

An Environmental Class of Action Determination (ECAD) was prepared resulting in a Categorical Exclusion Group II classification approved by the Federal Highway Administration (FHWA) on August 14, 2003. Subsequently, the Dan Ryan Expressway reconstruction project received Design Approval on August 21, 2003. The Build Alternative Scenario #2 (ECAD Approved Alternate) met the Purpose and Need and was selected as the build alternate.

As a result of community concerns the Dan Ryan Taskforce was convened in January 2004 to further engage the community in the planning of the Dan Ryan Expressway reconstruction project. The Taskforce represented over 20 communities surrounding the Dan Ryan Expressway. The charge of the Taskforce was to determine whether options to Scenario #2 (ECAD Approved Alternate) could be developed that would restore some or all of the ramps that were proposed to be removed with Scenario #2 (ECAD Approved Alternate). From this community outreach effort, the preferred course of action is Scenario #3 (Preferred Alternate).

The following Environmental Assessment (EA) addresses the environmental issues areas for both Scenario #2 (ECAD Approved Alternate) and Scenario #3 (Preferred Alternate).

Dan Ryan Expressway (FAI I-94/90) Reconstruction
from 24th Street to 1st Street and I-94 (MLK Drive)
Cook County, Illinois

ENVIRONMENTAL ACTION STATEMENT

Submitted Pursuant to 49 CFR 1.1315
by the
U.S. Department of Transportation
Federal Highway Administration
and the
Illinois Department of Transportation


For FHWA


For IDOT

Date: 4/15/04

Date: 4/15/04

The following persons are the project engineers for the project:

| | |
|---|--|
| Mr. Norman R. Stofer, P.E. Division Administrator Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703 Telephone: 217-492-4600 | Mr. John P. Kos, P.E. District Engineer Illinois Department of Transportation 201 West Court Schaumburg, Illinois 60196 Telephone: 815-396-1096 |
|---|--|

Abstract
The project is a reconstruction, reconfiguration and widening of Interstate 94/90, in Dan Ryan Expressway between 24th Street and 1st Street and I-94/Martin Luther King Drive. The project improvements include additional travel lanes between 47th Street and Illinois Route 111. Improvements include structures, bridge widening, and bridge replacement. Other improvements include ramp geometry, traffic weaving distances, including added auxiliary lanes; relocation of expressway access (ramp removal and addition) as necessary; Skyway frontage road; lighting; accident investigation sites; landscaping with annual maintenance.

Construction of the proposed improvements plan for the frontage roads will require approximately 0.091 acres of right-of-way and 0.07 acres of temporary easement (1) or temporary easement (2) to be purchased. There will be no bus relocations.

Chapter 1 Purpose of and Need for Action

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CHAPTER 1 PURPOSE OF AND NEED FOR ACTION

1.1 Purpose of the Project

The purpose of the project is to provide a safe, efficient, reconstructed transportation facility along the Dan Ryan Expressway (I-94/90). It will serve through traffic and adjacent urban land uses for the Chicago metropolitan area, between 31st Street and I-57//Halsted Street (Illinois Route 1) and I-94/Martin Luther King Drive. The proposed improvement will serve to meet the needs of traffic safety and mobility as well as addressing substandard ramp geometry, facility degradation and roadway drainage deficiencies. See Appendix A, Exhibit 1A – Location Map.

The proposed improvements will involve reconstructing the Dan Ryan Expressway south of the Chicago Central Business District (CBD). Improvements include the following:

- § New pavement and pavement resurfacing
- § Added travel lanes
- §

CHAPTER 1 PURPOSE A

substandard ramp geometrics can be considered a probav.48 0 0 9.48 49daed aed a

partly the result of the close spacing of full interchanges (generally every half-mile south of 31st Street). The conflict of multiple traffic streams entering, exiting, weaw8TT4 1 Tf10.98 0 442.24

CHAPTER 2

Chicago Community Areas affected by the Dan Ryan Improvement Project

| CCA # | CCA Name | CCA # | CCA Name |
|--------|-----------------|--------|------------------------|
| CCA 34 | Armour Square | CCA 50 | Pullman |
| CCA 35 | Douglas | CCA 60 | Bridgeport |
| CCA 37 | Fuller Park | CCA 61 | New City |
| CCA 38 | Grand Boulevard | CCA 68 | Englewood |
| CCA 40 | Washington Park | CCA 69 | Greater Grand Crossing |
| CCA 44 | Chatham | CCA 73 | Washington Heights |
| CCA 49 | Roseland | | |

