



95th Street Terminal Improvement Project

Environmental Assessment (EA)

February 8, 2013

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95th Street Terminal Improvement Project
Cook County, Illinois

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332 (2)(c)

by the

U.S. Department of Transportation

Federal Transit Administration

and the

Chicago Transit Authority



FTA

2-8-2013

Date of Approval



CTA

2-8-2013

Date of Approval

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Abstract

The 95th Street Terminal Improvement Project is located in the City of Chicago, Cook County, Illinois and is situated above the median of the Dan Ryan Expressway in the Roseland community. This Terminal is the southern terminus of the Chicago Transit Authority's (CTA) Red Line. Approximately 20,000 patrons use the Terminal every day, with over 4 million customers annually. In addition to the CTA Red Line, this Terminal serves 13 CTA Bus Routes, 5 Pace suburban bus routes and 10 Greyhound and Indian Trail intercity buses. More than 1,000 CTA and Pace bus trips are made to and from the Terminal each day.

The proposed expansion of the 95th Street Terminal includes the following elements:

- Expansion of the bus Terminal through additional decking above the Dan Ryan Expressway;
- Expansion of sidewalks to better accommodate the large number of customers, prevent overflow of customers into unsafe areas, and enhance safety at the Terminal;
- Expansion of the rail Terminal to provide additional capacity, accessibility, and circulation;
- Addition of more fare gates in order to increase passenger flow;

- Provision of additional means of vertical circulation in order to assist with the Terminal's increased capacity and to better accommodate passengers with limited mobility;
- Expansion and reorganization of office and utility space for better operations;
- Expansion of concession areas for rider convenience and place-making;
- Improved transfers (Bus to Bus and Bus to Rail).
- Acquisition of land to the east of the existing Terminal, as required, for construction staging of equipment and materials.

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1. INTRODUCTION

1.1 Purpose and Need

The Federal Transit Administration (FTA) as the lead Federal agency, and the CTA, as the Project sponsor jointly prepared this Environmental Assessment (EA) to evaluate and assess potential impacts to the human and natural environment and historic integrity which may result from the 95th Street Terminal Improvement Project on the Red Line (“the Project”).

The purpose of the project is to improve circulation and safety for riders by relieving congestion, adding new bus bays, widening customer waiting areas, adding a Terminal entrance, and providing pick-up/drop-off space for disabled paratransit riders. This work will improve the overall performance of buses with more efficient movements, less idling times, and reduced pedestrian flow conflicts.

Pedestrian and bus congestion is a daily problem at the CTA’s Red Line 95th Street Terminal, affecting overall performance of the facility, reducing operational efficiency, and resulting in poor customer experience. Because of limited employment options in the south side of Chicago, residents need to travel long distances to the Chicago Central Business District or other regional employment centers. The area’s strong dependence on the Red Line to reach these opportunities, coupled with a constrained street network and deficiencies of the 95th Street Terminal, result in longer travel times. According to American Community Survey (ACS) data from recent years, commute times for the south side area are longer than the average commute times in Cook County. Despite the challenges, transit ridership in this area is strong, and the population is highly dependent upon CTA services.

The Terminal rehabilitation project is critical for the safety of both the transit and bus riders who face overcrowding on a daily basis in the Terminal and transit platforms. This project will increase passenger safety, improve access to jobs, educational facilities, parks, and places of worship in the project area, and create temporary jobs associated with the construction of the Terminal.

1.2 Detailed Project Description

The 95th Street Terminal Improvement Project is located in the City of Chicago, Cook County, Illinois and is situated above the median of the Dan Ryan Expressway in the Roseland community (**Figure 1**). Beginning at the northwestern most point at 94th Street and South Lafayette Avenue, the project area boundary follows South Lafayette Avenue heading south, crossing over 95th Street, continuing south until it turns east approximately 500 feet south of 95th Street crossing over the Dan Ryan Expressway and intersecting with South State Street. The project area boundary then proceeds in a northerly direction following South State Street until it intersects 95th Street, at which point it turns east and proceeds for another 200 feet. At this point along 95th Street, the boundary proceeds in a northerly direction, crossing over 95th Street proceeding approximately 200 feet until it intersects with a local street and turns west. The boundary continues in a westerly direction for approximately 100 feet, before proceeding

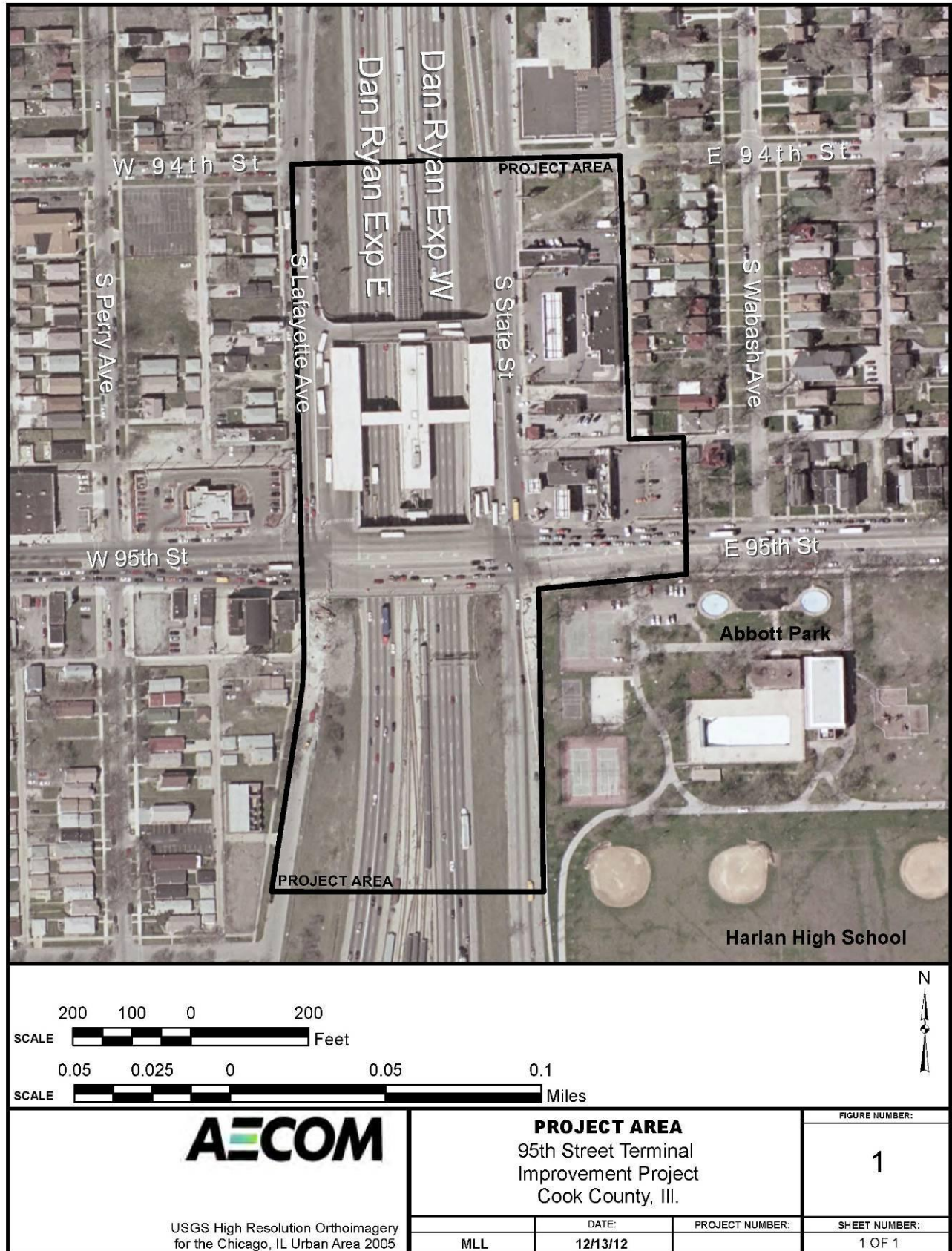


Figure 1: 95th Street Terminal Improvement Project Area

north along a local street (parallel to the east of South State Street). At 94th Street, the boundary turns west and connects to the starting point at 94th and South Lafayette Avenue.

The existing station has an address of 14 W. 95th Street, Chicago and is located at the southern terminus of the CTA Red Line. Approximately 20,000 customers go through the Terminal every week day, with over 4 million customers annually. In addition to the CTA Red Line, this Terminal serves 13 CTA bus routes, 5 Pace suburban bus routes and 10 Greyhound and Indian Trail inter-city buses. More than 1,000 CTA and Pace bus trips are made to and from the Terminal each day.

The proposed improvements to the 95th Street Terminal include the following elements:

- Expansion of the bus Terminal through additional decking above the Dan Ryan Expressway;
- Expansion of sidewalks to better accommodate the large number of customers, prevent overflow of customers into unsafe areas, and enhance safety at the Terminal;
- Expansion of the rail Terminal to provide additional capacity, accessibility, and circulation;
- Addition of more fare gates in order to increase passenger flow;
- Provision of additional means of vertical circulation in order to assist with the Terminal's increased capacity and to better accommodate passengers with limited mobility;
- Expansion and reorganization of office and utility space for better operations;
- Expansion of concession areas for rider convenience and place-making;
- Improved transfers among transit modes (Bus to Bus and Bus to Rail);
- Acquisition of approximately 2.3 acres of land to the east of the existing Terminal, as required, for construction staging of equipment and materials, contractor office and trailers, field fabrications and assemblies, etc.; and;
- Accessibility upgrades (other than elevators).

2. ALTERNATIVES

Project alternatives considered are summarized below:

2.1 No-Build Alternative

The No-Build Alternative would not provide for any Terminal upgrades or expansions. Accessibility upgrades would not be provided at the 95th Street Terminal. Routine Terminal upkeep (i.e. painting, lighting, and cleaning) would proceed under normal CTA maintenance time frames at the Terminal.

High congestion and overcrowding will continue and may even increase in the future as the community grows and demand for public transportation rises. Despite the severe congestion, safety of customers will continue to be a concern for CTA and users of the Terminal.

The No-Build Alternative would not address the needs of the project.

2.2 South Alternative

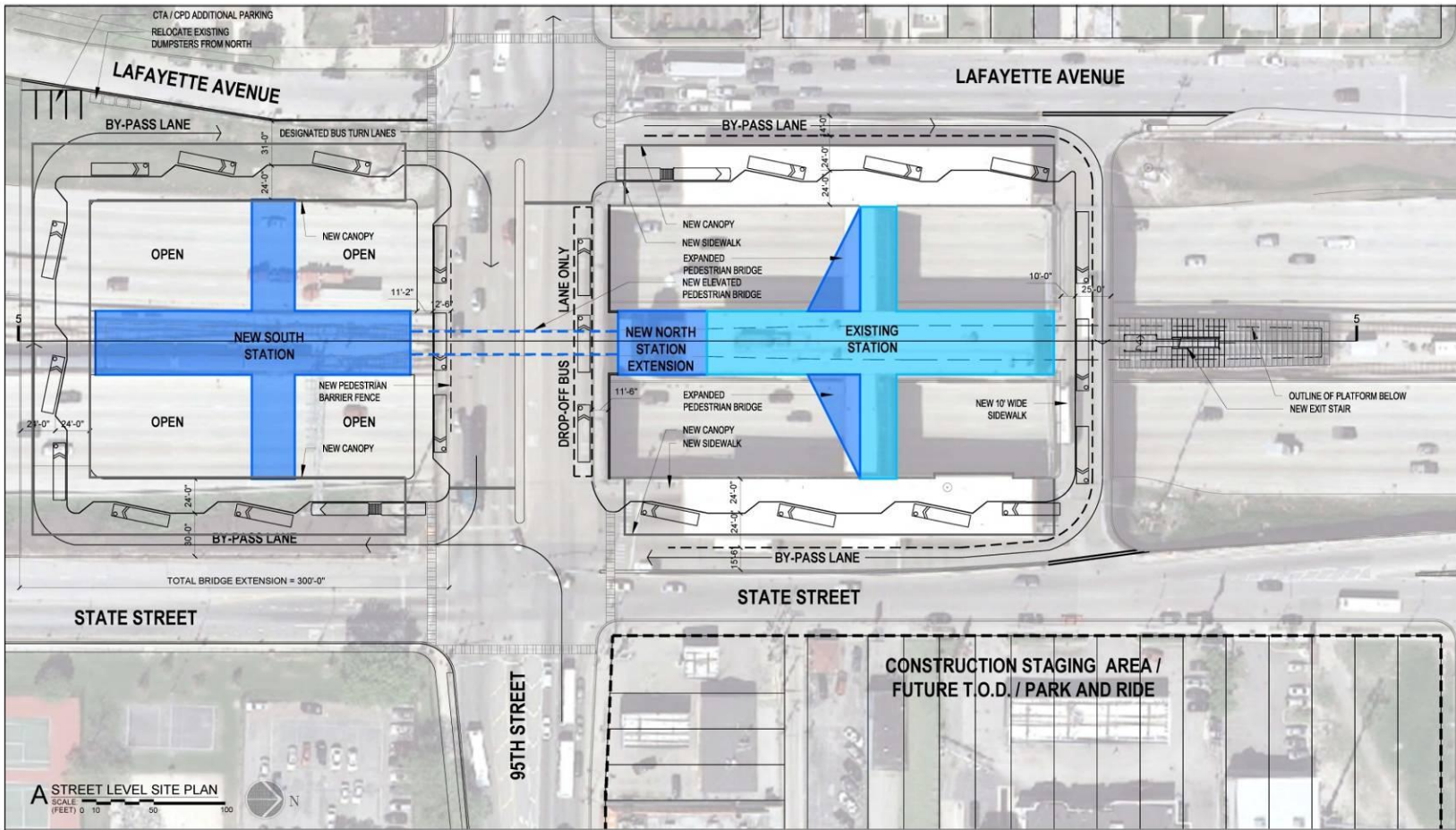
The South Alternative would involve rehabilitation of the existing Terminal on the north side of 95th Street and would allow the existing Terminal to be expanded to create new entrances directly on 95th Street. A new Terminal on the south side of 95th Street would also be constructed to accommodate additional buses and provide a second station house. A pedestrian bridge above 95th Street would provide a safe connection for pedestrians to cross between each station house. **Figure 2** illustrates the project as described above, including the proposed location of the new Terminal on the south side on 95th Street, the location of the pedestrian bridge over 95th Street, the proposed expansion of the existing Terminal to the north of 95th Street. .

Wider sidewalks and boarding areas, a new pedestrian bridge, and new canopies would be constructed to allow safer, more efficient travel for customers utilizing the 95th Street Terminal. The platform for the South Alternative is designed to provide 16-car train capacity, as compared to the current 8-car platform capacity. The South Alternative also provides approximately five more bus bays than the current configuration. There will not be an increase to bus or rail service, but an increase in efficiency as a result of the improvements. The improvements will also provide the opportunity for expanded service in the future if conditions demand it.

