



## **Appendix C**

# **Public Involvement and Agency Coordination**

### **C7 NOTICE OF INTENT**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Cook County, IL**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this Notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the 75th Street Corridor Improvement Project, which involves construction of new railroad main tracks, two new rail flyover bridges, and a new rail/roadway grade separation structure within existing rail corridors in the cities of Chicago and Hometown, Cook County, Illinois.

**FOR FURTHER INFORMATION CONTACT:** Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, Springfield, Illinois 62703, Phone: (217) 492-4600. George Weber, Chief, Bureau of Railroads, Illinois Department of Transportation, 100 W Randolph Street, Suite 6-600, Chicago, Illinois 60601-3229, Phone: (312) 793-4222.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Illinois Department of Transportation, Bureau of Railroads, will prepare an EIS on a proposal to reconfigure freight and passenger rail tracks within an existing approximately 12-mile corridor generally centered along 75th Street in south Chicago. The proposed project comprises several elements of the overall Chicago Region Environmental and Transportation Efficiency Program (CREATE), a joint effort of the Illinois Department of Transportation, the Chicago Department of Transportation, and the Association of American Railroads to restructure, modernize, and expand freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area. Alternative configurations of rail flyovers and track realignments will be considered and refined. The no-action alternative will also be evaluated. A preferred alternative will be presented at a public hearing. Preliminary measures to minimize harm, construction cost estimates, and estimated right-of-way and relocation requirements will also be developed.

The proposed action will reduce rail congestion and delays by eliminating conflicts between four freight railroads and two passenger railroads operating in the corridor, improve roadway safety by eliminating an existing at-grade roadway crossing, and allow passenger

rail access from the Metra Southwest Service to the LaSalle Street Station, thereby reducing congestion at Union Station. The project area consists of urban residential and industrial land uses, so no natural resource impacts are anticipated. Potential impacts may include residential relocations, effects on community cohesion and travel patterns, impacts to publicly-owned parks, and impacts to properties potentially eligible for listing on the National Register of Historic Places. There is also the potential for noise and air quality impacts.

To ensure that the full range of issues related to this proposed action are addressed, and all substantive issues are identified, this project is being developed using the principles of Context Sensitive Solutions per the Illinois Department of Transportation's Policies and Procedures. A Stakeholder Involvement Plan (SIP) will be developed that will detail the public involvement activities that will be conducted as part of this study, and will address the Coordination Plan requirements of 23 U.S.C. 139(g) within the context of the NEPA process. Under the SIP, an interdisciplinary Project Study Group will be formed to develop the project, and a Community Advisory Group will be formed to provide input to the study process. As part of the EIS process, a scoping meeting for obtaining input from Resource Agencies will be held on June 11, 2010. Public informational meetings, focus meetings with stakeholders, a public hearing, newsletters, a project Web site and interest group meetings will provide opportunities for public involvement. The project's Draft EIS will be available for public and agency review prior to the public hearing. The time and location of the public hearing will be announced in local newspapers. Comments or questions concerning this proposed action and the Draft EIS should be directed to FHWA or the Illinois Department of Transportation at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal program and activities apply to this program.)

Issued on: April 28, 2010.

**Norman R. Stoner,**  
Division Administrator.

[FR Doc. 2010-10770 Filed 5-6-10; 8:45 am]

**BILLING CODE 4910-22-P**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Notice of Final Federal Agency Actions on Proposed Expanded Intermodal Freight Terminal in Michigan**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Decision by FHWA and Notice of Limitation of Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

**SUMMARY:** This notice announces the availability of a Record of Decision by FHWA pursuant to the requirements of the National Environmental Protection Policy Act of 1969 (NEPA), 42 U.S.C. 4321, as amended and the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508). In addition, this Notice announces actions taken by FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(1)(1). These actions relate to proposed improvements to the Livernois-Junction Yard, also known as the Detroit Intermodal Freight Terminal (DIFT) and associated external-to-terminal road and rail improvements in Wayne County, Michigan. These actions grant approvals for the project.

