Metra UP North Rebuild: Fullerton to Addison NEPA-Documented Categorical Exclusion

Metra Project No. 4840
CDM Smith Project No. 261845

May 1, 2023

Prepared for:

547 W. Jackson Blvd.
Chicago, IL 60661

Prepared by:

125 S. Wacker Dr.
Suite 2510
Chicago, IL 60606

Table of Contents

List of Figures

List of Tables

Appendices

A. Detailed Project Description

The Federal Transit Administration (FTA) and Metra are proposing to shift the track alignment and replace abutments, retaining walls and 11 bridges over roadways along approximately 1.9 miles of the Union Pacific (UP) North Line above-grade commuter rail corridor. This corridor is within railroad right-of-way from north of the North Branch Chicago River bridge (UP mile post [MP] 3.27) to approximately Grace Street (UP MP 5.22) in Chicago, Illinois. The Project is located just south of the UP North Line Grace to Balmoral Project, which replaced 11 railroad bridges and rebuilt the existing Ravenswood train station. A Documented Categorical Exclusion (DCE) environmental document was completed and approved by Metra and the FTA for the Grace to Balmoral Project in June 2011; construction of the bridges is complete and station construction is ongoing. No permanent property acquisition or changes to the existing railroad right-of-way boundary are anticipated for this Project. The Project would include the following elements:

- Eleven (11) railroad bridges inclusive of the abutments would be replaced over the roadway from Fullerton Avenue to Cornelia Avenue along Metra's UP North Line.
- The roadway would be lowered by approximately 1 to 2 feet at Roscoe Street and Cornelia Avenue to maintain adequate vertical clearance for traffic underneath the bridges.
- Retaining walls would be replaced, and new retaining walls would be added from Fullerton Avenue to north of Lincoln Avenue/Addison Street along the Metra UP North Line. New retaining walls would be used to maintain the Project footprint within the existing right-of-way.
- A 12th existing steel railroad bridge at Lincoln Avenue/Addison Street on the UP North Line would be refurbished. Work would include lead abatement, prepping, and painting at the bridge.
- Track alignment would be shifted approximately 20 feet to the west throughout the Project corridor in order to align with the existing tracks at the Grace Street bridge north of the Project limits and the North Branch Chicago River bridge south of the Project limits. All track alignment adjustment would be located within the existing right-of-way and would continue to be refined in final design. The track height would be raised by up to 3 feet to maintain adequate vertical clearance under the bridges.
- Roadway reconstruction is anticipated at Cornelia Avenue and Roscoe Street and roadway resurfacing is anticipated at Clybourn Avenue and Fullerton Avenue. At these locations, all existing pavement and roadway markings would be replaced by the construction contractor in accordance with CDOT rules and regulations. At other bridge replacement locations, roadway repaving and lane marking would occur if necessary following construction activities.
- Pedestrian improvements would include American with Disabilities Act (ADA) compliant sidewalks and restriped crosswalks where bridge underpasses are being reconstructed. No new sidewalks are proposed.

Some utility relocation and replacement would also be required to accommodate these infrastructure improvements. Existing utilities would be replaced or relocated at bridge structure replacement locations, along roadways that are to be lowered at Roscoe Street and Cornelia

Avenue, at abutment replacement locations at Fullerton Avenue and Clybourn Avenue, and at some retaining wall locations.

B. Location

This Project is located entirely within the City of Chicago. The Project begins proximate to the North Branch Chicago River immediately north of the Deering bridge (UP MP 3.27) and ends at Grace Street bridge (UP MP 5.22). **Figure 1** provides a Project location map. A preliminary Project improvement footprint exhibit is included in **Appendix A**.

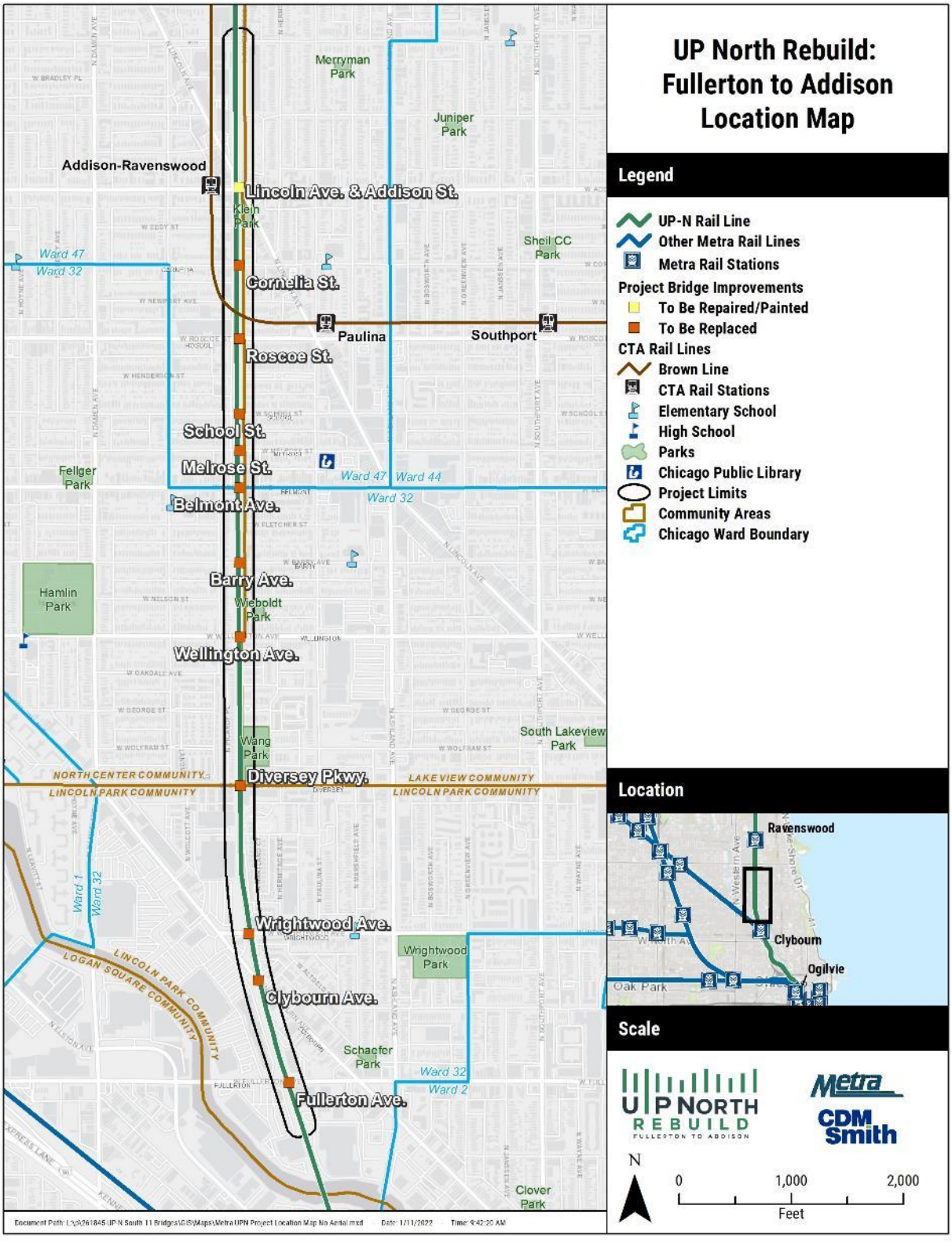


Figure 1: Project Location Map

Purpose and Need

The purpose of this Project is to replace bridge structures that are over a century old and to improve tracks along one of the most heavily used commuter lines in Chicago. This Project represents the next major phase of Metra's multiyear, comprehensive state of good repair and modernization program to address customer needs and enhance the customer experience for users of the Metra commuter rail system. As part of this comprehensive program, Metra began construction on the UP North Line Grace to Balmoral Project in 2011. Metra has also completed an advanced project for the North Branch Chicago River crossing south of the Project limits.

These improvements are focused on: (1) modernizing infrastructure, (2) creating efficiencies and reducing operating costs, and (3) improving the customer experience on the line. These needs are aligned with Metra's strategic priorities to:

- **Modernize Infrastructure**: Bridges within the Project limits were built between 1896 and 1899 and are more than 120 years old, exceeding the typical 80-year design life of steel railroad bridges. Additionally, the existing bridges have weight restrictions that may prevent them from being able to carry certain types of newer train equipment. The new bridges would be designed to meet all modern bridge load ratings. Replacement of these bridges is required to enhance the safety and resiliency of the rail service for passengers. Inspections of the existing bridges on Metra's UP North Line within the Project limits confirmed that 11 of the 12 bridges included in the Project need to be replaced and not just rehabilitated. At intersecting roadways, the new bridges would increase vertical clearances and accommodate new sacrificial beams to protect the structural supports for the bridges.

- **Create Efficiencies and Reduce Operating Costs**: UP conducts inspections of all 12 bridges, abutments, and retaining walls at least annually. They are repaired frequently to maintain the minimum required capacity based on inspection findings; however, the cost of repairing the bridges and retaining walls has increased over time as patch repairs are done. These frequent patch repairs cause disruption to the adjacent communities. Further, these bridges and retaining walls can no longer be repaired or maintained economically.

- **Improve Customer Experience**: This Project would improve reliability and passenger comfort for existing and future passengers by addressing infrastructure repair and reducing the likelihood of slow zones. The UP North Line carries 70 passenger trains per weekday. Based on March 2023 conductor passenger counts, approximately 20,600 passengers use the UP North Line on an average mid-week day (Tuesday through Thursday), which represents more than 14% of total Metra system passenger ridership (140,300) on an average mid-week day. Although this Project would not increase the number of trains or service on this line, infrastructure improvements on the line would reduce potential service interruptions due to bridge and abutment maintenance needs while also improving passenger comfort.

C. Metropolitan Planning and Air Quality Conformity

The Project and surrounding area are designated as nonattainment areas according to the U.S. Environmental Protection Agency Green Book 8-Hour Ozone Area Information (2008 and 2015 Standards) and 1-Hour Ozone (1979 Standard) National Ambient Air Quality Standards (NAAQS)

and as maintenance areas according to the PM–2.5 (1997 Standard) and 8-Hour Ozone (1997 Standard) NAAQS.[1] The area is designated as in attainment for all other criteria pollutants.

Maintenance areas that have met all State Implementation Plans (SIP) standards and redesignation requirements are designated nonattainment areas. The transportation conformity regulation (40 Code of Federal Regulations [CFR] Part 93, Subpart A) specifically exempts certain mass transit projects like this Project from regional air quality conformity analysis, including "rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way." As a Project anticipated to benefit air quality, the Chicago Metropolitan Agency for Planning (CMAP) adopted the Project into the 2021–2025 Transportation Improvement Program (TIP) in October 2021 and the analysis accounts for any impacts on regional air quality. The TIP ID for the Project is 18-08-2500.[2]

D. Land Use and Zoning

Surrounding Land Use and Zoning

Zoning and land use within a quarter-mile of the Project were examined using City of Chicago zoning and CMAP land use data. A quarter-mile analysis area was used in order to incorporate all properties that could be affected directly or indirectly from the Project. Zoning and land use data were used to assess the compatibility of the Project with surrounding zoning and land use designations.

Zoning within a quarter-mile of the Project is primarily composed of residential (47.2%), residential planned developments (15.5%), business or commercial (17.6%) and manufacturing or planned manufacturing uses (19.4%). Existing land use data is analogous with current zoning designations within a quarter-mile of the Project. Residential planned developments, a special zoning designation of one or more principal buildings, lots and principal uses intended to be built over time are primarily located from approximately Fullerton Avenue to Diversey Parkway. In addition, a large commercial and manufacturing corridor exists along the North Branch Chicago River, between Clybourn Avenue and the Metra UP Northwest Line along the southern portion of the Project limits. Two City of Chicago Park District Parks are located immediately adjacent to the UP North Line. Chi Che Wang Park is located north of Diversey Parkway, east of the UP North Line. Lois Klein Park is located at the Addison Street/ Lincoln Avenue intersection, east of the Metra UP North Line. No parks would be impacted as a result of the Project and additional details on parks and recreation areas are provided in **Section P: Use of Public Parks and Recreational Areas** of this document.

Project improvements would be completed entirely within existing UP right-of-way and City of Chicago public-way, and no changes to zoning would occur. Construction activities would not affect or alter the character of current land uses within or in the vicinity of the Project.

Figure 2 shows zoning designations, and **Figure 3** shows surrounding land uses within a quarter-mile of the Project.

[1] USEPA. 2021. Nonattainment Areas for Criteria Pollutants (Green Book). Available online at: https://www.epa.gov/green-book [Accessed on July 21, 2021].
[2] CMAP. Transportation Improvement Program Database. Available online at: CMAP - Project Search* (illinois.gov) [Accessed on December 22, 2022].

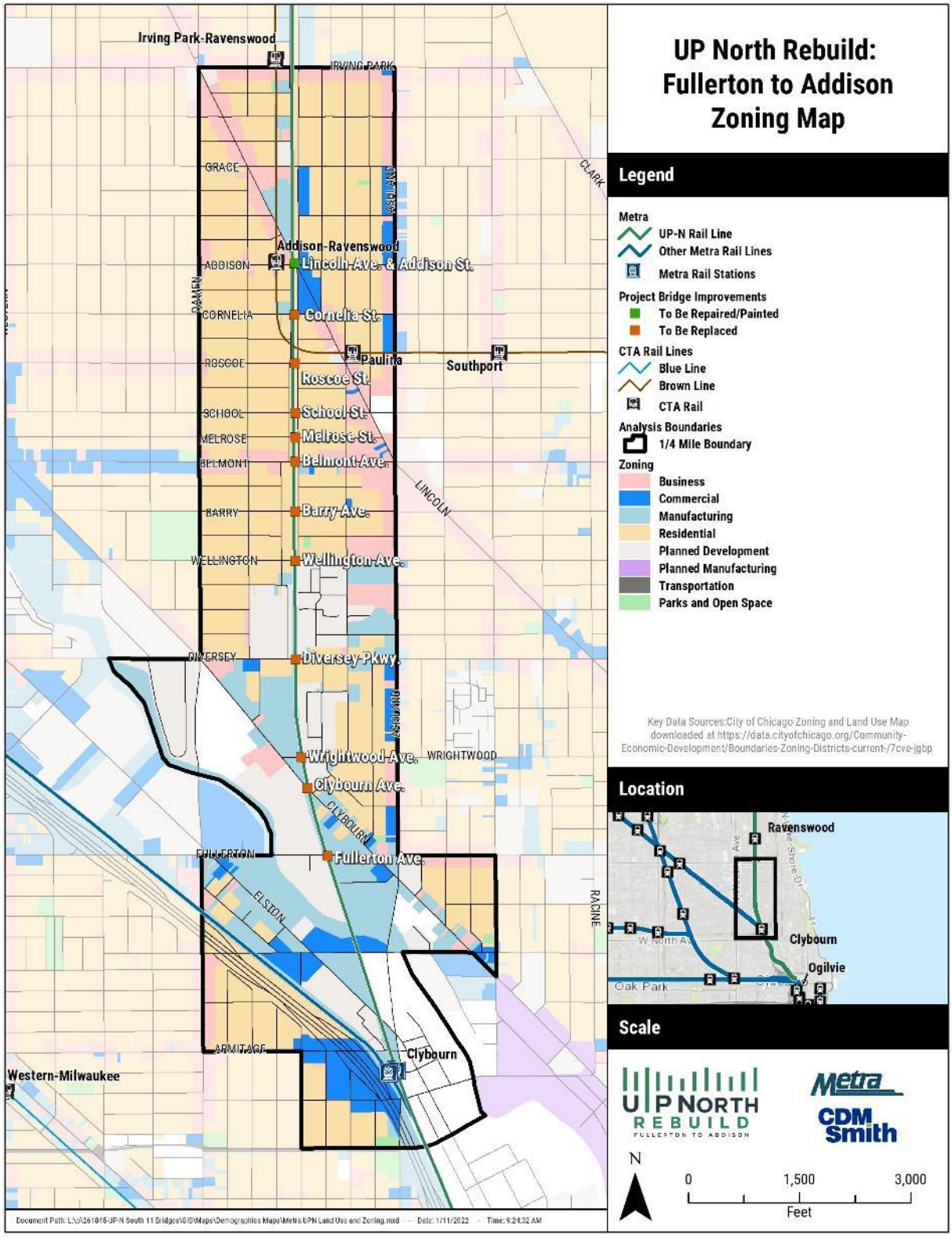


Figure 2: Zoning Map

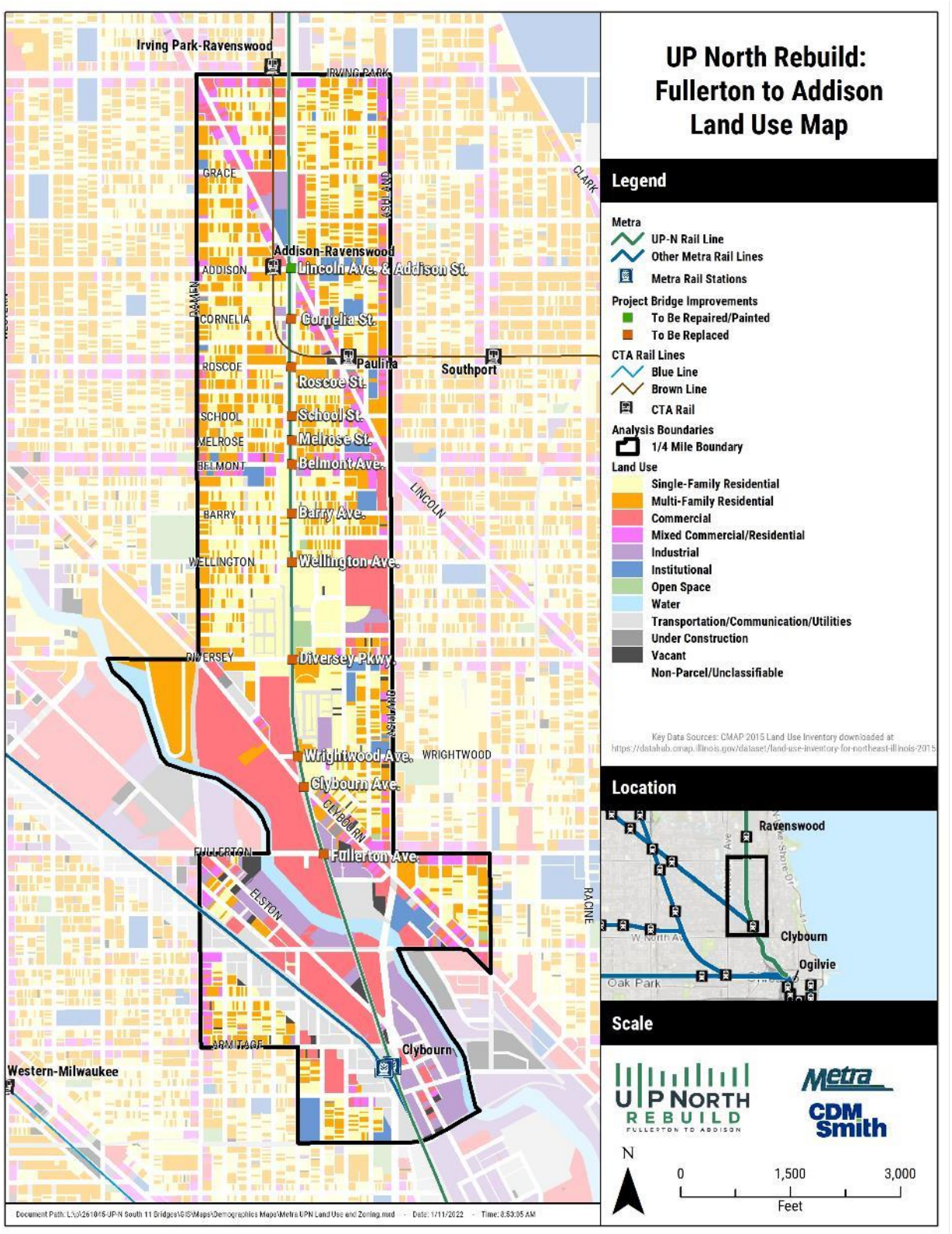


Figure 3: Land Use Map

Consistency with Regional and Local Plans

CMAP released its ON TO 2050 regional long-range transportation plan in 2018. The currently adopted plan includes mobility recommendations that align with this Project. These include making transit more competitive, leveraging the transportation network to promote inclusive growth, improving travel safety, fully funding the region's transportation system, and enhancing the region's approach to transportation programming. The Project is consistent with these regional planning goals and objectives and is included in CMAP's long-range transportation plan. In October 2020, the Project was also adopted into the fiscally constrained TIP, which includes projects to be completed in the next five years.

Relevant local transit and land use plans and initiatives in Chicago and Cook County were also reviewed to assess the consistency of the Project with local plans. These plans include the 2016 *Connecting Cook County* Plan, the countywide 2040 long-range transportation plan, the City of Chicago Department of Transportation's (CDOT's) *Strategic Plan for Transportation* (2021), and the City of Chicago's *Future of Transportation and Mobility in Chicago Plan* (2019). The county long-range plan establishes five priorities, including prioritizing transit and transportation alternatives, maintaining and modernizing what already exists, and increasing investments in transportation, which are all consistent with the purpose of this Project. The objectives of the City's *Future of Transportation Mobility in Chicago Plan* and *Strategic Plan for Transportation* include supporting access to transit and investments in transportation infrastructure, which are consistent with the purpose of this Project.

E. Traffic Impacts

Permanent Traffic Impacts

The Project is located within the existing UP railroad right-of-way, and no permanent impacts to Metra service would result from the Project. No permanent impacts to UP North Line train operations would occur and improvements are being made to maintain existing train operations and service. This Project would improve reliability and passenger comfort for existing and future passengers by addressing infrastructure repair and reducing the likelihood of slow zones that would be needed for maintenance. No permanent impacts to the Chicago Transit Authority's (CTA) bus and rail service would occur as part of this Project.

