



**Dan Ryan Track Renewal  
and  
Station Improvements Project**

**Environmental Assessment (EA)**


*August 21, 2012*

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Dan Ryan Track Renewal and Station Improvements 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

  
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FTA

  
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CTA

8-22-2012  
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Date of Approval

8/22/12  
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Date of Approval

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**Abstract**

The project involves the replacement of approximately 10.2 miles of double-track alignment on the Dan Ryan branch of the CTA's Red Line between the 16<sup>th</sup> St. subway portal and the 95<sup>th</sup> Street terminal. The CTA right-of-way (ROW) lies in the median of the Dan Ryan expressway between 30<sup>th</sup> St. and 95<sup>th</sup> St. Acquisition of additional right-of-way is not proposed as part of this project. All work would be completed within the existing CTA right-of-way. Additional land or displacements are not required.

The work involves removal and replacement of the drainage, sub-ballast, ballast, ties, rail and third rail except in the areas of special track work/crossovers, where there will be limited system work as necessary to ensure connectivity. The special track work/crossover areas were reconstructed approximately eight years ago. A limited amount of subgrade excavation will be required as minor adjustments are made to improve the alignment, profile, and ride quality.

A portion of the project includes elevated rail structure from the Cermak Rd. (Chinatown) station that, north of the station, diverges from the mainline and rises to connect to the Orange Line. In

addition to expansion joint and waterproofing replacement, track work, ballast and drainage improvements, the rail bridges and connector structure will require minor structural repairs and painting. The rail bridge south of Cermak will be repaired as part of the mainline line cut in 2013, while the 18<sup>th</sup> Street connector work may be performed outside the timeframe of the mainline construction.

There is a short tunnel within the project limits at 29<sup>th</sup> St. that is about 550' long with approach structures, each about 500' long, on the north and south ends. It is anticipated that minor repairs, including lighting improvements, to the tunnel structure and approaches will be made during the mainline line cut. Communications and signal express cables will be replaced along the entire alignment.

Station work includes accessibility upgrades consisting of the installation of elevators at the 55<sup>th</sup>, 63<sup>rd</sup>, and 87<sup>th</sup> Street stations. Routine maintenance will be performed at eight stations (Cermak/Chinatown, Sox/35<sup>th</sup>, 47<sup>th</sup>, 55<sup>th</sup>/Garfield, 63<sup>rd</sup>, 69<sup>th</sup>, 79<sup>th</sup>, and 87<sup>th</sup>) including painting, lighting, curtain wall repairs, concrete repairs, and cleaning. Upgrades and improvements to the 95<sup>th</sup> Street Station will be performed as a separate project at a later date.

The work that will be performed is within the existing footprint of the CTA's right-of-way and station footprints; therefore, relocations of residents and/or businesses are not a concern of this Project. This project will not cause long-term public health, safety, noise, vibration, or air quality effects. This environmental assessment is being prepared because of the construction approach being undertaken by CTA for this project, and assesses only those short-term construction impacts from the two construction alternatives under consideration. Reconstruction Alternative – Option 1 would involve reconstruction of the track and stations while the stations and service remain open for limited service during weekdays, and likely closures during the weekends. Reconstruction Option 1 would take 4 years to complete and cost \$76 million more than Reconstruction Alternative – Option 2 (the preferred alternative).

Reconstruction Alternative – Option 2 would involve completely closing the service on the Red Line between Cermak-Chinatown Station and 95<sup>th</sup> Street Terminus for five months from mid May to mid-October 2013. During that time, construction crews would be able to work on the ROW without having to accommodate trains in revenue service, resulting in a safer construction environment and the ability to complete the work on an expedited basis. Although Option 2 will disrupt the service for the community, which primarily consists of minority and low-income populations, the benefits to the community by using such a construction approach would result in a shorter period of disruption to service (5 months versus 4 years), substantial costs savings that will be used to provide additional station amenities including installing elevators in three stations, thereby making all of the stations on the Red Line South branch accessible, and providing a safer working environment for construction workers and drivers on the Dan Ryan. Additionally, the impacts of Option 2 will be mitigated through an extensive plan to provide alternative service options for customers of the Red Line South during construction.



**Dan Ryan Track Renewal and Station Improvements Project  
Cook County, Illinois**

**ENVIRONMENTAL ASSESSMENT**

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## **I. INTRODUCTION**

### **a. Purpose and Need for Project**

The Purpose of the Project is to implement improvements which will bring this portion of the Red Line into a state of good repair and eliminate the slow zones to maintain safe operations and improve service to CTA customers.