**DATES:** By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 771 and 23 U.S.C. 139(1)(1). A claim seeking judicial review of the Federal Agency actions on the highway project will be barred unless the claim is filed on or before November 3rd, 2010 (180 days from May 7th). If the Federal law that authorizes that judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Williams, Environmental Program Manager, Federal Highway Administration Michigan Division, 315 West Allegan Street, Room 201, Lansing, MI 48933; phone: (517) 702-1820, Fax: (517) 377-1804; and e-mail: [David.Williams@dot.gov](mailto:David.Williams@dot.gov). Mr. Ryan Rizzo, Major Project Manager, Federal Highway Administration Michigan Division, 315 West Allegan Street, Room 201, Lansing, MI 48933; phone: (517) 702-1833, Fax: (517) 377-1844; e-mail: [Ryan.Rizzo@dot.gov](mailto:Ryan.Rizzo@dot.gov).

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing approvals for the following expansion project in the State of Michigan: Detroit Intermodal Freight Terminal. The selected alternative will: Expand the Norfolk Southern (NS) and



## **Appendix C**

# **Public Involvement and Agency Coordination**

### **C8 COOPERATING AND PARTICIPATING AGENCIES**



# Illinois Department of Transportation

Division of Public and Intermodal Transportation

100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Mitchell A. Isoe  
Branch Chief  
U. S. Army Corps of Engineers  
Chicago District  
111 North Canal Street, Suite 600  
Chicago, IL 60606-7206

Dear Mr. Mitchell A. Isoe:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Mr. Mitchell A. Isoe  
U. S. Army Corps of Engineers  
Chicago District  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Ms. Kathy Chernich  
IDOT Permits & Enforcement Proj Mgr  
U. S. Army Corps of Engineers  
Chicago District  
111 North Canal Street, Suite 600  
Chicago, IL 60606-7206

Dear Ms. Kathy Chernich:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Ms. Kathy Chernich  
U. S. Army Corps of Engineers  
Chicago District  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation

100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Ms. Janice Engle  
Field Supervisor  
U.S. Fish & Wildlife Service  
Chicago Area Metro Wetlands Office  
1250 S. Grove Avenue, Suite 103  
Barrington, IL 60010-2668

Dear Ms. Janice Engle:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Ms. Janice Engle  
U.S. Fish & Wildlife Service  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Ken Westlake  
Supervisor, NEPA Implementation  
U. S. Environmental Protection Agency  
Region 5  
77 W. Jackson Boulevard  
Mailcode (E-19J)  
Chicago, IL 60604

Dear Mr. Ken Westlake:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Mr. Ken Westlake  
U. S. Environmental Protection Agency  
Region 5  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Norm West  
Environmental Scientist  
U. S. Environmental Protection Agency  
Region 5  
77 W. Jackson Boulevard  
Mailcode (E-19J)  
Chicago, IL 60604

Dear Mr. Norm West:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Mr. Norm West  
U. S. Environmental Protection Agency  
Region 5  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Hector Santiago  
Environmental Compliance Contact  
U.S. Department of Interior  
National Park Service, Midwest Regional Office  
601 Riverside Drive  
Omaha, NE 68102

Dear Mr. Hector Santiago:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Mr. Hector Santiago  
U.S. Department of Interior  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Dr. Willie R. Taylor, PHD  
Director of the Office of Environmental Policy & Compliance  
U.S Department of Interior  
Natural Resources Management Team  
Office of Environmental Policy & Compliance  
Office of the Secretary  
MS-2462-MIB  
1849 C Street  
Washington, DC 20240 NW

Dear Dr. Willie R. Taylor, PHD:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Dr. Willie R. Taylor, PHD  
U.S Department of Interior  
Page 2  
May 17, 2010