At intersecting roadways, the new bridges would maintain or slightly increase vertical clearances and accommodate new sacrificial beams to protect the structural supports for the bridges. The reconstructed underpasses would be enhanced with improved lighting for pedestrians. Roadways under the new bridges at Roscoe Street and Cornelia Avenue would be lowered by approximately 1 to 2 feet to maintain adequate vertical clearance for traffic underneath the bridges. This is required because the railroad tracks need to be raised and there is limited vertical clearance at these locations due to the Chicago Transit Authority (CTA) Brown Line overpass. Stormwater implications of this roadway lowering are addressed in **Section S: Water Quality**.

Roadway reconstruction is anticipated at Cornelia Avenue and Roscoe Street and roadway resurfacing is anticipated at Clybourn Avenue and Fullerton Avenue. At these locations, all existing pavement and roadway markings would be replaced by the construction contractor in accordance with CDOT rules and regulations. At other bridge replacement locations, roadway repaving and lane marking would occur if necessary following construction activities. No other permanent impacts to traffic or parking would occur as a result of these changes.

Temporary Traffic Impacts

Temporary Roadway Detours

Temporary impacts to the local roadway network are anticipated at bridge replacement and refurbishment locations throughout the anticipated five-year construction schedule. The phasing of construction work is further described in **Section V. Impacts Caused by Construction.** Temporary roadway closures would be required at bridge replacement locations to erect the bridge superstructures. In addition, further traffic control is anticipated during other construction activities. Full closure of Addison Street or Lincoln Street is not anticipated for the proposed bridge refurbishment, but some traffic control would be necessary. All roadway closures would be coordinated and permitted through CDOT, and construction would be phased to minimize traffic disruptions. Detailed Maintenance of Traffic (MOT) plans are to be finalized during final design to identify any required roadway closures and detours along the Project corridor. Any roadway detours would be clearly marked with signage, temporary roadway markings, and lighting to indicate changes to automobile traffic circulation. Following the completion of construction, the roadways that have been affected by construction would be restored with repainted roadway and bicycle lane markings per CDOT requirements.

Timelines for individual roadway closures would vary at each bridge replacement location based on the type of work required and the means and methods of construction by the contractor. Roadway closures would be anticipated multiple times at each location based on construction phasing. An individual roadway closure could last up to two years but would be minimized to the extent feasible. As part of the roadway permit review, CDOT balances the timing and need for closures with the importance of individual roadways to the overall transportation network. As the surrounding roadway network is a grid with multiple alternative routes, significant temporary traffic impacts are not anticipated. Temporary roadway closures occurred during the construction of bridges as part of the UP North Line Grace to Balmoral Project without major disruptions to the community.

Roadway closure timelines are anticipated to be most extensive at Roscoe Street and Cornelia Avenue in order to lower the roadways and at Clybourn Avenue, where the existing and future bridge crossings require structural columns within the roadway. Lowering roadways under bridges is a common engineering practice and requires additional construction activities such as underground utility replacement and roadway reconstruction and grading. This work would be completed concurrently with the bridge replacement activities.

Further information regarding roadway closure durations and detour routes will be shared with the public as it is developed and in advance of roadway closures.

Temporary Parking Impacts

Some public parking spaces would be temporarily removed near bridge and retaining wall replacement locations to accommodate traffic control measures. All temporarily removed parking would be restored following the completion of construction activities. In addition, construction workers would need to use parking spaces as work is being conducted. As construction plans are finalized, Metra would work with the contractor and alderman's offices to identify opportunities to provide parking for construction workers to minimize construction worker use of on-street parking throughout the Project corridor.

Temporary Transit (CTA Bus and Rail) Reroutes

During street closures at bridge replacement locations, any CTA bus routes that pass through the bridge underpasses would be rerouted temporarily. This would temporarily affect bus routes along Fullerton Avenue (74), Diversey Parkway (76) and Belmont Avenue (77). Full closure of Addison Street is not anticipated for the proposed bridge refurbishment and improvements would not affect the Addison (152) bus route. There would be no impacts to Irving Park (80), Armitage (73), Damen (50), or Ashland (9) routes. **Figure 4** shows CTA bus and rail lines. Eastbound and westbound bus stops are located at the bridge replacement locations at Diversey Parkway and Belmont Avenue. Bus stops at these locations would be temporarily closed or relocated during temporary roadway closure periods or when necessary for construction activities. Existing adjacent bus stops are available approximately 600 feet to the east at Paulina Street and 600 feet to the west at Wolcott Avenue on both the Belmont Avenue (77) and Diversey Parkway (76) bus routes. Timelines for bus stop closures and route detours would vary at each bridge replacement location and would be coordinated with CTA and CDOT through the permit process. Bus routes are considered as part of CDOT's roadway permit review process and impacts to service would be minimized to the extent feasible. Further information regarding detailed bus route detours and timelines will be shared with the public as it is developed and in advance of roadway closures. Coordination with the CTA would occur to determine how bus reroutes and bus stops will be addressed during and after construction.

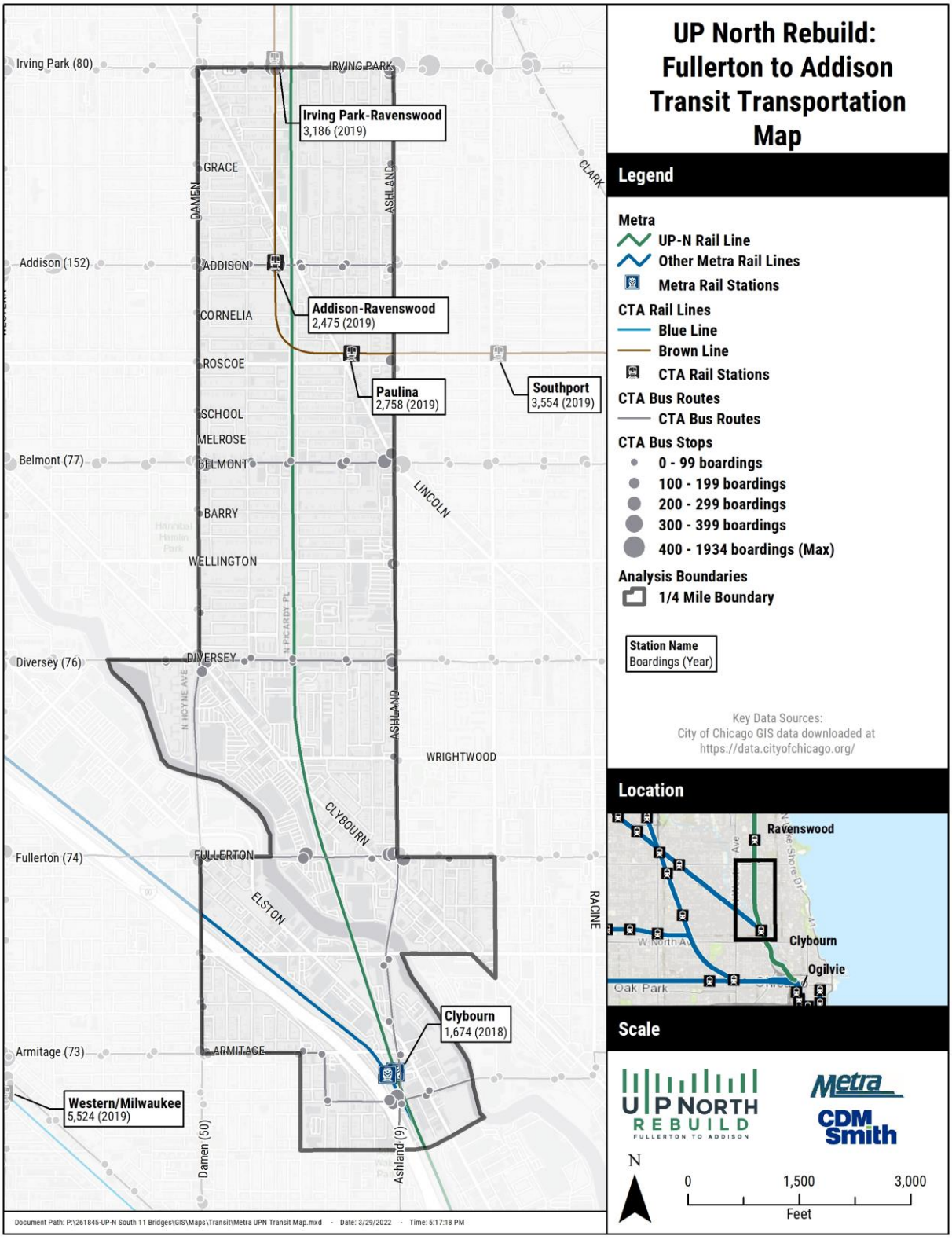


Figure 4: Transit Services Network Map

No temporary impacts to CTA rail service would occur as part of this Project. The CTA Brown Line stops at Addison and Paulina are located within one block of the proposed improvements. Pedestrian access to these CTA Brown Line stops would be temporarily limited during construction activities because of the sidewalk closures at the Addison Street/Lincoln Avenue bridge and Roscoe Street bridge. However, sidewalk access would be maintained on at least one side of the roadway during all stages of construction, where practicable. Full roadway closures and other potential construction-related hazards would require full sidewalk closure. These impacts would be temporary and minimized where feasible.

A bridge overpass for the CTA's Brown Line crosses the Project between Roscoe Street and Cornelia Avenue. Coordination with the CTA would occur during the design phase and with the contractor to ensure that requirements of the CTA's Adjacent Construction Manual would be followed.

Temporary Impacts to Pedestrians and Bicyclists

Pedestrian access at bridge replacement and refurbishment locations would be temporarily impacted throughout the anticipated five-year construction schedule. Sidewalk access would be maintained on at least one side of the roadway during all stages of construction, where practicable. Full roadway closures and other potential construction-related hazards would require full sidewalk closure. These impacts would be temporary and minimized where feasible. Any closed sidewalks would be appropriately barricaded, and all detour walkways would be clearly identified with signage, adequately protected from motor vehicle traffic and free of any obstructions and hazards. Timelines for impacts to pedestrian access would vary at each bridge replacement location. Sidewalk closures would be minimized to the extent feasible. Further information regarding detailed traffic effects, detour routes and timelines will be shared with the public as it is developed and in advance of closures.

The City of Chicago has designated several areas throughout the city as pedestrian streets, which are segments of streets that are the best examples of pedestrian-oriented shopping districts. These areas have specific zoning codes that help preserve this characteristic. Lincoln Avenue is designated as a pedestrian street at the Addison Street/Lincoln Avenue bridge. Temporary pedestrian access would be limited to one side of the street during stages of construction on Lincoln Avenue. A full roadway closure is not anticipated and access to any adjacent businesses or other services would not be affected. Following completion of construction activities, the sidewalks at Lincoln Avenue would be restored with improved lighting.

Bicycle lanes are located within the Project area along Clybourn Avenue, School Street, Ravenswood Avenue (west of the UP North Line between School Street and Roscoe Street), Roscoe Street, and Lincoln Avenue. **Figure 5** shows bicycle lanes and other nonmotorized transportation features. Bicycle lane access would not be impeded through construction, where practicable. During certain construction activities, bicycle lanes would need to be removed and bicyclists would need to either ride in general purpose lanes for the short section of closure or walk their bicycles along the sidewalk when bicycle lane or full roadway closures are required. The MOT plan, in accordance with CDOT coordination and requirements, would specify how temporary bicycle detours or alternative access would occur within construction zones. The contractor would be informed to not stage construction equipment within bicycle lanes along adjacent roadways where closures are not necessary.

Divvy bicycle stations are located within one block of bridge replacement and refurbishment locations at the Addison Street/Lincoln Avenue bridge and the Clybourn Avenue bridge. The Project will not affect these Divvy bicycle stations. Other non-Divvy bicycle parking is located within one

block of the Project improvements at Fullerton Avenue and Addison Street. No bicycle parking is located within roadway underpasses or immediately adjacent to the bridge replacement locations.

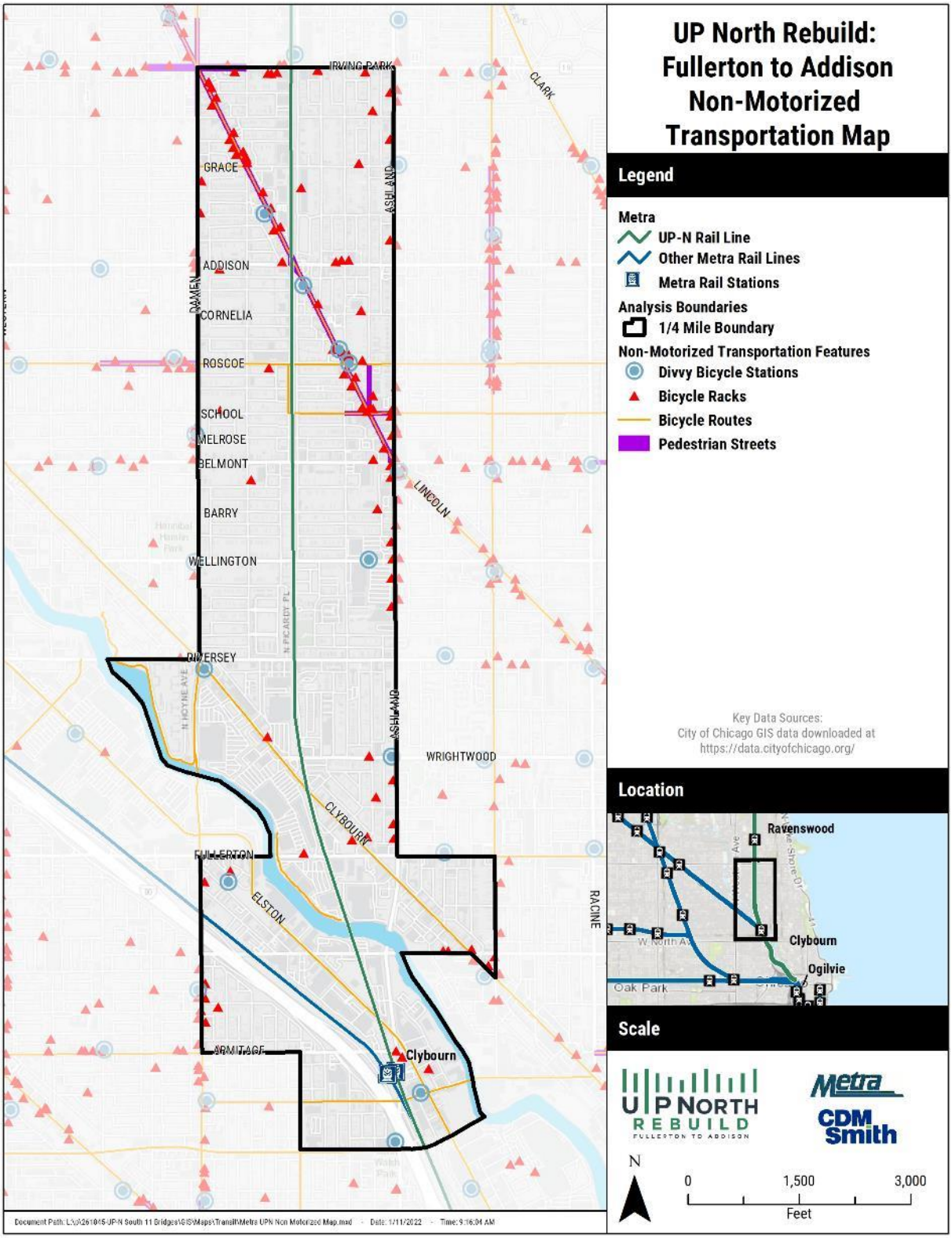


Figure 5: Nonmotorized Transportation Features Map

F. Carbon Monoxide Hot Spots

Cook County is currently located within a designated attainment area for carbon monoxide (CO), and the Project is anticipated to be consistent with all air quality conformity requirements. Since the Project is in an attainment area for CO, the FTA does not require a hot spot analysis for CO.

G. PM–2.5 and PM–10 Hot Spots

The Project and surrounding areas are currently located within attainment areas for PM–2.5 24–hour (2006 Standard), PM–2.5 Annual (2012 Standard) and PM–10 (1987 Standard). The Project and surrounding areas are designated as a maintenance area for PM–2.5 (1997 Standard). Maintenance areas are previously designated nonattainment areas that have met all SIP standards and redesignation requirements. Projects within maintenance areas may require hot-spot analyses to assure consistency with air quality conformity requirements. The Project is currently in the region's TIP (TIP ID: 18-08-2500), and this analysis accounts for any impacts on regional emissions. CMAP has exempted the Project from air quality conformity analysis and no particulate matter (PM–2.5 or PM–10) hot spots would be created because of the Project. In addition, the Project does not meet any criteria for "projects of air quality concern" as defined in 40 CFR § 93.123(b)(1); therefore, a detailed hot-spot analysis is not required.

H. Historic Resources

Section 106 of the National Historic Preservation Act requires federal agencies to consider effects on historic resources from their actions and to balance preservation needs with the need for the actions. As provided in 36 CFR § 800.1(a), the Section 106 process "seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation." The goal of the consultation is to identify historic properties potentially affected by the undertaking, assess Project effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. This section summarizes findings of the historic and cultural resource analysis and consultation process. **Appendix B** provides additional details and supporting information on this assessment and consultation.

Assessment of Historic and Cultural Resources

For the Section 106 assessment of historic and archaeological resources, FTA and Metra conducted a three-step process following the requirements of 36 CFR Part 800. The fourth step, resolution of any adverse effects, was not needed based on the findings of this assessment and consultation conducted.

Step 1: Define the Area of Potential Effect

FTA first determined an area of potential effect (APE) for cultural and historic resources. The APE is defined as the geographic area within which the Project may cause alterations in the character or use of historic properties. The APE for this Project considers the location of the proposed Project as well as the potential for visual, noise, or vibrational changes that could impact historic or cultural resources. The APE is based on site visits, reviews of aerial maps, and preliminary engineering details. The Project area is heavily urbanized, and the Project improvements would occur in the existing railroad right-of-way and City of Chicago public-way. Boundaries for the APE are based on the area that could be potentially impacted by construction and the scale of the new construction, taking into consideration visual obstructions such as buildings and trees that may block views of the proposed improvements. The APE was developed using Cook County parcel data and generally

follows the parcel boundaries. All parcels adjacent to the Project footprint or across a public-way were included. At cross streets or where the Project is bounded by parking lots or open space, additional parcels and buildings were included to address potential visual effects. Additional parcels were selected to include buildings where the railroad corridor is partially visible when viewing the front façade of the building. **Appendix B** provides greater details on development of the APE and subsequent analyses and findings in assessing historic and archaeological resources. The Illinois Historic Preservation Agency, which serves as the State Historic Preservation Officer (SHPO) in Illinois, reviewed FTA's determination of the APE and provided concurrence in a letter dated October 28, 2021 (SHPO Log #026081921, Union Pacific North Line Bridge Project South). **Appendix B** includes the concurrence letter from SHPO.

Step 2: Identify Historic and Archaeological Resources

The National Register of Historic Places (NRHP) is administered by the National Park Service, which has developed national evaluation criteria to guide the selection of properties determined eligible for listing. The quality of significance in American history, architecture, archaeology, engineering, or culture may be present in districts, sites, buildings, structures, or objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association with one or more of the following four criteria, defined in 36 CFR § 60.4:

A Events that have made a significant contribution to the broad patterns of American history on a national, state, and/or local level

B Lives of persons significant in the history of the United States, state, and/or city

C Distinctive characteristics of a type, period, or method of construction; the work of a master; high artistic values; or a significant and distinguishable entity whose components may lack individual distinction

D Information important in prehistory or history

Secretary of Interior–qualified historic architects and architectural historians conducted field surveys and further research to identify the presence of historic resources within the APE. A total of 245 resources were evaluated for eligibility. **Table 1** provides a summary of these resources.

Table 1: Summary of Surveyed Resources Evaluated for Historic Eligibility

Current Use[a]	Total Number of Resources Surveyed	Number of Resources Built before 1976 (45 years or older)	Number of Resources Built after 1976 (under 45 years old)	Number of Eligible Properties
UP North Line within the APE	1	1	0	0
UP North Line Components				
Bridges within the APE	12	12	0	0
Abutments within the APE[b]	1	1	0	0
Retaining Walls within the APE[c]	1	1	0	0
Trackbed within the APE	1	1	0	0
Neighborhood Resources				
Storage	1	0	1	0
Institutional	2	1	1	0

Current Use[a]	Total Number of Resources Surveyed	Number of Resources Built before 1976 (45 years or older)	Number of Resources Built after 1976 (under 45 years old)	Number of Eligible Properties
No Structure	5	0	5	0
Mixed Use	15	11	4	0
Business	22	13	9	1
Residence	181	114	67	1
Playground	1	0	1	0
Industry	2	0	2	0
Total	**245**	**155**	**90**	**2**

[a]No historic districts were identified within the APE.
[b]Abutments exist at each bridge within the APE. They have been assessed collectively and are therefore listed as one resource.
[c]Retaining walls are located throughout the APE. They have been assessed collectively and are therefore listed as one resource.

A total of 155 of the 245 resources surveyed were determined to be built prior to 1976 (45 years or older). Of the 245 surveyed resources within the APE, no NRHP-listed resources were identified. Two resources were identified and recommended as eligible for the NRHP.

