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ILLINOIS DEPARTMENT OF TRANSPORTATION  
75th STREET CORRIDOR IMPROVEMENT PROJECT  
*MOVING FORWARD TOGETHER*

PUBLIC MEETING

Wednesday, October 27, 2011  
6:00 P.M.  
Freedom Temple Church of  
God In Christ  
1459 W. 74th Street  
Chicago, Illinois 60636

Reported by:           Berna Davis, CSR

1 MS. WAHL: Good afternoon, everyone.  
2 We're going to get started in just a minute. In a  
3 minute the Bishop Cody Marshall is going to open  
4 with the invocation.

5 But before that, I want to just have  
6 a safety minute. My name is Gretchen Wahl, and I  
7 am a Public Involvement Consultant for the  
8 project. And one of the things that we've  
9 learned -- or I've learned in working with the  
10 railroads is to start the meeting with a safety  
11 minute.

12 First of all, who here in this room  
13 knows CPR? Everyone look around and see who by  
14 you knows CPR. And here's hoping we never have to  
15 use it.

16 Next, I want you to notice that the  
17 emergency exits for this room are there, there,  
18 and there. If for some reason we need to evacuate  
19 the room, we'll go through the emergency exit and  
20 gather into the parking lot in the back. Pam  
21 Miller, whom you all met when you came in, will  
22 gather the sign-in sheet, and that way we will be

1 able to keep track of who was here and who should  
2 be out in the parking lot. And Doug Knuth, whom  
3 you are about to meet in a minute, will be in  
4 charge of calling 9-1-1.

5 The other things I wanted was just to  
6 remind everyone of is to be careful not to trip  
7 here. We have got a lot of easels and things that  
8 can be a trip hazard. And to have a safe drive  
9 home.

10 And now I would like to thank the  
11 Freedom Temple Church of God in Christ for having  
12 us tonight, and ask that Bishop Cody Marshall open  
13 us in prayer.

14 BISHOP MARSHALL: Thank you very much.  
15 Let me take an opportunity to welcome you to the,  
16 what we feel is the best church in Chicago.  
17 That's no reflection towards anybody else, but  
18 every fish ought to praise its own pond.

19 Our church is quite a unique  
20 facility, in that it has a footprint of 39,000  
21 square foot. And this is the gymnasium, or  
22 multi-purpose hall. These stripes are for our

1 basketball, or our hoops. And all the outside,  
2 all we have to do is bring them in. And that room  
3 that is directly behind me is a fitness center,  
4 with fourteen pieces of equipment. On the other  
5 end of the building is a day care center, and in  
6 the center is our sanctuary, that seats 1200 and  
7 189 in choir stand.

8           You are invited to attend our  
9 services, our Sunday morning service. We only  
10 have one. It's at 11:30. To those that are not  
11 acquainted with the Church of God In Christ, the  
12 Church of God In Christ has its presence in sixty  
13 countries. We have missions in Iraq and Iran, and  
14 in Libya. The Church of God in Christ is the  
15 largest Pentecostal church in America. It has a  
16 membership of approximately six million.

17           I am a Jurisdictional Bishop, and I  
18 preside over an area called Northern Illinois.  
19 And I have seventy churches under my supervision.  
20 Next week we will have our international  
21 convention in the city of St. Louis, where we will  
22 have approximately 50,000 delegates that will be

1 present.

2 Our headquarters is in Memphis,  
3 Tennessee, and for many years that is where we  
4 held our annual convention. And, of course,  
5 there's no stadium or convention hall in Memphis  
6 large enough to house our annual convention, and  
7 so in this last past year we changed our main  
8 convention to St. Louis, Missouri. So you're  
9 welcome to come back and fellowship with us at any  
10 time.

11 For informational purposes, the  
12 Assemblies of God, which is the largest White  
13 Pentecostal body in America, was birthed by the  
14 Church of God in Christ in 1915 in the city of  
15 Memphis. And the reason why that happened was  
16 because the city fathers did not like the Black  
17 and the White to worship together in the same --  
18 on the same floor, so they put the White  
19 membership up in the balcony and left the Black  
20 membership on the main floor.

21 And that was so disappointing and  
22 upsetting, until some of the White brethren said

1 it would probably be better for us to begin  
2 another Pentecostal body. And so in 1915, the  
3 assembled body became an official body. I wanted  
4 to give you a little history because I have you  
5 captive, and you may not be back again.

6 We want to thank the IDOT, the  
7 Illinois Department of Transportation, for  
8 selecting this location to hold this meeting. We  
9 are a very much involved church in this community.  
10 We have one two, three, four of the largest  
11 feeding stations in this community. We serve over  
12 300 people a week at 1234 West 59th Street that  
13 are homeless. We give out a lot of food. And, of  
14 course, when school starts we give out a lot of  
15 school supplies. Our church is very, very, very  
16 involved in this community.

17 So if ever comes a time that you want  
18 to assist any of our missions, causes, I besiege  
19 you that you would consider the ministries that  
20 are going on here at Freedom Temple Church of God  
21 In Christ.

22 I am the founding Pastor. Our church

1 began July 21st, 1957, at 5940 South Halsted in a  
2 store front. When we left there we served the  
3 Englewood community for 40 years. So now I have  
4 been pastor from 1957 until 2011, so I am pastor  
5 for fifty-four years of this facility.

6 So, I've given you a good short  
7 history, now we're ready for prayer. Will you bow  
8 your heads.

9 (WHEREUPON, a prayer was  
10 said.)

11 MS. TROTTER: Thank you, Bishop.

12 And good evening, everyone. Wow,  
13 this is a nice crowd. I'm Jakita Trotter, and I'm  
14 with the Illinois Department of Transportation.  
15 I'm the public outreach administrator there.

16 And I want to thank you for being  
17 here tonight at the second public meeting for the  
18 75th Street Corridor Improvement Project. This  
19 meeting is an important part of the Environmental  
20 Impact Statement process for this project. Based  
21 on your community involvement input, the project  
22 team will present the range of alternatives that

1 were developed to help solve the project-related  
2 transportation issues in your neighborhood.

3 Right now I'm going to -- I want you  
4 to please watch the video message from Marva Boyd.  
5 She's the Chief of Staff with the Illinois  
6 Department of Transportation who, unfortunately,  
7 could not be with us this evening.

8 Can you hear me okay?

9 (At which time the video was  
10 played.)

11 MS. BOYD (Via Video):

12 Good evening, I am Marva Boyd, and I  
13 serve as Chief of Staff for the Illinois  
14 Department of Transportation.

15 First off, thank you for taking time  
16 today to provide your valuable input on the 75th  
17 Street Corridor Improvement Project.

18 The 75th Street Corridor Improvement  
19 Project is one of the largest, most important  
20 projects in the State of Illinois.

21 It is a vital part of the Chicago  
22 Region Environmental and Transportation



1 Efficiency -- or "CREATE" -- program, whose goal  
2 is to enhance the efficiency of the region's rail  
3 infrastructure.

4 It is also an important project for  
5 the communities in which you live.

6 The 75th Street Corridor Improvement  
7 Project will improve the railroad infrastructure  
8 in your neighborhoods, which will in turn:

9 Allow freight and passenger trains to  
10 pass through more freely; and,

11 Enable motorists, cyclists and  
12 pedestrians to move through the area more safely.

13 Since this project is taking place in  
14 your community, WE WANT YOUR INPUT in shaping it.

15 Based on your community's previous  
16 input, the Project Team developed a Range of  
17 Alternatives to solve the project-related  
18 transportation issues in your neighborhoods.