A new Terminal will be built on the south side of 95th Street above the Dan Ryan Expressway. The new space will offer an additional entrance from 95th Street, and will conform to the American with Disabilities Act (ADA). Customers will be able to board buses within newly constructed bus lanes designed with safety being the top priority.

The alternative would require the acquisition of twenty-one (21) individual tax parcels (totaling 2.3 acres), under nine (9) separate owners, on the eastern side of the project area along State Street and 95th Street. The parcels consist of vacant area, a parcel with a cell tower, gas stations and commercial facilities. Businesses will be relocated as required. All property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C. 4601. This area will be used as a construction staging area by CTA and contractors and is required in order to implement the project. After completion of the new 95th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use. **Figure 3** highlights the temporary staging for construction on properties that would be required as part of the acquisition. Specifically, the northern most parcels acquired are proposed for the pedestrian bridge assembly. To the south, space would be designated for staging of construction materials, followed by space for field offices and parking.

The South Alternative would meet the project needs. As a result, it was identified as the Preferred Alternative.



CHICAGO TRANSIT AUTHORITY CTP CHICAGO TRANSIT PARTNERS	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	DATE	DESCRIPTION							<h2 style="margin: 0;">PRELIMINARY DESIGN DRAFT</h2>	PROJECT NAME: 95th TERMINAL SOUTH EXPANSION <hr/> DATE: OCTOBER 10, 2012 EXHIBIT NO.: 2
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Figure 2. South Alternative

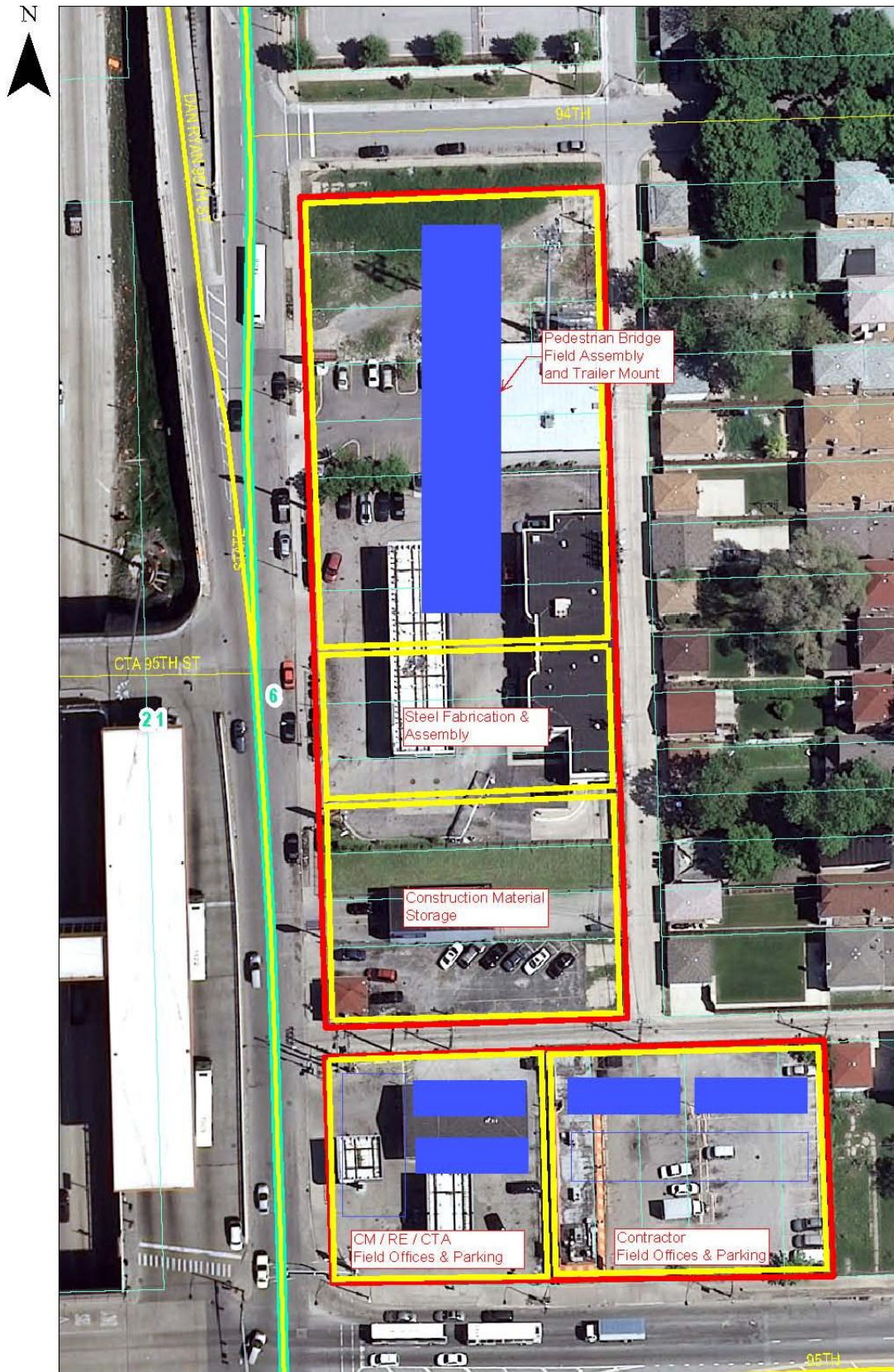


Figure 3: Temporary Staging for Construction on Properties/Buildings to be Acquired

3. AFFECTED ENVIRONMENT, IMPACTS TO ENVIRONMENTAL RESOURCES AND PROPOSED MITIGATION

3.1 Metropolitan Planning and Air Quality Conformity

The project area is located within an EPA-designated non-attainment area due to measured violations of the National Ambient Air Quality Standards (NAAQS) for ground level ozone (O₃) and particulate matter (PM_{2.5}). As a result of the non-attainment status, an air quality evaluation is required under the Clean Air Act to assess compliance with the Transportation Conformity Rule on a regional and project-level basis. On a regional level, the project is assumed to conform with the provisions of the State Implementation Plan (SIP) if it is included in the *Fiscal Year 2010-2015 Transportation Improvement Program (TIP)* adopted by Chicago Metropolitan Agency for Planning (CMAP) and the *GOTO 2040 Comprehensive Regional Plan for Northeastern Illinois* (October 2010). Both plans were found to conform by the Federal Transit Administration and the Federal Highway Administration on October 25, 2010. The 95th Street Terminal Improvement Project is included in the currently approved TIP [ID 16-02-0004]. On a project level, pollutant concentrations at hot spots such as congested intersections must be evaluated to determine compliance with the NAAQS.

The 95th Street Terminal currently is one of Chicago's busiest and congested intermodal stations. Periodic and temporary lane closures on roads in the vicinity of the project will occur during construction while the Terminal remains open for bus and rail passengers. Consequently, there could be negative impacts to traffic and air quality during construction, although, they are not expected to be significant as discussed in more detail in sections 3.3 and 3.4 below. Under both the full South Alternative and No-Build Alternative, future buses serving the 95th Street Terminal are expected to operate with the same frequency and routes as the current bus service. Additionally, no changes are proposed to the rail alignment or to the frequency of rail service. The reconfiguration, expansion and redesign of the new 95th Street Terminal is intended to improve safety and operational efficiency as passengers alight, board, and transfer between buses and trains. The completed project will significantly reduce bus delays and traffic conflicts while improving pedestrian-friendliness and amenities.

The project will modify transit operations so that buses serve either the north or south Terminal locations. This change will include modifications to the traffic control system, primarily by adjustments to traffic signalization, to allow buses to enter and exit the Terminal efficiently. It is not expected that these changes will cause significant adverse impacts to general traffic or air quality after construction pursuant to the details provided in sections 3.3 and 3.4 below. However, as outlined in those sections, CTA will complete a quantitative traffic analysis study and hot-spot analysis to accurately quantify the impacts to air quality both during and after construction.

3.2 Zoning

The dominant existing zoning and land use surrounding the 95th Street Terminal is residential, with some commercial land use along 95th Street and State Street. **Attachment 1** illustrates the land uses around the Terminal; **Attachment 2** illustrates the zoning around the Terminal. As a

result of the property that will be acquired along State Street and 95th Street on the east side of the existing Terminal, there will be changes to land use. The property will be acquired and used for construction staging during the time period needed to rehabilitate the existing Terminal and construct the new Terminal. After completion of the new 95th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.

CTA is working with the Zoning Ordinance Administration Division of the Chicago Department of Housing and Economic Development to initiate the process of zoning map amendments in order to rezone the CTA Dan Ryan Red Line right-of-way property to be within a Transportation (“T”) District as described in Chapter 17-6 of the Chicago Municipal Code (**Attachment 3**). The properties to be acquired are currently zoned *C1-1 Neighborhood Commercial District*. Although the area would be re-zoned, the use would complement the existing land use and support the surrounding zoning with a *Transportation District* zone designation.

Transportation districts permit by right “commuter and freight rail lines and activities directly related to the provision of commuter or freight rail service,” as well as “customary and incidental accessory uses to any of the uses described above, as determined by the Zoning Administrator.” Changing the zoning of CTA’s right-of-way will simplify the site plan and building permit review processes, eliminating the need for special use review by the Chicago Zoning Board of Appeals for additions to or modifications of existing transit stations/Terminals operated by the CTA within the right-of-way.

The initial step in this process is to craft appropriate draft legislation, to be presented to the Chicago City Council by the Zoning Administrator. To this end, CTA has provided the Zoning Ordinance Administration Division of the Chicago Department of Housing and Economic Development with a description of the property, as well as, property survey files of the existing right-of-way. It is anticipated that this proposed legislation will be introduced to the Zoning Committee of the City Council in early 2013.

3.3 Traffic Impacts

Existing Street Network

The 95th Street Terminal is located on the north side of 95th Street in Chicago, between State Street and Lafayette Avenue. 95th Street is oriented east-west, and State Street and Lafayette Avenue are oriented north-south. State Street operates as a one-way in the northbound direction, and Lafayette Avenue operates as a one-way in the southbound direction.

The Terminal is also co-located with the Dan Ryan Expressway (Interstate 90/94), which runs north-south below grade, between State Street and Lafayette Avenue, and perpendicular to 95th Street. A portion of 95th Street is a bridge structure over the Dan Ryan Expressway. North of 95th Street, State Street merges with an entrance ramp to the northbound lanes of the Dan Ryan Expressway. Lafayette merges with an exit ramp from the southbound lanes of the Dan

Ryan Expressway. A bus-only bridge connects Lafayette Avenue and State Street and is located north of 95th Street at the north end of the Terminal.

The facility is a combined bus and rail Terminal. The bus Terminal and station entrance are located at grade, while the platform level is located below-grade in the median of the Dan Ryan Expressway. Buses enter and exit the Terminal at 95th Street. In addition, buses enter the Terminal from Lafayette Avenue and exit onto State Street.

95th Street has signalized intersections at Lafayette Avenue and State Street. A bus-only signal is provided for buses exiting the Terminal near the intersection of 95th and State Street. Marked crosswalks are provided on the north and south sides of 95th Street for pedestrians crossing Lafayette Avenue, State Street, and the Terminal roadways. Marked crosswalks are provided west of Lafayette Avenue and east of State Street for pedestrians crossing 95th Street.

Existing Traffic Volumes

The Illinois Department of Transportation (IDOT) performs counts of vehicles on expressways, ramps and some arterials. These counts provide an estimate of the Average Daily Traffic (ADT) for the highway operations (**Table 1**).

Location	Date	ADT
Northbound State Street between 94th and 95th Streets	2002	12,100
Exit Ramp from SB Dan Ryan (via Lafayette/95th)	2002	13,800
Lafayette Ave. and 91st Street	2010	2,750
State Street and 91st Street	2004	15,100
Dan Ryan Expressway (I-94)	2010	217,500
E. 95th Street and S. Michigan Ave.	2009	20,000
W. 95th Street and S. Yale Ave.	2010	24,200
Average E. 95th Street Volume:		22,100

Source: Illinois Department of Transportation (<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>)

Table 1. Average Daily Traffic (ADT) in Project Area

Using the traffic count data available from IDOT, the ADT on Lafayette Avenue at 95th Street is estimated at 16,550 vehicles, and the ADT on State Street at 95th Street is estimated at 15,100 vehicles. North of the Dan Ryan access ramps, the ADT is estimated at 2,750 on southbound Lafayette Avenue and 3,000 on northbound State Street. The ADT on 95th Street is approximately 22,100. A full traffic analysis would be required to determine the intersection and roadway levels of service (LOS) and volume to capacity (V/C) ratios in the study area. As

described below in the traffic impacts discussion, CTA will complete a quantitative traffic analysis study prior to construction and no later than June 30, 2013.

Existing Bus Terminal Operations

CTA, Pace, Greyhound, and Indian Trail buses serve the Terminal. Buses currently enter the station from Lafayette Avenue at the northwest corner of the Terminal and from 95th Street at the southwest corner. Buses exit from the northeast corner of the station onto State Street and at 95th Street from the southeast corner. Generally, buses exit the Terminal in the same direction from which the bus entered the Terminal. For example, buses approaching the Terminal from the east on 95th Street enter the Terminal, travel clockwise around the Terminal roadways, stop at an assigned berth, and exit back on to 95th in the eastbound direction. Similarly, buses approaching from the north on Lafayette will enter the Terminal via the north bus bridge. Buses berth on the bridge and then exit the Terminal, proceeding north on State Street.

Due to capacity limitations at the existing 95th Street Terminal, it is common for buses to park in front of residences along the west curb of Lafayette Avenue between 95th and 94th Streets for varying periods of time.

Pedestrians and bicyclists generally access the Terminal from 95th Street. They either board a bus in the bus Terminal, or they may enter the rail Terminal from Lafayette Avenue or State Street.

Project Construction Impacts

There is a high volume of vehicles in the project area due to the proximity of an interstate highway, exit and access ramps, and the number of pedestrians and transit operations. Close coordination and joint planning between CTA and the transportation agencies with jurisdiction will occur to reduce any potential construction-related impacts and to protect the safety of transit passengers, operators, and the general public traveling through the active construction zone.

Prior to construction, CTA will obtain construction permits from the Chicago Department of Transportation (CDOT), which is the permitting agency for public right-of-way closures and turning restrictions in the project area (excluding the Dan Ryan Expressway and the expressway access ramps merging with State Street and Lafayette Avenue). As a condition of permit issuance required by CDOT, CTA will provide a Maintenance of Traffic (MOT) plan identifying the necessary traffic control devices that will be implemented to warn the public, delineate the work area, and insure adequate traffic flow at all times through the project area. CTA will develop the MOT plan during the project design process. The plan will indicate lane and sidewalk closures, traffic turning restrictions, and parking impacts for each stage of construction. The MOT plan will be shared with CDOT at the 30% design level, with plan updates and refinements submitted at the 60% and 90% design levels. The MOT plan will be reviewed and approved by CDOT and incorporated into conditions of the permit. The number, type, color, size and placement of all traffic control devices specified in the MOT plan will comply with the IDOT "Manual on Uniform Traffic Control Devices for Streets and Highways" and IDOT's

“Quality Standard for Work Zone Traffic Control Devices”. In addition to barricades and traffic control devices, CDOT may also require the use of detours, signage (including variable message signs) and traffic control aides. CDOT will restrict the hours for public right-of-way closures as necessary to minimize the impact during peak travel times.