Race

The analysis of the 1990 and 2000 Census data for the thirteen CCAs indicates that the overall study area is nearly 90% black and Hispanic, while whites comprise less than 10% of the population in the study area. Tables in Appendix A, Exhibit 8 show the population by race for both 1990 and 2000, along with the percentage in the CCA and the study area. As the note in the table indicates, the way of reporting race has changed from the 1990 to the 2000 census. The 2000 census allowed individuals to choose more than one race, hence the la

The following table shows median family income, families below the census poverty level, and percentage of minorities by Census Tract number.

| Census Tract # | Median Family Income - \$'s | Families Below Census Poverty Level ¹ % | Minority ² - % Black | Minority ² - % Other Minority |
|----------------|-----------------------------|--|---------------------------------|--|
| 3402 | | 24.7 | 4.8 | 88. |
| 3302 | 2 | .3 | | 2.. |
| | 2 | | | . .2 |
| 3602 | 22 | .2 | | .. |
| | | .. | | |

CHAPTER 2 AFFECTED ENVIRONMENT

| | | | | |
|------|--------|------|------|-----|
| 6912 | 22,933 | 36.4 | 98.2 | 0.7 |
| 6913 | 58,138 | 6.9 | 98.4 | 0.9 |

Intermodal Facilities

There are five major intermodal facilities within the project limits. The existing access to and from these facilities is summarized as follows.

BNSF – “Railport” Intermodal Facility: The Railport yard is located west of I-94/90 roughly between Damen and Western Avenue with a shared entrance/exit gate located on the north side of the yard on 43rd Street. The intermodal facility currently contains origin/destination connections to the Corwith Yard at 41st and Kedzie Avenue.

BNSF – “Corwith Yard”: The Burlington Northern Sante Fe “Corwith Yard” is located between Kedzie Avenue and Pulaski Road west of the expressway. The intermodal facility currently contains origin/destination connections to the south, southeast, and southwest of the yard which utilize connections to I-94/90 at 47th and 51st Streets. 47th Street allows connections to the gates on the east, west, and south sides of the facility, via Kedzie Avenue and Pulaski Road. From the south, trucks exit at 51st Street and continue along Wentworth Avenue (northbound frontage road) to access 47th Street. Access from the Corwith facility to northbound I-94/90, utilizes the 47th Street entrance ramp. Access to the south utilizes Wells Street (southbound frontage road) from 47th Street to 51st Street to access the expressway, since no entrance ramp exists at 47th Street.

CSX Intermodal, Inc. - 59th Street Intermodal Yard: The CSX “59th Street Yard” is located between Damen and Western Avenue west of the expressway. The intermodal facility handles approximately 480 combined truck arrival and departures, with a growth potential of up to 575 per day. The facility contains origin/destination connections to the north, south, and southeast of the yard, utilizing connections to I-94/90 at 59th Street. Southbound access to the facility utilizes the 59th Street exit ramp from I-94/90. 59th Street has direct access to the shared entrance/exit gate on the east side of the facility. Northbound trucks utilize the 59th Street exit ramp from I-94/90. Access from the facility to northbound I-94/90 utilizes the 59th Street entrance ramp and southbound trucks utilize the 59th Street entrance ramp.

Norfolk Southern (NS) – 47th Street Yard: The Norfolk Southern Railway Company “47th Street Yard” is located east of I-94/90 between 47th and 55th Streets. The 47th Street Yard handles approximately 1,300 combined truck arrival and departures per day, seven days a week. The facility currently contains origin/destination connections to the south, southeast, and north of the yards which utilize connections to I-94/90 at 47th and 51st Street. Trucks accessing the 47th Street Yard, from southbound I-94/90, utilize the 47th Street exit ramp. 47th Street allows connections to the entrance gate on the north side of the facility. From northbound I-94/90, trucks exit at 51st Tw 7.98 0 0 7.98 187.42363t7 >>BDC7 17.98 0 0 7.98 187.42363t7 >>

CHAPTER

2.1.6 Public Facilities and Services

The Chicago Area 2 Police HeafhTjET744.72 Tm(N)Tj8ahsDA2 3417.708 7448i8[sarters is locatachat.48es

2.2 Agricultural

The project area is within Cook County. In this urban portion of Cook County soil maps show “Urban Status” (disturbed). There is no agricultural land in production involved with or within the limits of this project. No agri-business has been identified or is known to exist within the project area.