19 This evening, you have an opportunity  
20 to contribute to and comment on these  
21 alternatives.

22 Representatives from the Illinois

1 Department of Transportation, Chicago Department  
2 of Transportation and the railroads are here to  
3 listen to your ideas and answer your questions  
4 about the project.

5 We are all partners in this effort  
6 and we are committed to hearing you out.

7 Please take some time to watch the  
8 PowerPoint presentation, review the exhibits and  
9 talk with Project Team staff.

10 Learn. Ask questions. And, most  
11 importantly, provide your feedback.

12 Thanks again for spending part of  
13 your evening contributing your ideas to this  
14 important project.

15 With your active participation, we'll  
16 make sure the 75th Street Corridor Improvement  
17 Project continues, "Moving Forward Together."

18 (Video presentation  
19 continues.)

20 MS. TROTTER: Thank you. Now I would  
21 like to recognize Keevin Woods. He is Chief of  
22 Staff with 17th Ward Alderman Latasha Thomas.

1                   Keevin, would you like to say a few  
2 words?

3                   (Applause.)

4                   MR. WOODS: Thank you, Jakita.

5                   Before I begin, can we give Bishop  
6 another round of applause for leading us in --  
7 (applause) -- facility and with prayer.

8                   On the behalf of Alderman Latasha  
9 Thomas from the 17th Ward, I want to thank all the  
10 people for coming out. And give yourselves  
11 another round of applause.

12                   (Applause.)

13                   She couldn't be here because, as most  
14 of you know, she's downtown. They are having  
15 budget hearings, and she's trying to protect your  
16 interests and your resources and make sure that we  
17 maintain those resources even during these hard  
18 times. So she's down there fighting on your  
19 behalf.

20                   And this meeting is all about you who  
21 live in the community. This is a time to get  
22 engaged. And any questions or concerns that you

1 have, this is the opportunity to talk and discuss  
2 them about what this project is all about.

3 So, again, thank you for coming out.

4 (Applause.)

5 MS. TROTTER: Thank you, Keevin.

6 And I would also like to recognize  
7 Chaquita Starks, who is here from Alderman Lona  
8 Lane's 18th Ward office. Would you like to say a  
9 few words, Chaquita?

10 (Applause.)

11 MS. STARKS: Thank you, Jakita, also.

12 And thank all of you all for coming out tonight.  
13 On behalf of Alderman Lane, again, I am Chaquita  
14 Starks. She is in the budget hearings working on  
15 your behalf, so I thank you all for coming to  
16 visit all the exhibits and the presentations.

17 So, again, if you have any questions  
18 on tonight, now is a good time to make sure you  
19 ask them, because I think there's not going to be  
20 another meeting until the summer of 2012.

21 So, again, thank you all for coming.

22 (Applause.)

1 MS. TROTTER: Okay. Thank you,  
2 Chaquita.

3 We're going to get this show on the  
4 road. I would like to acknowledge any other  
5 distinguished guests that might be out in the  
6 audience that I am not familiar or made aware of  
7 their presence. Now is the time to do so.

8 Okay. Earlier during the open house  
9 section of tonight's public meeting, the open  
10 house session over there, you viewed the recorded  
11 audiovisual presentation. You also viewed the  
12 project exhibits and talked directly with project  
13 team members. Shortly we will begin the formal  
14 session of the meeting. What that means is, Doug  
15 Knuth will present an overview of the project and  
16 then open it up for Q and A.

17 One more thing. I want you to please  
18 write down your questions and comments on the  
19 index cards that you were provided, which I don't  
20 have up here. But if you don't have one, raise  
21 your hand; or, on the comment forms, fill out the  
22 comment form and put it in the box in the back.

1 The comment box is located on the back table  
2 there. Bill, Bill Thompson, is pointing it out.  
3 Because your comments, your input, is very, very  
4 important.

5 After the project overview  
6 presentation, your index cards will be collected  
7 and similar questions will be sorted. I will then  
8 direct questions to the appropriate project team  
9 member to answer those questions. We want to hear  
10 from you. Your opinion is very important.

11 And there's several ways you can give  
12 us your comments tonight. One, which I just  
13 mentioned, is that you can write your comment or  
14 questions on the index card, which will be  
15 collected and answered after this evening's  
16 project overview presentation. You can also fill  
17 out the comment sheets, then, please put the sheet  
18 in the comment box located in the back, or you can  
19 mail it to us by November 17th.

20 Another way that you can provide  
21 comments or questions is with the court reporter,  
22 Ms. Berna Davis, over here. And, finally, you can

1 go to the project's website, which is  
2 www.75thcip.org. That's 7-5-t-h-c, as in cat, i,  
3 as in inc., and p as in Paul, dot org, and e-mail  
4 your comments to us.

5 So thanks again, everyone, for  
6 attending.

7 Now Danielle Stewart, IDOT's CREATE  
8 Program Manager will say a few words.

9 Danielle.

10 MS. STEWART: Thank you, Jakita. And  
11 thank you all for coming. Can everyone hear me?  
12 Good.

13 I'm Danielle Stewart. I'm the Acting  
14 CREATE Section Chief for the Illinois Department  
15 of Transportation.

16 I hope you all get a chance to view  
17 the PowerPoint presentation in the other room, as  
18 well as the exhibits, regarding the 75th Street  
19 CIP that are located right over there at  
20 Ms. Jakita's back.

21 This project is an opportunity for  
22 all of us to work together, to improve the way

1 trains, cars, pedestrians, and bicycles move  
2 through this area. I have worked with the project  
3 team to make sure that they know your concerns.

4 When we met in June we asked you to  
5 tell us about your neighborhoods and the  
6 transportation issues in your communities. Your  
7 insight has helped us to develop the Problem  
8 Statement and the Purpose and Need for the 75th  
9 Street CIP. At the last meeting we promised that  
10 we would meet again when we had developed  
11 alternatives that would address the transportation  
12 related problems that you helped us identify  
13 within your communities. We are here tonight to  
14 present that information to you.

15 The project team wants to hear from  
16 you tonight. This is your opportunity to let us  
17 know how these proposed railroad improvements  
18 affect your daily lives. Please be sure to fill  
19 out the comment form, as Jakita mentioned, or use  
20 one of the methods that she had mentioned to  
21 provide comments and ask questions. I will  
22 continue to follow the work done on this project,



1 and will keep you posted of the progress.

2 Again, I thank you all for coming.

3 At this time Doug will now present a  
4 short PowerPoint presentation to summarize our  
5 findings and recommendations.

6 MR. KNUTH: Thank you, Danielle.

7 I hope most of you had a chance to  
8 see the longer presentation and to view the  
9 exhibits. And so, as a result, I'm going to go  
10 through very quickly just an overview to make sure  
11 we all are oriented on the project.

12 To help us and all of you understand  
13 the issues within the project, we divided the  
14 project up into improvement areas for better  
15 understanding. They include the Metra Reliability  
16 issues along Columbus Avenue, the Forest Hill  
17 Junction and 71st Street, Belt Junction, the Rock  
18 Island Connection, and the 80th Street Junction.

19 In addition to these particular  
20 areas, we also looked at local mobility issues  
21 caused by all of the viaducts in the project area.  
22 So that was one additional area in the project,

1 these viaducts.

2 Looking at Metra Reliability along  
3 Columbus there is currently a single track for  
4 Metra in this area. That's a big restriction on  
5 their operations. It's much bigger operations to  
6 have a double track. Our recommendation is to  
7 build that double track on the side towards the  
8 Norfolk Southern yards so we maintain separation  
9 to Columbus Avenue. Norfolk Southern is giving up  
10 one of their yard tracks in order to allow that to  
11 happen.