Forty percent (40%) of the track within the project area is in such poor condition that slow zones are required to safely operate, which delay passenger trips. This increase in travel time causes reduced reliability, increased operating costs, and increased fleet requirements for the Red Line. The number of slow zones is projected to increase despite the efforts of CTA in-house maintenance forces. CTA estimates that the slow zones will cost the agency \$33 million over the next five years. Without substantial capital improvements, the number of slow zones will jump to sixty percent (60%) resulting in longer commutes for CTA's customers. The existing infrastructure, specifically the deteriorated ballast, drainage system and aging rail/ties, makes it difficult to remove the slow zones or minimize future slow zones with routine maintenance. In addition to the slow zones, necessary maintenance activities and repairs, typically performed at night under a single-track operation, further disrupt passenger trips.

### **b. Purpose of this Environmental Assessment**

FTA has determined that a narrowly-tailored environmental assessment (EA) should be prepared for this project because of the planned approach for construction of the project. Because this project is contained within CTA right-of-way (ROW) with limited disturbance, the project would normally meet the criteria for a Categorical Exclusion, as defined by 23 CFR 771.117. Historically, when CTA has undertaken projects such as the one proposed here, it has done construction while keeping the line open for revenue service. This construction approach allows customers to continue to use the service albeit at a reduced service level because construction can lead to single tracking, temporary station closures, slow zones, temporary weekend closures, and other disruptions to service. CTA estimates that using this approach to the Dan Ryan Red Line Project will take four years to complete and cost \$355 million (construction cost). Therefore, CTA announced that it plans to close the Red Line between mid-May 2013 and mid-October 2013 in order to complete the construction work during that time. This construction approach will close the south end of the Red Line for five months and cost \$279 million (construction cost). CTA's announcement of the five-month closure of the Red Line South has been received by the community with mixed reactions, and has not been done for CTA projects of this nature in recent years. Accordingly, FTA has directed that this EA be prepared to address the environmental impacts of the proposed construction options and to undertake an environmental justice analysis pursuant to Executive Order 12898.

Because this project is located entirely within the CTA's right-of-way (ROW), most of which is located in the middle of the Dan Ryan Expressway, this EA is limited to an evaluation of the environmental impacts from the construction method used and an analysis under the principles of environmental justice.

## **II. PROJECT AREA**

The project is located from the south subway portal near 16<sup>th</sup> Street on the north to approximately 95<sup>th</sup> Street on the south and includes portions of the double track incline structure northward from Archer, east along 18<sup>th</sup> and north to about 17<sup>th</sup> between State and Wabash, also referred to as the 18<sup>th</sup> Connector Structure (**Figure 1**).

## **III. DETAILED DESCRIPTION OF ALTERNATIVES**

### **a. Reconstruction Alternative – Option 1**

The project involves the replacement of approximately 10.2 miles of double-track alignment on the Dan Ryan branch of the CTA's Red Line between the 16<sup>th</sup> St. subway portal and 95<sup>th</sup> St. The CTA ROW lies in the median of the Dan Ryan expressway between 30<sup>th</sup> St. and 95<sup>th</sup> St. Acquisition of additional right-of-way is not proposed as part of this project. All work will be completed within the existing CTA ROW. Additional land or displacements are not required.

The work involves removal and replacement of the drainage, sub-ballast, ballast, ties, rail and third rail except in the areas of special track work/crossovers, where there will be limited system work as necessary to ensure connectivity. The special track work/crossover areas were reconstructed approximately eight years ago. A limited amount of subgrade excavation will be required as minor adjustments are made to improve the alignment, profile and ride quality.

A portion of the project includes elevated rail structure from the Cermak Rd. (Chinatown) station that, north of the station, diverges from the mainline and rises to connect to the Orange Line. In addition to expansion joint and waterproofing replacement, track work, ballast and drainage improvements, the rail bridges and connector structure will require minor structural repairs and painting. The rail bridge south of Cermak will be repaired as part of the mainline line cut in 2013, while the 18<sup>th</sup> Street connector work may be performed outside the timeframe of the mainline construction.

There is a short tunnel within the project limits at 29<sup>th</sup> St. that is about 550' long with approach structures, each about 500' long, on the north and south ends. It is anticipated that minor repairs, including lighting improvements, to the tunnel structure and approaches will be made during the mainline line cut. Communications and signal express cables will be replaced along the entire alignment.