In addition to CDOT, CTA will also coordinate with IDOT as the permitting agency responsible for the issuance of construction permits for temporary traffic restrictions, including lane and shoulder closures that may be required on 95th Street, the expressway access ramps merging with State Street and Lafayette Avenue, and the Dan Ryan Expressway. A project coordination meeting was held on August 2, 2012 between the CTA and IDOT management to discuss the project. At that time, CTA and IDOT discussed the need for temporary night time lane closures to accommodate the installation of abutment walls and the placement of steel beams over the Dan Ryan Expressway. At the meeting, based on CTA’s constructability review for the project, CTA stated that requests for lane and shoulder closures would be made in accordance with IDOT’s guidelines entitled “*Keeping the Expressway Open to Traffic*” (**Attachment 4**). These guidelines include tables which specify the type of closures IDOT allows by location on the Dan Ryan expressway, night of the week and available hours. CTA will abide by these guidelines as contract documents are developed for construction of the Project. CTA will also share design plans with IDOT at the 30%, 60% and 90% levels as part of the approval process.

Based on CTA’s compliance with the CDOT and IDOT requirements, it is expected that road lane closures and restrictions will be relegated to days and times with the least impacts to traffic during construction. Therefore, the traffic impacts in terms of increased road congestion and reduced air quality are certainly possible but not expected to be significant during construction. However, prior to construction, and no later than June 30, 2013, CTA will submit to FTA a complete quantitative traffic analysis which will identify the impacts of the project on traffic congestion and flow both during construction and after construction. The findings of this traffic analysis and any mitigation for identified impacts will be incorporated into an amendment to the final National Environmental Policy Act (NEPA) decision document for this project, which is assumed to be a Finding of No Significant Impact (FONSI). The NEPA decision document will be updated to incorporate information from the aforementioned CDOT permit documentation/MOT plan and expectations for IDOT lane restrictions. The NEPA decision document will include procedures to safely protect and monitor workers, transit passengers and operators, expressway/roadway users, and the general public during the active construction period. The NEPA decision document will delineate the use of way-finding signage and customer information specialists to provide direction and assistance to transit patrons and additional supervision to provide assistance to transit operators. The NEPA decision document will analytically and quantitatively demonstrate that the project can be implemented pursuant to the aforementioned CDOT and IDOT provisions without significant impacts to traffic flow and related safety during and after construction.

Proposed Terminal Operation Impacts

The proposed project provides a substantial amount of additional space for bus berths and bus movement within the station in addition to passenger waiting/boarding areas and other

amenities compared with the existing Terminal configuration. During the peak period at the existing Terminal, CTA and Pace operate a combined total of 133 trips per hour (110 CTA and 23 Pace, inbound and outbound). The proposed project would increase the available bus capacity by 24%, which would theoretically allow up to 165 trips per hour – an increase in capacity from 67 vehicles per hour to 83 vehicles per hour. Nevertheless, CTA does not currently have any plans to expand the number of buses serving the new terminal. The project also does not include any major permanent changes to existing local or expressway travel lanes or parking in the project area.

The existing sidewalk and Terminal configuration does not currently allow for pedestrian access from 95th Street. As part of the project, pedestrian access to the Terminal will be provided from both the north and south sides of 95th Street, with an overhead pedestrian bridge providing a secure pedestrian crossing over 95th Street. The existing sidewalk configuration on the south side of 95th Street adjacent to the Terminal will be reconfigured and widened to the south to provide an area for a new eastbound pull-off area for buses. No permanent reduction in travel lanes on 95th Street will occur. The area on the north side of 95th Street is currently marked as a bus-only lane, and is used as a bus staging area during peak periods. In the new configuration, this bus-only lane will be utilized as a drop-off area for passengers. These changes will enhance traffic safety and pedestrian access to the Terminal.

The proposed Terminal would modify transit operations in the project area. The bus Terminal would effectively be split into two areas to the north and south of 95th Street. The areas would be connected with the rail station below 95th Street and the pedestrian bridge above 95th Street. The access to the north bus bridge (north of 95th Street) would be removed on Lafayette Avenue and State Street. On the north side of 95th Street, State Street merges with the entrance ramp to the Dan Ryan Expressway to the east of the Terminal, and Lafayette Avenue merges with the exit ramp to the Dan Ryan Expressway to the west of the Terminal. Eliminating access to State Street and Lafayette Avenue from the north bridge will eliminate interaction between buses entering the north Terminal from southbound Lafayette and interacting with vehicles exiting the expressway. This would also eliminate the interaction between buses exiting the Terminal on northbound State Street and vehicles entering the expressway. These changes will enhance traffic safety and improve traffic flow in the project area. This will be confirmed through the aforementioned traffic analysis and any necessary mitigation.

Transit operations would be modified so that buses would serve either the north Terminal or the south Terminal. Buses will enter and exit the north and south portions of the Terminal from 95th Street adjacent to both the Lafayette Avenue and State Street intersections. These changes will require some modifications to the existing traffic control system, primarily signalization, to allow buses to enter and exit the Terminal safely and efficiently. These traffic control system changes will be carefully implemented to reduce any impacts on local traffic and pedestrian movements. Due to the capacity expansion, it will no longer be necessary to park buses along Lafayette Avenue.

In summary, both the terminal construction project itself and the operation of the new facility are not expected to have significant negative impacts on general traffic or pedestrian circulation patterns. Terminal operations will be designed and integrated into the existing transportation network and are anticipated to improve the overall safety and efficiency of transit, general traffic, and pedestrian operations compared with current conditions. Nevertheless, CTA will conduct a traffic analysis study to quantify the impacts to road congestion and safety both during and after construction. The traffic analysis will also include a scenario with expanded service at the terminal using reasonable expectations for an increase in the numbers of buses that could occur to meet increasing demand that may be generated by the new Terminal. The findings of this traffic analysis and any proposed mitigation will be integrated into an amendment to the final NEPA decision document for this project. Construction for the project will not begin until FTA makes a determination in writing regarding the traffic analysis impacts and required mitigation via an amendment to the final NEPA decision document.

3.4 CO and PM Hot-Spots

The Chicago urbanized area, including Cook County, is in non-attainment status for PM_{2.5}. 40 CFR 93.123 *Procedures for determining localized CO, PM₁₀, and PM_{2.5} concentrations (hot-spot analysis)* identifies the types of projects for which a detailed hot-spot analysis is required as listed below. The criteria in the highlighted portion of part ii below applies to the 95th Street Terminal Improvement Project.

40 CFR 93.123(b)(1)

- i. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.
- ii. **Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles**, or those that would change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
- iii. New bus and rail Terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
- iv. Expanded bus and rail Terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
- v. Projects in or affecting locations, areas, or categories of sites that are identified in the applicable PM_{2.5} implementation plan or implementation plan submission, as appropriate, as the sites of violation or possible violation.

Appendix A of EPA's *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* [March 2006], provides guidance on identifying "projects of air quality concern" for which qualitative hot-spot analysis is required. This guidance describes typical sample projects of air quality concern defined by 40 CFR 93.123(b)(1) as the following:

- A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT is diesel truck traffic.
- New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal Terminal.
- **Expansion of an existing highway or other facility that affects a congested intersection (operated at LOS D, E, or F)** that has a significant increase in the number of diesel trucks.
- Similar highway projects that involve a significant increase in the number of diesel transit busses and/or diesel trucks.
- A major new bus or intermodal Terminal that is considered to be a "regionally significant project" under 40 CFR 93.101.
- An existing bus or intermodal Terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.

The 95th Street Terminal Improvement Project does not meet the precise definition of these sample projects. However, the project does affect congested intersections at 95th Street with both Lafayette Avenue and State Street. Section 3.3 above discusses in detail the anticipated impacts to traffic from the project both during and after construction, in addition to the requirement to conduct a quantitative traffic analysis study. The traffic analysis study to be conducted by CTA will also include a hot-spot analysis for PM_{2.5} in accordance with FTA and EPA guidelines. The hot-spot analysis results will be reviewed by FTA and integrated into an amendment to the final NEPA decision document for this project, along with any necessary mitigation. Construction for the project will not begin until FTA makes a determination regarding both traffic and air quality impacts and required mitigation in writing via an amendment to the final NEPA decision document for this project.

3.5 Historic Resources – Section 106

Information was gathered on known and potentially significant cultural resources (architectural and archaeological) through database searches and field survey. Cultural resources were identified within the project area for all alternatives. The National Register of Historic Places¹, the list of Illinois Historic Sites², and the Commission on Chicago Landmarks³ list were reviewed for cultural resources within the area of potential effect (APE). (The APE for this project is roughly bounded by Perry Avenue on the west, 93rd Street on the north, Wabash Avenue on the east, and approximately 96th Street on the south. The APE includes the Terminal and properties to be acquired.) The 95th Street Terminal was constructed in 1969, and is less than 50 years old.

¹ <http://www.nps.gov/nr/>

² <http://www.state.il.us/hpa/PS/haargishi.htm>

³ <http://webapps.cityofchicago.org/landmarksweb/web/home.htm>

Historic Architectural Resources

There are no historic properties in the APE that are listed in, eligible for, or recommended eligible for the National Register of Historic Places (NRHP). As a result, the improvements proposed as part of the 95th Street Terminal Improvement Project will have no effect on historic architectural resources.

Archaeological Resources

Due to previous substantial 20th-century disturbance, proposed project construction activities are unlikely to affect intact, artifact bearing soil horizons in the APE for archaeology. Although early 20th-century artifacts and archaeological features may be present in the yard areas and vacant lots of properties fronting on South State Street and East 95th Street, the superficial use of these properties for construction staging areas is unlikely to affect such archaeological resources. Based on the proposed project activities, the improvements proposed as part of the 95th Street Terminal Improvement Project will have no effect on archaeological resources.

The Illinois Historic Preservation Agency (IHPA) concurred with the effect finding by way of letter dated December 5, 2012. (**Attachment 5**)

3.6 Noise & Vibration

Operation of the proposed 95th Street Terminal Improvement Project would not increase existing local bus service or rail operations, but would streamline the current bus and rail operations. By providing an increase from 21 bus berths to 26, as well an increase in rail car capacity from 8 to 16 on each side of the platform, the system will operate more efficiently. Transit operations would be modified so that buses would serve either the north Terminal or the south Terminal. This change to operations will require some changes to the traffic control system, primarily by adjustments to traffic signalization, to allow buses to enter and exit the Terminal safely and efficiently. As a result, operation of the new terminal is not anticipated to generate noise or vibration impacts.

During construction of the 95th Street Terminal Improvement Project, increased noise and vibration from construction activities are expected to be temporary and are not expected to result in adverse long-term impacts to the community. This includes the construction staging area where properties are proposed for acquisition and demolition. These construction activities would be temporary and would be conducted in accordance with the City of Chicago's Environmental Noise Ordinance (Article XXI, "Environmental Noise and Vibration Control", Section 11-4-2835). Although public works projects are exempt, reasonably achievable noise control measures will be implemented by the construction contractor to minimize temporary impacts to the community.

Temporary noise and vibration impacts may be reasonably expected during construction of the 95th Street Terminal Improvement Project at residences and other sensitive receptors in the immediate vicinity of the Terminal. As a result, CTA is committed to providing noise and vibration control measures during construction whenever feasible and reasonable in accordance

with its own construction specifications to mitigate these impacts, and to achieve consistency with the local noise ordinances. To reduce temporary construction noise and vibration impacts that are expected with this project, several “good housekeeping” practices will be implemented, as appropriate. The following noise and vibration control measures would be incorporated into the construction process where appropriate:

- Use construction methods that avoid pile-driving at locations containing noise- and vibration-sensitive receptors. Whenever possible, CTA’s contractor will consider using cast-in-place drilled hole (CIDH) or drilled piles rather than impact pile drivers to reduce excessive noise and vibration.
- Conduct a survey of the closest receptors to determine the baseline structural integrity and condition of walls and joints. These surveys could include the installation of strain gauges or a photographic documentation of the interior walls and exterior façade as a basis for comparison after construction is completed. Depending on the baseline conditions of the nearby buildings, an appropriate construction and monitoring plan would be developed to minimize potential damage to susceptible structures.
- Where practical, erect temporary noise barriers between noisy activities and noise-sensitive receptors.
- Require contractors to use best available control technologies to limit excessive noise and vibration when working near residences (e.g., using CIDH piles).
- Whenever possible, conduct all construction activities during the daytime and during weekdays in accordance with the City of Chicago’s noise ordinance.
- Adequately notify the public of construction operations and schedules. Methods such as construction-alert publications and postings to the CTA website will be utilized.
- Where possible, consideration will be given to early construction of permanent barriers to shield receptors from some construction generated noise.

All mitigation measures will be confirmed during the final design phase of the project when the details of the project components and the construction phasing have been finalized.

3.7 Acquisitions & Relocations Required

Twenty-one (21) individual tax parcels, under nine (9) separate owners, on the eastern side of the project area along South State Street and East 95th Street will be acquired for this project. Acquisition of these parcels is required for construction staging of equipment and materials. The parcels consist of vacant land, a parcel with a cell tower, gas stations and commercial facilities. No residential parcels are proposed for acquisition. Businesses will be relocated as required. The parcels are listed in **Table 2**. Photographs of the parcels are included as **Attachment 6**.

Total acquisition of all twenty-one (21) parcels listed in **Table 2** equals 2.3 acres. This acreage would be needed as a staging area during construction. After completion of the new 95th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for

staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.

CTA will comply with all provisions of federal law (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended [42 USC Chapter 61, and the implementing regulation 49 CFR Part 24]) in acquiring the properties listed in **Table 2**.

Ownership Name/ Property Type	Address	Property Identification Number(s)
S&J Properties, Inc./ Vacant Beauty Shop	9411-9413 S. State Street (Address on building is 9415 S. State Street)	25-03-321-004 25-03-321-005
Western Gas & Food, Inc./ Commercial-gas station and car wash	9417-9433 S. State Street	25-03-321-006 25-03-321-007 25-03-321-008 25-03-321-009 25-03-321-010 25-03-321-011
Urban Sites of Chicago, LLC/ Vacant lot	9435 S. State Street	25-03-321-012
9439 S. State Street Building Corp/ Commercial-currency exchange	9439 S. State Street	25-03-321-013
Copeland Edwards/ Commercial-livery service	9443 S. State Street	25-03-321-014
Gus and Judith Christopoulos/ Commercial-fast food restaurant	12 E. 95 th Street – 24 E. 95 th Street	25-03-321-034 25-03-321-035 25-03-321-036 25-03-321-037 25-03-321-038
Standard Bank and Trust Co.t/u/t Azam Khan (Taxpayer)/ Commercial-gas station	4 E. 95 th Street	25-03-321-041
Deborah Sutterfield-Owens Charles Owens/ Vacant lot	9403-9407 S. State Street	25-03-321-001 25-03-321-002 25-03-321-042
Chicago Title Land Trust Company; AT&T Mobility/ Vacant lot with cell tower-No access granted from State Street	9407 S. State Street	25-03-321-043

Table 1. Summary of Proposed Properties for Acquisition

3.8 Hazardous Materials

The existing site conditions of the proposed project area are defined by the transportation corridor surrounding the Dan Ryan Expressway, several local streets, and several commercial properties. The existing Terminal facility and track area are within the right-of-way limits of South State Street and South Lafayette Avenue. This area is grade separated (lower elevation) from the surrounding residential and commercial properties by graded slopes and retaining

walls. The vertical separation of the facilities from the surrounding topography limits the potential contamination that could normally be transported or deposited to surface or subsurface soils or groundwater. This separation also limits the potential for exposure of contractors to contaminated material.