12 By doing that we will eliminate  
13 single car restrictions, we improve Metra  
14 reliability, but we maintain the existing  
15 separation between Columbus and the trains, and we  
16 maintain space for both railway and railroad  
17 maintenance workers in that area. So we keep that  
18 area safe for the workers and drivers, and make  
19 sure that Metra has that double track for  
20 reliability.

21 At Forest Hill and 71st, we propose a  
22 flyover, a bridge, from 79th Street up to 68th on

1 the CSX that takes the CSX over the other  
2 railroads at 75th Street. That eliminates the  
3 delays from the diamond crossing at 75th Street,  
4 and eliminates the noise from those crossings.  
5 And by eliminating those delays, it eliminates the  
6 waiting trains, the horns blowing when trains  
7 start moving again, and all of those issues.

8 But because the CSX is going over the  
9 other railroads, it was possible at 71st Street to  
10 take it over 71st Street and eliminate that  
11 crossing at 71st Street, and to do that without  
12 any -- taking any properties in this area of the  
13 project and not closing any streets.

14 Metra Rock Island connection. The  
15 Metra has several areas where they have conflicts  
16 with freight trains at Forest Hill Junction, at  
17 Belt Junction, and in a number of areas as they go  
18 north up towards Union Station. They cross other  
19 freight tracks.

20 Metra would like to move that  
21 Southwest Service trains over to the Rock Island  
22 District, because the Rock Island District doesn't

1 have conflicts to freight trains as it goes  
2 downtown. That would mean that the Southwest  
3 Service would go into LaSalle Street Station  
4 instead of Union Station.

5 How do we get from the Southwest  
6 Service to the Rock Island? This is the area  
7 where the two lines are the closest. We need to  
8 get from the Southwest Service as it comes here  
9 (indicating), and go out the Rock Island at the  
10 north end of this area (indicating). Right in the  
11 middle of this area we have Hamilton Park, a major  
12 recreational facility and historical facility.  
13 It's on the National Register of Historic Places,  
14 so it's a very significant cultural and a  
15 recreational facility.

16 Going south of Hamilton Park we look  
17 at both north and south. Going south of Hamilton  
18 Park it's a much shorter connection. It has --  
19 would impact a third of the properties as going on  
20 the north side. Also, it would cost significantly  
21 less.

22 So we looked at several alternatives

1 on the south side of Hamilton Park, the shortest  
2 connection. We looked at three different  
3 alignments, One, Two, and Three, very  
4 imaginatively named. And, you know, there are  
5 slightly different numbers of properties impacted  
6 by this -- by these three different alignments,  
7 and individual properties -- for individual  
8 properties it particularly impacts, we are able to  
9 alternate. This is one of the areas we are  
10 particularly looking for input from the community  
11 tonight.

12 Another area that we have some issues  
13 that we really want community input on is along  
14 Union Avenue. Union Avenue, because of the way of  
15 all the track work is being done, the existing  
16 bridge would have to be removed and either  
17 replaced or eliminated. And we came up with two  
18 alternates. One is to close the bridge and make  
19 Union Avenue a two-way street, both north and  
20 south of the tracks. So it would be two-way  
21 between 74th and 75th, and another separate  
22 two-way street between 75th and 76th.

1           The other alternative is to replace  
2 the bridge with a new bridge. Because we have a  
3 number of bridges to build there and we need to  
4 increase the clearances that we put in in a new  
5 bridge, we would have to lower the street several  
6 feet. That would mean a new sewer line at either  
7 74th or 76th in order to be able to drain that  
8 whole area. And because of all the bridge work  
9 that needs to be constructed there, we believe we  
10 would end up closing the street for about a year  
11 to construct these bridges, during which time,  
12 temporarily, we would have all the cul-de-sacs and  
13 the two-way streets.

14           So the alternatives here are either  
15 the cul-de-sacs on a permanent basis, or the  
16 cul-de-sacs temporary and restored to a one-way  
17 street after about a year of construction.

18           Again, that's an area where the  
19 residents along Union Avenue, if you live in that  
20 area, if you use Union, we really want to hear  
21 your input on those two options.

22           The last section of what we're

1 proposing to do some improvements is 80th Street,  
2 where there is a congested area of tracks between  
3 about 76th and 81st, where all the three different  
4 tracks come together. Our proposal is to do track  
5 work in the area all the way down to the Dan Ryan  
6 to eliminate the conflicting movements in this  
7 area and provide additional capacity, to use an  
8 existing bridge that's out there today to get the  
9 UP over to the east side of the corridor as they  
10 go north.

11 We would build one new bridge at 88th  
12 Street, building an additional track from the Dan  
13 Ryan to 80th Street to allow the Norfolk Southern  
14 to end up on the west side of the corridor. These  
15 would virtually eliminate the conflicts in this  
16 area, because the railroads use this existing  
17 bridge to get to the correct side of the corridor  
18 no matter which side of the corridor they needed  
19 to go on.

20 All this track work would be on  
21 existing railroad embankments. No private  
22 residential areas would be required, and no

1 residential property would be taken. And that  
2 would eliminate the delays in this area, the  
3 conflicts. Again, no residential property would  
4 be required.

5 Because of the improvements in the  
6 other areas, Belt Junction is really no longer  
7 needed if you do the improvements at 80th Street  
8 and the connection to the Rock Island. That  
9 eliminates the conflicts of Belt Junction, and  
10 Belt Junction would just go away. The tracks  
11 would just be straight tracks, and there wouldn't  
12 be any changing tracks there.

13 The other issue was viaducts. We  
14 heard a lot from the community about viaducts and  
15 the safety of people using the viaducts to pass  
16 under these railroads. We looked at thirty-seven,  
17 I believe, viaducts in the area and proposed  
18 improvements in these areas. We also learned of a  
19 lot of maintenance that needed to be done. The  
20 City of Chicago has been very responsive. They  
21 have replaced over 100 light fixtures in the  
22 project area where lights under the viaducts



1 weren't working based on our inspection.

2           What happens after tonight? Well,  
3 the next thing is we're going to get some input  
4 and comments and questions from you. Hopefully  
5 you have given us comments on the comment forms,  
6 or are doing that now. I see people writing.  
7 That's good.

8           We will use that to develop a  
9 preferred alternative to address the  
10 transportation problems. We will evaluate the  
11 benefits, the impacts, and the cost of those  
12 alternatives, things such as noise, vibration, air  
13 quality, and property takings, and impacts.

14           We document that all in a draft of an  
15 Environmental Impact Statement. That gets  
16 reviewed at several levels of government. And  
17 once that's approved, we come back to you, we  
18 believe next summer, to present all of that  
19 information at a public hearing, much -- in the  
20 venue much like tonight's.

21           We are at the public meeting stage.  
22 We will be developing that draft of Environmental

1 Impact Statement, come back to a public hearing.  
2 After that, that becomes a final Environmental  
3 Impact Statement with, you know, input from you  
4 again. And we're looking to complete the project  
5 in 2013.

6 So a lot of opportunities for  
7 community involvement. Please submit comments  
8 today. You really make a difference. Attend the  
9 public hearing next summer.

10 If you're in a community group,  
11 neighborhood group, block group, and you have  
12 meetings and you would like us to come and talk to  
13 your members who couldn't make it here tonight,  
14 please give us a call or let us know on the  
15 website. We will be glad to attend those  
16 meetings.

17 We've got brochures and handouts  
18 tonight, and look at the exhibits. And then send  
19 us comments on the comment form, e-mail, mail. We  
20 really do want to hear from you.

21 So with that, we would like to open  
22 it up for questions. And, Jakita, you're handling

1 that?