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Ms. Marisol Simon,  
Regional Administrator  
Federal Transit Administration  
200 West Adams Street  
Suite 320  
Chicago, IL 60606

Dear Ms. Marisol Simon,:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Ms. Marisol Simon,  
Federal Transit Administration  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Joseph Szabo  
Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington DC 20590

Dear Mr. Joseph Szabo:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water

Mr. Joseph Szabo  
Federal Railroad Administration  
Page 2  
May 17, 2010

quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. David Valenstein  
Program Manager  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington DC 20590

Dear Mr. David Valenstein:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water

Mr. David Valenstein  
Federal Railroad Administration  
Page 2  
May 17, 2010

quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1512

Dear Ms. Anne Haaker:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water

Ms. Anne Haaker  
Illinois Historic Preservation Agency  
Page 2  
May 17, 2010

quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Steve Hamer  
Transportation Review Program Manager  
Illinois Department of Natural Resources  
1 Natural Resources Way  
Springfield, IL 62702-1271

Dear Mr. Steve Hamer:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water

Mr. Steve Hamer  
Illinois Department of Natural Resources  
Page 2  
May 17, 2010

quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Ms. Terry Savko  
Bureau of Land & Water Resources  
Illinois Department of Agriculture  
State Fairgrounds  
P. O. Box 19281  
Springfield, IL 62794-9281

Dear Ms. Terry Savko:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Ms. Terry Savko  
Illinois Department of Agriculture  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Bruce Yurdin  
Watershed Management  
Illinois Environmental Protection Agency  
1021 N. Grand Avenue East, 1st Fl  
P. O. Box 19276  
Springfield, IL 62794-9276

Dear Mr. Bruce Yurdin:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Mr. Bruce Yurdin  
Illinois Environmental Protection Agency  
Page 2  
May 17, 2010

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. James Allison  
Illinois Environmental Protection Agency  
1021 N. Grand Avenue East  
Springfield, IL 62794-9276

Dear Mr. James Allison:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water

Mr. James Allison  
Illinois Environmental Protection Agency  
Page 2  
May 17, 2010

quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 17, 2010

Mr. Terrance Martin  
Illinois State Museum  
ISM Research & Collections Center  
1011 East Ash Street  
Springfield, IL 62703

Dear Mr. Terrance Martin:

Re: CREATE Program  
75<sup>th</sup> Street Corridor Improvement Project

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an Environmental Impact Statement (EIS) for a proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. The project includes reducing rail conflicts with city streets and other rail lines. The proposed improvement will involve the reconstruction of freight and Metra tracks.

The proposed 75th Street Corridor Improvement Project will involve reconfiguring the tracks of the Belt Railway of Chicago (BRC), Norfolk Southern (NS), CSX, Union Pacific (UP) and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and City Streets. (See Exhibit 1 in Project Information package for project location.)

Alternatives under consideration include: (1) taking no action; or one or more of the following: (2) constructing a rail bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; (3) reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations; (4) adding a second main track for Metra operation between NS Landers Yard and the Rock Island mainline tracks; (5) reconfiguring and building a third BRC main track, and constructing a rail flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell; (6) constructing a road-rail grade separation of 71st St. and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project. Most of the action alternatives under consideration will occur entirely within existing rail rights-of-way, however Alternative (5) above will involve relocations within a minority, low-income residential area. (See Exhibit 2 in Project Information package for traffic conflict locations.)

Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Issues that will be analyzed in depth include the project's effects on noise, air, and cultural resources, as well as social and economic effects. No wetlands, water

Mr. Terrance Martin  
Illinois State Museum  
Page 2  
May 17, 2010

quality or threatened and endangered species issues are anticipated with the proposed improvements.

We request your comments on the above issues and any other issues that you can identify as important. We intend to use your comments to:

- Identify the range of alternatives and impacts and the important issues to be addressed in the Environmental Impact Statement.
- Identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review.
- Identify other environmental review and consultation requirements.