The entire segment of the UP North Line within the APE as well as individually assessed components including bridges, abutments, retaining walls, and the trackbed were evaluated and are not recommended to be NRHP-eligible. The UP North Line was evaluated for listing in the NRHP, using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation," the NRHP evaluation guidelines provided in the Minnesota Department of Transportation (MDOT) context study, "Minnesota Statewide Historic Railroads Study Project Report," and the NRHP nomination form "Railroads in Minnesota, 1862-1956." Currently, no Illinois specific guidance is available for evaluating railroads under NRHP criteria. Guidance from the state of Minnesota was used over other statewide documents as both states are located in the Midwest and share similarities in historical railroad development.

The UP North Line and individual components did not rise to a level of significance in any of the four criteria for NRHP-eligibility.

Table 2 summarizes the NRHP-eligible properties, and **Figure 6** depicts the APE boundaries and the NRHP-eligible resource locations geographically. **Appendix B** includes further descriptions of the resources and their NRHP eligibility determinations.

Table 2: Summary of Historic Eligibility Findings

Resource ID	Resource Name	Address	Eligibility Determination	National Register of Historic Places Criteria
056	Eversharp Pencil Factory	1800 W. Roscoe Street	**Recommended Eligible**	**A**
138	Monastery Hill Bindery	1751–1757 W. Belmont Avenue	**Recommended Eligible**	**A and C**

To assess the potential presence of archaeological sites within the APE, cultural resource specialists analyzed the Illinois State Archaeological Survey's (ISAS) Illinois Archaeological Predictive Model. Based on this model, no known archaeological sites exist within the proposed APE boundaries. The majority of the APE has low to medium-low probability, with two small pockets of medium-high probability for archaeological sites. **Appendix B** provides additional mapping and details. The landscape through which the rail line passes is urban. Based on the history of development in this corridor, archaeological sites are unlikely to be identified without significant excavation, and a Phase I archaeological survey would not yield additional information. While the corridor is urban, archaeological sites may remain undiscovered within protected locations during construction. If the current ground surface is removed to a depth below what has been disturbed previously, areas that may contain potential prehistoric or historic features that have been relatively protected for over 100 years may potentially be exposed.

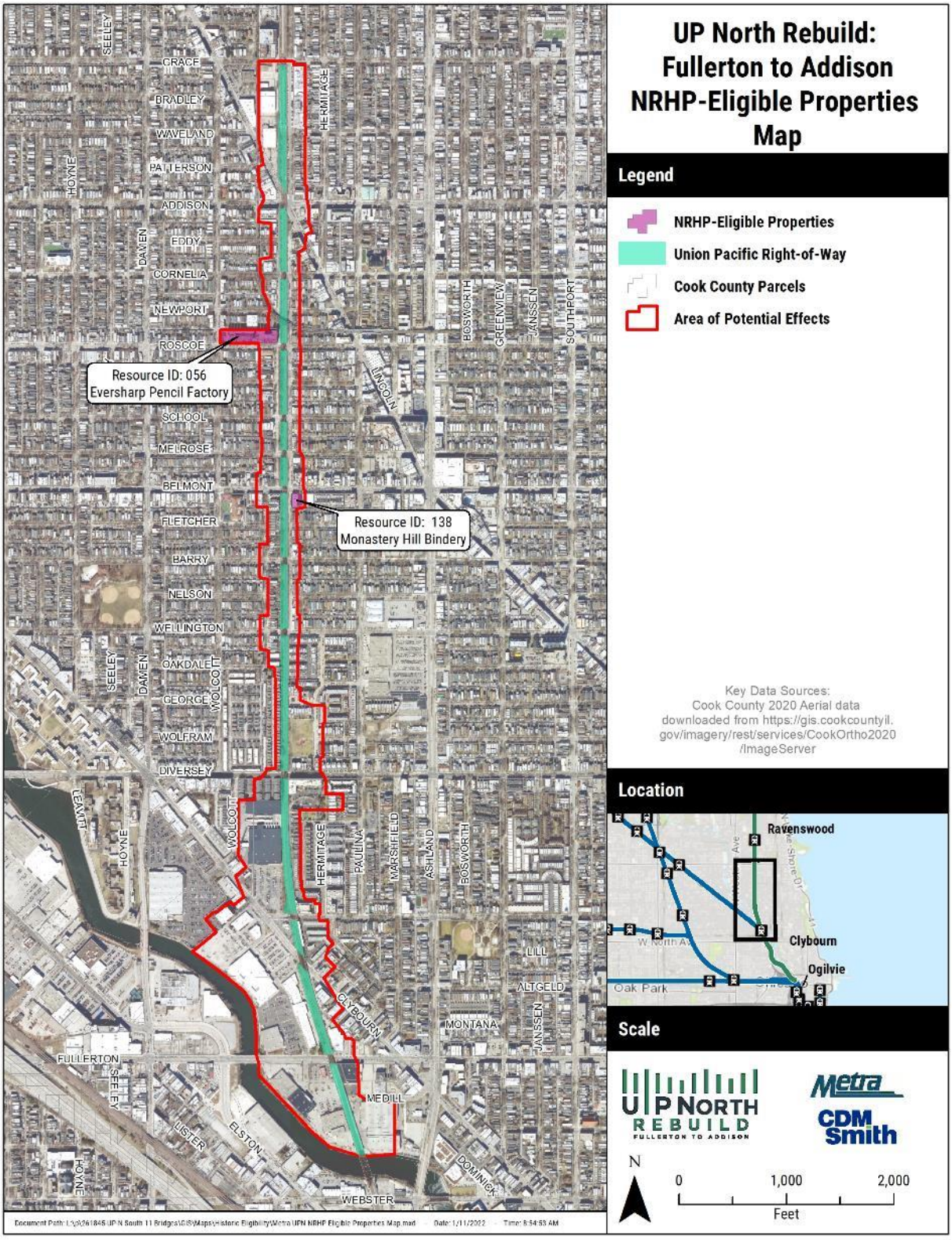


Figure 6: National Register of Historic Places–Eligible Resources and Area of Potential Effect

Appendix B provides an Unanticipated Discovery Plan to define the process for addressing uncovering of such materials during construction that would be required to be followed by the contractor. Further consultation would be undertaken with SHPO and tribal consulting parties in such an event.

Step 3: Assess Effects on Historic and Archaeological Resources

Using the criteria of adverse effect established in 36 CFR § 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Project would alter any historically significant character-defining features or diminish any aspect of integrity of each historic property.

To determine which historic properties within the APE of the Project would be affected, documentation was reviewed for each of the two (2) NRHP-eligible properties in the APE, Project design plans were reviewed, noise and vibration analysis were reviewed, and field visits were taken to each historic property. The effects analysis considered both direct and indirect effects and focused on how the Project might alter the characteristics that qualify identified resources for inclusion in the NRHP.

Table 3 summarizes the effects assessment for the NRHP-eligible historic properties within the APE. Based on current design details, the Project would have No Effect and No Adverse Effect on the two recommended NRHP-eligible historic properties.

Table 3: Effects Assessment Summary Findings

Name of Eligible Properties	Address	Determination of Effect						
		Location	Design	Setting	Materials	Workmanship	Feeling	Association
Eversharp Pencil Factory	1800 W. Roscoe Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
Monastery Hill Bindery	1751–1757 W. Belmont Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect

1800 W. Roscoe Street (Eversharp Pencil Factory) Effects Findings: The Eversharp Pencil Factory building was constructed circa 1920 and is recommended eligible for the NRHP under Criterion A for historic significance. Charles Rood Keeran obtained a patent for what is now called the mechanical pencil and with the Wahl Adding Machine Company of Chicago, originally began manufacturing these pencils at this location.

The Eversharp Pencil Factory building is located at the northwest corner of Roscoe Street and southbound Ravenswood Avenue, approximately 50 feet west of UP right-of-way. Project improvements near this location include the lowering of the Roscoe Street roadway approximately 1 to 2 feet to maintain adequate vertical clearance for traffic underneath the bridges, replacement of the Roscoe Street bridge and abutments, and reconfiguration of the retaining walls. These improvements would have No Effect on the property's integrity of location, design, materials, workmanship, and association of the building. No character-defining features would be altered.

The Project improvements would have No Adverse Effect on the integrity of setting and feeling of the historic building. These physical alterations proximate to the building would be a visible change within its viewshed but the Project would not alter any historically significant viewsheds to or from

the building. Further, the building is oriented toward Roscoe Street and has no direct visual relationship with the Project, despite its proximity.

1751–1757 W. Belmont Avenue (Monastery Hill Bindery) Effects Findings: The Monastery Hill Bindery is recommended eligible for the NRHP under Criterion A and C for architectural and historic significance. This commercial building maintains excellent integrity and is an excellent example of a Tudor Revival style building. The building has been continuously operated by the same local business for over 100 years and is associated with a nationally known craftsman that has contributed to the art of manual bookbinding.

The Monastery Hill Bindery is located at the southeast corner of Belmont Avenue and northbound Ravenswood Avenue, approximately 50 feet east of the UP right-of-way. Improvements near the Project includes replacement of the Belmont Avenue bridge and reconfiguration of its eastern retaining walls. Project improvements would have **"**No Effect" on the property's integrity of location, design, materials, workmanship, and association. No character-defining features would be altered. Project improvements would have "No Adverse Effect" on the integrity of setting and feeling of the historic building. These physical alterations proximate to the building would be a visible change within its viewshed, but the Project would not alter any historically significant viewsheds to or from the building. Further, the building is oriented toward Belmont Avenue and has no direct visual relationship with the Project, despite its proximity.

No direct or indirect effects to historic resources would occur as a result of this Project. Therefore, a resolution of adverse effects is not required.

Section 106 Consultation

As provided in 36 CFR Part 800, the Section 106 process "seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation" (36 CFR § 800.1[a]). The goal of the consultation is to identify historic properties potentially affected by the undertaking, assess Project effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

As part of the Section 106 consultative process, 25 consulting parties were identified and contacted, including: the Illinois SHPO, Tribal Historic Preservation Officers (THPOs), local preservation organizations, aldermen's offices, and local neighborhood groups. On August 19, 2021, FTA sent invitations to all potential consulting parties inviting their participation in the Section 106 consultation for this Project. Based on responses from interested parties, the consulting parties for this Project included the following: Miami Tribe of Oklahoma, Chicago Historic Preservation Division (Planning and Development Department), Preservation Chicago, Ward 32 office, Ward 47 office, Greater Ravenswood Chamber of Commerce, West Lakeview Neighbors, and the Roscoe Village Neighbors.

On March 10, 2022, FTA provided consulting parties with the Eligibility and Effects Technical Memorandum, which described the Project APE and provided eligibility and effects findings. A virtual consulting parties meeting to summarize the technical memorandum's findings was held on March 30, 2022, and was attended by nine (9) consulting parties. A 30-day comment period was provided to receive comments from consulting parties, which ended on April 10, 2022. Information from the consulting parties meeting and correspondence is provided in **Appendix B**.

As part of the consulting parties' coordination, FTA received comments from the SHPO in letters dated April 13 and May 27, 2022. FTA formally responded to SHPO's comments on April 26 and June 13, 2022. SHPO agreed that the Eversharp Pencil Factory and Monastery Hill Bindery are individually eligible for the NRHP, and the Project would result in no adverse effect on these

properties. SHPO also recommended that the UP North Line be determined eligible for the NRHP, considering the existing steel through-girder bridges, masonry and concrete abutments, retaining walls, and track beds as contributing elements to the line resources. However, due to the deteriorated condition of the bridges, SHPO stated that the Project would avoid adverse effects if the designs of the new bridges were visually compatible with those of the existing bridges. FTA responded to SHPO and stated that a full eligibility evaluation of the UP North Line is beyond the scope of this undertaking as the Project corridor represented a small segment of the overall line. FTA determined that the segment of the line within the Project APE does not contribute to the potential, and as of yet undetermined, significance of the line; therefore, for the purposes of Section 106 consultation, FTA has determined that this segment should be considered not eligible.

Following FTA's response letter dated June 13, 2022, SHPO confirmed via email on July 15, 2022 that they would not provide any further responses regarding the UP North Rebuild Project; therefore, FTA's recommended eligibility determination for this Project remains and Section 106 consultation with SHPO is complete. **Appendix B** provides all correspondence related to completion of the Section 106 consultation process as well as a summary of comments received and responses to these comments.

I. Visual Quality

The Project area consists of a 1.9-mile, above-grade, two-track transit corridor along the existing railroad right-of-way. The existing visual character is typical of an urban environment with a mixture of single-family and multifamily housing, commercial, industrial, and mixed-use developments adjacent to the transit corridor. The above-grade railroad corridor is a dominant visual feature within the Project area.

Infrastructure Changes

No substantive changes would occur to the visual character of the Project corridor. The area would continue to be used exclusively as a railroad corridor. One primary change to the visual environment would include the replacement of outdated infrastructure, including 11 bridges and retaining walls, refurbishment of one (1) bridge, and a westward shift of the track alignment within the railroad right-of-way. Existing bridges and retaining walls show significant signs of deterioration such as rust, degradation, and discoloration. The proposed replacement of bridges and retaining walls would include updated infrastructure that would not significantly alter visual quality of the surrounding area. The UP North Line Grace to Balmoral Project recently replaced similarly constructed bridges and retaining walls north of the Project area and offers examples of the proposed visual conditions. **Figure 7, Figure 8,** and **Figure 9** provide examples of existing and proposed conditions in replacing bridges, bridge decks and abutments, and retaining walls as part of the Project. The replacement of the bridges and bridge decks would not result in adverse impacts to visual quality.

Figure 7: Example of Existing and Proposed Conditions for Bridge Replacement

(Left) Existing bridge at School Street to be replaced; (Right) example of new bridge construction from UP North Line Grace to Balmoral Project.

Figure 8: Example of Existing and Proposed Conditions for Bridge Deck and Abutment Reconstruction

(Left) Existing bridge deck and abutment at the Roscoe Street bridge (Right); example of recently constructed bridge deck and abutment as part of the UP North Line Grace to Balmoral Project.

Figure 9: Example of Existing and Proposed Conditions for Retaining Wall Replacement

(Left) Existing retaining walls to be replaced along Ravenswood Avenue north of Roscoe Street;
(Right) example of recently replaced retaining walls along Ravenswood Avenue from the UP North Line Grace to Balmoral Project.

Existing limestone abutments would be maintained at eight (8) of the eleven (11) bridges by repurposing the abutments as retaining walls and constructing new abutments behind them. The new abutments would support the bridge superstructure. Abutments at the Clybourn Avenue and

Fullerton Avenue bridges would need to be replaced in-kind with concrete abutments because of the limited right-of-way, abutment skew, and required phased construction at these locations. Subsequent final design will determine if the abutment can be preserved at the Wrightwood Avenue bridge location.

Visual conditions are anticipated to be improved with implementation of newer infrastructure to replace the deteriorated visual condition of the railroad infrastructure. In addition, improved lighting systems would be installed under the bridges to improve pedestrian access and sightlines at bridge underpasses. **Figure 10** depicts the existing and proposed conditions for the School Street bridge replacement.

Figure 10: Existing and Proposed Conditions at School Street Bridge

As the bridges and bridge decks are replaced, two roadways below the bridges currently have existing columns in the public-way. These are located at the Clybourn Avenue and Fullerton Avenue bridges. At the Fullerton Avenue bridge, all columns would be removed, which would improve visual quality at the bridge underpass. The Clybourn Avenue bridge would require replacement of the three (3) rows of existing steel columns with three (3) rows of cast-in-place concrete columns. The new columns would be located in a similar layout to the existing columns.

Due to a curve in the proposed railroad tracks, the existing single span bridge over the Cornelia Avenue bridge would be replaced with a three-span bridge that includes supports installed at the curb line within the sidewalk area. This would be required to provide increased structural support for the bridge and is within City of Chicago public-way, as is allowable with their approval. The addition of the columns would not substantively modify visual conditions as compared to existing conditions. Sufficient space is available for the columns, as the existing sidewalk is currently wider than CDOT requirements. Sidewalk access would be maintained following construction. In addition, new lighting would be designed to appropriately light both the sidewalk and the roadway under the bridge.

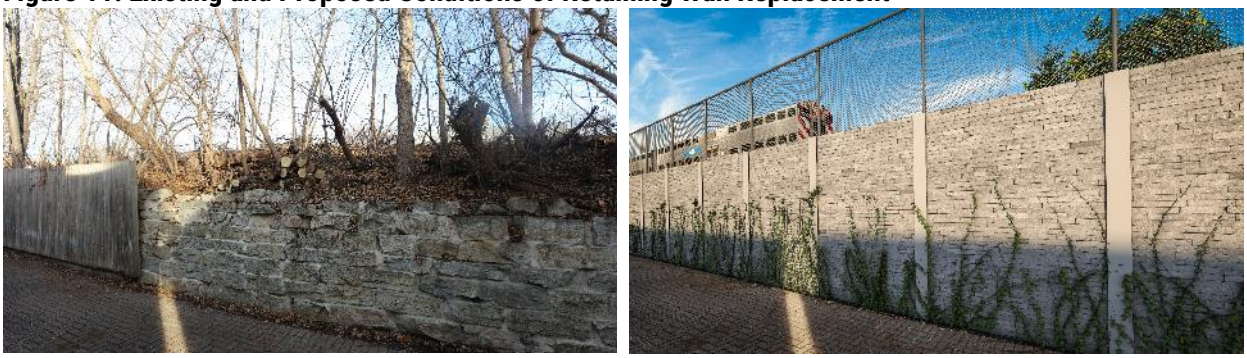
As shown in the existing and proposed conditions depicted on **Figure 11**, installation and replacement of retaining walls would result in a change to visual conditions but would not result in permanent adverse impacts to visual quality. The retaining walls are prominent visual features along the UP right-of-way and in many instances, visual conditions are anticipated to be modernized with implementation of newer infrastructure to replace the deteriorating visual conditions of retaining walls. The new retaining walls would be installed near the west UP right-of-way line throughout the Project corridor and in some locations near the east UP property line. The replacement of retaining walls affect sensitive views of adjacent residents located west of UP right-

of-way within the Project area. These changes are further described in the **Sensitive Views** subsection below.

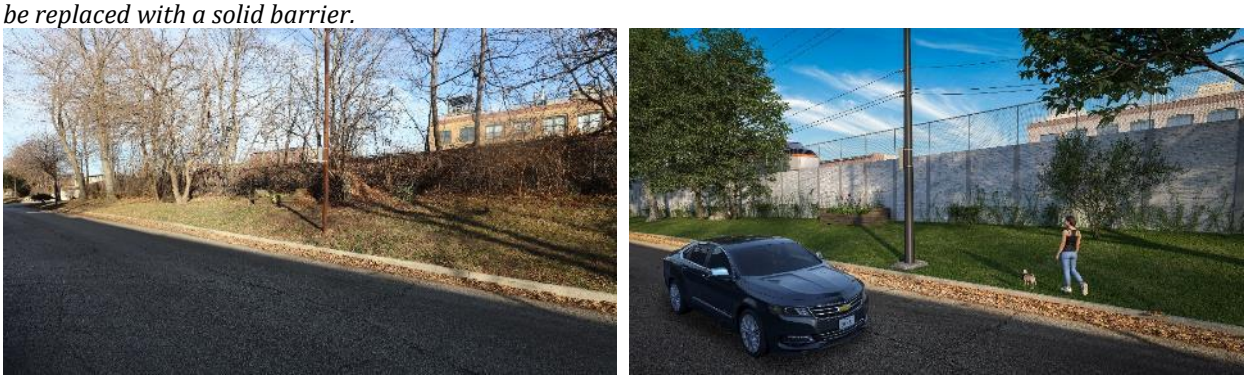
In some locations, retaining walls are either not present or have become buried over time. New, and in many cases, taller retaining walls are needed for the following reasons: 1) the railroad tracks need to be raised to accommodate roadway clearances and the required bridge structure depth, 2) railroad tracks are shifting to the west and 3) they need to meet modern railroad design guidelines. On the west side of railroad property, the estimated height of retaining walls would vary between 6 and 19 feet. In most locations, retaining walls would range between 9 and 13 feet.

From south of Diversey Parkway to Belmont Avenue along the westside of the tracks, the proposed retaining walls would be offset by at least 2 feet east of the right-of-way boundary. A solid barrier 5 feet or taller would be installed on top of the retaining wall. The location, materials and height of the solid barrier would be selected during final design and be based on safety, constructability, maintenance, and community input considerations. This solid barrier would provide safety and security characteristics in place of fencing in this location. The proposed offset of the retaining wall and installation of a solid barrier are being incorporated because residential properties and private backyards immediately abut the railroad right-of-way in this area. These design modifications address concerns from adjacent residents, decrease the ability of individuals to trespass onto railroad property and deter debris from entering adjacent properties during train operations or track maintenance. Initial community input was sought through the public meeting, open house, and individual and group meetings. This input is described further in the **Sensitive Views** subsection and **Section X. Public Involvement**. Outreach with adjacent residents will continue during final design as the retaining wall design is refined.

Figure 11: Existing and Proposed Conditions of Retaining Wall Replacement



(Left) Existing retaining walls to be replaced along the westside UP right-of-way; (Right) Rendering of the proposed retaining walls. Where retaining walls abut residential properties, the fence shown in this image would be replaced with a solid barrier.



(Left) Area along Ravenswood Avenue where retaining would be installed; (Right) Rendering of the of proposed retaining walls along Ravenswood Avenue.

Fencing would be required on top of the new retaining wall in locations where the solid barrier is not included. The fencing is required for two (2) primary reasons: 1) to deter individuals from trespassing on railroad property and 2) to protect railroad staff who provide essential maintenance work on the tracks. In many cases, this is required to satisfy Occupational Safety and Health Administration (OSHA) requirements.

In addition to replacing bridges, bridge decks and abutments, and retaining walls, the Project would include lowering the roadways at Roscoe Street and Cornelia Avenue by approximately 1 to 2 feet to maintain adequate vertical clearance for traffic underneath the bridges. This minimal change to the vertical clearance would not create adverse impacts to the visual environment, and no sensitive viewsheds would be negatively impacted.