2 MS. TROTTER: Okay. We're going to  
3 start with questions and comments. You have one?  
4 We got one.

5 Okay. Well, thank you, Doug.

6 Again, thank you everyone for coming,  
7 listening, and giving us your input. And  
8 hopefully you got that. Did you get that?  
9 Hopefully you did.

10 Can you hear me okay? Our first  
11 question: With property value being down and most  
12 people owing more than what their property is  
13 worth, what is considered fair market value?

14 And the price team member that's up  
15 here tonight is Michael, Michael Harris with IDOT.  
16 He's our land acquisition person with IDOT.

17 MR. HARRIS: Fair market value, what we  
18 do as far as fair market value, we have, in an  
19 appraisal -- appraise the property. We have that  
20 appraisal reviewed by our reviewer, and that's how  
21 we get the value. It's not based on what -- it's  
22 what the fair market value would be based on the

1 appraisal. It's an independent appraisal, it's  
2 not an IDOT. You have the opportunity of getting  
3 your own appraisal done to compete with our  
4 appraisal if you wish.

5 UNIDENTIFIED SPEAKER: I think the  
6 question is still on the table. What happens if  
7 your appraisal comes to 80,000 and we owe 120,000?  
8 What happens then?

9 MR. HARRIS: That wasn't the question.  
10 The question is: If your appraisal is 80,000 and  
11 you said your property is worth -- you owe  
12 120,000?

13 You owe 120,000 and the appraisal  
14 comes in at 80. That's what's the value is of  
15 your property, 80,000.

16 UNIDENTIFIED SPEAKER: And that's what  
17 you're going to give us, 80,000?

18 MR. HARRIS: That's what the offer will  
19 be, 80,000, yes.

20 UNIDENTIFIED SPEAKER: So you walk away  
21 with no property, it's just the \$80,000?

22 MR. HARRIS: No, it's not. Let me

1 explain that now. After that, if you have a  
2 property that's worth less than the market value,  
3 we have to now -- if you lose your property in the  
4 process and we have to take the property, we have  
5 to give you replacement costs to replace your  
6 house. That value can be higher than what you owe  
7 on your mortgage right now, or it can be equal to  
8 what you owe on your mortgage. That's what -- the  
9 process we have to go through, the relocation  
10 process. Does that answer your question?

11 MS. TROTTER: Thank you, Michael. Okay.

12 The next question: Can an individual  
13 or specific areas be excluded, or is it an all or  
14 nothing at all project?

15 I think, Doug, would that be you?

16 MR. KNUTH: Well, the question is: Do  
17 all of these areas of the project, do we have to  
18 do them all, and if we can't for some reason do  
19 them all, can we do none of them? Is it an all or  
20 nothing deal? If for some reason it becomes  
21 impractical to do a particular area of the  
22 project, does it kill the entire project?

1                   Not necessarily. It doesn't  
2 necessarily kill the whole project. It's not  
3 necessarily an all or nothing. It does make it  
4 more difficult if you take out key components of  
5 the project to achieve the purpose and need of the  
6 project. And if you don't achieve the purpose and  
7 need of the project, it becomes more difficult to  
8 justify doing the project altogether.

9                   So if you take out key components,  
10 then it becomes more difficult to do the rest --  
11 to justify doing the rest of the project. That's  
12 not a definitive yes or no answer, but it is not  
13 necessarily a definitive yes or no situation.

14                   You want to add anything to that  
15 Bernardo?

16                   MR. BUSTAMANTE: Good evening. My name  
17 is Bernardo Bustamante. I represent the Federal  
18 Highway Administration for this project.

19                   As far as whether a key component of  
20 the project might be excluded because, you know,  
21 from your input, I guess like what alluded to the  
22 occupants -- what I was trying to say is that, if

1 we -- there is --

2 From the community input --

3 If there's a strong sense that a key  
4 component is to be excluded from the project, one  
5 of the options is we're going to have to begin to  
6 look at the purpose and, you know, where it makes  
7 sense. And if not, what we can do is, we go back  
8 and restart the clock, so to speak. We start from  
9 the beginning probably with a more reduced project  
10 and work through that process again.

11 I don't know if it's going to be any  
12 other, you know, another different fundamental  
13 process. But at this time we couldn't give you a  
14 definitive yes or no. It all depends on what area  
15 are we talking about.

16 MR. KNUTH: Certainly it's to the  
17 project's advantage to find a way to incorporate  
18 all of the elements. And so it's better to find a  
19 way to make changes in the way we're accomplishing  
20 something than to just eliminate an entire. And  
21 so that's certainly what the project team would  
22 strive to do first, is to find a way to accomplish

1 the goals and the project, and to make changes  
2 within the project and still accomplish those  
3 goals before we give up on the project as it  
4 stands now and develop a new, different project  
5 with different goals.

6 MS. TROTTER: Thanks, Doug.

7 Okay. The next question: Will  
8 Hamilton Park be closed? This is the rumor.

9 Well, I can answer that one, no. But  
10 for further elaboration we have Doug here.

11 MR. KNUTH: No. It will not be closed.  
12 We could not possibly close Hamilton Park.  
13 Hamilton Park is a significant recreational  
14 resource, it's a significant historical resource,  
15 its on the National Register of Historic Places.  
16 The Federal government would never allow us to do  
17 that, even if any of us had any thoughts that that  
18 would make sense.

19 MS. TROTTER: Thank you.

20 (Inaudible comment/question.)

21 Surely we have the brochure outside,  
22 yes, at the front desk. Thank you.



1           The next question: What can be done  
2 to prevent noise and vibration?

3           Doug, you're a popular guy.

4           MR. KNUTH: What we're doing, a lot of  
5 things to try and reduce noise and vibration. We  
6 hear -- we've heard a lot of complaints about  
7 noise, especially from idling trains. A big part  
8 of the goals in this project is to reduce idling  
9 trains. And in our analysis, which the solutions  
10 we're looking at shows that the amount of train  
11 idling will be greatly reduced. So, now, so  
12 that's one big source of vibration and noise  
13 that's reduced.

14           We will look at things like the new  
15 bridges we build, especially the two long bridges.  
16 We look at ways of making those less noisy and  
17 less transmitting vibrations. It would use  
18 concrete bridges. They have more mass, they  
19 absorb more of the vibration. We can do things,  
20 like, vibration mats under the ballast on top of  
21 the bridge to help reduce those vibrations going  
22 into the ground. So there's a number of things we

1 do to reduce those.

2 One of the things that's going on  
3 right now that we can't complete until we get this  
4 input tonight is the noise and vibration study.  
5 We have a very sophisticated noise model and  
6 vibration model that we did noise vibration  
7 measurements throughout the neighborhood. We used  
8 those to calibrate the model for the existing  
9 situation, and then used that model to project  
10 what the noise and vibration would be under the  
11 conditions of what we're building.

12 When we find noise problems created  
13 by the project, we look at noise walls to reduce  
14 those. I know those are being looked at on  
15 several CREATE projects right now. So that's part  
16 of the process.

17 At the meeting next summer we will  
18 have definitive numbers of what the resulting  
19 noise and vibration impacts would be. What we're  
20 doing right now is looking for ways to make those  
21 as small as possible. As I was telling people, in  
22 some areas you will have reduced noise because you

1 won't have trains waiting, you won't have them  
2 blowing their horns when they start up. You will  
3 have trains going up the hill on a bridge instead,  
4 but you also will eliminate the noise from the  
5 diamond crossing, which is pretty loud.