Two of the commercial properties proposed for acquisition are potential areas of concern (AOC's) (**Table 3**) due to existing and/or historical use of the property as automobile service stations having underground storage tanks (USTs).

Parcel	Property Address	Existing Use	Concern
25-03-321-006, -007, -008, -009, -010, -011	Citgo Super Wash & Wax (Western Gas & Food Inc.) 9417-9433 (9425) S. State Street Chicago, IL 60619	9,600 square foot lot, improved with a one story commercial building used as a gas station and car wash.	Petroleum contamination (UST's)
25-03-321-041	Mobil (Standard Bank & Trust Co.) 4 East 95 th Street Chicago IL 60619	One story commercial building on 14,153 square foot corner lot improved with gas station.	Petroleum contamination (UST's)

Table 3. Potential Areas of Concern

Facility Database Review

Facility database reviews (September 1, 2012) for the project area (target property) and adjacent areas were provided by Environmental Data Resources, Inc. (EDR). The review included a search of federal and state databases and included historical records for cleaners and auto repair facilities. The EDR Radius Map™ with GeoCheck® reported facility identification information for multiple sites near the 95th Street Terminal. **Table 4** shows the database records identified within 0 - <0.125 mile (1/8th mile) of the target property. The parcels proposed for right-of-way acquisition were included in the search. Two occurrences of leaking underground storage tanks (LUST) within the proposed project area were identified in the EDR reporting. Two existing properties containing registered underground storage tanks (UST) were identified in the EDR reporting

Ground disturbance activities for the proposed 95th Street Terminal will be localized to the immediate footprint required for demolition, construction of the Terminal, track system and other appurtenant features. This includes the adjacent parcels that would be acquired for construction staging of the project. Based on the database search completed and known existing conditions, the potential for contact with hazardous material or contaminated soils within this footprint is assumed to be small. No occurrence of the target property (95th Street Terminal) is identified in the database report.

Terminal (Target Property)	Sites Adjacent	Environmental Record	Distance from Target Property
95 th Street Terminal 15 W. 95 th St. Chicago, IL 60620	1 - historical	- cleaner/laundry	<0.125 mi
	2 - historical	- automotive garage	<0.125 mi
	Amoco 15459 (BP Amoco) (currently McDonalds) 36 W 95 th and Lafayette Chicago, IL 60628	- RCRA-SQG - LUST (5-7-03 NFR letter) - UST (3 - removed)	0.019 mi
	Shell Oil Co. (ARCO AM-PM Mini Mart)(currently Mobil) 4 E 95 th St. Chicago IL 60619	- LUST (10/29/87) (non-LUST letter determination 1-22-96) - UST (3-registered in-use)	Project Area
	Citgo Super Wash & Wax (Quality Car Wash) 9417 S. State St. Chicago, IL 60619	- LUST (4-8-97 NFR letter) - UST (6 – 4 exempt, 2 registered/in use)	Project Area
	Abbott Park Fieldhouse 49 E 95 th St. Chicago, IL 60619	- LUST - UST (1-removed)	0.015 mi
	Gillespie School 9301 S. State St. Chicago, IL 60619	- RCRA-SQG	0.121 mi
LUST-Leaking Underground Storage Tank UST – Underground Storage Tank NFR – No Further Remediation	RCRA- Resource Conservation and Recovery Act SQG- Small Quantity Generator		

Table 4. Summary Facilities Identified in Environmental Database Review

Two properties within the project area that are identified as areas of concern (AOC's) include the Citgo Super Wash & Wax (Western Gas & Food Inc.) 9417-9433 (9425) South State Street and the Mobil (Standard Bank & Trust Co.) 4 East 95th Street. A Phase I/II ESA and UST tank removal and, potentially a remediation plan, will be required for these two properties, as these parcels are proposed for acquisition.

Preliminary Environmental Site Assessment

A *Preliminary Environmental Site Assessment (PESA)* (October 2011) completed for the CTA Red Line Track Renewal Project included an investigation of the segment identified as Segment D (81st Street south to 98th Street yard). The PESA concluded that the rail corridor has a moderate risk for the occurrence of regulated substances or natural hazards. A preliminary site investigation (PSI) was recommended to determine the presence and extent of regulated substances within the project area, and to provide recommendations regarding soil handling and management, and construction worker protection during site construction activities.

Preliminary Site Investigation

A *Preliminary Soils Investigation Report (PSIR)* (November 2011) was completed for the CTA Red Line Track Renewal as recommended in the PESA (October 2011). The investigation included testing of samples from four soil boring locations (DE-18, DE-19, DE-20, DE-21) within

Segment D that fall within or adjacent to the 95th Street Terminal Improvement Project area. Testing at two of the locations (DE-19 and DE-20) indicated detectable levels of lead at concentrations above the Tier 1 soil remediation objectives (SRO) for soil ingestion exposure route as determined by the Illinois Pollution Control Board (IPCB). However, concentrations would not exceed the Federal value and therefore would not be considered a hazardous waste. Based on the conclusions in the PSIR (November 2011) surplus soil generated from the project area with values below the Maximum Allowable Concentrations (MAC), as defined under 35IL ADM Code 1100 regulations, would be considered clean construction and demolition debris (CCDD). Soils with values exceeding the MAC should be considered “contaminated” and disposed at a permitted Subtitle D landfill in accordance with applicable federal, state, and local regulations. This may include soils surrounding the DE-19 and DE-20 boring locations.

Limited Hazardous Building Materials Survey

The 95th Street Terminal structure and associated buildings at the Terminal (owned by CTA) were inspected for the existence of asbestos containing material (ACM), lead based paint (LBP) and visual inspections for the presence of polychlorinated biphenyls (PCB's) during an investigation conducted February 29, 2012 and March 1, 2012. **Table 5** summarizes the locations of building materials which tested positive for lead based paint or asbestos during analysis and sampling conducted for the *Limited Hazardous Building Materials Survey, Chicago Transit Authority 95th Street Accessibility (March 2012)*. (Note: the survey was limited to the area that is part of the planned renovation project. The rest of the building was not surveyed.) Inspections of the buildings to be acquired will be completed after CTA acquires the properties.

Planning of demolition or renovation activities will include all appropriate city and EPA abatement procedures to address the handling and or disposal of materials identified to contain lead or asbestos. Preparation of an asbestos abatement design plan will be completed prior to any renovation/demolition activities in which ACM may be impacted. Preparation of a lead mitigation/abatement project design will also be completed prior to any renovation/demolition activities in which LBP surfaces may be impacted or disturbed. In the event that replacement of light fixtures is required during the planned renovations, the existing labeling will be reviewed and the manufacturer contacted to verify its PCB content. Once determined, the ballasts will be disposed of in accordance with applicable laws and regulations.

Location	Component	Material/Substrate Type Thermal System Insulation/Surface Material/Miscellaneous	Environmental Record
Platform – East, West & North	I-beams	Misc. - Spray on above ceiling	ACM (Chrysotile 5-10%)
Street Level- By CA Booth	East and West Support Columns	Surface Material - on steel	LBP
	West Column Cover	Surface Material - on metal	LBP
East Stairwell	East Stringer Stair	Surface Material - on steel	LBP
West Stairwell	West Stringer Stair	Surface Material - on steel	LBP
Platform	East, West & South Columns	Surface Material - on steel	LBP
	Track Level Gate South	Surface Material - on steel	LBP
Exterior East Bus Stop	Columns and Pipe Covers	Surface Material - on steel	LBP
Exterior West Bus Stop	Columns	Surface Material - on steel	LBP
South End of Platform	Side and Bottom of Beam- Center Canopy Support Box	Surface Material - on metal	LBP
	Shack S Window	Surface Material - on wood	LBP
	Window	Surface Material - on wood	LBP
Throughout Building	Florescent light fixtures	Misc. - Florescent Light Tubes	Universal waste
		Misc. – Ballasts	Potential PCB's

Table 5. Summary of Lead Based Paint and Asbestos Containing Material Locations

3.9 Visual Quality

The existing project area is urban in nature and predominately contains viewsheds of commercial and transportation facilities, such as gas stations, the Dan Ryan Expressway, and the existing 95th Street Terminal. The expressway and rail line are depressed in the area, while the remaining adjacent project area is relatively flat, limiting extensive views to the east and west. **Photographs 1-4** illustrate the views of the project area.

The expansion to the existing Terminal toward 95th Street and the new Terminal building located to the south of 95th Street will provide new elements in the viewshed. However, these new elements would be consistent with existing uses and no visual impacts are anticipated. In addition, context sensitive design elements, such as façade treatments, roof lines, and lighting, will be considered by the architects in final design of the Terminal. Renderings (**Figures 4-5**) of the proposed Terminal were presented at the Community Public Meetings.



Photo 1: Facing south from 95th Street Bridge.

The proposed new terminal expansion will be located in the center of the photo.

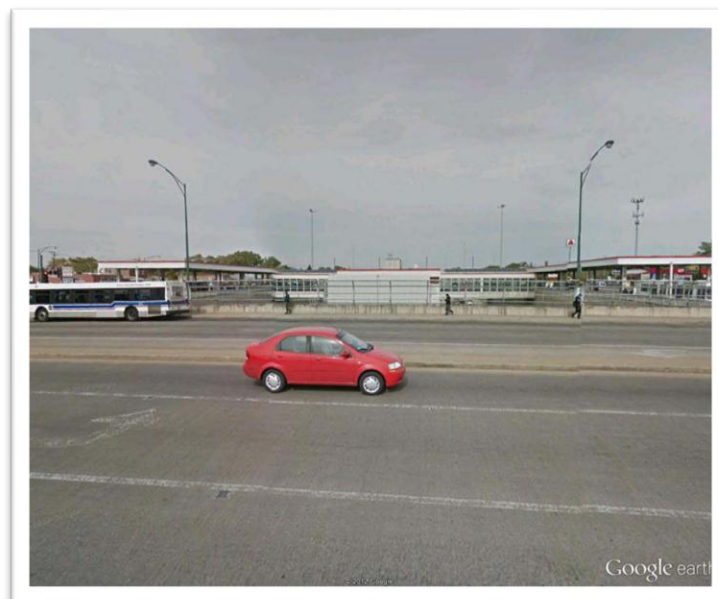


Photo 2: Facing north from 95th Street Bridge.

The existing north station will be remodeled and expanded to the south, closer to the existing 95th Street Bridge.

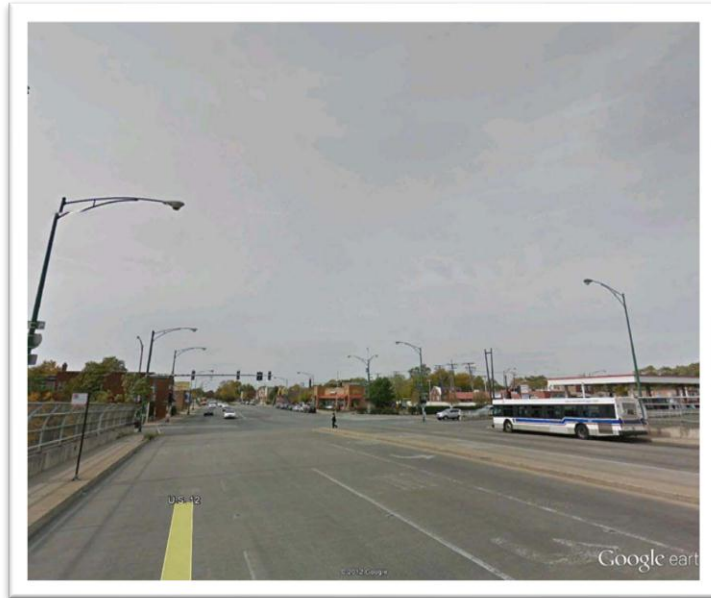


Photo 3: Facing west along 95th Street Bridge.

Upon completion of the proposed project, new station elements will be visible to the south and north of 95th Street in the urban environment.

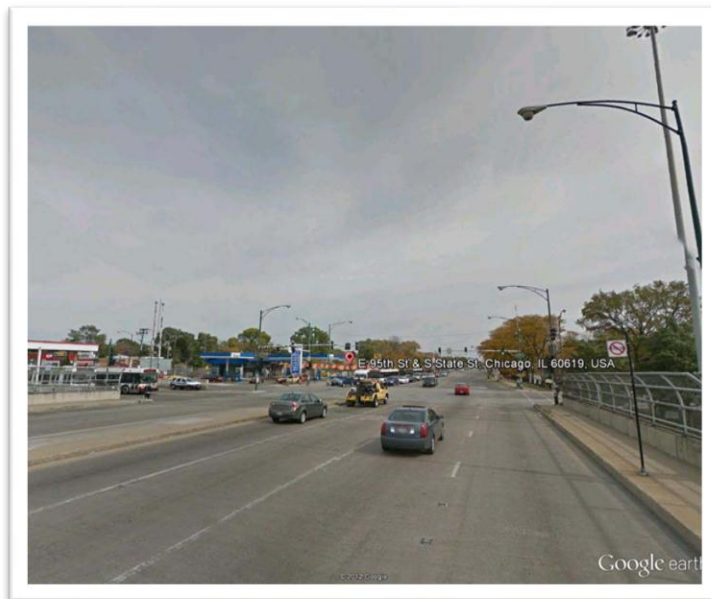


Photo 4: Facing east along 95th Street Bridge.



Figure 4: Rendering of Potential Exterior Terminal Design



Figure 5:

3.10 Environmental Justice

Environmental Justice

Presidential Executive Order 12898 of February 11, 1994 (EO 12898), states that each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations. That order directs federal agencies to "promote nondiscrimination in Federal programs substantially affecting human health and the environment, and provide minority and

low-income communities' access to public information on, and an opportunity for public participation in, matters relating to human health or the environment."

In response to EO 12898, the U.S. Department of Transportation (DOT) has issued Departmental Order 5610.2(a) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)). DOT Order 5610.2(a) sets forth the DOT policy to consider environmental justice principles in all DOT programs, policies, and activities. It describes how the objectives of environmental justice will be integrated into planning and programming, rulemaking, and policy formulation. The Order sets forth steps to prevent disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and NEPA provisions. It also describes the specific measures to be taken to address instances of disproportionately high and adverse effects and sets forth relevant definitions.