The Project would also adjust the track alignment to the west to better align with the existing tracks at the Grace Street bridge north of the Project limits and the North Branch Chicago River bridge south of the Project limits. All track alignment adjustment would be located within the existing UP right-of-way. The track height would be raised by up to 3 feet to maintain or improve vertical clearance over roadways, while improving the track profile. These changes to the visual environment would not be noticeable from this minor change in height.

Figure 12 depicts an existing aerial view and proposed conceptual rendering of the track adjustment.

Figure 12: Aerial View of Proposed Track Adjustment to West at the Roscoe Street bridge.

Existing track alignment along corridor.

Unused Track #0 and bridge removal and west retaining wall installation.

New Track #1 bridge and track installation.

New Track #2 bridge and track installation.

Final conditions.

Vegetation and Landscaping Changes

Vegetation Removal Within Union Pacific Right-of-Way

Tree and vegetation removal within UP right-of-way is required as part of construction activities and would result in changes to the visual environment. Vegetation removal is required within railroad property west of the existing UP North Line tracks for safety reasons, including ensuring a clearance envelope along the tracks is maintained such that vegetation would not currently or in the future disrupt train movements or line of sight for train operators. Vegetation removal is also required to accommodate the track adjustment and new retaining wall construction. Improvements

east of the existing tracks within UP right-of-way, which could include utility relocation and new or replacement fences or retaining walls, would require removal of vegetation.

Many of the trees to be removed within UP right-of-way are of mature age and provide screening between residential homes and the railroad. Residences adjacent to the UP North Line would have a more direct view of the railroad property following proposed vegetation removal. A further discussion of how this affects sensitive views is described in the **Sensitive Views** subsection below.

Tree inventories were conducted during the initial topographic survey of the Project area. The invasive tree of heaven (*Ailanthus altissima*) species was the most dominant tree species present, representing approximately 30 percent of the total tree inventory. Other common, fast growing tree species such as box elder (*acer negundo*), silver maple (*Acer saccharinum*) and ash species (*Fraxinus sp*.) were the next most dominant species identified. During field visits in June and August 2021, natural resource specialists noted that vast majority of existing herbaceous vegetation is composed of common, often non-native urban weeds typical of railroad rights-of-way. Very limited native trees and vegetation that are considered ecologically beneficial are present within the UP right-of-way.

Metra would coordinate with the City of Chicago's Bureau of Forestry, aldermen's offices, Cook County and other stakeholders during final design to explore opportunities to expand the tree canopy of the surrounding neighborhood as part of the Project by Metra and/or outside of Project area by others.

Vegetation Removal Within Public-Way

Vegetated public-way areas are located between Ravenswood Avenue and UP property on the east and west sides of the railroad. A larger, landscaped section of public-way is located from Roscoe Street to Belmont Avenue. Partially known as the "Unknown Garden," these landscaped areas are under the jurisdiction of CDOT but have been privately maintained and gardened over the years. These areas are further discussed in **Section N: Social Impacts and Community Disruption**. Limited removal of vegetation is needed on public-way, primarily near the railroad property boundary to install new retaining walls. Where feasible, landscaped areas and other vegetation within public-way would be preserved. The designer will identify landscaped areas and other desirable vegetation within public-way that may be disturbed or removed due to construction.

During the public open house on April 27, 2022, the public provided input on potential landscaping opportunities within public-way. In these areas, there are available space to incorporate more vegetation in the form of landscaped areas for beautification and screening, additional tree canopy, or a more community-led effort consisting of gardens or landscaping. The public was offered the opportunity to vote and comment on how they envision use of these areas. Metra would incorporate, where feasible, the public's vision for landscaping within the public-way as part of the development of landscaping plans.

Landscaping plans will be developed as part of final design development to identify the locations and specifications for landscaping to be installed within the public-way following construction activities. Coordination would occur with CDOT, the City of Chicago's Bureau of Forestry alderman's offices, Cook County and other stakeholders to incorporate the public's vision for landscaping within the public-way and identify opportunities to expand the tree canopy of the surrounding neighborhood. Public-way areas that would be considered for restoration or replacement include the "Unknown Garden" and other publicly-owned vegetated areas immediately adjacent to the Project corridor.

Vegetation Removal within Private Property

Metra and UP would work with the contractor to minimize disturbances to vegetation within private properties during construction. Due to retaining wall construction, the removal of vegetation, trees, and privately landscaped areas would be needed on private property. This would occur exclusively within temporary easement areas that are agreed upon with affected property owners. Temporary easements are further described in **Section L: Acquisitions and Relocations.** Metra would identify examples of landscaping and vegetation restoration concepts within the temporary easement areas of private yards that would be affected by construction. Coordination would occur with private residences regarding restoration in these areas as part of temporary easement agreements, where construction activities impact adjacent properties. Where feasible, Metra would implement tree protection best practices (BMPs) such as temporary fencing to avoid impacts to trees and landscaped areas located immediately adjacent to railroad right-of-way.

Sensitive Views

Sensitive views are limited within the Project area because the above-grade railroad corridor is a dominant existing visual feature and infill development has been built up over time along with the already existing railroad corridor. While the majority of locations would not have adverse visual quality changes, sensitive views of adjacent residents west of the UP North Line would be affected from both the installation of new retaining walls and removal of vegetation that help screen the existing railroad infrastructure. In addition, a sensitive view would be affected from the removal of the Roscoe Street bridge due to the presence of an existing painted mural on the bridge.

Along the Project corridor, the existing retaining walls are primarily located near the railroad property border but in a few locations are setback 10 to 15 feet from the property line. A narrow row of trees and vegetation are present west of the existing tracks within and immediately adjacent to UP right-of-way line.

Visual changes from the retaining walls replacement and vegetation removal are anticipated to effect residents located to the west of and immediately adjacent to UP right-of-way, primarily from Belmont Avenue to south of Diversey Parkway. This area is a mix of single-family, townhome, and multi-family buildings. Residents in these locations border UP property and often have a direct view of the existing limestone retaining wall and vegetation within the railroad property from a backyard or east facing window. Adjacent residents are anticipated to see visual changes due to the shift in tracks to the west, the replacement of the existing limestone retaining wall with a new often taller retaining wall and the removal of vegetation on UP right-of-way. In order to accommodate the track shift, retaining walls would need to be placed near the UP right-of-way line throughout the Project corridor. This would result in a closer retaining wall in a few locations from south of Wellington Avenue to south of Diversey Parkway. Residences adjacent to the UP North Line would also have a more direct view of the railroad property following proposed vegetation removal.

Adjacent residents with affected viewsheds were encouraged to participate in the Project. Outreach was conducted through the public meeting, open house, and individual and group meetings to inform residents of the Project and provide an opportunity to comment and ask questions. During the open house on April 27, 2022, adjacent residents were offered further opportunity to review and vote on overall design aspects of the retaining walls that would affect their viewsheds. Design options were made on the type of fencing to be installed on top of the retaining walls and the retaining wall form liner pattern to be used. Metra would incorporate, where feasible, the public's preferences for fencing/barrier types and form liner patterns to be used at new retaining walls.

The proposed design modifications of the retaining walls from south of Diversey Parkway to Belmont Avenue, including offsetting the wall location and an additional solid barrier, are a direct

result of public involvement with adjacent residents. These design modifications address concerns from adjacent residents, decrease the ability of individuals to trespass onto railroad property and deter debris from entering adjacent properties during train operations or track maintenance.

Vegetation removal would be minimized where feasible within the public-way and private property that is adjacent to UP property. Temporary easements that are agreed upon with residents would specify the terms and conditions of how these areas are restored following construction. During the open house, the public was also given the opportunity to provide input on potential landscaping opportunities within public-way. In these areas, there is available space to incorporate more vegetation in the form of landscaped areas for beautification and screening, additional tree canopy, or a more community-led effort consisting of gardens or landscaping. Metra would incorporate, where feasible, the public's vision for landscaping within the public-way as part of the development of landscaping plans.

Another prominent sensitive view is a painted mural on the existing Roscoe Street bridge. **Figure 13** provides photographs of this existing mural from both east and west views. This mural serves as a local community identifier important to the residents of Roscoe Village and provides unique, individual character to the surrounding neighborhood. Because of the existing deteriorating condition of the bridge, bridge replacement is necessary at this location. Metra would coordinate with the alderman's offices, CDOT, Cook County, the Roscoe Village Neighbors, the Lakeview/Roscoe Village Chamber of Commerce, and UP to determine options for a new community identifier.

Figure 13: Existing Mural at Roscoe Street Bridge (Facing East and West)

(Left) Roscoe Street bridge mural facing east; (Right) Roscoe Street bridge mural facing west

J. Noise

The FTA Transit Noise and Vibration Impact Assessment Manual provides methodologies for evaluating noise impacts of transit projects based on the type and scale of the project, the stage of project development, and the environmental setting. The proposed shift in the track alignment has the potential to result in long-term operational noise effects as well as short-term construction noise effects. Therefore, the FTA methodology and criteria guidelines, contained in the Transit Noise and Vibration Impact Assessment Manual, require a detailed noise and vibration impact analysis (FTA Report No. 0123, September 2018). **Appendix C** includes two memoranda

documenting the comprehensive noise and vibration analysis. The memoranda outline the methodology used, noise measurements taken, an evaluation of impacts from the Project, and a discussion of potential mitigation measures.

Methodology and Measurements

Site inspection field visits were conducted on June 21 and 22, 2021, to survey the land use and existing noise and vibration sources along the Project corridor and to identify potential measurement sites. The corridor passes through densely populated single-family and multifamily residential neighborhoods, with some mixed commercial and industrial use. In addition to residences, sensitive receivers along the corridor include a limited number of parks, schools, and medical facilities. Major existing noise sources were observed to include Metra train operations along the entire corridor, CTA Brown Line elevated train operations along the north section of the corridor, and roadway traffic along roadways parallel to the Metra tracks and along roadways crossing under the Metra bridges.

To complete the detailed noise analysis, eleven (11) long-term and ten (10) short-term noise monitoring locations were selected at representative residential, institutional, and park locations throughout the corridor. Noise measurements were conducted on July 19 and 22, 2021. Long-term noise monitoring measures the A-weighted sound level over continuous 24-hour periods to determine the contribution of Metra train operations to the overall noise exposure at representative residential locations. Short-term noise monitoring measures the A-weighted sound level over a continuous period of one to two hours to document the existing daytime noise exposure at representative locations.

A total of 1,830 residential dwelling units and eight (8) institutional sensitive receivers within the Project corridor were evaluated for potential noise impacts. **Figure 14** and **Figure 15** depict the locations of evaluated sensitive receivers. Based on results of the measurement program, the overall day-night sound level (Ldn), which measures 24-hour cumulative A-weighted noise levels, was calculated at each receiver location to characterize existing noise. The Metra UP North Line's individual contribution to existing noise levels was differentiated from other background noise sources. **Appendix C** provides further discussion of how the noise exposure level at each receiver was calculated. Calculations at each receiver were adjusted for the distance from the UP North Line tracks, any potential shielding of noise sources, and other significant background noise sources.

Future noise exposure levels at sensitive receivers were then calculated. For this analysis, the calculated future noise exposure levels considered the proposed shift in the tracks to the west. Other assumptions made for these calculations were that there would be no significant changes to train operations (i.e., schedules, speeds, number of trains, etc.), that the bridge and track reconstruction would not affect train noise levels, and that there would be no significant changes to background noise levels along the Project corridor.

To evaluate if an impact from future noise exposure levels would occur from the Project, FTA guidance was used. The FTA operational noise impact criteria are based on well-documented research on community response to noise and are based on both the existing level of noise and the change in noise exposure due to the Project. The FTA noise impact criteria includes three levels of impact, based on comparisons of projected future noise exposure levels to existing noise exposure levels. The three levels of impact include:

- No Impact: Project-generated noise is not likely to cause community annoyance. Noise projections in this range are considered acceptable by FTA and mitigation is not required.

- Moderate Impact: Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance. Moderate impacts serve as an alert to project planners for potential adverse impacts and complaints from the community. Mitigation should be considered at this level of impact based on project specifics and details concerning the affected properties.

- Severe Impact: Project-generated noise in this range is likely to cause a high level of community annoyance. The project sponsor should first evaluate alternative locations/alignments to determine whether it is feasible to avoid severe impacts altogether. If it is not practical to avoid severe impacts by changing the location of the project, mitigation measures must be considered.

Impact criteria can vary depending on the type of sensitive receiver and existing noise exposure level conditions. Because this Project has the potential to change the existing transit noise in the community and does not introduce a new source of transit noise, FTA guidance specifies that noise impact criteria based on the increase in cumulative noise be used. For residential (Category 2) sensitive receivers, the impact threshold used to determine moderate noise impacts varied between increases of noise exposure levels of 1.1 decibels (dBA) and 1.8 dBA. Impact thresholds for severe noise impacts varied between increases of 2.8 dBA and 4.5 dBA. Because existing noise exposure levels varied throughout the Project corridor, the impact criteria varied throughout different segments of the Project corridor. Sensitive receivers, where the predicted change in cumulative noise levels was less than the moderate impact criteria, were considered to have no impact.

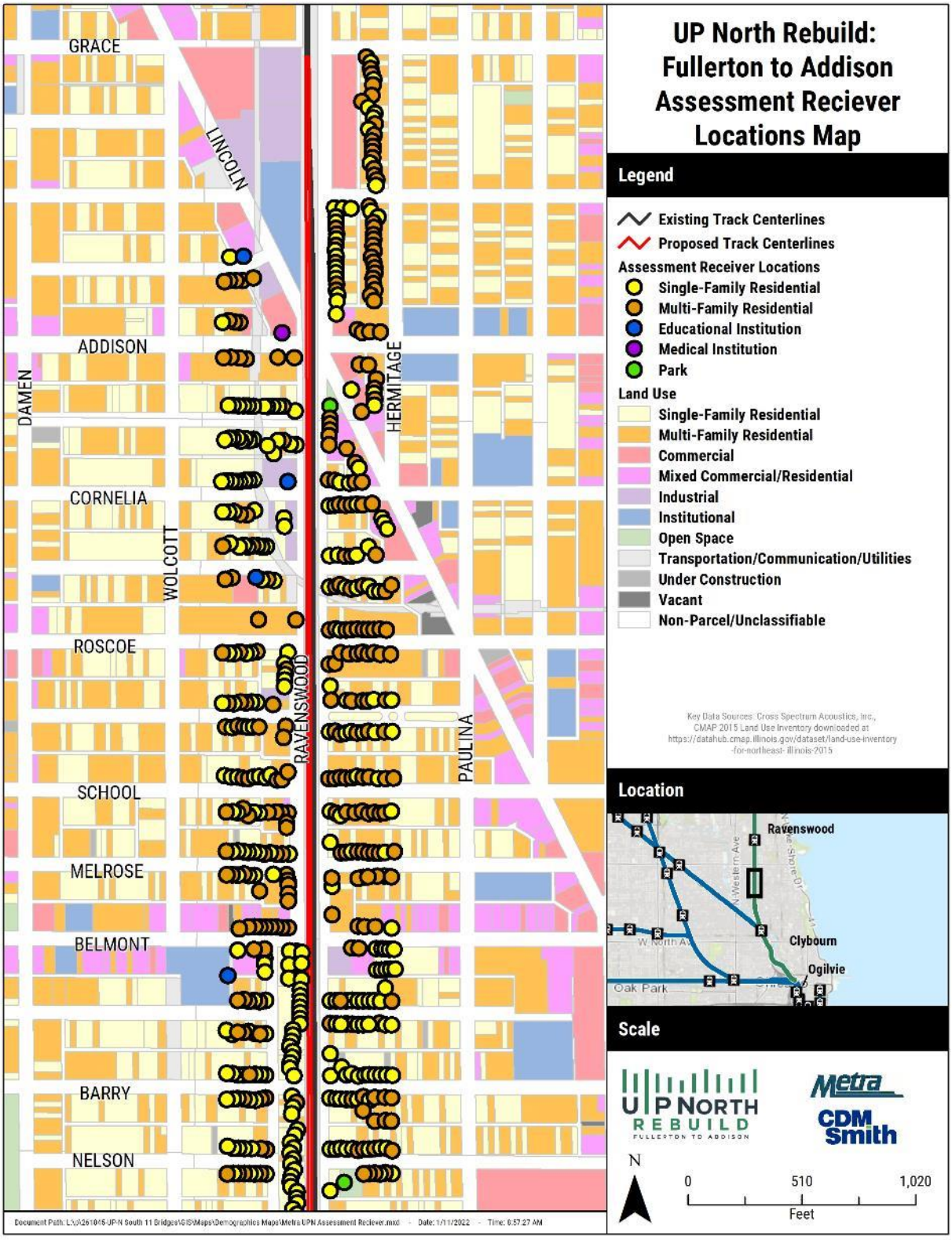


Figure 14: Sensitive Noise Receptor Locations and Land Use (Map 1 of 2)

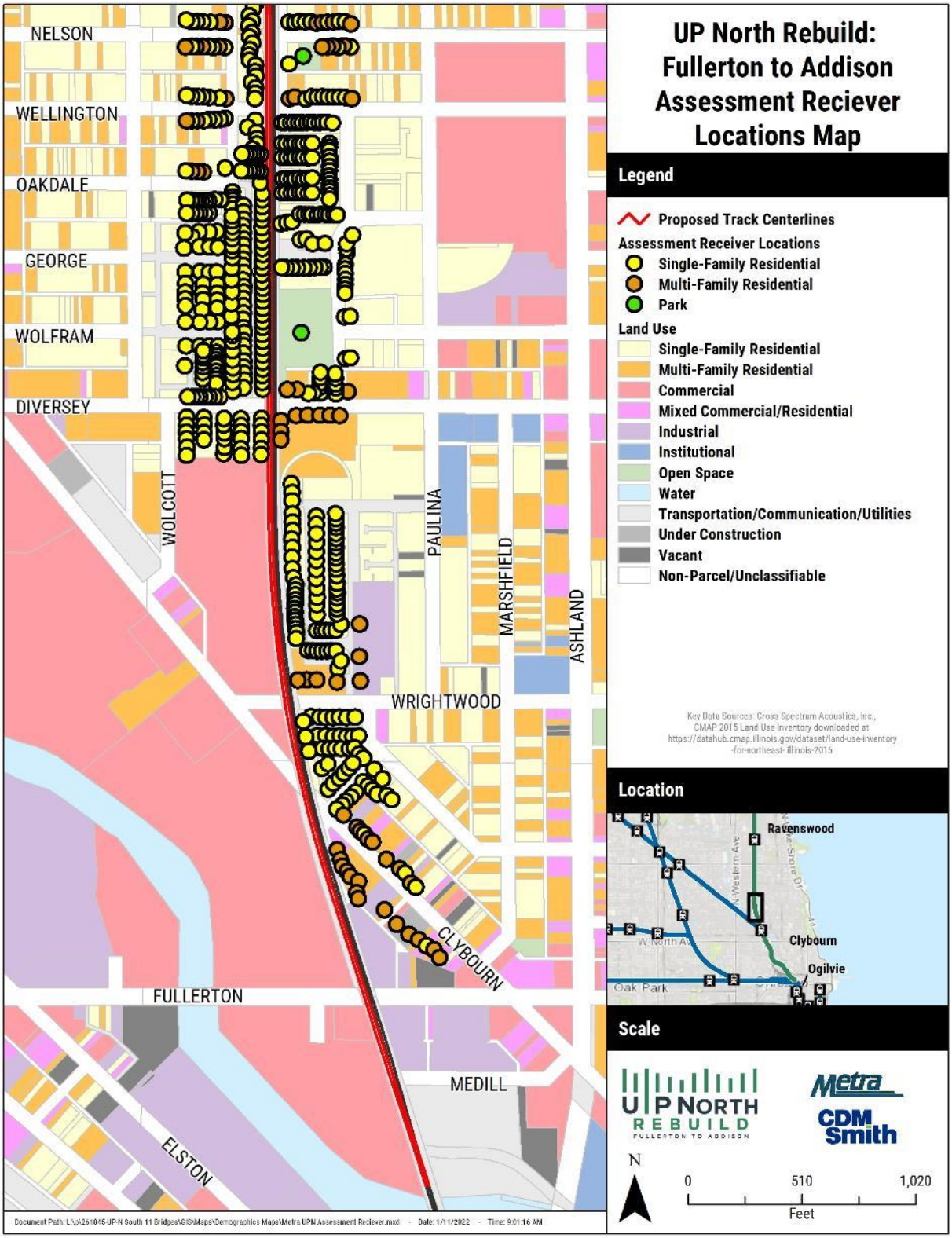


Figure 15: Sensitive Receiver Locations and Land Use (Map 2 of 2)

Impact Analysis

Of the 1,830 residential dwelling units that were evaluated, 55 residences are anticipated to have moderate impacts from the Project. No potential severe impacts were identified within the Project corridor. All eight (8) of the institutional sensitive receivers evaluated would have no impact. **Figure 16** shows the locations of moderate noise impacts. The shift in the tracks to the west is the primary cause of the moderate impacts. The anticipated cumulative noise levels did not exceed 1.0 dBA above the moderate impact threshold at any sensitive receiver locations. All anticipated impacts would be located west of the UP North Line and at properties immediately adjacent to UP right-of-way. For most sensitive receivers located east of UP tracks, future cumulative noise levels are anticipated to decrease slightly. Moderate noise impacts are identified in the following locations with the noise level above the moderate impact threshold noted:

- 12 residences from Diversey Parkway to Wrightwood Avenue (1.7 dBA increase, 0.2 dBA above threshold)
- 33 residences from Wellington Avenue to Diversey Parkway (2.3 dBA increase, 0.9 dBA above threshold)
- 10 residences between Belmont Avenue and Barry Avenue (1.8 dBA increase, 0.3 dBA above threshold)

Construction Noise

Temporary noise and vibration impacts could result from activities associated with the construction of new bridges, tracks, and retaining walls. A further discussion on anticipated construction noise is included in **Section V: Impacts Caused by Construction.**

Noise Mitigation Evaluation

FTA's Transit Noise and Vibration Impact Assessment Manual states that, in determining the need for noise mitigation, severe impacts should be mitigated unless there are no practical means to do so. At the moderate impact level, more discretion should be used, and other project-specific factors should be included in the consideration of mitigation. As impacts have been identified at the moderate impact level, noise mitigation was considered. Noise mitigation measures were evaluated for feasibility and cost reasonableness in accordance with the FTA manual and Metra's Noise and Vibration Mitigation Policy.