This project will be presented at the NEPA-404 Merger Meeting on June 11<sup>th</sup> at the IDOT Region 1 offices, 201 West Center Court, in Schaumburg. This meeting will serve as the agency scoping meeting for this project.

We request your comments by July 15, 2010. Please send comments to:

Mr. Lawrence Wilson  
CREATE Program Manager  
Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 W. Randolph Suite 6-600  
Chicago, Illinois 60601

If you do not reply by that date, we will assume that you have no comments at this stage of project development. If you have any questions regarding the enclosed, please contact me at 312/793-3507.

Very truly yours,



George Weber  
Bureau Chief  
Bureau of Railroads



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

JUN 23 2010

RECEIVED  
JUN 25 2010  
ILLINOIS  
DIVISION

REPLY TO THE ATTENTION OF  
mailcode E-19J

Norman Stoner, Division Administrator  
Federal Highway Administration  
3250 Executive Drive  
Springfield, Illinois 62703-4514

**RE: Invitation to be a Cooperating and Participating Agency for the CREATE  
75th Street Corridor Improvement Project**

Dear Mr. Stoner:

The United States Environmental Protection Agency, Region 5 (U.S. EPA) has received your invitation letter of June 22, 2010, regarding the above project. Because the U.S. EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Water Act, we accept the invitation to participate in this project, to the degree time and resources permit and be a cooperating agency. Specifically, we will:

1. Provide meaningful early input to defining the purpose and need; range of alternatives; methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews;
3. Provide timely review and comment on pre-draft and subsequent environmental documents;
4. Other activities as deemed significant and as resources permit, determined on a case-by-case basis.

We look forward to reviewing any NEPA documents and related information for this project. If you have any questions about the review process, please contact Norm West of my staff at (312)-353-5692 or at [west.norman@epa.gov](mailto:west.norman@epa.gov).

Sincerely,

Kenneth A. Westlake  
Chief, NEPA Implementation Section  
Office of Enforcement and Compliance Assurance



# United States Department of the Interior



National Park Service

Midwest Region  
601 Riverfront Drive  
Omaha, Nebraska 68102-4226

17-00000(MWR-P/G)

Mr. Lawrence Wilson  
CREATE Program Manager

Illinois Department of Transportation  
Division of Public and Intermodal Transportation  
100 West Randolph Suite 6-600  
Chicago, Illinois 60601

RECEIVED  
JUL 07 2010

JUN 29 2010

Illinois Dept. of Transportation  
Division of Public and  
Intermodal Transportation

Dear Mr. Wilson:

The National Park Service has reviewed the proposal to improve the rail network within an existing 12 mile corridor centered along 75<sup>th</sup> Street on the south side of Chicago, Illinois. We understand the proposed project will involve reconfiguring the tracks of the Belt Railway of Chicago, Norfolk Southern, CSX, Union Pacific and Metra's SouthWest Service in the City of Chicago and possible construction of grade separations of rail lines from other rail lines and city streets.

The proposed study area includes various public parks and recreation areas that were developed with assistance from the Land and Water Conservation Fund (L&WCF) program.

We recommend you consult directly with the official who administers the L&WCF program in the State of Illinois, to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states: "No property acquired or developed with assistance under this section shall, without the approval of the Secretary of the Interior, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

The administrator for the L&WCF program in Illinois is Mr. Sam Flood, Acting Director, Illinois Department of Natural Resources, One Natural Resources Way, Springfield, Illinois 62702-1271.

Sincerely,

Robert Maydwell  
Grants Management Assistant

Enclosure

cc:

Mr. Tom DiLello, Manager, Division of Grant Administration Office of Architecture,  
Engineering & Grants Illinois Department of Natural Resources, One Natural Resources Way,  
Springfield, Illinois 62702-1271.