6 So there's a variety of changes.  
7 Today I can't tell you what the net result is for  
8 each location, but we will be able to tell you  
9 what the net result is for all locations and what  
10 we're going to do where we see a problem to reduce  
11 the noise and vibrations.

12 MS. TROTTER: Thank you. Okay. Next up  
13 is -- this is a funding and timing question: The  
14 75th Street Corridor Project at this time is an  
15 extensive study project. What are the  
16 probabilities of it gaining funding and where are  
17 the funds coming from? What percentage of hiring  
18 is slated for persons living in the communities?

19 And it's a common question, but this  
20 is something that, Danielle, you can enlighten us  
21 on?

22 MS. STEWART: Well, right now we do have

1 funding for Phase I, which is the planning part of  
2 this process. It involves Federal monies, state  
3 money, railroad money. It comes from a number of  
4 sources. Right now we don't have funding for  
5 construction. We will be looking at that. But it  
6 will be coming from multiple sources.

7 As far as what percent of hiring is  
8 slated for persons living in the communities,  
9 we're working with the local employment centers.  
10 I believe St. Sabina, Employment Resource Center,  
11 we've been working with them. And we plan to  
12 continue to form partnerships with the locals.  
13 And when we get to that point in the process,  
14 which we are not at right now, but we're still in  
15 the planning phase, we will be working with the  
16 community to try to help in any way that we can.

17 We have to utilize the local forces  
18 to get our words out or our involvement. We use  
19 the local firms to hang door hangers for this,  
20 which some of you may have received notice through  
21 the door hangers, to come here tonight. We've  
22 also just tried to utilize local services wherever

1 we could. We have had -- the first group that we  
2 had here for our groups that -- were a community  
3 advisory group meeting, and we utilized the  
4 locals.

5 And we also have interns through our  
6 subconsultants, which I don't know if any of them  
7 are here. I believe they are here tonight. I  
8 think we're on our third set of interns from the  
9 local community that we tried to get involved in  
10 the project.

11 MR. MARQUETTE DUNN: That's my question,  
12 if you can expand on that a little bit. When I  
13 travel through the city --

14 MS. TROTTER: Can you stand up, sir?

15 MR. DUNN: -- Howard on the north to  
16 130th on the south, Lake Michigan on the east to  
17 Narragansett, I notice we have a lot of  
18 construction. I also notice, as I go through  
19 these communities, that the people that are  
20 working these construction jobs reflect the people  
21 that live in their community, except when I go  
22 through the Black community.

1                   What we get is, they'll say, well,  
2                   okay, we'll make all these promises up front to  
3                   you; we're going to give you 7 1/2 percent of  
4                   minorities; okay. Then when they come in, they  
5                   say, well, the Federal government said that we can  
6                   have 5 percent of those people with us. So that  
7                   leaves the community 2 1/2 percent. And,  
8                   invariably, 2 1/2 percent that they hire are  
9                   non-African-American females, leaving the Blacks  
10                  of the community still without jobs.

11                  I have worked with a number of these  
12                  sites, and it seems like with all the companies  
13                  that we have tried to work with, we have been  
14                  omitted from the jobs because they always put it  
15                  off; okay. Phase I, we're going to bring in the  
16                  community. It never happens. So we have to shut  
17                  them down.

18                  So we need to know before we break  
19                  ground or before we start any work, we need to sit  
20                  down and know who the people of this community not  
21                  only are you going to use their tax dollars, but  
22                  you're also going to hire them and let them

1 (inaudible). Because a prime example is the  
2 school that they just built over here on 77th and  
3 Holman. They came in our community, \$65 million;  
4 gave us all these promises, and hardly no one in  
5 this community received a job.

6 It is unacceptable. It will not  
7 happen. We will either work with you or we will  
8 shut you down.

9 MS. TROTTER: Well, what is your  
10 question?

11 MR. DUNN: That was a statement.

12 MS. TROTTER: I understand. Thank you  
13 very much. We're good.

14 This next one is about the Metra Rock  
15 Island. For Option A it appears that you have  
16 already selected the option you're going to take  
17 as of the last two presentations.

18 Did I read that correctly.

19 MR. LETHANIAL SMITH: You read that  
20 correctly.

21 MS. TROTTER: Oh, my gosh. Thank you.

22 If I understand what you're saying,

1 your concern is, it's about Option A.

2 MR. SMITH: Yes. This is directed to,  
3 does the last three --

4 For the last presentation you only  
5 showed one option. The option we saw gives us the  
6 same option. You overlooked Option A. We don't  
7 want a train during our services. We don't want  
8 to hear the building shake. We have enough noise  
9 at the moment.

10 And, Doug, you told me we wouldn't  
11 hear the train with the new technology. We  
12 wouldn't even know the train was there.

13 MR. KNUTH: I never said that you'd  
14 never know the train --

15 MR. SMITH: But you have new technology.  
16 I am disappointed.

17 MR. KNUTH: I mean, I've tried to be  
18 honest with you. I mean, we will -- there will --  
19 we are talking about the trains and the new  
20 location. If we make this connection at all,  
21 there will be a train in a new location somewhere.  
22 The location we're proposing, generally, is south



1 of Hamilton Park, because that affects many fewer  
2 people than any other location. I understand that  
3 is also where you are.

4 And that we talked about, three  
5 different alignments here. I recognize that they  
6 are very close to one another; that, you know,  
7 there's not a lot of difference in as far as which  
8 community is being impacted here. There will be a  
9 train. We will do what we can to reduce noise, to  
10 reduce vibration. But it is a train. And that is  
11 the truth. I mean, we will do everything we can  
12 there, but it is talking about a train on the  
13 alignment in this area as this project goes  
14 forward.

15 MR. SMITH: And I agree with you 100  
16 percent. But you told me one thing and I'm  
17 witnessing another thing with my own eyes. So  
18 that's -- get it together.

19 MR. KNUTH: I'm sorry if I gave you an  
20 impression of something different than what we  
21 presented here. I believe this is what -- the  
22 same thing, actually, the same images we talked

1 about at the last meeting we had. And we -- I'm  
2 trying to be consistent in what we're presenting.

3 I mean, we can continue conversations  
4 about this.

5 UNIDENTIFIED SPEAKER: I know you guys  
6 are (inaudible), but we did discuss this from the  
7 time you got the railroad center. It was two  
8 houses between them and the railroad tracks.  
9 (inaudible). However, they have cars stacked four  
10 or five or whatever, and when they picked them up  
11 or they hooked up or whatever, they didn't hook it  
12 up right and it dropped. When it dropped  
13 (inaudible).

14 So now tell me, what are we going to  
15 do from now to 2014 when you all get in and start  
16 doing whatever you're going to do? What are we  
17 going to do if that drop and then our ceiling fall  
18 in on us? We talked about it.

19 MS. TROTTER: Well, is this something  
20 specific to a railroad? A railroad --

21 UNIDENTIFIED SPEAKER: This is the  
22 railroad. Those big things that they have piled

1 up five high. They go to pick them up from on top  
2 of each other, and they have that high hook or  
3 whatever to pick them up with, and they drop them.  
4 And when they drop them, it looks like they coming  
5 in --

6 MS. TROTTER: Does that happen often?  
7 It does? Did you guys see our magnets talking  
8 about calling 3-1-1?

9 UNIDENTIFIED SPEAKER: If it happens one  
10 time, that's enough.

11 MS. TROTTER: I know. This is just a  
12 question. Did you see the magnets outside about  
13 the 3-1-1 for, you know, if you have some issues  
14 with or questions?

15 MR. KNUTH: I understand now what you're  
16 talking about. I think you live over here at the  
17 CSX yard around 68th, in that area. Is that  
18 correct?