In compliance with DOT Order 5610.2(a), a preliminary assessment was conducted to identify whether the proposed rehabilitation under consideration could present environmental justice (EJ) issues.

Methodology

Statistical population and income data from the United States 2006-2010 American Community Survey and 2010 Census were used as a basis for the analysis. The Census population, minority and income data were analyzed by Census tract and were graphically represented using Geographic Information System (GIS) software.

Though EO 12898 does not define "minority" or "low-income", the terms are defined in the context of environmental justice analysis in DOT Order 5610.2(a). Minority individuals are classified by the U.S. Census Bureau into the following categories: American Indian or Alaskan Native, Asian or Pacific Islander, Black (not of Hispanic Origin), and Hispanic. Low-income households are those with a median household income below the U.S. Department of Health and Human Services poverty guidelines.

Minority population characteristics were collected for each U.S. Census tract. For each tract that partially or wholly intersected a ¼-mile buffer zone around the project area, both total population and minority population numbers were totaled.

Low-income population data were also collected for each U.S. Census tract. Tracts were counted and are compared with the total tracts partially or wholly located within a ¼-mile buffer zone around the project area to determine the percent of tracts considered low-income.

The results of the environmental analyses conducted as part of this EA were reviewed and used in connection with the demographic analysis described above to determine whether the project would result in minority or low-income populations experiencing disproportionately high and adverse effects, as described in DOT Order 5610.2(a).

Findings

Table 6 compares the minority population within ¼ mile of the 95th Street Terminal with the minority population of the City of Chicago. The percentage of minority population around 95th Street Terminal is higher than the minority population of the City of Chicago, 99 percent vs. 55 percent. **Table 7** compares the Hispanic population within ¼ mile of the 95th Street Terminal with the Hispanic population of the City of Chicago. The percentage of Hispanic population around 95th Street Terminal is lower than the Hispanic population of the City of Chicago, 1 percent vs. 29 percent. **Table 8** compares the percent of population identified as low-income around the 95th Street Terminal with the low-income population of the City of Chicago. The percentage of low-income population is lower near the 95th Street Terminal than the City of Chicago, 17 percent vs. 22 percent.

Corridor	Total Population	Minority Population	Percentage Minority Population
95 th Street Terminal	9,469	9,403	99.3%
Chicago City-Wide	2,695,598	1,482,763	55%

Table 6. Comparison of Minority Population within ¼ mile of 95th Street Terminal Improvement Project with City of Chicago

Corridor	Total Population	Hispanic Population	Percentage Hispanic Population
95 th Street Terminal	9,469	109	1.2%
Chicago City-Wide	2,695,598	778,862	29%

Table 7. Comparison of Hispanic Population within ¼ mile of 95th Street Terminal Improvement Project with City of Chicago

Corridor	Total Population	Low-Income Population	Percentage Low-Income Population
95 th Street Terminal	9,469	1,588	16.8%
Chicago City-Wide	2,695,598	605,982	22%

Table 8. Comparison of Low-Income Population within ¼ mile of 95th Street Terminal Improvement Project with City of Chicago

As described in the other sections of this EA, the proposed 95th Street Terminal Improvement Project does not require significant new construction or major modification that would require a significant relocation of residents, drastically change existing land uses or viewsheds. As discussed in **Section 3.7 - Acquisitions & Relocations Required**, nine (9) parcels will be acquired for construction staging. The acquisition area encompasses 2.3 acres of commercial lands with no residential properties. (After completion of the new 95th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.)

Long-term public health and safety, noise and vibration, air quality, or electromagnetic fields (EMF) impacts are not expected. Public transit, in the form of improved service and access, is expected to improve through program implementation.

As summarized above, the results of the environmental analyses contained in this EA indicate that there would be no impacts that could be classified as adverse as defined by DOT Order 5610.2(a). As a result, even though the project area population has a higher percentage of minority individuals than the city-wide population, the project would not result in a disproportionately high and adverse effect on minority or low-income populations. In addition, the project will provide long term beneficial impacts to the surrounding community, including minority and low-income populations, in the way of improved transit service.

Construction of the new Terminal expansion adjacent to the existing Terminal will allow for service to be uninterrupted for those utilizing the facility. The improvements proposed at the 95th Street Terminal will also provide positive benefits to the communities surrounding the Terminal, including minority and low-income populations, through an improved, safer facility.

Public Outreach

As part of CTA's public outreach efforts, research was completed and populations were targeted to identify those parts of the community which had Limited English Proficiency (LEP). Specifically, CTA provided sign language interpreters and translators (Spanish) for public meetings.

Community Public Meetings

Information obtained at three (3) Community Public Meetings (September 11, 2012 [53 attendees], September 13, 2012 [20 attendees], and October 15, 2012 [20 attendees]) has been and will continue to be incorporated into the project development. The public information meetings were advertised in two local newspapers that circulate throughout the Roseland community.

Comment cards were made available at these meetings, which allowed attendees to contribute their concerns and ideas to the overall Project Development. At each community meeting, attendees were able to ask CTA representatives project questions, voice community concerns and view proposed Terminal images on CTA drafted project boards stationed around the meeting room. To date, 93 completed comment cards have been received. A summary of the public meetings and comments received is included in **Attachment 7**. The majority of Terminal concerns focused on safety, both vehicular and pedestrian, and security.

The following elected officials/community groups/faith-based organizations received flyers regarding the 95th Street Terminal Project:

- Senator Emil Jones
- Senator Donnie Trotter
- Senator Mattie Hunter
- Representative Monique Davis
- Representative Bill Cunningham
- Representative Marcus Evans
- Representative Elgie Sims
- Representative Kim du Buclet
- Representative Andre Thapedi
- Alderman Austin
- Alderman Harris
- Alderman O'Shea
- Alderman Sawyer
- Alderman Beale
- Alderman Brookins
- West Chesterfield Community Council
- Chesterfield Community Council
- Chatham Business Association
- Chatham Avalon Park Community Council
- Roseland Heights Community
- Developing Community Project
- Trinity United Church of God
- Salem Baptist Church
- Chicago State University

Elected Officials

The CTA recognizes the need to continue to reach out to the community and is actively working with elected officials to make those connections. Notices of public information meetings and project status have been shared with the community leaders and are also displayed on the CTA website. Aldermen within and adjacent to the project area were periodically contacted over the phone to keep them up to date on the project development. A briefing was provided to U.S. Representative Robert Rush prior to the Public Open Houses.

CTA's Government and Community Relations (GCR) Department has, and continues to, disseminate information to the public, community groups, civic organizations and local elected officials about the status of this project.

3.11 Energy

The Terminal has the following general energy requirements:

- A booth (approximately six feet by six feet) for the Customer Assistant within the station house requires heating and ventilation.
- Two platform-level "people heaters" in semi-enclosed shelters provide heat to CTA customers. All of the heating is provided by electricity.
- Other energy demands of the Terminal are related to lighting of the station house, stairways and platforms, and customer safety and information features including cameras and LCD signs.
- There is no natural gas consumed at any of CTA-operated areas within this Terminal.
- The Terminal currently consumes an average of 140,000 kWh annually with an average monthly electrical load of 15 kW.

The proposed station/Terminal renovations will increase energy demand due to an increase in the number of elevators, escalators, rental spaces, and bus berthing lanes, which will include additional lighting and people heaters. The improvements to the Terminal will result in better retention of heated air. All energy-related renovations to rental spaces will be replacements in kind or with replacements that are more energy-efficient (new HVAC units, in particular, will likely be higher Seasonal Energy Efficient Ration (SEER)-rated models, and new water heaters may be tankless). The energy usage at the Terminal will increase, but benefits to the customers' comfort and access to the Terminal are necessary due to the high volume of customers.

3.12 Section 4(f) Resources

A Federal Transit Administration (FTA)-funded project must comply with the provisions of law at 49 U.S.C. § 303 (Section 4(f)) and that statute's implementing regulation. The implementing regulation (23 CFR part 774) provides for certain protections for public parklands and recreational lands, wildlife and waterfowl refuges, and historic sites. These resources are referred to as Section 4(f) properties. A direct use of a Section 4(f) property occurs when property is permanently incorporated into the transportation project.

Abbott Park is located just outside of the project area, directly across the street and to the south of the property to be acquired as part of the 95th Street Terminal Improvement Project (**Figure 1**). Access to the park by vehicle is provided from 95th Street, to the east of the proposed project area, and off of South Michigan Avenue, beyond the limits of the project area. All proposed project improvements to the 95th Street Terminal, acquisition of adjacent parcels, and required upgrades are outside of the park boundaries. Access to the park, both pedestrian and vehicular, will not be permanently or temporarily impacted as a result of the project, and will remain unchanged. The project will have no effects on, or direct or constructive use of, Abbott Park.

A Section 4(f) Evaluation was not completed due to there being no impacts to "any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as so determined by federal, state or officials having jurisdiction thereof, or any land from a historic site⁴".

3.13 Wetlands

No wetlands or streams are located within the existing right-of-way for the proposed reconstruction. The proposed limits of work are within a highly developed area with no water resources present as determined through review of the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) and U.S. Geologic Survey (USGS) topographic mapping.

No effects to water resources are anticipated due to project activities.

⁴ Federal-Aid Highway Act of 1968 (Public Law 90-495, 49 USC 1653)

3.14 Floodplain Impacts

No floodplains are located within the existing right-of-way for the proposed reconstruction as determined through review of the Federal Emergency Management (FEMA) Flood Insurance Rate Mapping (FIRM).

No effects to floodplains are anticipated due to project activities.

3.15 Water Quality, Navigable Waterways and Coastal Zones

The proposed limits of work are within a highly developed area with no water resources present as determined through review of the NWI and USGS topographic mapping.

No impacts to water quality, navigable waters or coastal zones are anticipated.

3.16 Ecologically-Sensitive Areas and Rare, Threatened or Endangered Species

Investigations into the potential for occurrences of ecologically-sensitive areas and endangered species were performed using the IDNR's ECOCAT (<http://www.dnrecocat.state.il.us/ecopublic/>) and USFWS's Chicago Illinois Field Office web site (<http://www.fws.gov/midwest/Chicago/>). Due to the highly disturbed condition within the 95th Street Terminal project area, no threatened or endangered species are expected to be identified.

Federal

The USFWS indicates that the proposed 95th Street Terminal Improvement Project activities will have "no effect" on federally listed species. A "No Effect" determination is appropriate because the proposed project is within a Developed Area (an area that is already paved or supports structures and the only vegetation is limited to frequently mowed grass or conventional landscaping), and is not within or adjacent to any unlandscaped areas that support native vegetation (trees, shrubs, or grasses).

Since the project is not within suitable habitat for listed species, no listed species or designated critical habitat are anticipated to be directly or indirectly affected by the proposed activities. See the Section 7 Consultation Technical Assistance - No Effect Determination (September 14, 2012) and the federally listed species for Cook County. (***Attachment 8***)

Illinois

Title 17 Chapter 1 of the Illinois Administrative Code identifies:

- Part 1075.30 B) Actions Not Requiring Review - Actions authorized, funded or performed by state agencies or local units of government not resulting in a land-disturbing activity or not directly or indirectly affecting an endangered or threatened species or a Natural Area are not required to be evaluated by the consultation process.
- Part 1075.30 C) Actions Exempted - The proposed project will involve activities exempted (construction activities required for the maintenance or repair of existing

structures) unless it is evident that there will be an adverse impact to a listed species or its essential habitat or to a Natural Area.

The project proposes actions including the construction of an additional Terminal and additions/renovations to the existing Terminal that will not result in a change to the existing environmental conditions or have a cumulative, direct or indirect adverse impact on a listed species or its essential habitat or that may have a cumulative, direct or indirect adverse impact on a Natural Area.

3.17 Impacts on Safety and Security

Phased construction will ensure that rail and bus transit service would be uninterrupted. CTA will also coordinate with CDOT on potential local vehicular impacts. The maintenance of local traffic would be staged to reduce delays, minimizing any impact of temporary sidewalk or street closure on neighboring residences and businesses. Details will be further coordinated with IDOT in Final Design.

The project is being designed and will be operated consistent with the various Federal, state and local safety and security policies and guidance, as described below in the following paragraph. Potential planned improvements increase both safety and security for CTA customers and employees by providing upgraded amenities such as increased lighting, larger platforms and direct walking routes for train and bus boarding.

During construction, CTA will follow its standard safety procedures to protect the patrons, employees and contractors. Safety and Security planning is included in the CTA's System Safety Program Plans (SSPPs) and Systems Security Plan both of which are required of the CTA under 49 CFR Part 659. The CTA's Design and Rehabilitation Criteria Manual contains a section on Safety and Security (Chicago Transit Authority 2012). The standards address system safety, security, fire protection, human factors, reliability, maintainability, configuration management, and quality control. Patron safety is the highest priority in system safety objectives. Construction, installation, inspection, and testing procedures; and the safety of CTA personnel are additional objectives.

The project will also follow the appropriate U.S. Occupational Safety & Health Administration (OSHA) requirements. The City's building inspectors and OSHA will monitor and inspect as required during the construction phase of the project. Inspections during construction will be completed by CTA's construction management inspectors.

CTA's Construction Contract requires the contractor to perform the following:

- Obtain all permits, manifests, easements, licenses, inspections and other approvals required by Environmental Laws and Safety Policies.
- Conduct work as not to render dangerous or unnecessarily obstruct any public way, street, alley or vehicle movements.
- Submit traffic control plans, provide signs, barricades, lights meeting IDOT requirements.

The CTA's construction contract requires the contractor to protect the Authority's project site and all adjacent property and to take all necessary precautions for the safety of all persons on or near the project site. This requirement includes provisions to render all portions of the work secure in every respect and to decrease the possibility of, or liability for, accidents from any cause. This contract requirement is enforced through the requirement that an approved safety plan be in place prior to the start of any construction work which describes in further detail the means of protection to be provided by the contractor for its employees, CTA customers and the general public. The CTA's construction field engineers, will be on site at all times when work is taking place and will inspect and monitor the construction activities to ensure compliance as needed. Appropriate protection for CTA customers, employees and the general public will be addressed through the safety plan and inspection and monitoring activities. Temporary street and sidewalk closures will also be obtained when necessary for the protection of persons and/or property.

No negative impacts to safety are anticipated from the proposed improvements. Passenger security will improve as a result of the Terminal improvements (e.g., improved lighting, increased boarding space for both rail and bus traffic).