17-00033 Spray Pools  
17-00024 Spray Pools  
17-00875 Oak Lawn Park Development  
17-00130 Edmonds Play Lot  
17-00768 Stony Creek Golf Course  
17-00657 and 17-00591 Centennial & Columbus Manor Parks  
~~17-00125 66<sup>th</sup> Street and Perry Avenue Park~~  
17-00848 Wolfe Wildlife Refuge Park  
17-00451 Freedom Park  
17-00621 Birmingham Park Development



Illinois Department of  
**Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271  
<http://dnr.state.il.us>

Pat Quinn, Governor  
Marc Miller, Director

July 1, 2010

Matt Fuller  
U.S. Dept. Of Transportation  
3250 Executive Dr.  
Springfield, Illinois 62703

RE: Environmental Review  
75 th Street Corridor  
Improvement Project  
IDNR Cooperating Agency

Dear Mr. Fuller:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all correspondence and meeting agendas to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Ecosystems and Environment at One Natural Resources Way, Springfield, Illinois 62702-1271.

Sincerely,

Steve Hamer  
Ecosystems and Environment  
Office of Realty & Environmental Planning  
Illinois Department of Natural Resources

cc: File

RECEIVED  
JUL - 8 2010

FHWA



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

July 8, 2010

Mr. Norman R. Stoner  
Division Administrator  
Federal Highway Administration (FHWA)  
Illinois Division  
3250 Executive Park Drive  
Springfield, IL 62703

Subject: Invitation to Become a Cooperating and Participating Agency  
75<sup>th</sup> Street Corridor Improvement Project (CIP)  
Chicago Region Environmental and Transportation Efficiency Program (CREATE)  
HPER-IL

Dear Mr. Stoner:

Thank you for your letter dated June 22, 2010, inviting the Federal Transit Administration (FTA) to become a participating and cooperating agency in the development of the Environmental Impact Statement (EIS) for the CREATE 75th Street CIP. In response to this letter, we agree to become a participating and cooperating agency in the EIS process, and confirm that FTA has jurisdiction and special expertise with respect to environmental issues associated with the proposed project. As a participating and cooperating agency, FTA will join with the FHWA and the Illinois Department of Transportation in the evaluation of the project's potential environmental impacts. Our involvement will include activities such as the following:

1. Providing input such as written and verbal comments on the project's purpose and need, range of alternatives, and analysis of alternatives.
2. Participating in project coordination meetings and joint field reviews.

If you have any questions, please contact Lois Kimmelman, Environmental Protection Specialist, at 312-353-4060, or David Werner, Community Planner, at 312-353-3879, both of FTA Region 5.

Sincerely,

Marisol Simon  
Regional Administrator

cc: Bernardo Bustamante, FHWA



Illinois Historic  
Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • [www.illinois-history.gov](http://www.illinois-history.gov)

RECEIVED  
JUL 21 2010  
ILLINOIS  
DIVISION  
FAX (217) 782-8161

Cook County  
Chicago

75th Street Corridor Improvements (EW2, P2, P3 and GS19)

Area bounded by 66th St., the Dan Ryan Expressway, 100th St. and Duffy Avenue in  
Hometown

IHPA Log #022051710

July 16, 2010

Matt Fuller  
U.S. Department of Transportation  
Federal Highway Administration  
3250 Executive Park Dr.  
Springfield, IL 62703

Dear Mr. Fuller:

We have received your letter, dated June 22, 2010, inviting our agency to become a participating agency in the review of the above referenced project.

We accept your invitation and look forward to reviewing the Environmental Impact Statement.