19 UNIDENTIFIED SPEAKER: That's right.  
20 I'm right -- because, like I said, it's two houses  
21 in between me and Hamilton. The rest of it is the  
22 tracks. And when they drop them, it's like they

1 coming in my house.

2 MR. KNUTH: And it is the yard  
3 operations there at the CSX yard.

4 UNIDENTIFIED SPEAKER: And I know you're  
5 not going to sit here and wait until 2014 for you  
6 all to come in and do something about that.

7 MR. KNUTH: And I know it's come up at  
8 other meetings.

9 The CSX Yard is not part of this  
10 project. We are not doing anything with the CSX  
11 yard. This is just about thru-train movements.

12 I don't know if, Tom, do you have  
13 anything to say?

14 (Inaudible comment/question.)

15 MR. KNUTH: I'm saying this CSX -- this  
16 yard -- this project does not include the CSX.  
17 The CSX thru-train is our part of the project, but  
18 that yard on the east side of the tracks is not  
19 part of this project. We're not doing anything in  
20 that yard as part of this project.

21 So, certainly, the CSX is here. They  
22 have heard the issue and complaints today --

1       tonight, too.

2                   UNIDENTIFIED SPEAKER:  You say --

3                               Where are they?

4                   MR. LIVINGSTON:  I'm here.

5                   UNIDENTIFIED SPEAKER:  What do you have  
6 to say?

7                   MR. KNUTH:  Okay.  Take the mic and say  
8 something.

9                   MR. LIVINGSTON:  Well, with an  
10 introduction like that, Doug, I ...

11                               I think you're speaking about the  
12 terminal, the 59th Street terminal --

13                   UNIDENTIFIED SPEAKER:  No, I'm not.

14                   MR. LIVINGSTON:  Well, when I say the  
15 59th Street Terminal, that starts at about 51st  
16 Street and it goes down to 71st Street.  So that's  
17 part of our yard because it goes down to 71st  
18 Street.

19                               Let me introduce myself.  My name is  
20 Tom Livingston.  I'm based in our operations  
21 center off of Torrence Avenue.  We dispatch the  
22 trains for CSX in that area out east to Toldeo,

1 Ohio, and out to Ottawa, Illinois. So that's part  
2 of what's called the Chicago Division of CSX. And  
3 so we come out of Blue Island, up 127th Street to  
4 Western. We cross Western at about 81st, and you  
5 know that.

6 Technically, our yard begins at about  
7 71st Street and goes north to 51st. This project,  
8 this 75th Street Project, really affects the  
9 operations south of the yard. So if there is  
10 specific in-the-yard service issues, like sound  
11 and vegetation -- some of you I've already spoken  
12 to ahead of this meeting -- I'm here, talk to me  
13 about that.

14 Those are different than this  
15 project. Those are specific yard operations  
16 issues. So I don't know if that clarifies it, but  
17 this project really deals with everything south of  
18 71st Street separating the rail and the tracks.

19 (Inaudible comment/question.)

20 You can discuss that with me here,  
21 I'll be happy to --

22 UNIDENTIFIED SPEAKER: I did that

1 before. With our -- the first meeting we  
2 discussed it.

3 MR. LIVINGSTON: Oh, with me?

4 UNIDENTIFIED SPEAKER: Yes.

5 MR. LIVINGSTON: Okay. I have no other  
6 explanation. I seem to remember handling  
7 vegetation and idling trains, but not dropping  
8 cars. So I'll do better next time.

9 UNIDENTIFIED SPEAKER: Did I hear  
10 correctly that (inaudible) up to 68th Street?

11 MR. LIVINGSTON: Yes. This project does  
12 not include the operations in our yard. It's  
13 about 71st Street -- actually, yes. The  
14 construction goes up to 68th Street, but it is  
15 not -- and there's no construction in that yard.  
16 The construction is on the main line tracks that  
17 are just west of the yard. The construction is  
18 not in that yard, in the CSX yard. It's on the  
19 CSX main line tracks, though.

20 MS. TROTTER: We have a lot of questions  
21 that the people have -- are going to be wrote down  
22 and would like to be answered. So I would like to

1 go through the cards that we have here. Any  
2 questions relating to the project you still may  
3 have that may not have been answered from any of  
4 these cards, we will deal with them accordingly.  
5 But please let's continue with the program, and  
6 ask questions that have been written down and  
7 answer them. Because we don't want to keep too  
8 much more of your time. And I appreciate it.

9 MR. KNUTH: And if you really want to  
10 emphasize the comments here, get them on the  
11 official record by writing them down or talking to  
12 our court reporter, and that gets them in the  
13 official record so we wouldn't have to rely on  
14 Tom's memory, which is probably no better than  
15 mine. I don't remember everything everyone tells  
16 me at these meetings either.

17 MS. TROTTER: Thank you everyone for,  
18 you know, listening. Back to the questions.

19 How safe would the flyover be if  
20 there is a problem on the line? And the other  
21 part of that, how safe would are the people if  
22 they have to get out from such a high area.



1           This is about safety in a flyover,  
2           the proposed and the hazmat from trains.

3           MR. KNUTH: Well, the Metra flyover, the  
4           one near Hamilton Park, will only carry Metra  
5           trains, so that it's not a hazmat issue from those  
6           trains. CSX does carry freight. That does carry  
7           a range of freight. Those tracks are, of course,  
8           much further away from residential. It's in a  
9           pretty broad corridor, and we're keeping the  
10          tracks out in the middle of the corridor where we  
11          are now.

12          You know, the trains, how do people  
13          get out of a derailed train or a stopped train, we  
14          do have the break, it does have walkways. People  
15          get off the train and walk along the walkway along  
16          the bridge to get off the bridge. I mean, that's  
17          the way it works. And that's why we provide a  
18          walkway on all bridges. It's for safety. Same  
19          fact as for workers and for people that may be on  
20          the train.

21          MS. TROTTER: This is a question of,  
22          will any commercial property be taken or any

1 industrial property?

2 Doug.

3 MR. KNUTH: For all practical purposes,  
4 no. There is one property that is a vacant  
5 property out in the middle of between tracks near  
6 south of 80th Street, and it has no active use at  
7 the moment. And it's only accessible from the  
8 railroad property. And that's the only such  
9 property that is being considered. No businesses,  
10 no commercial properties that have any workers or  
11 any ongoing business.

12 MS. TROTTER: Is this being done in  
13 preparation for a high-speed train?

14 I know that one, but...

15 MR. KNUTH: No. It's not. The speed  
16 limit on the freight trains through here is  
17 25 miles an hour. There's a couple of incurred  
18 connections that are 10. The speed limit when  
19 we're done will be 25 miles an hour.

20 The speed limit for Metra is 79. It  
21 stays 79. The connection, that's Hamilton Park,  
22 is 40. So the top speeds of the trains that are

1 not going to change. The difference is the trains  
2 actually move, they don't sit waiting for their  
3 chance to get through congestion points. But the  
4 speed of the moving train really doesn't change.

5 And we're certainly not looking at  
6 high-speed trains in these corridors.

7 MS. TROTTER: This is a question about  
8 the reroute to LaSalle: How does rerouting the  
9 southwest line to LaSalle alleviate congestion at  
10 Landers Yard and Forest Hill Junction?

11 MR. KNUTH: It doesn't eliminate  
12 congestion at those places. The congestion really  
13 here (indicating) is by the CSX flyover. This is  
14 Forest Hill (indicating), the congestion along  
15 Landers, and presumably by the double track.