**Figure 1.** Dan Ryan Track Renewal Project Area



Station work includes an accessibility upgrade consisting of the installation of an elevator at the 63<sup>rd</sup> Street station. Upgrades and improvements to the 95<sup>th</sup> Street Station will be pursued as a separate project.

CTA has identified and made arrangements for two (2) staging locations that will be available to the contractors. The staging locations are:

1. An area located at the northeast corner of South Wentworth Avenue and West 18th St. that is immediately adjacent to the CTA's Red Line Dan Ryan branch at the 16th St. subway portal. The portal is the northern limit of the full-depth track replacement on the track renewal project.
2. An area located between Stewart and Harvard Avenues on the south side of West 63rd Street. In addition to construction staging, the track general contractor will be required to locate a hiring office at this location. The Project's Construction Manager will also have an office at this location.

Improvements would be constructed through the implementation of weekend-only closures for rolling portions of the tracks and stations. Completion of the proposed improvements would require four (4) years.

#### **b. Reconstruction Alternative – Option 2**

Option 2 only varies from Option 1 in the implementation of construction, station work, and routine maintenance. Option 2 would complete the proposed improvements through full closure of the tracks and stations from Cermak-Chinatown to the 95<sup>th</sup> Street Station. As a result, the Red Line portion of the project would take five (5) months to complete versus the four (4) years required under Option 1. In addition, station work includes accessibility upgrades consisting of the installation of elevators at the 55<sup>th</sup>, 63<sup>rd</sup>, and 87<sup>th</sup> Street stations. Routine maintenance will also be performed at eight stations (Cermak/Chinatown, Sox/35<sup>th</sup>, 47<sup>th</sup>, 55<sup>th</sup>/Garfield, 63<sup>rd</sup>, 69<sup>th</sup>, 79<sup>th</sup>, and 87<sup>th</sup>) including painting, lighting, curtain wall repairs, concrete repairs, and cleaning. The additional installation of elevators at the 55<sup>th</sup> and 87<sup>th</sup> Street Stations, along with the routine maintenance, has been included in Option 2 as a result of the cost savings experienced over Reconstruction Alternative – Option 1.

#### **c. Preferred Alternative**

Both of the Reconstruction Alternatives would meet the Project Purpose and Need. CTA considered the impacts associated with each Option on the natural, social and economic environment.

With the four-year plan under Reconstruction Alternative – Option 1, the commuting misery for CTA's customers would be extended through the end of 2016. The slow zones would continue to expand during this time frame, the trains would be more crowded and the average commuting time would increase. The rolling closures and frequent changes for access to the line and

stations would cause confusion to customers. The closing of parts of the line every Friday evening to have it reopened on Monday morning is also very inefficient, more costly, and increases the chance of something going wrong that would negatively affect commuters throughout the entire line every Monday morning. The Dan Ryan has a very high weekend-ridership that would be inconvenienced for four years.

The five-month closure plan, as proposed under the Reconstruction Alternative – Option 2, has the shortest project duration and will allow the south side residents to have a faster and more reliable service sooner, by the end of 2013. Closing the entire south section of the line for one five-month period will minimize confusion for the riders in contrast to closing different parts of the line and stations over the course of four years. It will allow transit riders to adjust to one major temporary change. CTA has begun implementation of an outreach program to explain the service changes and direct customers to other transportation alternatives. Closing the entire line also facilitates CTA's ability to install new elevators at 55<sup>th</sup>, 63<sup>rd</sup>, and 87<sup>th</sup> Street stations, making all of the stations on the Dan Ryan branch ADA-accessible.

Overall, the advantages of the five-month plan as compared to the longer four-year stop-and-start weekend construction plan will save \$76 million that can now be used for other improvements along the Red Line. The additional installation of elevators at the 55<sup>th</sup> and 87<sup>th</sup> Street Stations, along with the routine maintenance, has been included in Option 2 as a result of the cost savings experienced over Reconstruction Alternative – Option 1.

The savings (\$76 million) are the result of multiple factors including, but not limited to, the avoidance of:

1. Inefficiencies associated with the mobilization of labor, equipment and materials at the start and conclusion of each fifty-hour long weekend line cut;
2. Costs associated with uncovering portions of previously completed work so that system replacement (e.g., drain pipes, drainage structures and electrical duct) can resume;
3. Maintenance costs associated with additional rail and/or tie replacement to mitigate the introduction of additional slow zones;
4. Extended overhead costs for personnel and/or facilities for the general contractor, construction management firm, design firm and program manager;
5. Labor and material cost escalation due to anticipated future inflation; and
6. Workforce disruption associated with lost project experience/lessons learned as tradespeople and management cease work during the winter months or move to other work.