Installation of noise barriers beside the tracks is the most common measure used to reduce noise from trains. Sensitive receiver treatments such as building sound insulation options were also reviewed but rejected due to their costs (typically $25,000-$50,000 per home), inability to mitigate exterior conditions and limited examples available on rail and transit projects to consider their effectiveness.

For this Project, the installation of 1,905 lineal feet of noise barrier walls have been considered to mitigate anticipated moderate noise impacts. The noise barrier walls would be located on the west side of the tracks and extend to a height of 10 feet above the top-of-rail elevation. The approximate locations of these potential noise walls are Belmont Avenue to south of Fletcher Avenue (425 feet), Wellington Avenue to Diversey Parkway (1,260 feet) and Diversey Parkway to south of Diversey Parkway (220 feet).

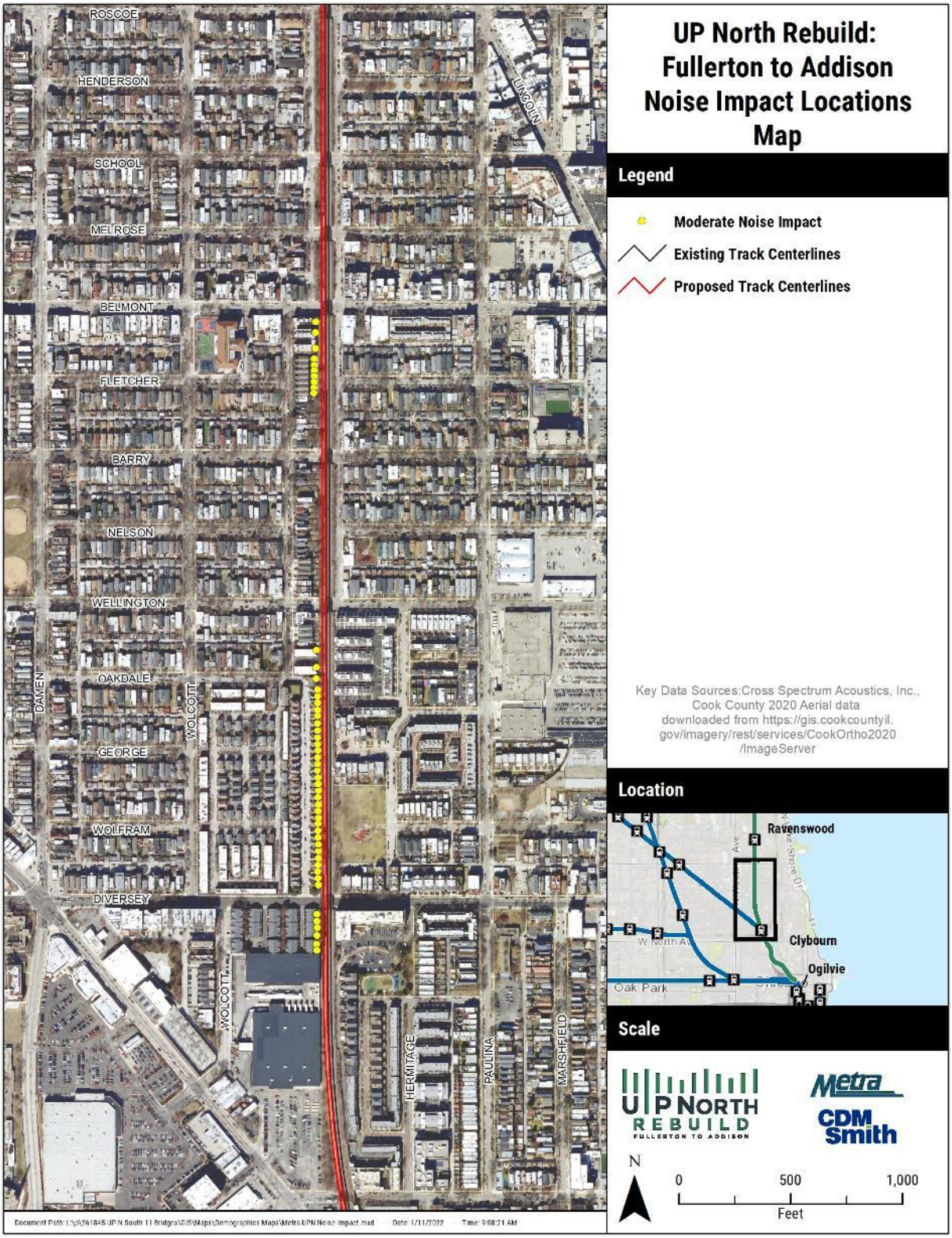


Figure 16: Moderate Noise Impact Locations

Several factors related to feasibility and reasonableness determine whether noise barriers should be considered as an appropriate mitigation measure for a specific project. Regarding feasibility, considerations include the ability of mitigation measures to reduce noise by a certain amount, the ability for mitigation measures to be implemented while still meeting engineering requirements, and the implications to ongoing railroad equipment access and maintenance needs of the railroad.

In addition to feasibility factors, mitigation for noise and vibration impacts must be reasonable. Reasonableness factors include meeting Metra noise reduction design goals and factoring cost-effectiveness of mitigation.

Where severe noise impacts are identified, it is Metra's policy, which follows FTA guidelines, to take all reasonable steps and measures to substantially reduce these impacts to the extent feasible. For predicted noise levels in the moderate impact range, Metra considers and adopts mitigation measures when feasible and reasonable based on noise reduction and cost-effectiveness factors.

Metra's noise policy states that noise mitigation for moderate impacts is considered cost-effective and economically reasonable when the cost does not exceed an upper limit of $5,000 per dwelling for each decibel exceeding the impact threshold, up to a total of $30,000 per dwelling. Per Metra noise policy, noise barrier walls cost approximately $25 per square foot. Using this unit cost and an anticipated height of 10 feet, a cost-reasonableness evaluation of the three proposed noise barrier walls to mitigate moderate impacts were conducted. **Table 4** includes the results of this evaluation.

Table 4: Cost Reasonableness Analysis for Noise Barrier Walls

Location	Number of Dwellings	Length (Feet)	Total Square Feet	Total Cost ($25/ Square Foot)	Predicted dBA Increase over Moderate Threshold	Cost per Dwelling for Each dBA Exceeding the Moderate Threshold ($5,000 max)
Barrier 1 (Belmont Avenue to South of Fletcher Avenue)	10	425	4,250	$106,250	0.3	**$35,417**
Barrier 2 (Wellington Avenue to Diversey Parkway)	33	1,260	12,600	$315,000	0.9	**$10,606**
Barrier 3 (Diversey Parkway to South of Diversey Parkway)	12	220	2,200	$55,000	0.2	**$22,917**
Total	**55**	**1,905**	**19,050**	**$476,250**		

The analysis indicates estimated costs in the range of $10,606 to $35,417 per mitigated dwelling for each dBA exceeding the moderate impact threshold, which is above the $5,000 maximum per Metra policy. Therefore, it is not cost reasonable to construct noise barrier walls at any of the three locations. The anticipated cumulative noise level increases are only slightly above the moderate impact threshold and do not exceed 1 dBA above the moderate threshold at any of the three locations. Based on this analysis, noise barrier mitigation is not recommended for this Project per Metra's policy. This feasibility and cost reasonableness analysis is also in accordance with FTA procedures for evaluating mitigation associated with moderate noise impacts.

K. Vibration

The FTA Transit Noise and Vibration Impact Assessment Manual provides methodologies for evaluating vibration impacts of transit projects based on the type and scale of the project, the stage of project development, and the environmental setting. The proposed shift in the track alignment requires a detailed vibration analysis in accordance with the FTA methodology and criteria guidelines contained in the Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123, September 2018).

Appendix C includes two memoranda documenting the comprehensive noise and vibration analysis. The memoranda address the methodology used, vibration measurements taken, an evaluation of impacts from proposed actions, and a discussion of potential mitigation options.

Methodology and Measurements

Site inspection field visits were conducted on June 21 and 22, 2021, as described in **Section J: Noise**. The only significant sources of existing ground-borne vibration along the corridor are Metra train operations and CTA Brown Line elevated train operations along the north section of the corridor. Although existing vibration sources along the corridor include motor vehicles on nearby roadways, vibrations from traffic are not generally perceptible unless the roads have significant bumps, potholes, or other uneven surfaces.

To complete the detailed vibration impact assessment, seven (7) short-term vibration monitoring locations were selected at representative residential, institutional, and park locations throughout the corridor. Vibration measurements were conducted on July 19 and 20, 2021. Short-term vibration monitoring of ground vibration levels from train operations was carried out over continuous periods of 1 to 2 hours. The objective of these measurements was to document the existing ground vibration levels at representative vibration-sensitive locations and to document the ground vibration from Metra train operations at reference locations.

A total of 1,830 residential dwelling units and five (5) institutional sensitive receivers within the Project corridor were evaluated for potential vibration impacts. **Figure 14** and **Figure 15** in **Section J: Noise** depict the locations of evaluated sensitive receivers. Existing ground-borne vibration levels at sensitive receiver locations were determined based on the results of the measurement program, specifically the train vibration propagation measurements at Wang (Chi Che) Park, which measured vibration levels at 25, 50, 100 and 200 feet from the Metra tracks.

Future ground vibration levels at sensitive receiver locations were determined using the same method used for calculating the existing vibration levels, accounting for the proposed shift in track location and assuming that train equipment or speeds would not significantly change due to the Project. However, based on the results of the measurement program, it is anticipated that the maximum one-third octave frequency band train vibration level would be reduced due to the planned bridge and track reconstruction. Reduced vibration levels are consistent with measurements taken at reconstructed bridges that were part of the UP North Line Grace to Balmoral Project.

The operational vibration impact criteria used for the Project are based on the information contained in Chapter 6 of the FTA Noise and Vibration Guidance Manual. As shown in **Table 5**, the criteria for a general vibration assessment are based on land use and train frequency. This includes additional criteria for ground-borne noise, which is a low-frequency noise that is radiated from the

motion of room surfaces, such as walls and ceilings in buildings due to ground-borne vibration. Ground-borne noise is defined in terms of dBA, which emphasizes middle and high frequencies that are more audible to human ears. The criteria for ground-borne noise are much lower than for airborne noise to account for the low-frequency character of ground-borne noise; however, because airborne noise typically masks ground-borne noise for aboveground (at-grade or elevated) transit systems, ground-borne noise is only assessed for operations in tunnels, where airborne noise is not a factor, or at locations that are well insulated from airborne noise.

In addition to the standard vibration criteria, FTA also provides guidelines for considering the existing vibration conditions. In the case of a heavily used rail corridor such as the Metra UP North Line, the FTA guidelines suggest that vibration impact for this heavily used corridor would be assessed at locations where (1) the existing vibration level exceeds the FTA criterion and the increase in vibration level is projected to be 3 VdB or more, or (2) the existing vibration level does not exceed the FTA criterion, but the projected future vibration level does. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels as specified by the FTA to reduce the potential for confusion with sound decibels.

FTA also provides criteria for a detailed vibration assessment in terms of one-third octave frequency band vibration levels. For residential buildings, the applicable impact threshold corresponds to a maximum vibration level of 72 VdB at one-third octave band center frequencies between 8 hertz (Hz) and 80 Hz. For institutional buildings, the applicable impact threshold corresponds to a maximum vibration level of 78 VdB at one-third octave band center frequencies between 8 and 80 Hz. These detailed vibration assessment criteria were used to evaluate operational ground-borne vibration impact for this Project.

Table 5: Ground-Borne Vibration and Noise Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB referenced to 1 micro-inch per second)		
	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations	65[d]	65[d]	65[d]
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA Report No. 0123, September 2018)

[a] "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

[b] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter train lines have these many operations.

[c] "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

[d] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to

define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires specially designed heating, ventilation, and air conditioning systems and stiffened floors.

Impact Analysis

The vibration impact threshold used for this analysis at sensitive receivers was primarily 72 VdB. In two segments of the Project corridor, existing vibration conditions exceeded 72 VdB. Therefore, 3 VdB above the existing conditions was used as the impact criteria for these locations.

The results project maximum future vibration levels in the range of 62 to 72 VdB, with vibration increases of up to 2 VdB on the west side of the tracks and vibration reductions of up to 5 VdB on the east side of the tracks. Based on a comparison of the projected vibration levels and increases with the impact criteria, out of the 1,830 residential dwelling units and five (5) institutional receivers evaluated, no ground-borne vibration impacts are projected. Because no vibration impacts have been identified for this Project, no vibration mitigation is warranted.

Construction Vibration

Temporary vibration impacts could result from activities associated with the construction of new bridges, tracks, and retaining walls. A further discussion on anticipated construction vibration is included in **Section V: Impacts Caused by Construction.**

L. Acquisitions and Relocations

Proposed bridge replacements, track relocation, and retaining wall installation would occur entirely within existing UP right-of-way and City of Chicago public-way. No permanent right-of-way acquisition would be required along the corridor. Temporary construction easements on private property may be required for excavation, retaining wall installation, fencing, and for collection of potential construction debris accumulated during activities where property lines are immediately adjacent to the railroad right-of-way. The need for temporary easements will be determined through detailed survey, final design plans and construction means and methods given the proximity of the railroad right-of-way and the Project improvements. Metra and UP would complete agreements with any adjacent property owners prior to construction activities if temporary easements are needed. Work within temporary easements would be limited to access for construction workers to complete excavation, retaining wall installation, fencing, and for collection of potential construction debris accumulated during activities. While staging locations will be more fully developed during final design, the staging or location of construction equipment on private property would be prohibited.

M. Hazardous Materials

The hazardous materials analysis for this Project included identification of potential sources of hazardous materials impacts, both within and adjacent to the Project corridor. Sites that currently or historically have handled, stored, transported, released, or disposed of hazardous or regulated waste are potential sources of hazardous material contamination.

For this impacts analysis, a hazardous material is defined as any media such as soil, groundwater, or building material that contains detectable concentrations of any federal- or state-regulated contaminant. An impact would be considered adverse if it would have the potential for the following: (1) Harm to human health or the environment through the routine transport, use, or

disposal of hazardous materials and/or (2) harm to human health or the environment through the accidental release of hazardous materials into the environment.

The purpose of the records review was to assess the potential for the presence of hazardous substance contamination within or adjacent to the Project area as a result of activities conducted on properties within the study area. Environmental Data Resources, Inc. (EDR), an independent information service, conducted searches of the federal, state, and local regulatory database listings. Information gathered from the data review was evaluated to identify sites that currently or historically have handled, stored, transported, released, or disposed of hazardous or regulated materials, because these types of sites are potential sources of hazardous material contamination. **Appendix D** provides the supporting EDR report documentation and includes a listing and description of the databases reviewed, search distances, and a map showing the approximate locations of listed sites and information contained within each database for each listed site.

A determination was made regarding the level of concern associated with each site identified in the data review:

- High Concern: Sites with known/probable soil, groundwater, or soil gas contamination that have not been remediated, or where remediation was incomplete or undocumented. Other considerations include the type and mobility of any contamination, distance to the project, or groundwater impacts.

- Moderate Concern: Sites with known/potential soil, groundwater, or soil gas contamination and where remediation is in progress, or contaminants do not appear to pose a concern for a project. Sites may also be considered a moderate concern based on the type and intensity of former land use (e.g., chemical manufacturers, machine shops, gas stations), even though they did not otherwise have an environmental database listing.

- Low Concern: Sites where hazardous materials or petroleum products may have been or are stored, but where there is no known contamination associated with the property based on all available information. These may include sites with permitted air toxic emissions or sites with spills or leaks that were subsequently remediated and have received case closure.

- No Concern: Sites that, based on the review of all available information, are not likely to have any impacts on the soil and/or groundwater.

Appendix D provides a table of all high, medium, and low concern sites and more detailed mapping. No National Priority List (NPL) sites were identified within the search distance. The most common types of sites identified include underground storage tank (UST), leaking UST (LUST), Resource Conservation and Recovery Act (RCRA) generator sites, site remediation program (SRP) sites, and sites with engineering (ENG) or institutional (INST) controls. These types of sites are present along most of the Project corridor and are typical of urban areas. Sites of the greatest concern include Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). No Further Remedial Action Planned, RCRA Corrective Action sites, LUST sites, SRP sites, and sites with ENG/INST controls are on or adjacent to the Project. These types of sites have a higher potential for contamination based on the type and nature of activities that resulted in their listings.

There is known contamination within the Project area from LUST and SRP sites. A potential for contamination exists at any location that has USTs for hazardous materials. The sites identified as

having USTs should be monitored regularly to confirm they are not leaking and do not threaten human health and welfare.

As detailed in **Table 6**, the review identified four (4) sites as High Concern sites that are listed as CERCLIS sites and open LUST or SRP sites within 300 feet of the Project corridor. The Bryant Electric Co. is located immediately adjacent and east of the UP corridor. Construction work is not anticipated within this property. Open LUST or SRP sites have not received a No Further Remediation letter from the Illinois Environmental Protection Agency (IEPA), which indicates that a release has been identified but remediation is likely not complete. None of these sites listed are Superfund sites. Potential impacts related to these sites of high concern would be mitigated by implementing BMPs, including following federal, state, and local laws and regulations regarding hazardous materials before and during construction.

Table 6: High Concern Hazardous Materials Sites within 300 Feet of the Project Corridor

Site Name	Site Location	EDR Database Findings[a]	Approximate Distance from Project Corridor (feet)
Bryant Electric Co.	1718 W. Fullerton Ave.	LUST	79
Seal Tran	3654 N. Lincoln Ave.	LUST	285
Metro Chicago Web	1655 W. Fullerton Ave.	SRP/LUST/INST	290
Former Electro Finishers	1662 W. Fullerton Ave.	CERCLIS/SSU/SRP	296

[a]LUST = Leaking Underground Storage Tanks; SRP = Site Remediation Program (SRP) sites; INST = Institutional controls sites; CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System; SSU = State Sites Unit Listing

In addition to these sites of high concern, the urban setting of the Project area creates the potential for the presence of typical urban fill throughout the entire Project corridor. Typical urban fill materials contain elevated concentrations of polynuclear aromatic hydrocarbons and metals because of nearby roadways, railways, and industrial and commercial land uses and activities. In addition, urban fill may include contaminated building demolition debris. This type of contamination is not necessarily associated with a release from a specific site or source. Contaminated urban fill may be encountered during excavation.

Construction of the Project would include some subsurface ground disturbance activities, which could encounter contaminated soil and/or groundwater. The majority of excavated materials would be disposed as special waste because of the Project area's historic use as a railroad line. If other hazardous materials are encountered due to off-site sources, there would be limited impact on the Project as excavated materials would already require proper special waste disposal procedures. If encountered, asbestos-containing materials (and lead-based paint) would be disposed in accordance with all federal, state, and local regulations. Further details on BMPs and contractor requirements to be implemented prior to and during construction are included in **Section V: Impacts Caused by Construction** and **Section W: Project Requirements and Commitments**.

N. Social Impacts and Community Disruption

Surrounding Population

The Project corridor is located within a densely populated area on the north side of Chicago within the Lincoln Park, Lakeview, and North Center community areas. The demographic profile of the community surrounding the Project corridor was identified using 2019 five-year estimates from the American Community Survey (ACS) for all block groups within a quarter-mile of the Project corridor. Because the Project is wholly within the City of Chicago, community areas were used to group the different neighborhoods that are within a quarter-mile of the Project corridor. Community areas frequently correspond with neighborhood identities, so they are a useful way to compare the populations along the corridor. Approximately 24,000 people live within a quarter-mile of the Project corridor, occupying more than 10,000 households. **Table 7** shows the population, households, and race and ethnicity of the population within a quarter-mile of the Project corridor by community area. The presence of minority populations is further discussed in **Section O: Environmental Justice**.

Table 7: Race and Ethnicity of Population within a Quarter-Mile of the Project Corridor

Community Area	North Center	Lakeview	Lincoln Park	Logan Square	Total Population	Percent of Total Population
Population	8,341	8,263	5,443	1,938	23,985	-
Households	3,424	3,632	2,215	881	10,152	-
Race						
White	7,613	7,049	4,008	1,612	20,282	84.6%
Black/African American	194	198	789	35	1,216	5.1%
Asian	257	702	379	172	1,510	6.3%
Two or more races	218	242	158	99	717	3.0%
Some other race	59	72	109	20	260	1.1%
Ethnicity						
Hispanic	515	881	548	397	2,341	9.8%
Non-Hispanic	7,826	7,382	4,895	1,541	21,644	90.2%

Community Modes of Travel

According to the ACS 2019 five-year estimates, 15.4% of households do not own a vehicle and 84.6% of households have one or more vehicles within a quarter-mile of the Project. From a commuting perspective, 44.1% of workers living near the Project corridor commute by driving alone, 4.4% carpool, 36.6% commute by public transit, 6.6% commute by other means and 8.3% work from home. This population tends to be more transit dependent as compared to the rest of Chicago. Throughout Chicago, 56.5% of the population drives to work (either alone or through carpool) and 28.4% of the population commutes by public transit. The Project would not result in permanent disruptions to traffic or transit options. A further discussion of temporary traffic and transit disruptions are described in **Section E: Traffic Impacts**

The UP North Line from Chicago to Kenosha operates 70 weekday trains and is Metra's third highest ridership line in the region. According to 2019 data, 8.55 million passenger trips were completed, with an average of 31,391 weekday boardings. The Project is located between the Clybourn station and Ravenswood station, the latter of which is the busiest outlying station along the UP North Line. The Project would continue providing this level of service and result in minimal disruptions to Metra passengers during construction activities as two tracks would be maintained. The Project would have a beneficial effect for UP North Line existing and potential passengers upon completion of construction activities. The UP North Line would become more reliable through a reduction of potential service interruptions due to bridge and abutment maintenance needs.