16 The connection to LaSalle Street and  
17 to the Rock Island helps eliminate the conflict  
18 point here (indicating), because we're building a  
19 bridge up and over the other tracks. And then as  
20 trains go north from 75th Street heading towards  
21 Union Station, there are a number of places where  
22 they have to cross freight -- other freight lines.

1 And so there's a number of conflict points along  
2 this current alignment to get downtown where the  
3 trains are held up, both freight trains are held  
4 up by Metra trains and Metra trains are held up by  
5 freight trains.

6 The big advantage of the Rock Island  
7 is that it doesn't have those conflicts. It would  
8 be Metra's holding corridor, it won't have other  
9 freight trains on it, and it won't have crossing  
10 freight trains that the other corridor has.

11 That's the big advantage of getting to the Rock  
12 Island, is that it's a dedicated passenger  
13 corridor that Metra has created to allow those  
14 trains to flow freely downtown.

15 MS. TROTTER: Okay. Communication. Can  
16 you put the PowerPoint presentation, that longer  
17 detailed one that was done over there in the  
18 audiovisual, on the website?

19 MR. KNUTH: Is it there yet?

20 MS. WAHL: We will be putting it up next  
21 week, because the file would be too huge. It's  
22 not going to have the beautiful voiceover, but

1 we'll have the script so you can read it.

2 MR. KNUTH: So, yes. The brochure that  
3 you got tonight will be on the website, the  
4 PowerPoint will be on the website, the exhibits  
5 will be on the website. We're trying to put  
6 everything that's practical on the website.

7 MS. TROTTER: This is about another  
8 CREATE project. What is the tie-in between this  
9 project, 75th Street CIP Corridor, and the already  
10 approved project breaking ground on/along 63rd  
11 Street and the Dan Ryan Expressway? Will even  
12 more communities be affected by this as well?

13 Now, this I'm not sure if it's 75th  
14 or 63rd, but Doug.

15 MR. KNUTH: The 63rd Street project is  
16 right here (indicating), and that is eliminating  
17 the last big freight conflict on the Rock Island.  
18 So that's part of making this a dedicated  
19 passenger corridor. It eliminates the conflict  
20 with the Norfolk Southern just north of the Dan  
21 Ryan.

22 This track will go across that new

1 project, yes. If we connect to the Rock Island,  
2 the Southwest Service trains will use that same  
3 new project, the new bridges being built there at  
4 63rd Street.

5 MS. TROTTER: Does the proposed  
6 elimination of Belt Junction have any impact on  
7 people losing their property in that area?

8 No.

9 MR. KNUTH: No. The changes of Belt  
10 Junction, the changes on 71st Street, and the  
11 changes along Columbus and done around any street,  
12 none of those require taking any residential  
13 properties. So all of the work in this corridor  
14 and this area along 75th Street is done within the  
15 existing railroad right-of-way existing  
16 embankment. All those bridges are built for more  
17 train tracks than they typically have today.

18 MS. TROTTER: Do you have the exact  
19 address for each property that may be included in  
20 this project?

21 MR. KNUTH: Yes, we do. We have it here  
22 tonight.

1 MS. TROTTER: Where will the starting  
2 point of the construction begin, Phase I or II  
3 phasing of it.

4 MR. KNUTH: We don't know that for sure.  
5 It depends a lot on how the money comes. But, you  
6 know, there are some places where it may be more  
7 advantageous to do some parts of it before others.  
8 That's something we will be working on as we move  
9 forward. And, again, it will depend on how the  
10 money comes.

11 The monies for a project of this size  
12 will not arrive all in one year, so it would take  
13 a number of years to build this. And as the money  
14 comes, it will have to be decided how much can be  
15 afforded to build it and how that will be most  
16 productive.

17 MS. TROTTER: This is about bikes.  
18 Secretary LaHood has said that federally funded  
19 transportation projects will have a bicycle  
20 component. Have you considered using funds to  
21 connect the Major Taylor Trail in the Dan Ryan  
22 Woods north from 81st to 75th and the -- to the

1 bicycle trail being planned for the Rock Island  
2 elevated lines? The second part of the question  
3 is: Can you use the bike trail to provide more  
4 park land?

5 MR. SRIVER: My name is Jeff Sriver.  
6 I'm with the City of Chicago Department of  
7 Transportation. And within the CDOT there's a  
8 division that deals with bicycle facility  
9 planning. The City right now is studying -- there  
10 is a federal grant that we received to study the  
11 opportunity to have four new bicycle facilities in  
12 the Rock Island corridor. That study is underway  
13 right now.

14 In terms of going north to Major  
15 Taylor Trail, there is no -- once you get north of  
16 81st Street, essentially where it ends right now,  
17 there's no more room because you go straight into  
18 the Forest Hill Junction and the railroad yards,  
19 and there's no place to put it on the street, a  
20 bicycle facility. And there's no plans for any  
21 off-street bicycle facilities in that corridor  
22 right now.





1 So that's -- again, it's not been identified as  
2 a -- it's a bizarre place to have a bicycle  
3 facility. It's out of -- heavy freight trains  
4 going in and out and around there. It's just not  
5 consistent with the goals of where we want to put  
6 a bicycle facility.

7 UNIDENTIFIED SPEAKER: My question,  
8 though, the plans on 75th Street Corridor, the  
9 original question, do you have a holding component  
10 when you redo the old 75th Street Corridor?

11 MR. SRIVER: Well, I think the same  
12 thing applies in the 75th Street Corridor as on  
13 the CSX. It's a major freight corridor for  
14 freight trains, and it's not felt to be an  
15 appropriate place to have a bicycle facility.

16 MS. TROTTER: Thank you. Okay. This is  
17 nearing the end of the public meeting. We're  
18 getting, you know, close in time for to say good  
19 night. We're going to just do a couple of more  
20 questions.

21 This one is about property impact.  
22 What happens when the demolition begins with all

1 the property in the surrounding areas and the  
2 foundation of that property? You know, will  
3 drilling go to the bedrock, is one of the second  
4 part of the question.

5 MR. KNUTH: We've learned a lot over the  
6 years in doing construction in the city. IDOT has  
7 for sure. And some of the things that are done  
8 now are to document all of the houses into the  
9 construction area before construction starts. On  
10 the Dan Ryan that was done, and then we used local  
11 companies to do that.

12 We also went out and did rodent  
13 control before we started construction, because we  
14 go out and start stirring up, especially in wooded  
15 areas and stuff along the railroad tracks, when we  
16 start doing work there. Rodent control before you  
17 start stirring that up has been a good practice.

18 The type of construction, you know,  
19 in the country -- out in the countryside where you  
20 might bury piles where you put foundations in,  
21 they have not found suitable to use in the city.  
22 Here we need deep foundations. We use -- we drill

1 caissons in, a lot less vibration and -- to  
2 minimize down the vibration impacts and noise  
3 impacts from construction.

4 UNIDENTIFIED SPEAKER: Was that a yes or  
5 no to the bedrock?

6 MR. KNUTH: I don't know. We haven't  
7 done the soils analysis. That comes in the later  
8 phase of how deep the foundations have to go. A  
9 lot of Chicago has a fairly hard soil above  
10 bedrock that is perfectly capable of supporting  
11 bridges. So it would depend upon the soil bored  
12 in each individual location.

13 But railroad workers, they will  
14 typically go fairly deep. But they don't  
15 necessarily have to go to the bedrock in Chicago.

16 (Inaudible comment/question.)

17 MR. KNUTH: As far as drainage, we  
18 recognize several areas that don't drain well  
19 today. We have a firm -- actually, the same firm  
20 the interns are working for is doing a  
21 comprehensive drainage study of the entire  
22 project. And there's a number of areas where

1 we're putting in new drainage to eliminate  
2 existing drainage problems and prevent future  
3 drainage problems.