Sincerely,

Anne E. Haaker  
Deputy State Historic  
Preservation Officer



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

Mr. Norman R. Stoner  
Division Administrator  
Federal Highway Administration  
Illinois Division  
3250 Executive Park Drive  
Springfield, IL 62703

JUL 29 2010

Re: Invitation to Become a Cooperating and Participating Agency on the CREATE 75th Street  
Corridor Improvement Project

Dear Mr. Stoner:

Thank you for your letter dated June 22, 2010, inviting the Federal Railroad Administration (FRA) to become a cooperating agency in the development of the Environmental Impact Statement (EIS) for the Chicago Region Environmental and Transportation Efficiency Program (CREATE) 75th Street Corridor Improvement Project. FRA does agree to serving as a cooperating agency in the CREATE EIS process, as FRA has jurisdiction and special expertise with respect to environmental issues associated with the proposed project. As a cooperating agency, FRA will join with the FHWA and the Illinois Department of Transportation in the evaluation of the project's potential environmental impacts and producing the EIS to fulfill FRA's potential National Environmental Policy Act obligations for the project.

If you have any questions, please contact Wendy Messenger, Environmental Protection Specialist, of my staff at 202-493-6396 or [wendy.messenger@dot.gov](mailto:wendy.messenger@dot.gov).

Sincerely,

David Valenstein  
Chief, Environment and Systems Planning Division

cc: Bernardo Bustamante, FHWA



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Illinois Division**

3250 Executive Park Dr.  
Springfield, IL 62703  
(217) 492-4640  
[www.fhwa.dot.gov/ildiv/index.htm](http://www.fhwa.dot.gov/ildiv/index.htm)

March 3, 2011

In Reply Refer To:  
HPER-IL

Mr. John A. Barrett  
Citizen Potawatomi Nation  
1601 S. Gordon Cooper Drive  
Shawnee, OK 74801-9002

Subject: 75<sup>th</sup> Street Corridor Improvement Project Environmental Impact Statement  
Participating Agency and Section 106 Consulting Party Request

Dear Mr. Barrett:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement (EIS) for the 75<sup>th</sup> Street Corridor Improvement Project (75<sup>th</sup> Street CIP). The proposed project comprises several components (EW2, P2, P3, and GS19), of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, to restructure and modernize rail facilities and highway grade separations in the metropolitan area.

The study area for the 75th Street CIP is located on the south side of Chicago in Cook County, Illinois. It is anticipated that the proposed improvements will be accommodated principally within the existing railroad rights of way of the Norfolk Southern, Belt Railway of Chicago, CSX, Union Pacific, and Metra Southwest Service line. The project limits border the Village of Hometown on the west, the Dan Ryan Expressway on the east, 66<sup>th</sup> Street on the north, and 100<sup>th</sup> Street on the south (see enclosed map). The project area covers approximately 12 linear miles, and could potentially be modified slightly through the Context Sensitive Solutions process and engineering analyses.

The proposed action will reduce rail congestion and delays by eliminating conflict points between four freight railroads and two passenger railroads, improve safety by providing a new bridge to grade separate a roadway-railroad intersection, and allow Metra Southwest Service to access the LaSalle Street Station to reduce congestion at Union Station.

The area surrounding the 75th Street CIP includes a mixture of residential and commercial land use, parks and schools, churches, hospitals, light industrial areas, and vacant properties. No archaeological survey was done due to the highly developed nature of the area and previously disturbed ground. On June 28, 2010, the Illinois State Historic Preservation Officer concurred in the determination that no historic properties are affected.



The EIS will address the socioeconomic issues, displacements, and environmental impacts associated with the proposed project. A Stakeholder Involvement Plan has been developed and will be implemented to engage stakeholders interested in working with the project team to develop, build, and maintain cost-effective transportation improvements.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, Tribal, State and local agencies that may have an interest in the project, and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process. The FHWA and IDOT identified your Tribe as a Tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite your Tribe to become a *participating agency* and a *Section 106 consulting party* in the development of the 75<sup>th</sup> Street CIP EIS. The designation does not imply that your Tribe supports the proposal.