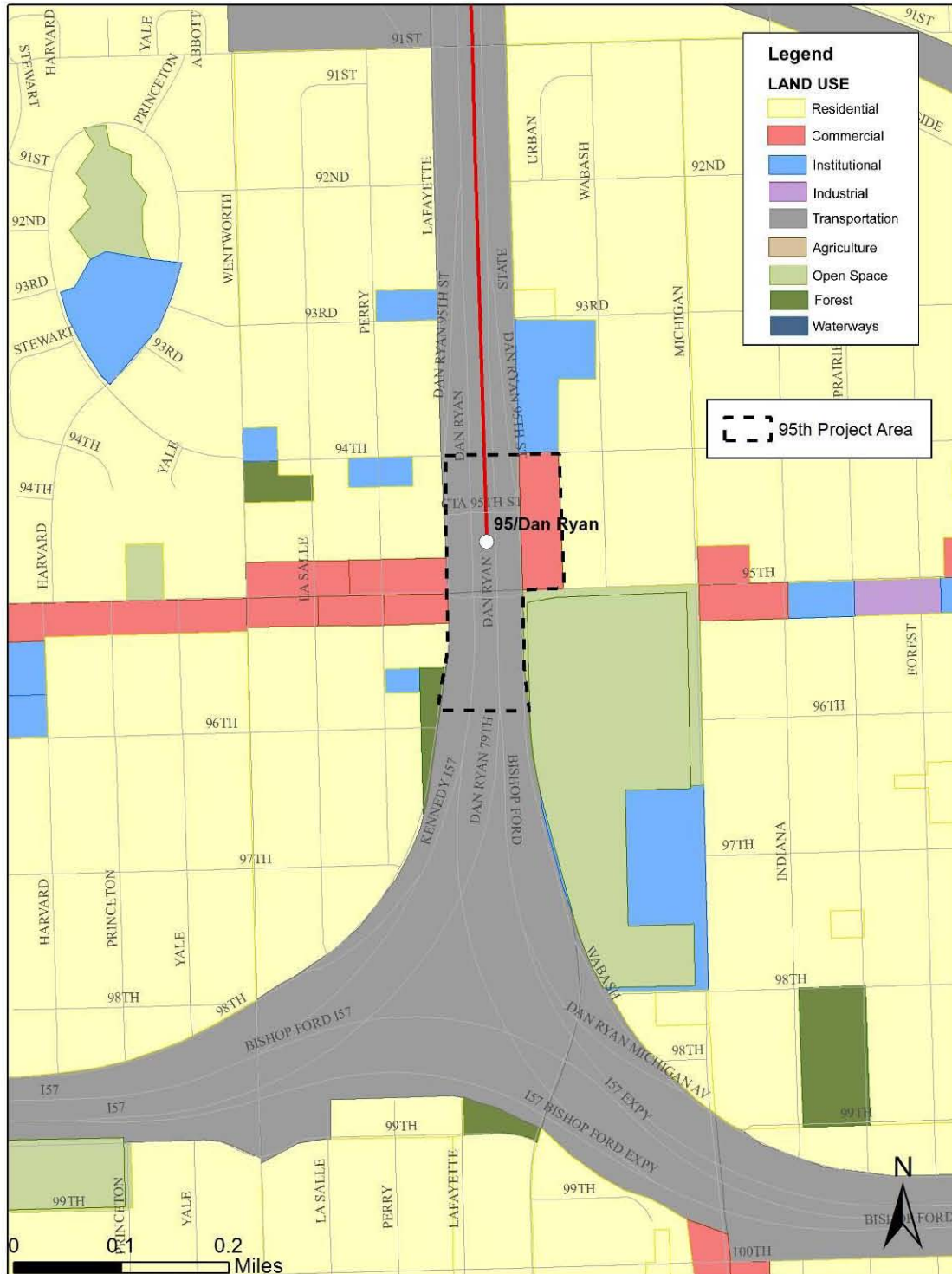
3.18 Impacts Caused By Construction

Any construction will have a slight temporary adverse impact on the surrounding area, including dust, noise, and traffic detours. Dust and noise impacts would be temporary and minimal in nature. Dust will be controlled by construction best management practices such as wetting soil. Water runoff will be directed to sewer inlets and away from neighboring properties. Noise is often a construction by-product. CTA will mitigate temporary construction-related noise as described in Section 3.6 Noise & Vibration above, and will comply with the City of Chicago's Noise Control Ordinance and IDOT's Bureau of Design and Environment (BDE) specifications.

As discussed in Section 3.3 Traffic Impacts above, as a result of adherence to CDOT and IDOT construction permit guidelines and conditions, construction of the Terminal is not expected to have significant negative impacts on general traffic or pedestrian circulation patterns. Nevertheless, CTA will conduct a quantitative traffic analysis study to quantify the impacts to road congestion and safety both during and after construction. The findings of this traffic analysis and any proposed mitigation will be integrated into an amendment to the final NEPA decision document for this project. Construction for the project will not begin until FTA makes a determination in writing regarding the traffic analysis impacts and required mitigation via an amendment to the final NEPA decision document.

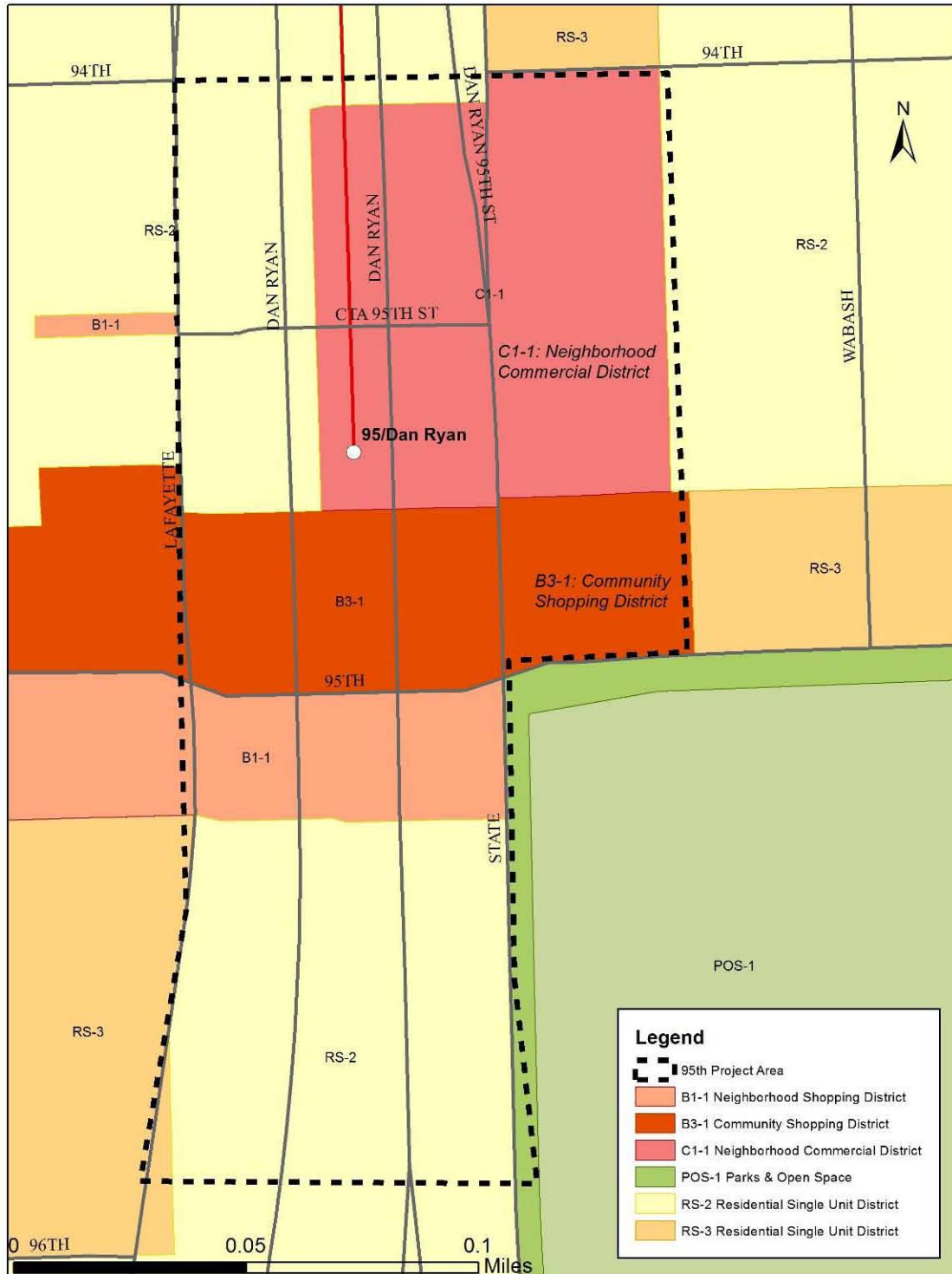
Attachment 1

Existing Surrounding Land Use



Attachment 2

Existing Zoning



Attachment 3

City of Chicago Zoning Coordination Correspondence



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

December 17, 2012

Mr. Steven Valenziano
Assistant Zoning Administrator
City of Chicago
Department of Housing and Economic Development
121 N. LaSalle Street, Room 905
Chicago, IL 60602

SUBJECT: 95th Street Rail Station / Red Line
Rezoning to Transportation District

Dear Mr. Valenziano,

Following up on discussions between CTA and Zoning Ordinance Administration over the past several months, CTA would like to formally initiate the process of reclassifying the existing CTA right of way and other impacted parcels in the vicinity of the 95th Street Rail Station on the Red Line. We are requesting that the City assist CTA in initiating this process at this time in support of the environmental documentation requirements associated with the Federal grant awarded to CTA for the reconstruction of the 95th Street Terminal complex.

In previous discussions with Bob Wittmann, our General Manager Construction and our program managers, the City had indicated that a map and text change for the entire Red Line right of way between 99th Place and 18th Street might be a comprehensive solution. CTA supports this initiative as a way to facilitate securing permits for routine capital maintenance projects in the Red Line corridor. CTA would still prefer to pursue this approach, but the timing of our funding process for the 95th Street Terminal project is critical. If this global map change is not underway in January 2013, we will need to initiate the reclassification of the parcels directly impacted by the proposed work at 95th Street.

I have attached to this correspondence a table and maps illustrating the affected parcels and their current uses and ownership. We look forward to working with the City in implementing these changes over the next six months.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Harper', is written over a horizontal line.

James Harper, Chief Engineer

cc: C. Bushell, R. Wittmann, K. O'Malley, K. Campbell, S. Mosher

Attachment 4

Keeping the Expressway Open



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

PERMITS

Location: Dan Ryan Expressway from Cermak Rd. to 95th St. (CTA Red Line Rehabilitation Project)
Reference No: 016-53251

June 6, 2012

Mr. Robert Wittmann
Chicago Transit Authority
567 West Lake Street, Floor 9
Chicago, IL 60661-1498

Dear Mr. Wittmann:

We have completed our review of your engineering drawings for the subject location. Our comments are the following:

- A note on the plans must be added that states that all storm sewer work shall be directional bored from the CTA right-of-way and no open cut of the expressway shoulder or expressway barrier wall will be allowed.
- Add the "Keeping the Expressway Open to Traffic Memo" given to the Chicago Transit Authority by the Illinois Department of Transportation Expressway Operations Section to the final bid specifications as discussed in the conference call on June 4, 2012.
- Since there is no maintenance of traffic plans included in Volumes 1 -11 of the plan sets submitted for review, please verify that no traffic control is required other than what is allowed in the "Keeping the Expressway Open to Traffic Memo".
- The enclosed 2 special provisions "Keeping the Expressway Open to Traffic" and "Traffic Control and Protection (Expressway)" shall be included in bid plans.
- The first special provision was modified to include hours from 9th to 31st on the Dan Ryan along with allowable hours for the Chinatown Feeder (31st to 22nd Street) which may or may not be needed. Since the final plans recently received do not show any specific Maintenance of Traffic for review, allowable hours were included for the portions of IDOT's Expressways that may apply.
- The attached "Traffic Control and Protection (Expressway)" special provision should also be included with contract documents but will need modification for your contract. The last two sections may have to be deleted – Method of Measurement and Basis of Payment as those are based on an IDOT contract.

Location: Dan Ryan Expressway from Cermak Rd. to 95th St. (CTA Red Line Rehabilitation Project)


June 6, 2012
Page 2

Please revise your plans and specifications in accordance with the above comments and resubmit two (2) copies of your revised plans with only the relevant IDOT portions to continue the review process. Also submit a PDF versions on CD of the whole set of final plans and specifications for our records.

If you have any questions regarding this matter, please contact Mr. William Weitzel at (847) 705-4132.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways
Region One Engineer

By:  *ww*
Thomas G. Gallenbach, P.E.
Traffic Permit Engineer

Cc: Steve Travia
Julia Fox
James Stumpner

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996
Revised: February 9, 2005

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer (847-705-4151) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

LOCATION: Dan Ryan: 95th to 69th

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM	9:00 PM	to	6:00 AM
	2-Lane	10:00 PM	to	5:00 AM	11:00 PM	to	6:00 AM
	3-Lane	11:59 PM	to	5:00 AM	11:59 PM	to	6:00 AM
Friday	1-Lane	8:00 PM (Fri)	to	9:00 AM (Sat)	9:00 PM (Fri)	to	10:00 AM (Sat)
	2-Lane	11:00 PM (Fri)	to	7:00 AM (Sat)	11:59 PM (Fri)	to	8:00 AM (Sat)
	3-Lane	1:00 AM (Sat)	to	6:00 AM (Sat)	1:00 AM (Sat)	to	7:00 AM (Sat)
Saturday	1-Lane	8:00 PM (Sat)	to	11:59 AM (Sun)	9:00 PM (Sat)	to	11:59 AM (Sun)
	2-Lane	11:00 PM (Sat)	to	10:00 AM (Sun)	11:59 PM (Sat)	to	11:00 AM (Sun)
	3-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)	1:00 AM (Sun)	to	8:00 AM (Sun)

Note: NB Lane closures near the I-57/I-94 merge at 96th require special traffic control. Allowable hours at the I-57/94 interchange will follow hours on the respective expressway affected (NB and SB).

LOCATION: Dan Ryan: 69th to 31st

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM	9:00 PM	to	6:00 AM
	2-Lane	10:00 PM	to	5:00 AM	11:00 PM	to	6:00 AM
	Full Express	11:59 PM	to	5:00 AM	1:00 AM	to	6:00 AM
Friday	1-Lane	8:00 PM (Fri)	to	8:00 AM (Sat)	9:00 PM (Fri)	to	9:00 AM (Sat)
	2-Lane	11:00 PM (Fri)	to	6:00 AM (Sat)	11:59 PM (Fri)	to	7:00 AM (Sat)
	Full Express	11:59 PM (Fri)	to	6:00 AM (Sat)	1:00 AM (Sat)	to	7:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	10:00 AM (Sun)	9:00 PM (Sat)	to	11:59 AM (Sun)
	2-Lane	11:00 PM (Sat)	to	9:00 AM (Sun)	11:59 PM (Sat)	to	9:00 AM (Sun)
	Full Express	11:59 PM (Sat)	to	7:00 AM (Sun)	1:00 AM (Sun)	to	7:00 AM (Sun)

- Notes: 1-lane closures in the 2-lane section of the Dan Ryan Local Lanes shall follow the 2-Lane hours in the table above.
- Full stops in the Local Lanes will not be permitted when the express is fully closed.
- Lane closures in the Express Lanes will not be permitted when full stops occur in the Local Lanes.
- Ramp closures other than for the Skyway may follow the 1-lane hours in the table above.