2.3 Cultural

On November 14, 2001, Cultural Clearance was received for the project. It stated, “It is the opinion of our professional staff that no Cultural Resource Survey is required for this project under agreements ratified with the Federal Highway Administration (FHWA), the State Historic Preservation Officer (SHPO), and the Illinois Department of Transportation (IDOT)”. (See Appendix A, Exhibit 11).

2.2.1 Archeological

There are no known archeological sites involved with the project.

2.2.2 Historic Bridges

There are no known historic bridges involved with the project.

2.2.3 Historic Districts and Buildings

There are no known historic districts or buildings involved with the project.

2.4 Air Quality

The National AmO5 65 Astricts orto exis

A majority of the residences face the frontage roads. Outside human activity is noted to be prominent on the front porches and in the front yards of many of these residences. Along Interstate 57 from 95th Street west to Halsted Street (Illinois Route 1) there is residential along both the north and south sides. Along the Bishop Ford Memorial Freeway (Interstate 94) to the north, and on the south side near Martin Luther King Drive is residential. The existing traffic noise levels in many areas adjacent to the project approach or exceed the FHWA Noise Abatement Criteria (NAC), traffic noise impact of 67 dBA, L_{eq} for residential receptors.

2.6 Energy

Discussion of energy items is included in Chapter 4, Environmental Consequences.

2.7 Natural Resources

The project does not require biological or wetland surveys. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor (IDNR Agency Action Report dated December 13, 2001). By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required.

2.8 Water Quality / Resources

2.8.1 Surface Water Resources / Quality

No streams or rivers are involved with the Dan Ryan Expressway reconstruction project.

2.8.2 Permits

Discussion of permits is included in Chapter 4, Environmental Consequences.

2.8.3 Groundwater Resources / Quality

Groundwater Protection Areas

Groundwater protection areas are not involved with the project. Lake Michigan is the only source of potable water supplied to the City of Chicago.

Sole Source Aquifer

According to the USEPA internet website list of Designated Sole-Source Aquifers in (Illinois) USEPA Region 5 [last updated on February 18, 2004] at <http://www.epa.gov/ogwdw/swp/ssa/reg5.html> there are no sole-source aquifers in Illinois as defined by Section 1424 (e) of the Safe Drinking Water Act.

2.9 Flood Plains

2.9.1 100-Year Flood Plain

There are no flood plains in the vicinity of the Dan Ryan Expressway reconstruction project.

2.9.2 Regulatory Floodway

There are no regulatory floodways in the vicinity of the Dan Ryan Expressway reconstruction project.

2.10 Wetlands

There are no wetlands in the vicinity of the Dan Ryan reconstruction project.

2.11 Special Waste

The USEPA listing of potential, suspecte

areas. The active play area with playground equipment (climbing, etc.) of 0.117 hectares (0.29 acres) abuts the local street access and the walkway/path on its northeast side. Beyond the concrete walkway and lighted seating area is open space, grassed and tree area steeply sloping to the Dan Ryan Expressway right-of-way/access control fencing.

2.12.2 Section 6(f)

There are no Section 6(f) designated lands or involvement with the use of these lands, including Periwinkle Playlot Park, that have Land and Wa

CHAPTER 3 ALTERNATIVES

3.1 No-Action Alternative

During the development of this project, consideration has been gi

- § Replacing roadway surface induction loops and/or installing mini-loop traffic sensors
- § Installing new Dynamic Message Signs (DMS)

With respect to Transit Operational Improvements, the Chicago Transit Authority (CTA) Red Line provides service along the median of the Dan Ryan Expressway with eight station stops between 31st Street and Interstate 57. The CTA Green Line is a few blocks east of the Dan Ryan Expressway and runs parallel to the Dan Ryan Expressway until approximately 58th Street where one branch of

57. Auxiliary lanes on the other hand are also being added where feasible and beneficial in the vicinity of entrance and exit ramps. They are not continuous so as to carry through traffic, rather they are provided to allow safer and more efficient transfer of vehicles from the main line to the exit ramp, or from the entrance ramp onto the main line. They can stretch between succeeding entrance and exit ramps to facilitate the weaves, or extend beyond an exit ramp to the next entrance ramp to provide for safer operations. These auxiliary lanes are being proposed in addition to the added through lanes, where they are necessary and where they are achievable.