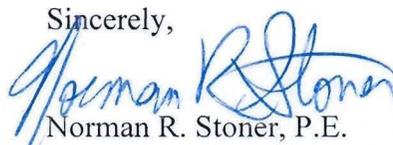
The FHWA and IDOT propose that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to April 1, 2011. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Mr. Matt Fuller at (217) 492-4625, or by email at [matt.fuller@dot.gov](mailto:matt.fuller@dot.gov). You may also contact Mr. Lawrence Wilson, CREATE Program Manager, IDOT Division of Public and Intermodal Transportation by phone at (312) 793-3507, or by email at [Lawrence.B.Wilson@illinois.gov](mailto:Lawrence.B.Wilson@illinois.gov).

Thank you for your cooperation and interest in this project.

Sincerely,  
  
Norman R. Stoner, P.E.  
Division Administrator

## Enclosure

ecc: Ms. Barbara Stevens, Bureau of Design and Environment, IDOT  
 Mr. Steve McClarty, Bureau of Railroads, IDOT  
 Mr. Lawrence Wilson, Bureau of Railroads, IDOT  
 Ms. Diane M. O'Keefe, District 1, IDOT  
 Dr. John Walthall, Bureau of Design & Environment, IDOT  
 Mr. Brad Koldehoff, Bureau of Design & Environment, IDOT  
 Mr. Walt Zyznieuski, Bureau of Design & Environment, IDOT  
 Ms. Anne Haaker, Illinois Deputy State Historic Preservation Officer  
 Ms. Carol Legard, Advisory Council on Historic Preservation

*Identical letters were sent to:*

Mr. Wilfrid Cleveland  
 Ho-Chunk Nation  
 P.O. Box 667  
 Black River Falls, Wisconsin 54615-0667

Mr. George Strack  
 Miami Tribe of Oklahoma  
 202 S. Eight Tribes Trail  
 Miami, OK 74354-1004

Mr. John A. Barrett  
 Citizen Potawatomi Nation  
 1601 S. Gordon Cooper Drive  
 Shawnee, OK 74801-9002

Mr. Phillip Shopodock  
 Forest County Potawatomi  
 P.O. Box 340  
 Crandon, WI 54520-0340

Mr. Kenneth Meshigaud  
 Hannahville Indian Community  
 N14911 Hannahville Boulevard Road  
 Wilson, MI 49896-9728

Mr. Matthew Wesaw  
 Pokagon Band of Potawatomi Indians  
 58620 Sink Road  
 Dowagiac, MI 49047-9329