Community Resources

Neighborhoods along the Project corridor primarily consist of single-family and multifamily residential, commercial, and mixed-use areas. A large commercial and industrial corridor exists along the North Branch Chicago River, primarily between Clybourn Avenue and the Metra Northwest Line along the southern portion of the Project. There are several community resources along the Project corridor, including nine (9) parks, one (1) library, four (4) schools, 11 places of worship, and one (1) government office (local aldermanic office). **Figure 17** depicts community resources within a quarter-mile of the Project. Additional analysis on the use of public parklands and recreation areas, as defined under Section 4(f) of the U.S. Department of Transportation (USDOT) Act is described in **Section P: Use of Public Parkland and Recreational Areas**.

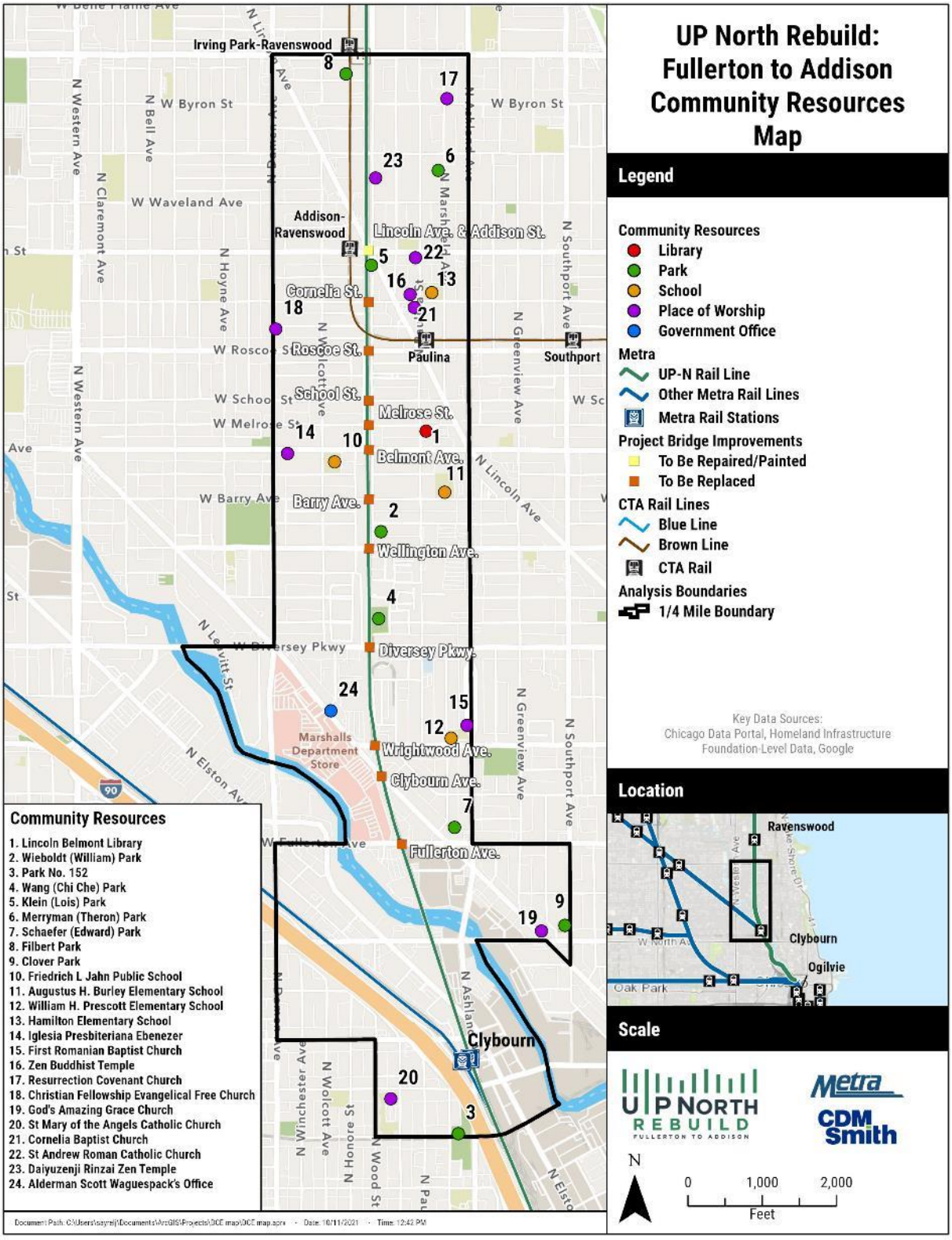


Figure 17: Community Resources Map

No permanent or temporary construction impacts would occur to these community resources as a result of the Project, which would primarily occur within the railroad right-of-way. In some locations, residential property backyards are located adjacent to the railroad right-of-way. No permanent impacts to residential property located outside of UP right-of-way would occur as a result of the Project.

Temporary construction easements on private property may be required for excavation, retaining wall installation, fencing, and for collection of potential construction debris accumulated during activities. Construction activities would not occur within private property without a temporary easement agreement with the landowner and prior notification. The need for temporary easements will be determined through detailed survey, final design plans and construction means, and methods given the proximity of the railroad right-of-way and the Project improvements. Direct outreach to these property owners to inform them of the Project details and answer questions and additional coordination was conducted.

From Roscoe Street to Melrose Street, a local resident currently maintains the greenspace west of the UP North Line. Informally called the "Unknown Garden," this portion of railroad property has plantings and is regularly mowed and watered (**Figure 18**). In addition to the Unknown Garden, some other community-related maintained gardens and artwork installations are located directly along the railroad right-of-way fencing. **Figure 19** shows an example of these artwork installations. These community-maintained gardens and art installations are not currently authorized for use and do not have an agreement for placement on UP right-of-way.

Figure 18: The Unknown Garden at Roscoe Street

Figure 19: Art Installation Along Union Pacific Right-of-Way Fencing

The Unknown Garden, other maintained gardens, and art installations are partially located on UP right-of-way and the public-way and would be impacted for construction purposes. The exact level of impact would be determined in final design once surveying and detailed design plans are prepared.

During the open house on April 27, 2022, the public provided input on potential landscaping opportunities within these public-way areas to restore or replace the "Unknown Garden", other maintained gardens and art installations on public-way. In these areas, there are available space to incorporate more vegetation in the form of landscaped areas for beautification and screening, additional tree canopy, or a more community-led effort consisting of gardens or landscaping. The public was offered the opportunity to vote and comment on how they envision use of these areas. Metra would incorporate the public's preferences for vegetation and landscaping opportunities for restoration, where feasible, within public-way as part of final design.

This would be contingent upon agreement by CDOT, since these areas are primarily located within the public-way. Metra has and will continue to coordinate with CDOT and local stakeholders during final design and construction to determine the interest in and opportunities within public-way. A summary of stakeholder outreach is discussed in **Section X: Public Involvement**. Should any new maintained gardens or artwork installations be desired by the community following construction, continued coordination between the alderman's office, CDOT, Cook County, UP and other stakeholders would be required.

O. Environmental Justice

An environmental justice analysis was performed in accordance with related federal and state laws and guidance, including Title VI of the 1964 Civil Rights Act, Executive Order 12898, Executive Order 13166, and FTA Circulars 4703.1 and 4702.1B. FTA Circular 4703.1 describes the guiding environmental justice principles as follows:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process

- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

This analysis used ACS 2019 five-year estimates for all block groups within a quarter-mile of the Project corridor. Minority populations were determined by identifying all persons self-identifying as non-white and/or Hispanic/Latino. These populations were then combined to determine total minority populations. For comparative purposes in identifying populations, this analysis compares minority populations near the Project corridor to minority populations in the City of Chicago and Cook County.

Table 8 displays minority populations by community area within a quarter-mile of the Project. **Figure 20** details the minority populations along the Project corridor graphically. The most concentrated area of minority populations is located along the southern end of the Project corridor; however, all census blocks are considerably lower than the city or countywide averages. The City of Chicago is divided into community areas for statistical and planning purposes. They frequently correspond with neighborhood identities, so they are a useful way to compare the populations along the corridor. All census block groups within a quarter-mile of the corridor were analyzed to determine whether the portion of their respective community areas contains a predominantly minority population. The minority populations of Chicago and Cook County were identified to serve as a comparison point.

Table 8: Minority Population within a Quarter Mile of the Project Corridor, by Community Area

Community Area	Population	Minority Population	Percent Minority	Chicago Percent Minority	Cook County Percent Minority
North Center	8,341	1,162	13.9%	66.7%	57.7%
Lakeview	8,263	2,003	24.2%		
Lincoln Park	5,443	1,857	34.1%		
Logan Square	1,938	703	36.3%		
Total	**23,985**	**5,725**	**23.9%**		

Minority populations make up 23.9% of the population within a quarter-mile of the Project corridor. The Lakeview census blocks near the Project corridor contain the highest presence of minority populations of all community areas. While there are only two Logan Square census block groups near the Project corridor, they have the highest percentage of minority populations (36.3%) of the population. Within a quarter-mile of the Project, 9.8% of the population identifies as Hispanic/Latino, 6.3% identifies as Asian and 5.1% identifies as Black or African American.

According to FTA Circular 4703.1, low-income populations are defined as households in which the median household income is at or below the Department of Health and Human Services poverty guidelines. This was analyzed by identifying households that qualify at or below poverty guidelines within a quarter-mile of the Project corridor and comparing them to households below poverty guidelines in Chicago and Cook County.

Table 9 displays low-income households by community area, further breaking these populations down into households below poverty guidelines within a quarter-mile of the Project corridor. A total of 6.3% of households in census block groups within a quarter-mile of the Project corridor have incomes below poverty guidelines, compared with 17.3% of households in Chicago and 13.9% of households in Cook County. Areas of Lincoln Park within a quarter-mile of the Project corridor

have the greatest share of households below poverty thresholds, with 15.4% of households meeting this designation. The Lakeview block groups within a quarter-mile of the Project corridor contain 523 low-income households, the highest number of all community area block groups near the Project.

Table 9: Low-Income Households within a Quarter Mile of the Project Corridor, by Community Area

Community Area	Households	Low-Income Households	Percent Low-Income	Chicago Percent Low-Income	Cook County Percent Low-Income
North Center	3,424	114	3.3%	17.3%	13.9%
Lakeview	3,632	138	3.8%		
Lincoln Park	2,215	342	15.4%		
Logan Square	881	47	5.3%		
Total	**10,152**	**641**	**6.3%**		

Figure 21 displays the percentage of households below poverty guidelines within respective block groups that are within a quarter-mile of the Project corridor. The map shows that the highest proportion of low-income households are on the southern portion of the Project corridor. No single census block group has more than 25% of households that are below poverty guidelines.

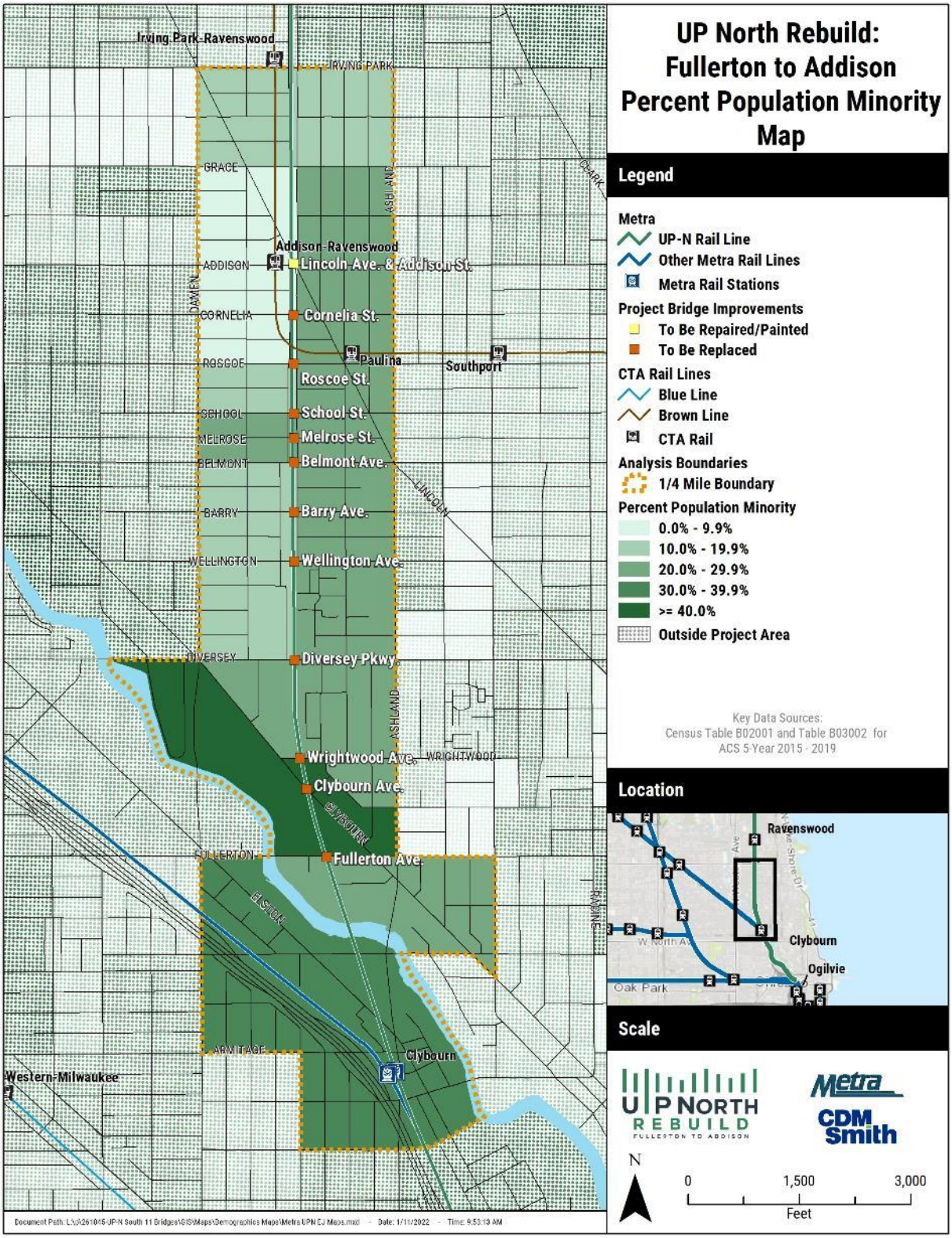


Figure 20: Percent Population Minority Map

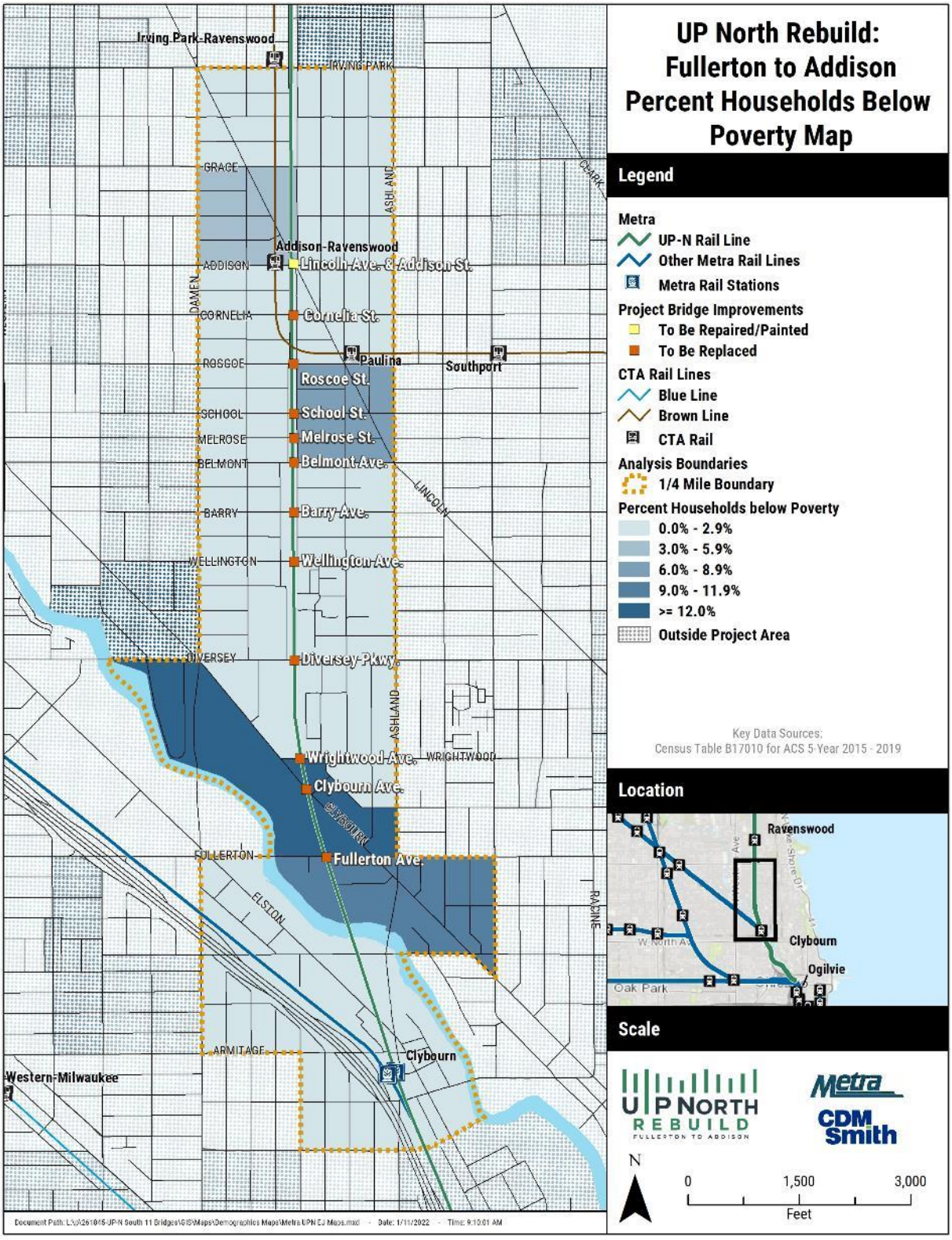


Figure 21: Percent Households Below Poverty Guidelines Map

As a result of this analysis, environmental justice populations have been identified within a quarter-mile of the Project.

Project improvements would be located within existing railroad right-of-way. The Project would not result in displacement of residential or commercial properties. Project impacts are limited to temporary impacts from construction activities such as traffic and construction detours and temporary noise impacts associated with the construction of new bridges, tracks, and retaining walls. In addition, there would be impacts to adjacent residential properties west of the UP North Line (single-family homes, condominiums, and townhomes) primarily from Belmont Avenue to south of Diversey Parkway. These adjacent residential properties would experience changes to the visual environment due to the shift in tracks to the west, the replacement of the existing limestone retaining wall with a new often taller retaining wall and the removal of vegetation on UP right-of-way. A total of 55 adjacent residential dwellings would also experience increases in noise levels at moderate impact thresholds, primarily due to the shift of the tracks to the west. To accommodate the track shift, retaining walls would need to be placed near the UP right-of-way line throughout the Project corridor. In most locations, the retaining wall would be replaced in the same location as the existing retaining walls. However, a closer retaining wall that would be located near the UP property line is needed from south of Wellington Avenue to south of Diversey Parkway to accommodate the track shift.

There are no direct or indirect adverse effects specifically to environmental justice communities anticipated from the Project. Impacts from the Project are not anticipated to result in disproportionate or high adverse impacts to environmental justice communities along the Project corridor. Environmental justice communities in these areas would experience the same levels of impact as the entire population along the corridor and environmental justice communities would not be disproportionately affected by the Project. The adjacent residential properties experiencing moderate noise impacts and visual changes generally contain fewer minority and low-income communities than the wider population along the Project corridor. Other impacts, such as temporary traffic, transit, pedestrian and bicycle disruptions and construction noise impacts would proportionally affect all populations within the vicinity of the Project.

As the purpose of this Project is to modernize Metra's UP North Line, it is anticipated to have an overall beneficial effect on environmental justice communities throughout the UP North Line corridor by improving the reliability of a significant public transit corridor within the Chicago metropolitan area.

P. Use of Public Parkland and Recreation Areas

Section 4(f) of the USDOT Act of 1966 is a federal law that establishes requirements for USDOT (including the FTA) consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects. This law, commonly known as Section 4(f), is now codified in 23 USC § 303 and 23 USC § 138 and is implemented by FTA through the regulation 23 CFR § 774. The Federal Highway Administration's (FHWA) *Section 4(f) Policy Paper* provides additional guidance on the implementation of Section 4(f) (USDOT, FHWA 2012). FTA has formally adopted this guidance, and this analysis was conducted consistent with this guidance.

In accordance with Section 4(f) of the USDOT Act of 1966, the Project was examined to determine the location of such protected resources. As this Project is a federal undertaking, Section 4(f)

applies to the proposed Project and an assessment was conducted to determine whether there are any Section 4(f) protected resources that would be potentially impacted as a result of the Project. Protected Section 4(f) properties identified were further assessed to determine whether there would be a "use" of the property as defined in the statute. "Use" definitions under Section 4(f) are defined in statute and include permanent incorporations or direct uses, as well as short-term temporary uses or constructive uses due to proximity of a project to Section 4(f) protected resources. In accordance with 23 CFR § 774.17, FTA may not approve the use of a Section 4(f) property, unless it determines that there is no feasible or prudent alternative to the use of that land and the project includes all possible planning to minimize harm of using the property or FTA determines that Section 4(f) use of the property would have a "de minimis" impact.