4 Now, we have heard about some of the  
5 drainage problems -- please talk to me after the  
6 meeting so I make sure we're talking about the  
7 same one. And we are trying to address those in  
8 the design of the project. We're putting in some  
9 new drainage structures.

10 MS. TROTTER: We're going to wrap this  
11 up with the last question here for the evening.  
12 And, by the way, these comments -- all of them  
13 have not been stated -- are going into the comment  
14 box, will be part of the record and noted. And  
15 also, you know, there's plenty of ways for you to  
16 comment and talk to us as well. So this is not  
17 the only or the last opportunity that you have.  
18 Okay.

19 This one is about jobs. There's jobs  
20 and, of course, there's one about viaducts. But  
21 the question is: Will the 75th Street CIP  
22 generate jobs for locals, especially our children

1 attending high schools, city college, any offering  
2 of student internship, work study program,  
3 on-the-job training, part-time after school, et  
4 cetera.

5 You know, Danielle had spoke on that  
6 earlier. And, again, I hope everyone is  
7 listening.

8 We have an employment fact sheet  
9 that, you know, we offer everyone to take home,  
10 read; again, let us know if you have questions.  
11 There's nothing concrete developed yet, but that's  
12 not to say that there will not be.

13 Danielle.

14 MR. KNUTH: The one thing I want to say  
15 about that is, during this phase the work is  
16 mainly, you know, professional engineers we have  
17 used 30 percent -- 20 percent of in the project,  
18 because it's an older protect. The work is going  
19 to disadvantaged firms.

20 And we have had, on several times now  
21 for a year, we have had two interns from all the  
22 high schools that are in technology programs.

1 We've worked with the local high schools. They  
2 get credit, they work in the infrastructure  
3 engineering office learning CAD and working with  
4 the engineers for a year. They work part-time  
5 during the school year, they work full-time over  
6 the summer.

7 Our new ones just started this week,  
8 this school year. They were here tonight. And  
9 back there -- they're here back in the corner.

10 Stand up.

11 UNIDENTIFIED SPEAKER: Do they live  
12 within the boundaries of the project or --

13 MR. KNUTH: I think these are a little  
14 bit -- I heard what schools they are, but I don't  
15 know where their exact residences are, but I know  
16 the previous ones were. The previous ones I know  
17 specifically were within the -- lived within the  
18 project area. That's been our goal.

19 MS. STARKS: Well, I would just like to  
20 make a comment that you all reach out to the  
21 Aldermen which is covering the boundaries of this  
22 project. Because we have a lot of residents that

1 need employment. So when you're thinking, would  
2 you please reach out to the Aldermen so that we  
3 can get some people for you?

4 MR. KNUTH: Thank you.

5 The first two are in internship  
6 programs at the university now. The second two  
7 are just starting college this year. So we were  
8 helping students at these high schools, you know,  
9 get some professional experience and make it  
10 easier for them to move into technical training in  
11 college. I mean, that we're doing that in this  
12 phase, I think that sets a precedence as we move  
13 forward in the rest the project. That was our  
14 goal in doing this.

15 MS. TROTTER: Last question, viaducts.  
16 Will viaduct maintenance be ongoing and vigorously  
17 enforced? Concerns are the general maintenance of  
18 adequate lights, cleanliness, painting walls as  
19 needed, making sure landscaping is regularly  
20 maintained, and something about a line -- oh,  
21 insure lines of communication between sister  
22 railroads and the communications going -- is



1 ongoing.

2 MR. SRIVER: On the viaducts, depending  
3 on what the nature of the issue is, it could --  
4 the maintenance may be the responsibility of the  
5 City of Chicago, the Department of Streets and  
6 Sanitation, or the Department of Transportation,  
7 or may be responsibility of the individual  
8 railroad that owns it. So that the process that's  
9 been setup, and I think this has been referred to  
10 earlier, is for all of the --

11 When issues are identified with  
12 lights being out and with the streets or sidewalks  
13 having some maintenance issue on the part of the  
14 viaducts or the vegetation on the viaducts having  
15 an issue, is to call the issue into 3-1-1. That's  
16 the only way the city has to keep track of all of  
17 this.

18 When the issue goes to 3-1-1, there  
19 is a specific staff person within the Department  
20 of Streets and Sanitation whose job it is to  
21 receive those inquires. And she knows, based on  
22 the nature of the inquiry, who to call within the

1 city or who to call within the railroads. She  
2 figures that out. So it's sort of one stop so  
3 it's not a bunch of crossed signals. She'll know.  
4 And all of us with the city and the railroads and  
5 everybody all have gotten her requests, and we  
6 follow up on them. But it all starts with calling  
7 3-1-1.

8           And then when you call 3-1-1, and  
9 this is advice that we have gotten from the  
10 various Aldermen who are associated with this  
11 project, they give you a number, a ticket number,  
12 that identifies your inquiry. And the Alderman's  
13 office requests that when you call in, keep track  
14 of that ticket number. Because if it does not get  
15 addressed for whatever reason, or it takes too  
16 long or whatever it is, and then you call the  
17 Alderman's office to follow up on it, they want to  
18 know that ticket number so that they can get on  
19 the case. But the first step is just call 3-1-1  
20 rather than call the Alderman and call someone  
21 else. That's the way to deal with that. That  
22 keeps, you know, the record consistent.

1 I'm sorry. Service report number is  
2 the proper term for that. Service report number  
3 is the number that you need to -- you get when you  
4 call 3-1-1 or to follow up later with that  
5 inquiry. Thank you.

6 MS. TROTTER: You have a question?

7 UNIDENTIFIED SPEAKER: This is a  
8 question about jobs. The jobs that's being  
9 handled through St. Sabina, are those going to be  
10 handled just through --

11 MS. TROTTER: No. No. I was saying  
12 that that is one of the organizations that we are  
13 working with. That's not -- the jobs will not be  
14 handled just through St. Sabina and the Employment  
15 Resource Center.

16 UNIDENTIFIED SPEAKER: That's fine for  
17 the persons that are under that political  
18 umbrella; however, this project encompasses far  
19 more than the umbrella --

20 MS. TROTTER: I agree with you. I agree  
21 with you wholeheartedly.

22 UNIDENTIFIED SPEAKER: -- reflect the

1 political structures of --

2 MS. TROTTER: And it should encompass  
3 the entire area. I agree with you on that. Thank  
4 you.

5 UNIDENTIFIED SPEAKER: I want to thank  
6 all of you all for coming out and --

7 MS. TROTTER: Well, thank you. And I  
8 was about to tell you the same thing.

9 Thank you everyone for coming out  
10 this evening and talking to us, listening to us,  
11 looking at our boards, looking at our PowerPoint,  
12 and just being here. And this is very, very  
13 important. We appreciate it. Have a good  
14 evening.

15

16 (WHICH WERE ALL THE PROCEEDINGS  
17 HAD

18 IN THE ABOVE-ENTITLED MATTER.)

19

20

21

22

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

4  
5                                    I, BERNA DAVIS, a Certified  
6           Shorthand Reporter, doing business in the County  
7           of Cook and State of Illinois, do hereby certify  
8           that I reported in machine shorthand the  
9           proceedings in the above entitled cause.

10                                   I further certify that the  
11           foregoing is a true and correct transcript of said  
12           proceedings as appears from the stenographic notes  
13           so taken and transcribed by me this 3rd day of  
14           November, 2011.

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17                                    \_\_\_\_\_  
18                                    BERNA DAVIS

19                                    CSR #084-004057  
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