### *Mitigation*

During the five-month construction period, CTA is initiating extensive alternative transit service to alleviate the rail service disruption, including:

- Multiple free bus shuttle service to replace the rail service

- Red Line service on the Green Line tracks between Ashland/63<sup>rd</sup> and Roosevelt
- Expanded bus service on existing bus routes serving the area
- Free bus shuttles to Garfield Green Line for customers traveling from the affected Red Line Stations south of 63<sup>rd</sup>
- Free rail entry at the Garfield Green Line Station for the shuttle riders
- Fifty-cent discounts on most bus routes serving Chicago's south side
- Bus shuttles will operate between Roosevelt and Cermak-Chinatown

The temporary service on the Green Line will include continuation of the existing Green Line service to serve the current Cottage Grove branch. In addition, the rail service will also replicate the current service level and frequency for the Red line, which operates from Howard to 95th on a routing which will operate from Howard to Ashland/63rd. The trains from Howard will exit the State Street subway and utilize the incline to join the south elevated line that carries the Green line just south of Roosevelt station.

The Red/Green line service from Howard to Ashland/63rd will be scaled to carry the current loads which are observed on the Dan Ryan. The Green line service to Cottage Grove will be scaled to carry additional customers who may seek that rail option rather than utilizing bus options to get to the Red/Green service with the western terminal.

Questions have been raised as to why it is necessary to close the entire line while other branches of the system, such as the O'Hare Blue Line and Brown Line, were renewed under weekend line cuts. The answer is that the scope of work of the Dan Ryan Branch of the Red Line is significantly different from those other two projects. In addition, ridership on the Red Line is greater.

The Brown Line Station Expansion Project differed from the Dan Ryan project in that there was limited track and structure work, and no underground sub-ballast, drainage and utility work. This allowed service to continue to operate on the line and provided the ability to stagger the station closures.

The site logistics and layout for the Dan Ryan Branch of the Red Line are similar to those of the O'Hare Blue Line in that both are located in the medians of major expressways. However, **Table 1** below illustrates how they differ in what is required to restore the track system to a state of good repair.

**Table 1.** O'Hare and Dan Ryan Scope Differences

ITEM	O'HARE	DAN RYAN
Running Rail	Limited Replacement	Full Replacement
Contact Rail	Full Replacement	Full Replacement
Ties	Full Replacement	Full Replacement
Ballast	Limited Replacement	Full Replacement
Sub-ballast	None	Complete Replacement
Drainage Structures	None	Replace Over 500
Connections to IDOT	None	Over 200 Connections

Drain Tile	None	New at All Locations Except Interlockings
Replace Signal/Comm. Cable	No	Yes

The key differences are the full replacement of the running rail, complete replacement of the ballast and sub-ballast (over 150,000 cubic yards), replacement of over 500 drainage structures, 200 connections to Illinois Department of Transportation (IDOT) drainage structures, complete drain tile replacement and replacement of the signal and communication cable. This increased scope of track renewal produces vastly different quality, productivity and safety issues when implemented under a weekend line cut scenario versus an extended line cut requiring a closure.

- From a quality perspective, the phased approach to constructing the track bed and associated infrastructure greatly diminishes the ability to preserve the quality and durability of the finished product.
- From a productivity standpoint, the phased approach requires a considerable amount of mobilization and demobilization as a percentage of permanent work performed. In addition, a considerably higher amount of temporary work is required to restore rail service after each weekend line cut.
- From a safety and risk perspective, the phased approach dramatically increases the frequency and complexity with de-energizing and re-energizing a work zone for the contractor.

In evaluating the two Reconstruction Alternatives and in discussions with local elected officials and stakeholders, the ***Reconstruction Alternative – Option 2 was determined to be the Preferred Alternative.*** The shorter construction duration, although disruptive in the short-term, provides the transit riders with improved service on the Red Line South faster. The five-month service disruption is also planned during the summer months to avoid the extreme winter weather and to minimize the effect on school schedules.

#### IV. IMPACTS TO ENVIRONMENTAL RESOURCES & PROPOSED MITIGATION

##### a. Traffic Impacts

The proposed Project does not include permanent changes to travel lanes or parking in the project area. CTA has coordinated with IDOT regarding periodic-temporary restrictions that may be required on the Dan Ryan Expressway during construction.