State recreational and protected lands, Forest Preserve District of Cook County land, trails, and wildlife and waterfowl refuges were investigated within a quarter-mile of the corridor, but none were found. The Bloomingdale Trail, a 2.7-mile multi-use trail and linear park is located immediately adjacent to the quarter-mile boundary and would not be affected by the Project. Therefore, these resources require no further Section 4(f) evaluation.

A total of eight (8) Chicago Park District parks and playlots are located within a quarter-mile of the Project limits and are depicted in **Figure 22**. The proposed Project improvements are located within existing UP right-of-way, and no permanent impacts or use of these parks would occur. Two (2) parks, Wang Park and Klein Park, are adjacent and located east of the Project area. These adjacent parks are depicted on **Figure 23**. Certain improvements are needed on the east side of the right-of-way, which may include utility relocation and new or replacement fences or retaining walls. These improvements are not anticipated to affect Wang Park or Klein Park. Based on current survey data within UP right-of-way, an existing fence that separates Wang Park from the UP right-of-way appears to partially encroach onto the UP property boundary. If a new fence is required at this location, it would be installed at the property line. The exact location of current property boundaries would be identified as part of final engineering plans to ensure Chicago Park District property is not affected as part of the Project.

Historic sites are also protected Section 4(f) resources, which include prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the NRHP. As part of the Section 106 historic resources assessment, the Monastery Hill Bindery (1751–1757 W. Belmont Avenue) and Eversharp Pencil Factory (1800 W. Roscoe Street), which are located adjacent to the proposed improvements, are NRHP-eligible properties. Therefore, these sites are also considered Section 4(f) resources. The Section 106 assessment concluded that no Adverse Effects would occur to these NRHP-eligible properties. In addition, no temporary or permanent use of these properties are proposed. As there are no proposed adverse effects and no permanent or temporary use of these Section 4(f) resources, no further evaluation is required. Further details of the Section 106 historic resources assessment are included in **Section H: Historic Resources.**

There would be no temporary or permanent use within publicly owned park and recreation areas that are open to the general public, publicly owned wildlife, and waterfowl refuges, and public or privately owned historic sites of federal, state, or local significance, and no further Section 4(f) evaluation is required.

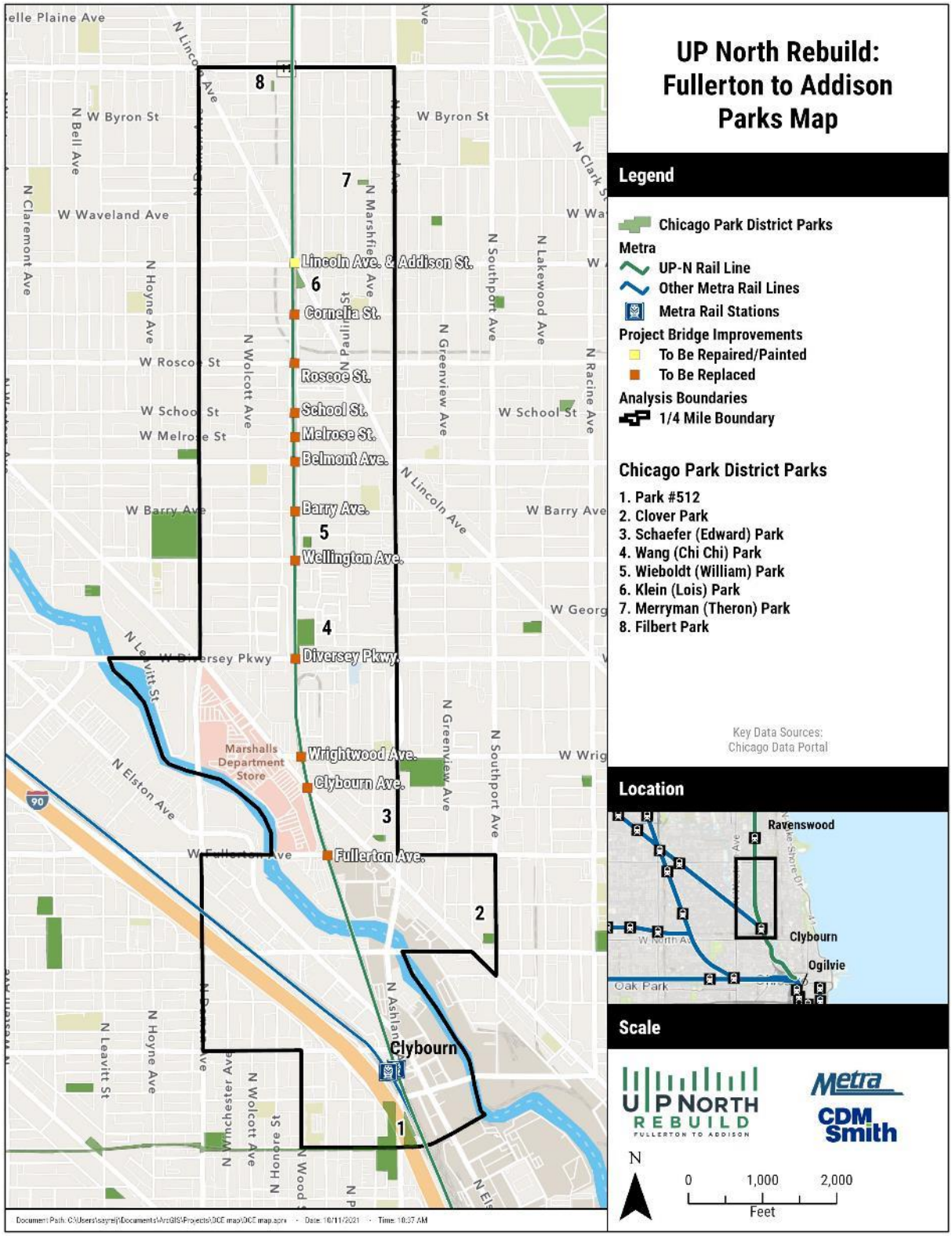


Figure 22: Chicago Park District Parks Map

Figure 23: Adjacent Parks Map

Q. Impacts on Wetlands

Impacts to jurisdictional wetlands are subject to Section 404 (33 USC § 1344) of the Clean Water Act (CWA) at the federal level. Impacts to all wetlands are subject to the Illinois Interagency Wetlands Policy Act of 1989 at the state level and the Watershed Maintenance Ordinance in Cook County. Wetlands are likely not present within the Project area and wetland impacts are not anticipated. The U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI) map shows no waters or wetlands within the Project. **Appendix E** presents the NWI map. However, the North Branch Chicago River is shown as a riverine wetland adjacent to, but south of, the Project area. On June 21 and August 24, 2021, a wetland specialist conducted a field reconnaissance within the Project area to further identify the potential presence of wetlands and surface waters. No areas with a prevalence of hydrophytic vegetation were observed and there were no indicators of wetland hydrology present. Therefore, no existing wetlands were identified within the Project area.

R. Floodplain Impacts

Presidential Executive Order 11988 requires the protection of floodplains. The Executive Order directs federal agencies to avoid conducting, allowing, or supporting actions on a floodplain. The Federal Emergency Management Agency (FEMA) developed the Flood Insurance Rate Maps to map, identify, and assess flood hazards including floodplains and floodways throughout the country.

Appendix F includes a map of floodplains and floodways in the vicinity of the Project. No floodplains or floodways are within the Project area and the entire Project area is mapped as Zone X.[3] Zone X areas are defined as areas of minimal flooding hazard. One (1) Zone A floodplain associated with the North Branch Chicago River is located within a quarter-mile of the Project area but would not be affected by the Project. Zone A floodplains are subject to inundation by the 1% annual chance flood event and do not have a defined base flood elevation.

S. Water Quality, Navigable Waterways, and Coastal Zones

Waters of the U.S. (WOTUS) includes navigable waterways, perennial and intermittent streams, lakes, ponds, and other waters that are protected under the CWA, as amended (33 USC § 1251–1387). Section 404 of the CWA establishes a federal program to regulate the discharge of dredged or fill material into WOTUS. Section 401 of the CWA regulates discharges into WOTUS through the establishment of state water quality certification programs. In addition, Section 10 of the Rivers and Harbors Act of 1899, as amended, regulate navigable waterways (33 USC § 403).

Waterways and Groundwater Sources

No WOTUS or other waterways are located within the Project area. **Figure 24** depicts water resources within the vicinity of the Project area. The North Branch Chicago River, which is a navigable waterway, is located adjacent to the Project area and is listed as an artificial path in the United States Geological Survey National Hydrography Dataset. Artificial paths are streams or rivers that have been constructed or modified to divert water for human uses. The Project would not affect the navigability of the waterway because no work below the ordinary high-water mark is

[3] FEMA. National Flood Hazard Layer. https://www.fema.gov/flood-maps/national-flood-hazard-layer [Accessed on 07/21/2021].

anticipated.[4] Groundwater is not a drinking water source in this area and there are no sole source aquifers within the Project area. The closest sole source aquifer is the St. Joseph Aquifer System in northern Indiana.[5]

Water Quality

A review of 2018 IEPA Section 303(d) list of Impaired Waters was conducted to identify any known water quality impairments to waterways within the Project area.[6] The segment of the North Branch Chicago River (Assessment Unit ID: IL HCC-08) within the Project's vicinity is listed has having impairments to its primary uses of fish consumption and indigenous aquatic life. Causes of impairment for these uses are due to the following: (1) Fish consumption: Impairment caused by mercury, polychlorinated biphenyls (PCBs), and other flow regimes and (2) Indigenous aquatic life: Impairment caused by iron, dissolved oxygen, and phosphorus (total). Construction activities would not occur within the vicinity of the North Branch Chicago River and further impairments are not anticipated. Because this Project would require more than 1 acre of disturbance, coverage under the National Pollutant Discharge Elimination System (NPDES) through a Construction General Permit (CGP) would be required. NPDES permit coverage would be obtained by the contractor prior to construction activities. This involves the preparation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) to identify, describe, and reduce the discharges of potential sources of pollution from the construction site. The SWPPP incorporates BMPs in accordance with the Illinois Urban Manual to prevent pollutant discharge and ensure water quality is protected.

At the Roscoe Street and Cornelia Avenue bridge replacement locations, the roadway would need to be lowered approximately 1 to 2 feet as there is limited vertical clearance available to raise the tracks due to the existing CTA Brown Line overpass. At these locations, new drainage structures would be installed, and the roadway would be graded to divert stormwater into the sewer system. Both the existing underpasses and proposed lowered roadways would be designed to address major storm events. Metra would coordinate with CDOT during final design regarding stormwater drainage needs and roadway design at Roscoe Street and Cornelia Avenue.

Coastal Zones

The Coastal Zone Management Act (16 U.S.C. § 1451–1464) protects the nation's coastal zones and in Illinois and is regulated through a state-led Illinois Department of Natural Resources (IDNR) Coastal Zone Management Program (CZMP). Projects within the coastal zones are required to ensure consistency with the state's CZMP. The four priority goals of Illinois' CZMP is to protect habitat and species, support economic development and recreation, help coastal communities, and improve program development.[7] Along with Lake Michigan, the North Branch Chicago River and surrounding area is included within Illinois' coastal zone management area. Portions of the Project are located within this section of the coastal management area. **Figure 24** depicts Illinois coastal zone management area in the vicinity of the Project. Since this is a reconstruction project that does not alter current land uses, the Project would remain consistent with Illinois' CZMP.

[4] USACE Chicago District. Navigable Waters of the United States within the Chicago District. https://www.lrc.usace.army.mil/Missions/Regulatory/Determinations-of-Jurisdiction/Navigable-Waters/ [Accessed on 07/21/2021].

[5] USEPA Sole Source Aquifer Map. https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed on [07/21/2021]

[6] IEPA. Illinois Integrated Water Quality Report and Section 303(d) List – 2018. https://www2.illinois.gov/epa/topics/water-quality/watershed-management/tmdls/Pages/303d-list.aspx. [Accessed 07/21/2021].

[7] IDNR, Coastal Management Program. https://www2.illinois.gov/dnr/cmp/Pages/default.aspx. [Accessed 07/21/2021].

Figure 24: Water Resources Map

T. Impacts on Ecologically Sensitive Areas and Endangered Species

The Endangered Species Act of 1973, as amended (16 USC § 1531), protects federally listed threatened and endangered species. The consultation that occurs between the sponsoring federal agency and the USFWS to determine a project's likeliness to jeopardize a threatened or endangered species is done so under Section 7 of the Act. The USFWS' Information for Planning and Consultation (IPaC) was reviewed to identify federally threatened and endangered species that may occur within the Project area.[8] The IPaC information is included in *Natural Resources Technical Memorandum* in **Appendix E**. **Table 10** summarizes the federally listed species that may occur near the Project area and their required habitat.

Table 10: Federally Listed Species Potentially within the Project Area

Species	Common Name	Status
Calidris cantus rufa	Red Knot	Threatened
Charadrius medodus	Piping Plover	Endangered
Dalea foliosa	Leafy Prairie Clover	Endangered
Danaus plexippus	Monarch butterfly	Candidate*
Lespedeza leptostachya	Prairie Bush Clover	Threatened
Myotis septentrionalis	Northern Long-Eared Bat	Endangered*
Platanthera leucophaea	Eastern Prairie Fringed Orchid	Threatened
Sistrurus catenatus	Eastern Massasauga Rattlesnake	Threatened
Somatochlora hineana	Hine's Emerald Dragonfly	Endangered

Source: USFWS Planning and Consultation Database. The USFWS online Information for Planning and Consultation geographic database accessed at https://ecos.fws.gov/ipac/location/index on July 26, 2021.
*The monarch butterfly was listed as a candidate species on May 3, 2022. The northern long eared bat was reclassified as an endangered species on November 30, 2022.

A total of eight federally listed species were initially identified through the IPaC consultation conducted on July 26, 2021. As of December 2022, the status of two species potentially occurring near the Project area has changed. Following a 12-month review, the USFWS confirmed on May 3, 2022, that the monarch butterfly (*Danaus plexippus*) is listed as a candidate species per 87 Federal Register (FR) 26152-26178[9]. On November 30, 2022, the USFWS reclassified the northern long-eared bat's (*Myotis septentrionalis*) listing from threatened to endangered per 87 FR 73488-73504.[10] The reclassification is effective as of January 30, 2023.

Based on the review of federally listed species potentially near the Project, the Project is anticipated to have *no effect* on federally listed species that may be found within the Project area. The Project is within a highly urbanized area that does not provide the required habitat for each federally listed species. The existing railroad tracks are elevated above the adjacent landscape through this corridor. There is a varying width band of vegetation along both sides of the right-of-way

[8] USFWS. Information for Planning and Consultation (IPaC) Tool. https://ecos.fws.gov/ipac/ [Accessed 07/26/2021].

[9] https://www.govinfo.gov/content/pkg/FR-2022-05-03/pdf/2022-09376.pdf#page=1 [Accessed 01/11/2023)

[10] https://www.federalregister.gov/documents/2022/11/30/2022-25998/endangered-and-threatened-wildlife-and-plants-endangered-species-status-for-northern-long-eared-bat [Accessed 01/11/2023]

depending on the slope and presence of retaining walls. The area adjacent to the railroad right-of-way is entirely urban, dominated by residential neighborhoods, industrial, and commercial land uses consisting of paved roadways, alleys, parking lots, and sidewalks, buildings and other structures, and small areas of manicured turf and formal landscaping. The majority of existing vegetation is composed of common, often non-native invasive herbaceous, shrub, and tree species. Not all non-native species are invasive, but there are some occurrences of species known to be invasive in the Chicago region. No native plant communities were observed, though there may be occasional native species scattered throughout.

USFWS has designated Critical Habitat for the Hine's emerald dragonfly (*Somatochlora hineana*) and piping plover (*Charadrius melodus*) within Cook County. Critical Habitat for the Hine's emerald dragonfly is located entirely along the lower Des Plaines River and is not located within or near the Project area. Critical Habitat for the piping plover is located entirely along the coast of Lake Michigan in Illinois and is not located within or near the Project. No other designated Critical Habitat is present within Cook County for the federally listed species.

The northern long-eared bat hibernates in caves and mines in winter, and swarms in surrounding wooded areas in autumn. It commonly roosts and forages in upland forests and woods during the summer. They can be found roosting in cavities or crevices of both live and dead trees and less commonly, in man-made structures such as barns, sheds, and bridges. Rows of live and dead trees are present along the UP North Line. However, because there are no forested areas within 1,000 feet of the Project, suitable habitat for this species is not present. The IDNR has indicated they are not aware of any known summer maternity roost trees in the Project area. Tree removal activities during construction would follow seasonal restrictions based on recommendations from the USFWS and IDNR to avoid impacts to the northern long-eared bat.

The Illinois Endangered Species Protection Act (520 Illinois Compiled Statutes 10/1 from Ch. 8, par. 331) protects state threatened and endangered species. The IDNR online Ecological Compliance Assessment Tool (EcoCAT) was used to determine what potential state-listed species may occur in the Project area. EcoCAT is also a geographic-based online system. It provides information on any natural resources of concern to the IDNR, including state-listed species, Illinois Natural Area Inventory (INAI) sites, nature preserves, and registered Land and Water Reserves.

The EcoCAT report dated July 26, 2021, indicated that the Illinois Natural Heritage Database contains no records of state-listed species, INAI sites, nature preserves, or registered Land and Water Reserves are located near the Project area. **Appendix E** presents the EcoCAT report. Based on the EcoCAT report, which was submitted for informational purposes only, no further coordination with the IDNR was warranted at this time.

U. Impacts on Safety and Security

No adverse impacts on safety or security are anticipated to result from the Project. The Project includes the replacement of 11 railroad bridges that are over 100 years old and have exceeded their design life expectancy. In addition, one (1) railroad bridge built in 1959 would be refurbished. Replacement of these bridges would enhance safety and resiliency and modernize existing infrastructure along the Metra UP North Line services. Vertical bridge clearances would be increased at various bridge replacements to decrease the risk of potential truck strikes. As part of the bridge replacement design, sacrificial beams would be included to protect structural supports at roadway intersections and would serve as a safety improvement. Existing vertical clearances under the bridge would be maintained and slightly improved in certain locations.

Retaining walls that are over 100 years old would be replaced throughout the Project corridor, primarily west of the UP North Line. From south of Diversey Parkway to Belmont Avenue along the westside of the tracks, the proposed retaining walls would be offset at least 2 feet to the east of the right-of-way boundary. A solid barrier 5 feet or taller would be installed on top of the retaining wall. The location, materials and dimensions used for the solid barrier would be selected during final design and be based on safety, constructability, maintenance and community input considerations. This solid barrier would replace fencing that would be used elsewhere along the Project corridor. The proposed offset of the retaining wall and installation of a solid barrier are being incorporated as residential properties and private backyards immediately abut the railroad right-of-way in this area. These design modifications address concerns from adjacent residents, decrease the ability to trespass onto railroad property and deter debris from entering adjacent properties during train operations or track maintenance.

Existing pedestrian and bicycle facilities would be retained following construction and bicycle striping, where present, would be replaced where roadways are being reconstructed. Pedestrian improvements would include ADA compliant sidewalks and restriped crosswalks where bridge underpasses are being reconstructed. No new sidewalks are proposed. Increased lighting is proposed at all bridge replacement locations. During construction activities, BMPs and maintenance of public-way measures would be undertaken to maintain safe and secure pedestrian and traffic conditions and create appropriate detours where necessary.

V. Impacts Caused by Construction

Construction activities are anticipated to begin in 2024 and be completed by 2028. Construction is anticipated to be conducted in three stages to complete track realignment, bridge replacement and refurbishing, retaining wall removal and installation and other construction activities while minimizing rail service disruptions. Conceptual drawings showing the phases of construction and track shift are included in **Section I: Visual Quality**. The preliminary construction stages anticipated are briefly described below. These stages are conceptual and will be further developed through design and as part of the contractor's approach to the work. Stage 1 includes the demolition of the unused third track bay located west of the existing tracks. During Stage 2, the new bridges and tracks for northbound tracks would be constructed, the existing northbound track bay would be removed, and new retaining walls would be constructed on the west side of UP right-of-way. During Stage 3, the new bridges and tracks for southbound tracks would be constructed, the existing southbound track bay would be removed and construction of new retaining walls on the east side of UP right-of-way would be installed where required. Continued two-track operation of the UP North Line is proposed during each phase of construction to maintain service through construction for commuters. During Phase 1, construction on the unused existing third track would occur to adjust tracks to the west. As part of Phase 2 activities, commuter trains would use the third realigned track to allow for continued operation and work to commence on the east side of the tracks. Duration of roadway closures at each reconstructed bridge location would vary based on specific conditions and work to be conducted and will vary depending on existing condition and work to be performed at each bridge.

Actual construction staging, construction methods, and materials may vary following final design plan development, and would depend in part on how the selected construction contractors choose to implement their work to be most time effective, within the requirements set forth in bid, contract, and construction documents. Project construction activities would have some temporary impacts, and measures are proposed to minimize these temporary construction impacts. These are further described and discussed below.

Construction Noise: Noise resulting from construction activities would be temporary and vary during the construction period. Most construction would be conducted during the daytime, but in some limited circumstances, work at night may be required. Work at night would occur when necessary, feasible, permitted by Metra's Project Engineer, and in accordance with City of Chicago ordinances. Metra and construction contractors would notify surrounding residences in advance of times and durations of any nighttime construction. Construction specifications would address the construction noise level factors and procedures, and would conform to any federal, state, and/or local regulations, including applicable sections of the latest Occupational Safety and Health Administration (OSHA) standards.