The work will include the construction of new retaining walls, the rehabilitation and/or modifications of several existing retaining walls, and any roadway and traffic signal improvements required at cross streets and alternate routes. In addition, Scenario #2 will provide:

- § A new highway lighting system (33.5-meter (110-foot) towers with lights on 3.3-meter (11-foot) mounting rings).
- § A new highway drainage collection system.
- § A new expressway 205168/C2aTowers

Capacity analyses indicate unsatisfactory conditions at the intersections of 55th Street (Garfield Boulevard)/Wells Street and 55th Street (Garfield Boulevard)/Wentworth Avenue. The im

movement problems, retaining wall interference, and bridge or ramp terminal safety

Restore the southbound exit and northbound entrance at 51st Street. To accommodate the added local lane, the ramps are lengthened, thereby reducing the mainline weaving distance between successive ramps. In both the northbound and southbound directions, the ramps would either overlap or have a very short weaving distance that would compromise safety and operational objectives, which is unacceptable.

As a result, this option is eliminated from further consideration.

OPTION 4 – 51st Street North: New Frontage Road Alignment

Restore the southbound exit and northbound entrance at 51st Street. To restore an acceptable mainline weaving distance, the southbound frontage road (Wells Street) must be shifted west to accommodate the 51st Street exit ramp location. This resu

Options 7 and 8 restore the southbound exit and northbound entrance at 59th Street.

OPTION 7 – 59th Street North: Maintain Existing Frontage Road Alignment

Restore the southbound exit and northbound entrance at 59th Street. As a result of St0Tdd8.2local la

In addition to meeting acceptable weaving and level of service criteria, access and mobility to the CSX and Norfolk Southern intermodal facilities located near the corridor is a concern. Both facilities use 59th Street as the primary access point to and from their facilities. Restoring the south ramps at 59th Street poses the least impact to their businesses. As a result, this option is determined to have a minimal impact on traffic conflict and congestion and the improvements to the intermodal yard access benefits the overall corridor mobility significantly.

The Scenario #2 improvements with respect to the Skyway interchange address the primary safety and mobility deficiencies in this area. Option #9 improvements will not substantially compromise these Skyway interchange improvements.

As a result, this option is carried forward as part of the preferred alternate.

OPTION 10 – 59th Street South: Braid Interchange Ramps

Restore the southbound entrance and northbound exit at 59th Street by braiding the ramps. As a result, the northbound frontage road (Wentworth Avenue) must be shifted to accommodate the new ramp locations. This results in approximately a 4 meter (13 foot) swath of property acquisition from 59th to 63rd Street, including 8 commercial displacements and 1 church displacement. In the southbound direction, the CTA Tracks prevent any shifting of the frontage road.

This option is not compatible with the project objective to minimize community impacts, and would require approximately six to twenty-four months to acquire the additional right-of-way for those ramps.

As a result, this option is eliminated from further consideration.

Option 11 restores the southbound entrance and northbound exit at 76th Street.

OPTION 11 – 76th Street South: Collector-Distributor Road

Restore the southbound entrance and northbound exit at 76th Street. Similar to the ramps systems proposed between 67th-71st Street, 71st-75th Street, and 79th-83rd Street, a similar system is proposed to restore direct access to 76th Street. This option reduces the residual traffic volumes directed through the high-volume 79th/Wentworth and 79th/Wells Street intersections.

Implementing a collector-distributor system in the three blo

A 12

Scenario #3 reinstates conflict potential to locations where access ramps are being restored, thereby increasing the potential for crashes at these locations as compared to Scenario #2. However, all mainline safety and operational deficiencies as defined in the project Purpose and Need are being addressed.

There is no additional or extra right-of-way, property acquisition, beyond that which is required for Scenario #2 to implement Scenario #3.

Scenario #3 meets the Purpose and Need and is retained as an alternate. Scenario #3 is further evaluated in Chapter 4, Environmental Consequences, and is identified as the preferred alternate.

With the proposed improvements to the Dan Ryan Expressway, there will be an anticipated reduction in self-redirection to the frontage roads due to improved traffic flows resulting from the combination of improvements. Traffic flows will also improve on the frontage roads due to the intersection improvements implemented to eliminate increased congestion at key cross streets (55th, (o 1 Tf0.0006 Tc g at key cross st412 0 0 771 TET2 Tc 0 Tw

4.1.3 Economics

Reconstruction of the Dan Ryan Expressway will provide improved access to business and commercial properties along the route. Beneficial economic effects are expected to be associated with the employment opportunities in the adjacent neighborhoods generated by the project. New jobs would be generated by construction activities, and expenditures for the project would generate indirect and direct employment opportunities in industries that supply materials and construction equipment to the project.