LOCATION: I-90/94 Dan Ryan (Chinatown Feeder)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
			to	
Sunday-Thursday	1-Lane	7:00 PM	to	5:00 AM
	2-Lane	9:00 PM	to	5:00 AM
Friday	1-Lane	8:00 PM (Fri)	to	6:00 AM (Sat)
	2-Lane	10:00 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane	8:00 PM (Sat)	to	Noon (Sun)
	2-Lane	10:00 PM (Sat)	to	9:00 AM (Sun)

LOCATION: I-94 Bishop Ford: MLK to 96th (2 lane area)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
			to			to	
Sunday - Thursday	1-Lane	11:00 PM	to	5:00 AM	11:59 PM	to	6:00 AM
Friday	1-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)	1:00 AM (Sat)	to	7:00 AM (Sat)
Saturday	1-Lane	11:59 PM (Sat)	to	7:00 AM (Sun)	1:00 AM (Sun)	to	8:00 AM (Sun)

LOCATION: I-57 (Halsted to 96th)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
		INBOUND		
			to	
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM
	2-Lane	11:00 PM	to	5:00 AM
Friday	1-Lane	9:00 PM (Fri)	to	10:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	10:00 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)

In addition to the hours noted above, temporary shoulder and partial ramp closures (non-Exwy to Exwy ramps) are allowed weekdays between 9:00 A.M. and 3:00 P.M.

Narrow lanes and permanent shoulder closures are not authorized with this permit work. Temporary ramp closures for service interchanges will only be permitted at night during the restricted hours listed for temporary one-lane closures within the project limits. However, no two (2) adjacent entrance and exit ramps in one direction of the expressway shall be closed at the same time.

Freeway to freeway (system interchange) full ramp closures for two lane ramps will not be permitted. Partial ramp closures of system ramps may be allowed during the 1-lane closure hours above. System ramp full closures for single lane ramps are only permitted for a maximum of four (4) hours

- between the hours of 1:00 a.m. and 5:00 a.m. on Monday thru Friday
- between the hours of 1:00 a.m. and 6:00 a.m. on Saturday, and
- between the hours of 1:00 a.m. and 7:00 a.m. on Sunday.

The Contractor shall furnish and install large (48" X 48") "DETOUR with arrow" signs as directed by the Engineer for all system ramp closures. In addition, one portable changeable message sign will be required to be placed in advance of the ramp closure. The cost of these signs and PCMS board shall be included in the cost of traffic control and protection (6 static signs maximum per closure).

Full Expressway Closures are not expected, but if needed, they will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00 A.M. to 5:00 A.M. Monday thru Friday and from 1:00 A.M. to 7:00 A.M. on Sunday. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. Police forces should be notified and requested to close off the remaining lane at which time the work item may be removed or set in place. The District One Traffic Operations Department **shall be** notified (847-705-4151) at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of the proposed road closure and will coordinate the closure operations with police forces.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department. All allowable temporary lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a half (1/2) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

Work zone locations are not specifically shown in the plans and no openings in the concrete barrier walls between the CTA and the Expressways is permitted. The Contractor shall plan his trucking operations into and out of the temporary lane closures/work zone along the expressway to maintain adequate merging distance. Merging distances to cross all lanes of traffic shall be no less than 1/2 mile. This distance is the length from where the trucks enter the expressway to where the trucks enter the work zone. It is also the length from where the trucks exit the work zone to where the trucks exit the expressway. The stopping of expressway traffic to allow trucks to change lanes and/or cross the expressway is prohibited.

TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

Effective: 3/8/96

Revised: 5/29/09

Description. This work shall include furnishing, installing, maintaining, replacing, relocating, and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic. Traffic control and protection shall be provided as called for in the plans, applicable Highway Standards, District One Expressway details, Standards and Supplemental Specifications, these Special Provisions, or as directed by the Engineer.

General. The governing factor in the execution and staging of work for this project is to provide the motoring public with the safest possible travel conditions on the expressway through the construction zone. The Contractor shall arrange his operations to keep the closing of lanes and/or ramps to a minimum.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices. Special attention shall be given to existing warning signs and overhead guide signs during all construction operations. Warning signs and existing guide signs with down arrows shall be kept consistent with the barricade placement at all times. The Contractor shall immediately remove, completely cover, or turn from the motorist's view all signs which are inconsistent with lane assignment patterns.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices that were furnished, installed, or maintained by him under this contract, and such devices shall remain the property of the Contractor. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

Additional requirements for traffic control devices shall be as follows.

(a) Traffic Control Setup and Removal. The setting and removal of barricades for the taper portion of a lane closure shall be done under the protection of a vehicle with a crash attenuator and arrow board. The attenuator vehicle shall be positioned in the live lane that is being closed or opened in advance of the workers and shall have the arrow panel directing traffic to the adjacent open lane. Failure to meet this requirement will subject to a Traffic Control Deficiency charge. The deficiency will be calculated as outlined in Article 105.03 of the Standard Specifications. Truck/trailer mounted attenuators shall comply with Article 1106.02(g) or shall meet the requirements of NCHRP 350 Test Level 3 with vehicles used in accordance with manufacturer's recommendations and requirements.

(b) Sign Requirements

(1) Sign Maintenance. Prior to the beginning of construction operations, the Contractor will be provided a sign log of all existing signs within the limits of the construction zone. The Contractor is responsible for verifying the accuracy of the sign log. Throughout the duration of this project, all existing traffic signs shall be maintained by the Contractor. All provisions of Article 107.25 of the Standard Specifications

shall apply except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish, and replace at his own expense, any traffic sign or post which has been damaged or lost by the Contractor or a third party. The Contractor will not be held liable for third party damage to large freeway guide signs".

- (2) Work Zone Speed Limit Signs. Work zone speed limit signs shall be installed as required in Article 701.14(b) and as shown in the plans and Highway Standards. Based upon the existing posted speed limit, work zone speed limits shall be established and signed as follows.
- a. Existing Speed Limit of 55mph or higher. The initial work zone speed limit assembly, located approximately 3200' before the closure, shall be 55mph as shown in 701400. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans.
 - b. Existing Speed Limit of 45mph. The advance 55mph work zone speed limit assembly shown in 701400 shall be replaced with a 45mph assembly. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. "Resumes" assemblies shall be eliminated. END WORK ZONE SPEED LIMIT signs are required.
- (3) Exit Signs. The exit gore signs as shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 12 inch capital letters and a 20 inch arrow. EXIT OPEN AHEAD signs shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 8 inch capital letters.
- (4) Uneven Lanes Signs. The Contractor shall furnish and erect "UNEVEN LANES" signs (W8-11) on both sides of the expressway, at any time when the elevation difference between adjacent lanes open to traffic equals or exceeds one inch. Signs shall be placed 500' in advance of the drop-off, within 500' of every entrance, and a minimum of every mile.
- (c) Drums/Barricades. Check barricades shall be placed in work areas perpendicular to traffic every 1000', one per lane and per shoulder, to prevent motorists from using work areas as a traveled way. Check barricades shall also be placed in advance of each open patch, or excavation, or any other hazard in the work area, the first at the edge of the open traffic lane and the second centered in the closed lane. Check barricades, either Type I or II, or drums shall be equipped with a flashing light.
- To provide sufficient lane widths (10' minimum) for traffic and also working room, the Contractor shall furnish and install vertical barricades with steady burn lights, in lieu of Type II or drums, along the cold milling and asphalt paving operations. The vertical barricades shall be placed at the same spacing as the drums.
- (d) Vertical Barricades. Vertical barricades shall not be used in lane closure tapers, lane shifts, and exit ramp gores. Also, vertical barricades shall not be used as patch barricades or check barricades. Special attention shall be given, and ballast provided
-

per manufacture's specification, to maintain the vertical barricades in an upright position and in proper alignment.

- (e) Temporary Concrete Barrier Wall. Prismatic barrier wall reflectors shall be installed on both the face of the wall next to traffic, and the top of sections of the temporary concrete barrier wall as shown in Standard 704001. The color of these reflectors shall match the color of the edgelines (yellow on the left and crystal or white on the right). If the base of the temporary concrete barrier wall is 12 inches or less from the travel lane, then the lower slope of the wall shall also have a 6 inch wide temporary pavement marking edgeline (yellow on the left and white on the right).

Method of Measurement. This item of work will be measured on a lump sum basis for furnishing, installing, maintaining, replacing, relocating, and removing traffic control devices required in the plans and these Special Provisions. Traffic control and protection required under Standards 701101, 701400, 701401, 701402, 701406, 701411, 701416, 701426, 701446, 701901 and District details TC-8, TC-9, TC-17, TC-18 and TC-25 will be included with this item.

Basis of Payment.

- (a) This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). This price shall be payment in full for all labor, materials, transportation, handling, and incidental work necessary to furnish, install, maintain, replace, relocate, and remove all Expressway traffic control devices required in the plans and specifications.

In the event the sum total value of all the work items for which traffic control and protection is required is increased or decreased by more than ten percent (10%), the contract bid price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) will be adjusted as follows:

$$\text{Adjusted contract price} = .25P + .75P [1+(X-0.1)]$$

Where: "P" is the bid unit price for Traffic Control and Protection

Where: "X" =	$\frac{\text{Difference between original and final sum total value of all work items for which traffic control and protection is required}}{\text{Original sum total value of all work items for which traffic control and protection is required}}$
--------------	--

The value of the work items used in calculating the increase and decrease will include only items that have been added to or deducted from the contract under Article 104.02 of the Standard Specifications and only items which require use of Traffic Control and Protection.

- (b) The Engineer may require additional traffic control be installed in accordance with standards and/or designs other than those included in the plans. In such cases, the standards and/or designs will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for any additional traffic control required will be in accordance with Article 109.04 of the Standard Specifications.

- (c) Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed in accordance with standards and/or designs other than those included in the plans. Revisions or modifications to the traffic control shown in the contract shall be submitted by the Contractor for approval by the Engineer. No additional payment will be made for a Contractor requested modification.
- (d) Temporary concrete barrier wall will be measured and paid for according to Section 704.
- (e) Impact attenuators, temporary bridge rail, and temporary rumble strips will be paid for separately.
- (f) Temporary pavement markings shown not shown on the Standard will be measured and paid for according to Section 703 and Section 780.
- (g) All pavement marking removal will be measured and paid for according to Section 703 or Section 783.
- (h) Temporary pavement marking on the lower slope of the temporary concrete barrier wall will be measured and paid for as TEMPORARY PAVEMENT MARKING, 6".
- (i) All prismatic barrier wall reflectors will be measured and paid for according to the Recurring Special Provision Guardrail and Barrier Wall Delineation.

Attachment 5

Section 106 Concurrence Letter from IHPA



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

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

RECEIVED
NOV - 9 2012
017110912
Preservation Services

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

November 5, 2012

Amy Martin, Director
Illinois Historic Preservation Agency
Old State-Journal Register Building
313 South Sixth Street
Springfield, IL 62701

IHPA REVIEW
H/A _____
AC _____
AR _____
File CK IFTA

**RE: 95th Street Terminal Improvement Project, Chicago Transit Authority, Chicago:
FTA Section 106 Eligibility and Adverse Effects Determination**

Dear Ms. Martin:

On October 10, 2012, the Federal Transit Administration (FTA) submitted a Section 106 initiation letter to the Illinois Historic Preservation Agency (IHPA) for the 95th Street Terminal Improvement Project, located at and near 15 W. 95th Street in Chicago. The Chicago Transit Authority (CTA) is seeking federal funding for this undertaking.

Enclosed is the Historic Architectural Survey containing maps showing the Area of Potential Effect (APE) in addition to the eligibility and effects findings for the 95th Street Terminal Improvement Project. The APE consists of properties that are either within the limits of physical disturbance or may be visually or contextually affected by the project.

Based on review of the attached documents, FTA has determined that there are 29 resources over 50 years of age located within the APE. None of these are on, eligible for, or recommended for the National Register of Historic Places (NRHP). There may be artifact bearing soils in the APE for archaeology in the proposed construction staging area. However, only superficial use of properties is expected in this location. Accordingly, FTA finds that the proposed undertaking will have no adverse effect on historic architectural and archaeological resources.

Pursuant to the Section 106 implementing regulations at 36 CFR 800, FTA is seeking IHPA concurrence with this determination within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Reginald Arkell, Community Planner at 312-886-3704.

Sincerely,

Marisol R. Simón
Regional Administrator

Cc: Reginald Arkell, FTA
Don Gismondi, CTA
Enclosure

CONCUR
By: Jane E. Haack
Deputy State Historic Preservation Officer
Date: JFA 12/5/12

12-11-12 IN 3525

Attachment 6

Photographs of Properties to Be Acquired

**Vacant Parcels
(9403 -9407 S. State)**

SUBJECT PROPERTY



LOOKING NORTH AT THE SUBJECT PROPERTY

**Cell Tower
(9407 S. State)**

SUBJECT PROPERTY



LOOKING EAST AT THE SUBJECT PROPERTY

**Vacant Beauty Shop
(9411-9413 S. State)**

SUBJECT PROPERTY



LOOKING EAST AT THE SUBJECT PROPERTY

**Citgo Gas Station
(9417-9413 S. State)**

SUBJECT PROPERTY



LOOKING SOUTHEAST AT THE SUBJECT PROPERTY

**Vacant Parcel
(9435 S. State)**

SUBJECT PROPERTY



LOOKING EAST AT THE SUBJECT PROPERTY

**Currency Exchange
(9439 S. State)**

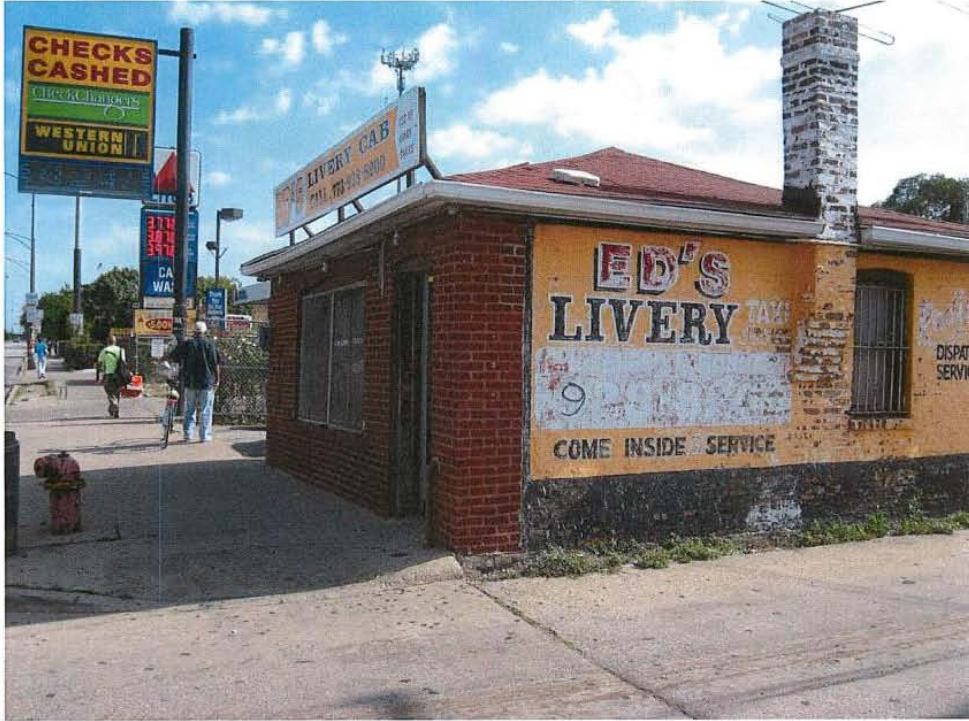
SUBJECT PROPERTY



LOOKING EAST AT THE SUBJECT PROPERTY

**Livery Service
(9443 S. State)**

SUBJECT PROPERTY



LOOKING NORTHEAST AT THE SUBJECT PROPERTY

**Mobil Gas Station
(4 E. 95th Street)**

SUBJECT PROPERTY



LOOKING NORTHEAST AT THE SUBJECT PROPERTY

**Jim's Original
(12 – 14 E. 95th Street)**

SUBJECT PROPERTY



LOOKING WEST AT THE SUBJECT PROPERTY

Attachment 7

Public Meeting Materials



95th Street Terminal Improvement Project

Open House Summary

December 17, 2012

Prepared for:
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Prepared by:
GWC Transit Group
125 South Wacker Drive
Suite 600
Chicago, IL 60606





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- Appendix C – Flyer
- Appendix D – Sign-in Sheets
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- Appendix F – Comment Card
- Appendix G – Exhibit Boards
- Appendix H – Written Comments
- Appendix I – Survey Questions Summary Table

Due to the extensive size of the Appendices, they have been removed from this document; however, they are available at CTA's office, upon request.