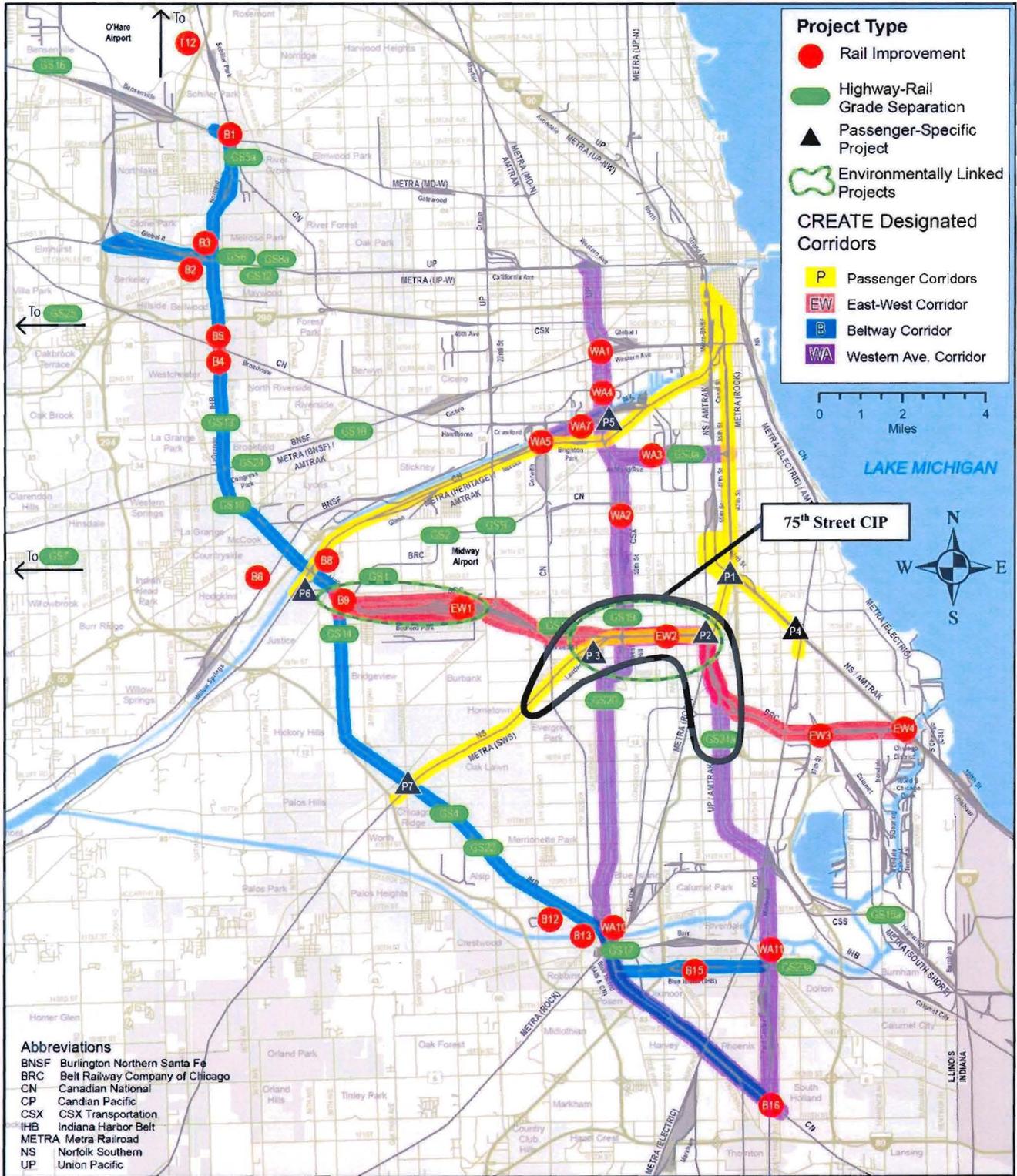
Mr. Steve Ortiz  
 Prairie Band Potawatomi Nation  
 16281 Q Road  
 Mayetta, KS 66509-8970

Mr. Homer Bear, Jr.  
 Sac and Fox Tribe of Mississippi in Iowa  
 349 Meskwkai Road  
 Tama, IA 52339-9634

Ms. Twen Barton  
 Sac and Fox Nation of Missouri  
 305 N. Main Street  
 Reserve, KS 66454-8122

Ms. Sandra Massey  
 Sac and Fox Nation of Oklahoma  
 Route 2, Box 246  
 Stroud, OK 74079-5178

# OVERALL CREATE PROJECT AND 75<sup>th</sup> STREET CORRIDOR IMPROVEMENT PROJECT



-----Original Message-----

From: Hall, Soren G LRC [<mailto:Soren.G.Hall@usace.army.mil>]

Sent: Wednesday, June 29, 2011 12:42 PM

To: Fuller, Matt (FHWA)

Cc: [West.Norman@epamail.epa.gov](mailto:West.Norman@epamail.epa.gov); [Shawn.Cirton@fws.gov](mailto:Shawn.Cirton@fws.gov)

Subject: CREATE Projects - Grand Avenue and 75th Street  
(UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Matt,

I am going to close our file for these two projects. There are either no resources present or no impacts for both of these projects, so there is no need for additional coordination by the Corps.

Thanks,

Soren

Soren Hall

Regulatory Specialist

U.S. Army Corps of Engineers - Chicago District

Regulatory Branch - West

111 North Canal Street, 6th Floor

Chicago, Illinois 60606

312-846-5532

312-353-4110 fax