Removal of the existing retaining wall that borders Peoples Energy – South Shop at 38 West 64th Street on its west property line will not involve property acquisition. The new wall will be relocated approximately eight feet east to accommodate footings and/or tiebacks. The removal and reconstruction of South Wells Street between 63rd Street and South Wentworth Avenue requires relocation of this roadway and appurtenances that will encroach onto the property of the thirteen story high-rise apartment building bordered by ent buildi – Sout

Extensive outreach through public involvement activities has been on going throughout project development. These have included three Public Hearing sessions, numerous neighborhood meetings, arranged aldermanic meetings, and other community, church and public information meetings. Significant effort has been made to ensure public involvement and awareness of the project.

Outreach to surrounding neighborhoods with regard to public involvement activities is being intensified as necessary to ensure availability of full participation for area residents. Local firms that desire to do business with the State will be informed of the need to secure certification as Disadvantaged Business Enterprises (DBE). They will be encouraged to attend local workshops and seminars that IDOT will be holding to foster DBE involvement in the Dan Ryan Expressway

for the “worst case” residential receptor shown in Appendix A, Exhibit 5 – Air Quality Receptor Location, were as follows:

Existing Year 2004 – **5.6 ppm**

Build, Time of Completion (TOC) Year 2007 – **4.9 ppm**

Build TOC + 10 Years, 2017 – **4.5 ppm**

Build, Design Year 2020 – **4.5 ppm**

No-Action, TOC Year 2007 – **4.9 ppm**

No-Action TOC + 10 Years, 2017 – **4.5 ppm**

No-Action, Design Year 2220 – **4.5 ppm**

The results from this roadway improvement indicate that carbon monoxide (CO) concentrations are below the 8-hour National Ambient Air Quality Standard (NAAQS) for CO of **9.0 ppm** which is necessary to protect the public health and welfare.

4.4.3 Construction-Related Air Quality

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. Equipment-related particulate emissions can be minimized if the equipment is well maintained. The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department’s Standard Specifications for Road and Bridge Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

The Dan Ryan Taskforce (DRTF) recommendations received by IDOT March 19, 2004 (refer to Chapter 5, Public Involvement) included recommendations to improve the air quality as a result of emissions from diesel fuel powered heavy construction equipment. These recommendations are outlined below:

1 fire station, 1 area police headquarters, and 4 high rises (residential apartment buildings) that experience noise levels that approach or exceed the NAC (67 dBA) due to traffic noise from the Dan Ryan Expressway. No commercial properties experience traffic noise levels in excess of the NAC (72 dBA, L_{eq}). Existing and future traffic noise levels range from 60 dBA, L_{eq} to 83 dBA, L_{eq} .

The future noise levels in the design year (2020) are not expected to exhibit any substantial and discernable change in traffic noise levels since the Dan Ryan Expressway traffic is presently at capacity, saturated, or in a forced flow condition. Any additional lane or projected traffic demand would not change the operating volume and speed relationships nor the vehicle type distribution for the traffic generally expected to be present on a regular basis (design hourly volume) in the design year 2020. To increase the traffic noise level (change) to a noise level change that can be discerned, the traffic volume would need to double. This would be physically impossible on the Dan Ryan

All the noise barrier/wall locations considered, with the feasible locations identified, are shown on Appendix A, Exhibit 4 – Noise Barrier Locations (Investigated and Feasible). The noise receptor site areas, along barrier/wall locations considered and deemed feasible are shown on an aerial photography type map along with the FINAL noise study results in a tabular format in the document prepared for IDOT, titl 123r

4.8 Flood Plains

4.8.1 100-Year Flood Plain

There are no flood plains involved with this Dan Ryan Expressway reconstruction project.

4.8.2 Regulatory Floodway

There are no regulatory floodways involved with this Dan Ryan Expressway reconstruction project.

4.9 Wetlands

There are no wetlands involved with this Dan Ryan Expressway reconstruction project.

4.10 Special Waste

The Illinois State Geological Survey (ISGS) conducted a Preliminary Environmental Site Assessment (PESA) for special waste sites. The PESA Review Memo for ISGS #1106, dated June 18, 2001 and ISGS #1106A, dated May 2, 2002 indicated detection of contamination at several sites for the build alternatives. Further, it has been determined that not all of the sites can be avoided. The sites that cannot be avoided include those where the depth stipulations of the PESA could not be met and subsequent additions submitted to the Preliminary Site Investigation (PSI) request of December 4, 2002 and the PSI Work Plan of February 26, 2004. These include:

- Site #1: Chicago Transit Authority, 98th Street Repair Shop (Site 1106-2B/808-10A AST/BOL/Commercial Site)
- Site #2: Marathon Service Station (Site 1106-4A; LUST/UST/Commercial Site)
- Site #3: Former Site of City of Chicago Asphalt Plant No. 3 (Site 1106-6; Former Industrial Site)
- Site #4: Chatham Ridge Mall (Site 1106-9; Possible UST/Commercial Site)
- Site #5: Equilon Enterprises, 7900 South Lafayette Avenue (Site 1106-17B; LUST/Former Commercial Site)
- Site #6: Equilon Enterprises, 7453 South State Street (Site 1106-25B; UST/Commercial Site)
- Site #7: People's Energy (Site 1106-33; LUST/UST/Former Industrial/Commercial Site)
- Site #8: METRA (NIRC), 47th Street Yard (Site 1106-44; LUST/UST/Industrial Site)
- Site #9: Northbound Dan Ryan Expressway (Site 1106-47; Former Industrial Site)
- Site #10: U.S. Motor Recycling, Inc. (Site 1106-51A; Current CERCLIS/former UST/Commercial Site)
- Site #11: Northbound Dan Ryan Expressway (Site 1106-52; former industrial/former UST Site)

These sites are shown on the Environmental Inventory Map, Appendix A, Exhibit 1B – Environmental Inventory Map. The nature and extent of the involvement are known and the areas of contamination, involving approximately 3,499 cubic yards, will be managed and disposed of in accordance with applicable Federal and State laws and regulations and in a manner that will protect human health and the environment. The quantities to be disposed are not expected to have a substantial effect on landfill capacity.

A waiver requesting approval to waive waiting for the results of further special waste investigations prior to Desigo8,E roval per IDOT BDE Manual Section 27-2.06, Item 4 received concurrence May 28, 2003. The waiver concurrence is provided as Appendix A, Exhibit 7 – Special Waste Waiver.

Subsequent to the receipt of the Special Waste Waiver, a submittal for the Preliminary Site Investigation (PSI) was initiated. In the PESA Review {identified and dated 12/04/02}, there were eleven sites identified with depth stipulations. Four of the sites could meet the excavation depth stipulations necessary for construction. The remaining seven sites were tasked and processed for Preliminary Site Investigation (PSI) because the depth stipulation could not be met. The sites are #1106-2, 1106-4, 1106-6, 1106-9, 1106-33, 1106-47, and 1106-52.

The USEPA listing of potential suspected and known hazardous waste or hazardous substance sites in Illinois (i.e., the Comprehensive Environmental Response, Compensation, and Liability Information System {CERCLIS} list) has been reviewed. The undertaking as proposed will not require right-of-way from a site included in the CERCLIS listing as of March 3, 2004.

4.11 Special Lands

4.11.1 Section 4(f)

Periwinkle Playlot Park

A right-triangular parcel of land, 0.259 hectares (0.64 acres), bounded by South Perry Avenue on the west, and West 66th Street on the south, and the Dan Ryan Expressway abutting the parcel diagonal on the northeast side (hypotenuse) is a developed “park and play lot” of the City of Chicago. Its name is Periwinkle Playlot Park (its official address is 30 West Marquette Road [67th Street]).

As proposed, none of the active playground facilities, 0.117 hectares (0.29 acres), will be involved with the Dan Ryan Expressway reconstruction of the southbound local lanes. Of the total playlot area of 0.259 hectares (0.64 acres), the grassed open space area the length (hypotenuse) along the east property line encompassing the majority of the steeply sloping grassed area of 0.093 hectares (0.23 acres), will be used to provide for a retaining wall and replacement of the access control. A small portion of the walkway-curbings closest to the expressway will abut the proposed retaining wall along with some of the grassed area which will be needed to be reseeded. The reconstructed area will remain approximately ten feet above the expressway and fenced for access control and safety.

More specifically, the guidelines identify fourteen key physical features that comprise the visual experience of the roadway. Key materials are identified and then applied within fourteen design prototypes. The majority of materials called for in the Guidelines are standard, stock items. In addition, new materials, used by trp

4.12.3 Railroad Coordination – Chicago Region Environmental and Transportation Efficiency (CREATE) Program

Further coordination with the CREATE Program will need to occur for the proposed Central Corridor. The proposed project is located within the Chicago Region Environmental and Transportation Efficiency (CREATE) Program area. The CREATE Program is a federal program that provides funding to states for the development and implementation of transportation efficiency programs. The CREATE Program is designed to reduce the environmental impacts of transportation by promoting the use of public transit, carpooling, and other modes of transportation that are more efficient and less polluting. The CREATE Program is a key component of the federal government's efforts to reduce greenhouse gas emissions and improve air quality. The proposed project is located within the CREATE Program area, and it is important that the project be coordinated with the CREATE Program to ensure that it is consistent with the program's goals and objectives. The proposed project is a new transit line that will provide a more efficient and less polluting mode of transportation for the Chicago region. The proposed project is a key component of the Chicago region's efforts to reduce greenhouse gas emissions and improve air quality. The proposed project is a key component of the Chicago region's efforts to reduce greenhouse gas emissions and improve air quality. The proposed project is a key component of the Chicago region's efforts to reduce greenhouse gas emissions and improve air quality.

notification to the community when heavy construction equipment must be used outside normal construction work hours.