Tables

Table 2-1: Newspaper Display Ads	2-1
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Executive Summary

Improving a Transit Hub

CTA is moving forward with major improvements to the 95th Street Terminal, one of the busiest in Chicago's transit system. The 95th Street Terminal Improvement Project would reduce pedestrian and bus congestion, cut travel times, improve accessibility, and modernize the terminal for a better customer experience.

Welcoming Your Feedback

CTA conducted three open house meetings September 11, 2012, September 13, 2012, and October 15, 2012 to gather feedback from the residents of the Far South Side of Chicago, many of which are CTA customers who use the terminal. The meetings were designed to give the public a chance to share their concerns about the terminal with CTA representatives, as well as share their ideas about what improvements they would most like to see happen.

The open house meeting locations were near the 95th Street Terminal, were accessible by public transportation, and were ADA compliant. In order to provide the greatest opportunity for community participation, the public meetings were scheduled in the early evening on weekdays. Spanish and sign language interpreters were available during the open house meetings.

During the meetings, residents had the opportunity to review boards displaying information about the current station and proposed improvements, talk with CTA representatives about the project, and participate in three workstation areas. One workstation collected information about attendees' trip origin and a second workstation collected details about attendees' trip destinations. A third workstation presented the terminal layout and allowed attendees to share how they use the 95th Street Terminal and any specific terminal improvements they would recommend.

Inviting the Public

In order to hear from as many members of the community as possible at the public meetings, CTA:

- Sent invitation emails to 711 residents who had previously demonstrated an interest in Red Line projects.
- Placed display advertisements in two newspapers within the project area, the Chicago Defender and the Chicago Citizen. The ads appeared the weeks of August 27, 2012 and October 8, 2012.
- Updated the 95th Street Terminal Improvement Project webpage, www.transitchicago.com/95thTerminal, with information about the meetings on August 27, 2012.
- Contacted aldermen and provided them with flyers about the open house meetings to distribute to community members.



- Posted a transit alert card providing information about the open house meetings at the 95th Street Terminal.

What We Heard

Attendees had the opportunity to comment in writing during the open house meetings. They also could submit their comments after the open house meetings via email or mail. A total of 93 community members attended the meetings. A total of 46 community members submitted written comments at the meetings, and five comments were submitted via email.

Community members were requested to express their vision for the terminal and responded that they wanted to see:

- Being a valued addition to the community and fitting in as part of the community
- A welcoming and accommodating destination used by people from all areas of the city
- A pleasant and convenient place for people to visit each day
- Being a bright, clean, and state-of-the-art facility

Residents also were asked to rank possible improvements by order of priority. Overall, attendees reported **pedestrian safety** as a top priority. They would like to see improvements put in place that ensure pedestrians are safe while using the terminal. Residents expressed concern particularly for pedestrians crossing State and Lafayette Streets to the terminal and while transferring from rail to bus.

Security is the second most important improvement for riders. They want to make sure that they feel safe both inside and outside the terminal. Many residents suggested improving lighting in and around the terminal.

Residents also would like to see improvements for **vehicular safety**. They expressed concern for vehicle drivers and want to see a layout that offers a safe way for these drivers to drop riders off and navigate around bus traffic.

Other important aspects of the project for residents are improving **internal movement, comfort, and the rail platform area**. Many community members would like to see more waiting areas and additional retail areas at the terminal to make it more convenient and comfortable for riders. Residents expressed the need for more space at the rail platform, more covered waiting space for inclement weather, air conditioning in the terminal, and a cleaner terminal.

Attendees also suggested specific improvements to the terminal, including:

- Creating additional bus pull-in and waiting areas
- Increasing access and amenities for people with disabilities
- Adding more signage, including wayfinding signs, bus and rail trackers, and bus route signs
- Creating an under pass or overpass for pedestrian to cross 95th Street
- Increasing retail spaces and adding more food vendors



Section 1 Project Background

CTA conducted three open house meetings on September 11, 2012, September 13, 2012, and October 15, 2012 to gather feedback from the residents of the Far South Side of Chicago, many of which are CTA customers who use the 95th Street Terminal. The project will expand and improve the 95th Street Terminal, which is the southern terminus of the CTA Red Line, and will bring significant improvements to a station that is a vital part of the South Side. The terminal was built in 1969 and is one of CTA's busiest stations, with 24-hour Red Line service and over 1,000 CTA and Pace bus trips on a typical weekday. The public meetings provided an opportunity for community members to learn more about the project and give their input about what improvements are most important to them.



Section 2 Public Notification Activities

2.1 E-blast

An invitation email that included information about the first two open house meetings was sent August 27, 2012. A second email with information about the third open house was sent on October 10, 2012. The e-blasts were sent to 711 email addresses of residents who had previously demonstrated an interest in the Red Line Extension Project and requested information about future Red Line projects. Copies of the two e-blasts are found in Appendix A.

2.2 Newspaper Display Advertisements

To invite the public to the open house meetings, display advertisements were placed in two newspapers within the project area. Newspapers were selected based on their geographic focus and audited circulation numbers. Display ads ran during the weeks of August 27, 2012 and October 8, 2012. Information about the ads is summarized in Table 2-1. Tear sheets from each newspaper ad are in Appendix B.

Table 2-1: Newspaper Display Ads

Newspaper	Ad Size	Language	Ad Date for Sept. 9 and Sept. 13 Meetings	Ad Date for Oct. 15 Meeting
Chicago Defender	1/4 page	English	Wed, 8/29	Wed, 10/10
Chicago Citizen	1/2 page	English	Wed, 8/29	Wed, 10/10

2.3 Project Website

The webpage for the 95th Street Terminal Project, www.transitchicago.com/95thTerminal, was updated with meeting information August 27, 2012. The webpage provided information about the project and the open house meetings, descriptions of possible improvements for the terminal, and information about project funding.

2.4 Transit Alert Cards

A transit alert card providing information about the September 11, 2012 and September 13, 2012 open house meetings was posted at the 95th Street Terminal on September 4, 2012.

2.5 Aldermen and Stakeholders

Aldermen were contacted starting August 27, 2012 and were provided information about the project and open house meetings. Flyers with information about the open house meetings were provided on August 30, 2012 and October 10, 2012 to aldermen and other stakeholders to distribute to community members. Copies of the flyers are included in Appendix C.



Section 3 Open House Meetings

CTA conducted three open house meetings to inform the public about the project and to provide people with an opportunity to ask questions about the 95th Street Terminal in an informal setting.

The open house meeting locations were near the 95th Street Terminal, were accessible by public transportation, and were ADA compliant. For the convenience of all attendees, bus lines to and from the meeting sites were publicized on the flyer, notice, display ads, e-blast, and on the website. In order to provide the greatest opportunity for community participation, the open houses were scheduled in the early evening on weekdays. Spanish and sign language interpreters were made available during the open house meetings.

A total of 53 people signed in at the September 11, 2012 open house, 20 people signed in at the September 13, 2012 open house, and 20 people signed in at the October 15, 2012 open house. Although everyone was encouraged to sign in, there were a few additional attendees who declined to sign in. Copies of the sign in sheets are in Appendix D.

Time: 5 to 7 p.m.
Date: Tuesday, September 11, 2012
Location: Harlan High School
9652 S. Michigan Avenue
Chicago, IL 60628

Time: 6 to 8 p.m.
Date: Thursday, September 13, 2012
Location: Palmer Park
201 E. 11th Street
Chicago, IL 60628

Time: 5 to 7 p.m.
Date: Monday, October 15, 2012
Location: West Pullman Library
830 W. 119th Street
Chicago, IL 60643

During the open house meetings, project team members were present at exhibit boards to answer questions related to the project. The open house sessions provided attendees with an opportunity to review the project information and give feedback about the concerns they have about the existing terminal. They also were able to tell CTA representatives which improvements are of highest priority to them.



There were three workstations as part of the meeting. One workstation collected information about attendees' trip origins and a second workstation collected information about attendees' trip destinations. The feedback from these two workstations showed that meeting attendees travel from as far away as Morgan Park and West Pullman, and many travel to the Loop.

A third workstation presented the terminal layout and allowed attendees to share how they use the 95th Street Terminal, where they would like to see improvements, and any specific terminal improvements they would recommend. Workstations were photographed following each of the meetings; photos of workstations are included in Appendix E.

4.1 Meeting Materials

Meeting attendees were offered comment cards which allowed them to submit written comments during or after the open house meetings. Three specific questions were asked on the comment card:

- Which of the following possible improvements, including vehicular safety, pedestrian safety, security and external access, are most important to you and in what order?
- What specific improvements would you like to see at the 95th Street Terminal?
- How do you envision the 95th Street Terminal as part of your community?

Residents also could draw the improvements or mark areas of concern on a map of the existing terminal that was on the back of each comment card. An example comment card is included in Appendix F.

Project exhibit boards were developed and used during the open house meetings. The boards included:

- About 95th Street Terminal
- Existing Layout
- Exterior
- Interior
- Platform
- Conceptual Artist's Rendering
- Stay Involved



The exhibit boards provided attendees with background of the project and the important role that the terminal plays as part of the CTA transit system. The existing layout, exterior, interior, and platform exhibit boards showed images of the terminal under everyday use. The images identified inadequate spacing for buses, narrow bus boarding areas, narrow train platforms, and other areas where there is vehicle congestion and rider crowding. The conceptual artist's rendering provided two images of how the terminal could look following the improvements including direct pedestrian access to 95th Street.

Copies of the exhibit boards are in Appendix G.

4.2 Comments Received

Attendees were provided opportunities to comment in writing during the open house or submit their comments after the open house via email or mail. Email comments could be sent to a project specific email address (95thTerminal@transitchicago.com) found on the comment cards, project website, and on all notification materials. At the September 11, 2012 open house meeting, 22 people filled out and submitted comment cards, 12 people filled out comment cards at the September 13, 2012 meeting, and 12 people provided written comments at the October 15, 2012 open house. Five comments were received via email. All comment cards and emailed comments received as of the date of this meeting summary are included in Appendix H.

The survey question garnered the following feedback and is summarized in the table provided in Appendix I:

- Pedestrian safety is top priority for residents.
- Security is the second most important improvement for terminal users.
- Riders would like to see improvements for increased vehicular safety.
- Other important aspects of the project for residents are improving internal movement, comfort, and the platform area.

CTA representatives received a variety of verbal and written comments from participants during the open house. Comment themes include:

- Security – Security is a top priority for many residents. They want to make sure that riders are safe both inside and outside the terminal. Many suggested improving lighting in and around the terminal to make it safer.
- Pedestrian Safety – Community members emphasized safety of pedestrians specifically when crossing across State and Lafayette Streets to the terminal and while transferring from rail to bus.



- Vehicular Safety – Residents expressed concern for vehicle drivers and want to see a layout that offers a safe way for these drivers to drop riders off and navigate around bus traffic.
- Station Area - Many community members commented that they would like to see more waiting areas and additional retail areas at the terminal to make it more convenient and comfortable for riders.
- External Access - Many people would like to see a “park & ride” parking lot near the terminal, as well as a loading and unloading area for terminal users.
- Platform Area - Residents expressed the need for more space at the rail platform.
- Comfort - Many community members want more covered waiting space for inclement weather, air conditioning in the terminal, and a more clean and comfortable terminal.

Attendees suggested specific improvements to the terminal, including:

- Creating additional bus pull-in and waiting areas
- Increasing access and amenities for people with disabilities
- Adding more signage, including wayfinding signs, bus and rail trackers, and bus route signs
- Creating an underpass or overpass for pedestrians to cross 95th Street
- Increasing retail spaces and adding more food vendors
- Adding a secure parking lot with adequate space
- Fencing off the terminal from expressway traffic

Attendees described how they envision the terminal, including the following ideas:

- Being a valued addition to the community and fitting in as part of the community
- Being a welcoming and accommodating destination used by people from all areas of the city
- Being a pleasant and convenient place for people to visit each day
- Being a bright, clean, and state-of-the-art facility



Attachment 8

Section 7 Consultation Technical Assistance - No Effect Determination



Endangered Species

Midwest Region

[Midwest Endangered Species Home](#)

[Section 7 Home](#)

[Section 7: A Brief Explanation](#)

[Section 7: Technical Assistance](#)

[Biological Assessment Guidance](#)

[Section 7 Consultation Handbook](#)

[Contact Us](#)



S7 Consultation Technical Assistance Decision Process for "No Effect" Determinations

Projects within a Developed Area - Step 4

Step 4: "No Effect" Determination and Documentation

Your project will have "no effect" on federally listed species. A "No Effect" determination is appropriate because your project is:

- within a Developed Area (an area that is already paved or supports structures and the only vegetation is limited to frequently mowed grass or conventional landscaping), and
- is not within or adjacent to any unlandscaped areas that support native vegetation (trees, shrubs, or grasses).

Since your project is not within suitable habitat for listed species, no listed species or designated critical habitat is anticipated to be directly or indirectly affected by this action.

To document your section 7 review and "no effect" determination, we recommend that you print this page (go to File <Print Preview), fill-in the project name and date, attach your [species list](#), and file in your administrative record.

Project Name: 95th Street Terminal Improvement Project

Cook County, Ill.

Date: September 14, 2012

[Back](#)

[Home - "No Effect" Determination Process](#)

Last updated: March 29, 2011

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