESA	Preliminary Environmental Site Assessment
PM 2.5	Particulate matter 2.5 microns or smaller in size (a potential air pollutant)
PMC	Project Management Consultant
PMD	Planned Manufacturing District
PSG	Project Study Group
PSI	Preliminary Site Investigation
RBCA	Risk-Based Corrective Action
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
RCRIS TSD	RCRIS Treatment, Storage, and Disposal Facilities
RCRIS COR	RCRIS Corrective Action Sites
RCRIS GEN	RCRIS Large and Small Quantity Generators
REC	Recognized Environmental Condition
REG UST	State Registered UST Listing
REMEL	Reference Energy Mean Emission Levels
RID	Metra's Rock Island District rail line
ROD	Record of Decision
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Officer
SIA	Statewide Implementation Agreement
SIP	State Implementation Plan
SWA	Special Waste Assessment
SWPPP	Storm Water Pollution Prevention Plan
SWS	Metra's SouthWest Service
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program



UP	Union Pacific Railroad Company
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
UST	Underground Storage Tank
VdB	Vibration Decibels
V/C	Volume to Capacity Ratio
VOC	Volatile Organic Compounds
VHT	Vehicle Hours of Travel
VMT	Vehicle Miles of Travel
VPD	Vehicles Per Day
VPH	Vehicles Per Hour
WIRT	Wetland Impact Review Tool