CHAPTER 5 PUBLIC INVOLVEMENT

An extensive public involvement process was utilized as part of the Dan Ryan Expressway Reconstruction project. Through frequent and meaningful communication with interested parties, the build alternatives were developed that will result in the implementation of a project that will improve traffic safety and mobility for the traveling public, while preserving and enhancing the communities through which the Dan Ryan

designated as the preferred alternate in the Environmental Assessment. Section 5.3 includes a discussion of involvement that was accomplished by IDOT with the public and other public agencies throughout the project development process, both prior to, and subsequent to the approval of the ECAD (August 2003).

5.1 Public Involvement Completed Before the Approval of the ECAD op Meetings th

CHAPTER 5 PUBLIC INVOL

Issue #2 – Traffic/truck traffic, CTA [E] train, and area frontage road traffic (noise)

Why can't something be done about the truck traffic noise from the roadways in the area?

There was one person who expressed this concern and brought it to the attention of attending engineering staff. She was specific and expressed that, "...noise in general along with traffic and construction noise was an ambient condition in neighborhoods lived with even years before the Dan Ryan was constructed." Two other persons entering into the discussion with the first person again brought this noise aspect to IDOT's attention. Specifically, they felt (opinion) the Dan Ryan Expressway improvements would not provide any traffic noise benefits. The number of trucks is the real noise problem in their opinion. They stated that th

I would like to see the height of the Barrier Wall along the CTA Tracks be raised so they are higher than the train (CTA)

persons attending were concerned about construction employment opportunities, and information was made available to them through IDOT Supportive Services staff. There were no specifically identifiable environmental issues or concerns ra

situation. The preferred selection in Scenario #2 was to remove the south 43rd Street ramps, and to add the south ramps at 47th Street. The result would be full interchanges at 47th Street and at 55th Street. An analysis of the area transportation network indicates that the full interchange at 47th Street will be significantly more useful to local traffic than one located at 43rd Street.

Issue #2

The denial of access from ramp closures and relocations is a major concern to the local neighborhoods and community.

The closure and removal of the ramps at 51st Street and at 59th Street will increase the amount of traffic through the 55th Street intersections that Wells Street and Wentworth Avenue will need to accommodate. Like

remain open to traffic at all times with any loss of available lanes being temporary and minimized. From a scheduling scenario from March 1 until October 31 of the second year of construction both streets will have only one traffic lane open to through traffic and no on-street parking. After October 31 of the second year, both streets will be open continuously with improved intersection geometry and signal timings in place and operating.

5.2 Public Involvement Completed After the Approval of the ECAD

5.2.1 Committee To Save The Dan Ryan

On December 15, 2003 the group known as “The Committee to Save the Dan Ryan” (CTSTDR) filed a civil rights complaint with the U.S. Department of Justice. The complaint was with regard to “Illinois Department of Transportation Proposal for Reconstruction of the Dan Ryan Expressway”. The CTSTDR filed on behalf of African American and low-income residents on the South Side of Chicago. In summary, the complaint expressed that, “We believe that decisions made by the Illinois Department of Transportation (IDOT) with respect to the proposed reconstruction plan for the Dan Ryan Expressway discriminate based on race and have disproportionately high and adverse effects on minority and low-income populations in communities adjacent to the reconstruction area.” A copy of the complaint is provided in Appendix A, Exhibit 12. Refer to Section 4.1.8 for discussion on Environmental Justice.

5.2.2 Dan Ryan Taskforce

The Governor and the Illinois Department of Transportation (IDOT) established the Dan Ryan Taskforce (DRTF) as a continuation of the public involvement process and as a means for the Department and the public to have better and more comprehensive exchanges of ideas, needs and understanding. The DRTF was comprised of 32 participants, including community leaders from over 20 communities along the route of the project, and was formed to be an advisory body to the Department with respect to potential proposed improvement plan modifications. The first DRTF meeting took place on January 23, 2004. The taskforce members formed six sub-committees to better address issues that they deemed critical or important. These sub-committees are listed below:

- § Budget
- § Economic Impact
- § Contracts, Job & Goals
- § Design Alternatives
- § Health & Safety (Environmental)
- § Timeline & Staging

Various materials were developed to explain and discuss with the Taskforce members the different alternates for reconstruction of the Dan Ryan Expressway. This included a PowerPoint presentation, renderings of the diffe

provide the added local lanes by elimination of express lanes, and avoid the acquisition of private property.