It is anticipated that there would be micropile drill rigs used for the bridge foundations, large cranes used to lift steel, drilled footings for soldier piles, and wall anchors/tieback drilling, sheet piling and anchoring. Based on FTA's general assessment methodology and criteria, and assuming that the two noisiest types of construction equipment would be drill rigs and pile drivers, noise impact is projected at residences with an unobstructed view of construction sites that are located at distances of up to 180 feet for daytime activities and at distances of up to 570 feet for nighttime activities. The final design engineer would include standard specifications that require the contractor to develop a temporary construction noise and vibration mitigation plan. The contractor would be required to follow the mitigation plan in order to minimize construction-related noise and vibration. Construction activities would be carried out in compliance with Metra specifications and all applicable local noise and vibration regulations.

Construction Vibration: Temporary vibration impacts could result from activities associated with the construction of new bridges, tracks, and retaining walls. It is anticipated that there would be micro-pile drill rigs used for the bridge foundations, large cranes used to lift steel, drilled footings for soldier piles, and wall anchors/tieback drilling and anchoring. Based on FTA methodology and criteria, and assuming that pile drivers would be the type of construction equipment generating the greatest vibration, the potential for vibration damage is expected to be limited to buildings that are located at distances within 50 to 75 feet from pile driving activities, depending on the building's structural category. The potential for vibration annoyance is projected at residential buildings that are located at distances of up to 300 feet from pile driving activities. A detailed assessment of construction vibration impacts would be conducted during the design phase of the Project when specific construction scenarios are available. Construction activities would be carried out in compliance with Metra specifications and all applicable local noise and vibration regulations. The final design engineer would specify that the contractor develop a construction temporary noise and vibration mitigation plan to further detail ways to avoid and minimize construction-related noise and vibration.

Roadway Closures and Detours: During construction, there would be temporary roadway closures related to bridge replacement. Temporary roadway impacts are further described in **Section E. Traffic Impacts**. A detailed MOT Plan would be finalized during subsequent engineering and design in coordination with Illinois Department of Transportation (IDOT), CDOT, and the City of Chicago Office of Emergency Management and Communications. The MOT Plan would ensure that emergency vehicle access is not hindered during construction. The MOT Plan would further define how temporary closures or longer-term lane closures and detours would be addressed to maintain vehicular access. The MOT Plan would include specific measures to reduce impacts (developed during subsequent engineering and design) to determine peak and off-peak traffic period lane closures, traffic control, traffic rerouting measures, and scheduling of construction activities during off-peak traffic periods. Required roadway closures/detours would be permitted through the City of Chicago and would have clearly marked detour routes. Metra would coordinate with CTA on roadway closures and detours in advance of construction to provide temporary reroutes to bus

services. Construction would be phased to minimize these disruptions. Information regarding these temporary closures and detours would be communicated to the surrounding residents and businesses via public announcements.

Pedestrian and Bicycle Access: Pedestrian access at bridge replacement and refurbishment locations would be temporarily impacted during construction activities. This is further described in **Section E. Traffic Impacts**. Sidewalk access would be primarily maintained on at least one side of the street during all stages of construction, except when there is a full roadway closure. Bicycle lane access would not be impeded through construction, where practicable. During certain construction activities, bicycle lanes would need to be removed and bicyclists would need to either ride in general purpose lanes for the short section of the closure or walk their bicycles along the sidewalk when bicycle lane or full street closures are required. The MOT plan, in accordance with CDOT recommendations, would specify how temporary bicycle detours or alternative access would occur within construction zones.

Temporary Construction Access to Adjacent Properties: Construction work primarily would occur east of and within the existing railroad property. Construction activities, including the use and presence of any equipment, are not anticipated within adjacent properties. The staging or location of construction equipment on private property is not anticipated. Temporary construction access at immediately adjacent properties to the railroad right-of-way (e.g., backyards and fencing abutting UP right-of-way) may be required for excavation, retaining wall installation, fencing, and for collection of potential construction debris accumulated during activities. The need for temporary easements will be determined through detailed survey, final design plans and construction means and methods given the proximity of the railroad right-of-way and the Project improvements. As part of the NEPA document preparation, Metra and UP have conducted outreach and coordination with the residents who would be impacted to inform them of the Project and obtain their input and contact information. Metra and UP would complete agreements with any adjacent property owners prior to construction activities if temporary easements are needed.

Disruption of Utilities: As part of continuing Project design activities, Metra would coordinate with affected utilities. Metra would continue to coordinate with utility providers prior to and during construction to minimize construction-related utility disruptions.

Disposal of Debris and Spoil: The proposed plans specify fill to be imported to elevate the railroad tracks. As a result of site preparation activities, vegetation clearance, construction debris, and minimal removal of debris and soil near bridges is anticipated. Additionally, there may be the removal of any soil unsuitable for construction or soil volumes in excess for the new retaining wall construction. Responsibility for disposal would be that of the contractor, subject to all applicable regulations and requirements. Prior to construction and as part of further design efforts, Metra and UP would conduct focused site assessments for areas where earthmoving activities would occur. The assessments would include characterization and evaluation of the potential for encountering hazardous materials and contaminated soils. Metra would conduct asbestos, lead-based paint, and hazardous material surveys of structures before reconstruction or demolition to identify any asbestos, lead-based paint particles, and hazardous materials, such as PCBs or mercury-containing equipment. Any hazardous materials identified would be abated and disposed of in accordance with federal, state, and local regulations.

Prior to construction and to further minimize or avoid the potential for hazardous material impacts, Metra would require the contractor to develop a waste management plan. The waste management plan provides procedures for identifying, characterizing, managing, storing, and disposing of contaminated soil encountered during construction activities. As the Project is over one acre, a site-specific SWPPP is required and would describe methods to prevent or minimize stormwater runoff

from encountering contaminated soil or other hazardous materials. Health and Safety Plans would be developed for construction activities and would be read and signed by all workers before starting any work. During construction, Metra's construction contractors would follow all applicable laws and regulations and assume all responsibility concerning the proper disposal of construction waste and debris. All landscape debris would undergo compost treatments prior to landfill disposal, as regulated by the State of Illinois. The removal of any material determined to be hazardous or contaminated waste would use procedures as regulated by state and local authorities.

Water Quality and Runoff: Management of soil erosion and sedimentation in accordance with the applicable provisions of the latest Illinois Urban Manual would protect water quality. Reference to and incorporation of these provisions would be included in the construction documents.

Air Quality and Dust Control: The Illinois Urban Manual contains design guidelines to address dust control on construction sites. Metra would require the Project contractor to provide a dust control plan to indicate when dust control is needed and identify the appropriate industry standards to be used.

Safety and Security: Safety measures to be taken during construction would include posting signs to inform the public of construction activities and erection of non-intrusion fencing. The construction documents would state the contractor's responsibility for controlled access, safety, and security of the general public, as well as individuals working or visiting the site.

W. Project Requirements and Commitments

Table 11 summarizes the environmental requirements and commitments that would be implemented to avoid and minimize impacts to the surrounding community.

Table 11: Environmental Requirements and Commitments

Environmental Factor	Requirements/Commitments
Temporary Road Closures/Detours	1. Metra would obtain permits for roadway closures through CDOT, and construction would be phased to minimize traffic disruptions. 2. The final design engineer would specify a MOT Plan and detour routes in coordination with IDOT, CDOT, and the City of Chicago Office of Emergency Management and Communications. This plan would ensure that emergency vehicle access is not hindered during construction, and it would identify any required roadway closures and detours along the Project corridor. The MOT Plan would include specific measures to reduce impacts (developed during subsequent engineering and design) to determine peak and off-peak traffic period lane closures, traffic control, traffic rerouting measures, and scheduling of construction activities during off-peak traffic periods. 3. During construction, the contractor would clearly mark roadway detours with signage, temporary roadway markings, and lighting to indicate changes to traffic circulation.

Environmental Factor	Requirements/Commitments
	4. Metra would communicate information through public announcements regarding temporary roadway closures and detours to the surrounding residents and businesses. 5. During final design and prior to construction activities involving temporary road closures, Metra would coordinate with CTA on roadway closures and detours in advance of construction to provide temporary reroutes to bus services. 6. Metra would coordinate with CTA during the design phase and prior to construction activities to ensure that requirements of the CTA's Adjacent Construction Manual would be followed. 7. Roadway reconstruction is anticipated at Cornelia Avenue and Roscoe Street and roadway resurfacing is anticipated at Clybourn Avenue and Fullerton Avenue. At these locations, all existing pavement and roadway markings would be replaced by the construction contractor in accordance with CDOT rules and regulations. At other bridge replacement locations, roadway repaving and lane marking would occur if necessary following construction activities. Metra would coordinate with CDOT during final design regarding roadway design.
Temporary Parking Impacts	8. As construction plans are finalized, Metra would work with the contractor and alderman's offices to identify opportunities to provide parking for construction workers to minimize construction worker use of on-street parking throughout the Project corridor.
Temporary Impacts to Pedestrian and Bicycle Access	9. During construction of bridges, the contractor would maintain sidewalk access on at least one side of the roadway during all stages of construction, where practicable. Full roadway closures and other potential construction-related hazards would require full sidewalk closure. 10. The contractor would not impede bicycle lane access through construction, where practicable. During certain construction activities, bicycle lanes would need to be removed and bicyclists would need to either ride in general purpose lanes for the short section of closure or walk their bicycles along the sidewalk when bicycle lane or full street closures are required. The MOT plan, in accordance with CDOT recommendations, would specify how temporary bicycle detours or alternative access would occur within construction zones. 11. The contractor would be required to not stage construction equipment within bicycle lanes along adjacent roadways where closures are not necessary. This includes the short segment of bicycle lane along

Environmental Factor	Requirements/Commitments
	Ravenswood Avenue connecting the eastbound Roscoe Street bicycle lane to School Street.
Visual Environment	12. Where feasible, landscaped areas and other vegetation within public-way would be preserved. The designer will identify landscaped areas and other desirable vegetation within public-way that may be disturbed or removed due to construction. 13. Metra would develop landscaping plans as part of final design development to identify the locations and specifications for landscaping to be installed within the public-way following construction. Coordination would occur with CDOT, the City of Chicago's Bureau of Forestry, alderman's offices, Cook County and other stakeholders to incorporate the public's vision for landscaping within the public-way, where feasible, and identify opportunities to expand the tree canopy of the surrounding neighborhood. Public-way areas that would be considered for restoration or replacement include the "Unknown Garden" and other publicly-owned vegetated areas immediately adjacent to the Project corridor. 14. Metra would identify examples of landscaping and vegetation restoration concepts within the temporary easement areas of private yards that would be affected by construction. Coordination would occur with private residences regarding restoration in these areas as part of temporary easement agreements, where construction activities impact adjacent properties. 15. Where feasible, Metra would implement tree BMPs such as temporary fencing to avoid impacts to trees and landscaped areas located immediately adjacent to railroad right-of-way. 16. Metra would incorporate, where feasible, the public's preferences for fencing/barrier types and form liner patterns to be used at new retaining walls. 17. At bridge replacement locations, the contractor would install improved lighting systems under the bridges to improve pedestrian access and sightlines. 18. At the Roscoe Street bridge, the existing mural would be removed for bridge reconstruction. Metra would coordinate with CDOT, alderman's offices, Cook County, UP and other stakeholders as part of final design to determine options for a new community identifier.
Noise and Vibration	19. In limited cases, nighttime construction activities may be required. This would occur, when necessary, feasible, permitted by the Metra Project

Environmental Factor	Requirements/Commitments
	Engineer, and in accordance with City of Chicago ordinances. Metra and the construction contractor would notify surrounding residences in advance of times and durations of any nighttime construction.
Acquisitions and Relocations	20. Metra, UP and the construction contractor would determine the need for temporary easements through detailed survey, final design plans and construction means and methods given the proximity of the railroad right-of-way and the Project improvements. Metra and UP would complete agreements with any adjacent property owners prior to construction activities if temporary easements are needed.
Hazardous Materials	21. Prior to construction and as part of final design efforts, Metra and UP would conduct focused site assessments for areas where earthmoving activities would occur. Assessments would include characterization and evaluation of the potential for encountering hazardous materials and contaminated soils. Metra would conduct asbestos, lead-based paint, and hazardous material surveys of structures before reconstruction or demolition to identify any asbestos, lead-based paint particles, and hazardous materials, such as PCBs or mercury-containing equipment. Any hazardous materials identified would be abated and disposed of in accordance with federal, state, and local regulations as part of construction. 22. Prior to construction and to further minimize or avoid the potential for hazardous material impacts, Metra would require the contractor to develop a waste management plan. The waste management plan provides procedures for identifying, characterizing, managing, storing, and disposing of contaminated soil and groundwater encountered during construction activities. The waste management plan would cover the entire Project area, as it is assumed that all material has at least some level of contamination associated with it. 23. During construction, Metra's construction contractors would follow all applicable laws and regulations and assume all responsibility concerning the proper disposal of construction waste and debris. All landscape debris would undergo compost treatments prior to landfill disposal, as regulated by the State of Illinois. The removal of any material determined to be hazardous or contaminated waste would use procedures as regulated by state and local authorities.
Water Quality	24. The contractor would obtain a NPDES CGP permit prior to construction activities. This would include contractor preparation of a site-specific SWPPP to identify, describe, and reduce the discharges of potential sources of pollution from the construction site and would further detail BMPs in accordance with the Illinois Urban Manual to prevent pollutant discharge and ensure water quality is protected.

Environmental Factor	Requirements/Commitments
	25. Metra would coordinate with CDOT during final design regarding stormwater drainage improvements as part of lowering the roadways at Roscoe Street and Cornelia Avenue.
Ecologically Sensitive Areas and Endangered Species	26. Tree removal activities during construction would follow seasonal restrictions based on recommendations from the USFWS and IDNR to avoid impacts to the northern long-eared bat.
Safety/Security	27. Metra would coordinate with CDOT and IDOT on requirements for design where any bridge locations deviate from established vertical clearance requirements. 28. The contractor would include safety measures to be taken during construction including posting signs to inform the public of construction activities and erecting no intrusion fencing. Construction documents would state the contractor's responsibility for controlled access, safety, and security of the general public, as well as individuals working or visiting. 29. Where sidewalks and roadways are being replaced, Metra would provide pedestrian improvements through enhanced ADA-compliant sidewalks, restriped crosswalks, and increased lighting where bridge underpasses are being reconstructed. 30. From south of Diversey Parkway to Belmont Avenue along the westside of the tracks, the proposed retaining walls would be offset at least 2 feet to the east of the right-of-way boundary. A solid barrier 5 feet or taller would be installed on top of the retaining wall. The location, materials and dimensions used for the solid barrier would be selected during final design and be based on safety, constructability, maintenance and community input considerations.
Construction	31. The final design engineer would include standard specifications that require the contractor to develop a temporary construction noise and vibration mitigation plan. The contractor would be required to follow the mitigation plan in order to minimize construction-related noise and vibration. Construction specifications would address the construction noise level factors and procedures, and would conform to any federal, state and/or local regulations, including applicable sections of the latest OSHA standards. 32. Metra would conduct ongoing coordination with affected utilities during design, pre-construction and construction phases to minimize construction-related utility disruptions.

Environmental Factor	Requirements/Commitments
	33. Metra would require the Project contractor to provide a dust control plan in accordance with the Illinois Urban Manual to indicate when dust control is needed and what appropriate industry standards are to be used.

X. Public Involvement

Metra coordinated outreach to stakeholders and the public throughout the development of the Project. This has included public meetings, stakeholder outreach meetings, and coordination with adjacent property owners who could be affected by the Project. The joint efforts between Metra and its stakeholders enabled the sharing of details and visions for the Project. It also provided stakeholders the opportunity to express their comments about Project objectives and seek opportunities to enhance the Project. **Appendix G** provides supporting supplemental documentation, including the Public Participation Plan, Public Outreach Summary Report, stakeholder list, and supporting materials.

Public Meetings

Metra hosted one virtual public meeting and one in-person public meeting at two key points during of the NEPA environmental review process. The public meetings were conducted on September 9, 2021, and April 27, 2022. Following the first public meeting, attendees were provided the opportunity to voice their questions and potential concerns through submissions during the registration period and a questions and answers period following presentation of information. In general, members of the public and stakeholders are supportive of the Project and understand the benefits the Project would provide. Residents commented and requested more information regarding property impacts, visual changes from vegetation removal and retaining walls, traffic effects, potential noise and vibration impacts and other potential effects from the Project. Additional details on meeting input are provided below and in **Appendix G**.

The first virtual public meeting served to introduce the Project and provided information on preliminary design plans, anticipated improvements and benefits, the environmental review process, and construction timeline as well as early construction staging plans. A frequently asked questions document was developed based on comments received and shared with attendees through the Project website. Public and stakeholder questions and comments centered around clarification on the Project details, including location of west shifting of tracks, retaining wall replacement locations, impacts to properties that are directly adjacent with backyards facing the railroad rights-of-way and retaining wall, and construction timing. The public also asked for further details to be provided as part of additional design and development of the environmental review analysis, including further details on temporary detours to the nearby roadways and pedestrian and bicycle access, opportunities following construction for restoring landscaping, and other potential aesthetic treatments.

The second public meeting was conducted in an open house format with six stations consisting of a looping Project introduction video, Project overview, construction, NEPA, community feedback, and sensitive conversations. At the meeting, preliminary results from the environmental review were presented and additional details from design progression were shared based on early comments and input. During the meeting, an impromptu question and answer forum was held to allow the public to ask questions directly to Metra representatives. The community was also encouraged to

review and vote on overall design aspects of the retaining walls and landscaping opportunities within public-way. Retaining wall design options were made available regarding the type of fencing to be installed on top of the retaining walls and the retaining wall treatment patterns that affects the overall look and feel. Within public-way area, there is also available space to incorporate more vegetation in the form of landscaped areas for beautification and screening, additional tree canopy, or a more community-led effort consisting of gardens or landscaping.

Public comments were collected through open house registration, comment cards, emails and group forum questions. The most common topics of public questions and comments from the public open house were related to the following: track shift, retaining wall design and installation, adjacent property impacts, noise and vibration impacts and tree and natural area impacts. **Appendix G** provides detailed outreach summaries from these meetings.

A third public meeting is planned prior to construction activities to notify and communicate the proposed construction activities and timelines to the community.

Public meetings were advertised through press releases, a website, social media, newspaper advertisements, fact sheets, hard copy flyers, and yard signs posted along the Project corridor and at nearby Metra stations. For the second public open house, postcards via mail to all residents in the vicinity of the Project to encourage more participation. Individual stakeholders such as the Ward 32 and 47 Aldermen were asked to further advertise public meetings in e-newsletters, social media, and other outreach channels. Meeting flyers were available in both English and Spanish. Accommodations for visually or hearing impaired and non-English-speaking populations were made for public materials and at public meetings when requested.

A comprehensive frequently asked questions (FAQ) section and other Project details were regularly added to the Project website to provide more information and address the public's questions and comments. The website was regularly updated following public meetings as well as following other outreach efforts.

Stakeholder Outreach

Metra staff and Project team members sought feedback from stakeholders throughout the planning process. Community groups, chambers of commerce, adjacent condominium associations, and individual residents were identified and contacted to discuss the Project. **Table 12** describes the stakeholder meetings held during the planning process. Stakeholder outreach will continue through final design and construction of the Project.

Table 12: Stakeholder Outreach Meetings

Meeting Date	Stakeholder Group	Representatives
August 10, 2021, January 19, 2022, and March 28, 2022	Ward 32 Alderman's Office	Alderman Waguespack's Staff
August 10, 2021, January 19, 2022, and March 15, 2022	Ward 47 Alderman's Office	Alderman Matt Martin and Staff
September 2, 2021, and March 21, 2022	Lakeview Roscoe Village Chamber of Commerce	Becca Smith and Colton Davis, Lakeview Roscoe Village Chamber of Commerce

Meeting Date	Stakeholder Group	Representatives
September 3, 2021, and March 21, 2022	Roscoe Village Neighbors	Larry Peterson and Ryan Jacox, Roscoe Village Neighbors
February 3, 2022	Chicago Department of Transportation	CDOT Staff
April 6, 2022	US Congressman Mike Quigley's Office	Congressman Quigley's Staff: Charlie Chamness and Dana Fritz

Direct Outreach to Adjacent Property Residents

This Project includes a unique circumstance in that the delineation of property lines is not easily visible without detailed survey data typically obtained as part of final design plan development. Some adjacent properties along the Project corridor are directly adjacent and may encroach into UP rights-of-way where some properties have utilized space along the right-of-way lines as part of their backyard or garden area. This Project requires the reconstruction of abutments and construction of new retaining walls along UP rights-of-way. Therefore, as part of outreach efforts conducted, an outreach specialist was assigned to conduct direct one-on-one outreach to adjacent property owners to provide a one-stop source for providing Project information and obtaining feedback from property owners in further development of design and construction plans.

Individual and smaller group meetings with homeowner's associations or groups of homes were conducted to provide an opportunity for disseminating and obtaining input from these property owners. At these meetings, Project team members presented more detailed information on the proposed improvements and changes that would impact specific adjacent residents. An opportunity was made for residents to ask questions and comment on the Project.

As of December 2022, 17 individual and small group meetings were held with adjacent residents. In addition, multiple meetings were held with three (3) homeowner's associations or groups of homes, which included onsite and follow up meetings as needed. Opportunities for individual resident and group meetings with adjacent residents were advertised at the public meetings, on the Project website, via email updates and through individual outreach with the Adjacent Project Liaison. A Project database was also established to monitor and track these outreach efforts and the comments that were received.

Adjacent resident coordination will continue through final design and construction of the Project.