VOTE:

A series of demands from Voices of The Ex-Offenders (VOTE) was also included. The VOTE demands included many of the recommendations of the DRTF, as well as some additional demands. One of these was to utilize all (or more) of the funding allocated to the reconstruction project to address the demands of VOTE. The final demand was the right to modify any demand/recommendation.

Supplemental Recommendations from the DRTF:

Combinations of new and amended recommendations were discussed and were added to the DRTF formal recommendations. These were recorded and are included in Appendix A, Exhibit 15, and responded to at the end of each response section.

Responses to Recommendations from the Dan Ryan Taskforce

The DRTF recommendations provided to IDOT on March 19, 2004, many of which include construction related issues, remains under review by the Department. An interim response to the DRTF was provided via a letter dated April 9, 2004 from Secretary Martin (Appendix A, Exhibit 16). In addition, the following summarizes actions the Department has taken or will take in response to the DRTF recommendations. One of the primary recommendations is continued community outreach as the project moves forward. As stated in the April 9, 2004 letter from Secretary Martin to the DRTF, an extensive continued outreach program is planned.

Budget Recommendations:

As requested, detailed information was provided to the DRTF on the complete budget (engineering, construction, public relations) for the Dan Ryan Expressway reconstruction project at the DRTF meeting on March 12, 2004.

Alternative Design Recommendations:

As discussed in Chapter 3, Alternatives, a review of the DRTF recommendation to reinstate the northbound and southbound exit ramps at 51st Street, was completed.

While it may be physically possible to reinstate the southbound exit ramp at 51st Street by reducing shoulder widths in the local lanes, the Department cannot support modifying the current design to provide narrow shoulders in this area, where traffic is moving between the local and express lanes via a southbound slip ramp. These are high decision areas, and the shoulders provide a refuge for potential errant vehicles. In addition, the reduced shoulder width would place the blunt end of a center median barrier separating the local and express lanes, in much closer proximity to traffic. For these safety reasons, the Department cannot support reinstating the southbound exit to 51st Street by reducing shoulder width. Without reduced shoulder widths, property acquisition, and at least one displacement/relocation would be required to reinstate the southbound 51st Street ramp.

To reinstate the northbound exit to 51st Street, property acquisition would be required under any design alternative.

Based on coordination with the FHWA (see Appendix A, Exhibit 17 – IDOT’s March 18, 2004 letter to the FHWA and FHWA’s March 31, 2004 response letter), in order to ensure continued authorization of federal funds for the Dan Ryan Expressway project, any additional property acquisition would require putting the Dan Ryan Expressway project on-hold until that property acquisition is clear, which could be as much as two years, regardless of the extent of property being acquired. This, coupled with the project

In addition, the Departm

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scope of work and the anticipated construction schedule. They also responded to all questions that were raised. In general, large-scale exhibits supported the presentations.

5.3.2 City of Chicago Public Agencies

Separate coordination meetings were held with the Chicago Police Department (CPD), the Chicago Fire Department (CFD), the Chicago Department of Transportation (CDOT), and the Chicago Department of Planning and Development (CDPD). The commander of the CPD's District Two met with design team members, as did Fire Department officials, and City Deputy commissioners. These were generally working meetings with intense sharing of information, concerns and needs.

5.3.3 Businesses

Separate meetings were held with a number of businesses along the project corridor, such as the Chicago White Sox, the Walgreens Corporation, the CSX Corporation, McDonalds Corporation, the Mobil Oil and Shell Oil Companies etc. These meetings generally consisted of focused discussions on the specifics of how the reconstruction project was going to affect their entity, both in terms of the completed project and the impacts during construction. Every request for a meeting from a business has been accepted and the meetings have been held.

5.3.4 Church Groups

A program was initiated to reach out to churches and groups of churches within and near the project corridor. In some cases the meetings were with church community members, in small groups, presenting the project in general terms, and responding to individual questions. Other meetings were held with associations of congregational leaders, presenting the same information, responding to a few questions, and

aldermen attending these meetings. Copies of the minutes from the aldermanic advisory