Several meetings were held between the CTA and IDOT management at which the number and length of temporary, nighttime lane closures that may be employed by the Dan Ryan Track Renewal and Station Improvements contractors were discussed. However, the discussions have not been memorialized in a written agreement. IDOT provided, and the CTA has included



in its contract documents, IDOT Special Provisions that include tables delineating the number of lanes that may be closed and the allowable hours of closure.

Additionally, periodic, temporary restrictions that may be required for crossovers of local bridges or roadways will be coordinated with the Chicago Department of Transportation (CDOT) and IDOT. Normal permitting processes will be followed for construction staging and maintenance of traffic. See the construction section details on construction staging and maintenance of traffic.

In addition, during the five-month construction period, CTA is initiating extensive alternative transit service to alleviate the rail service disruption including:

- Multiple free bus shuttle service to replace the rail service
- Red Line service on the Green Line Tracks between Ashland/63<sup>rd</sup> and Roosevelt
- Expanded bus service on existing bus routes serving the area
- Free bus shuttles to Garfield Green Line for customers traveling from the affected Red Line Stations south of 63<sup>rd</sup>
- Free rail entry at the Garfield Green Line Station for the shuttle riders
- Fifty-cent discounts on most bus routes serving Chicago's south side
- Bus shuttles will operate between Roosevelt and Cermak-Chinatown

## **b. Historic Resources**

Information was gathered on known and potentially significant cultural resources (architectural and archaeological) through database searches and field survey. Cultural resources were identified within a 200-foot buffer of the Project alignment. The National Register of Historic Places<sup>1</sup>, the list of Illinois Historic Sites<sup>2</sup>, and the Commission on Chicago Landmarks<sup>3</sup> list were reviewed for cultural resources within the 200-foot buffer. The CTA stations were constructed in 1969, and are less than 50 years old. No historic properties were identified within CTA's property, which is located within a six-lane expressway from 30<sup>th</sup> and 95<sup>th</sup> Streets; therefore, no historic properties would be affected.

## **c. Environmental Justice and Community Disruption**

### ***Environmental Justice***

Presidential Executive Order 12898 (EO 12898) of February 11, 1994, directs each Federal agency to 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 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." <sup>4</sup>

### ***Methodology***

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<sup>1</sup> <http://www.nps.gov/nr/>

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

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

<sup>4</sup> Executive Order 12898, Federal Register Vol. 59, No. 32, February 16, 1994. 59 FR 7629

A preliminary assessment, consistent with US DOT Order 5610.2(a) and FTA Circular 4703.1, was conducted on (1) how to fully engage EJ populations in the public transportation decisionmaking process; (2) how to determine whether EJ populations would be subjected to disproportionately high and adverse human health or environmental effects from this project; and (3) how to avoid, minimize or mitigate these effects. In addition, an analysis of the benefits of the proposed project was considered.

Statistical population and income data from the United States 2006-2010 American Community Survey 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 the Presidential Executive Order 12898 on Environmental Justice does not define “minority” or “low-income” the terms are defined 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 at or 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 the ¼-mile buffer zone, 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 were compared with the total tracts partially or wholly located within the ¼-mile buffer zone to determine the percent of tracts considered low-income.

The environmental justice evaluation was used to determine whether there would be the potential for disproportionately high and adverse effects on these groups. Some of these adverse impacts include:

- Disruption of the availability of service
- Negative public health and safety
- Air quality
- Traffic and transportation

CTA also implemented an extensive public outreach program with the community. (*Details are contained later within this section.*)

### *Findings*

**Table 2** compares the minority population within ¼ mile of the Project with the City of Chicago. The percentage of minority population along the Project area is higher than the city, 81 percent vs. 56 percent. **Table 3** compares the percent of population identified as low-income along the

Project area with the city. The percentage of low-income population is higher along the Project area compared to the city, 25 percent vs. 21 percent.

**Table 2.** Comparison of Minority Population within ¼ miles of Project with City of Chicago

Corridor	Total Population	Minority Population	Percentage Minority Population
Project	113,927	92,716	81%
Chicago City-Wide	2,703,466	1,505,926	56%

**Table 3.** Comparison of Low-Income Population within ¼ mile of Project with City of Chicago

Corridor	Total Population	Low-Income Population	Percentage Low-Income Population
Project	113,927	28,549	25%
Chicago City-Wide	2,703,466	556,416	21%

The existing route passes through areas with a higher percentage of minority population and a slightly higher percentage of low-income households as compared to citywide demographics. Overall, concentrations of minority and low-income individuals are equitably represented along the proposed Project improvements.

The line is currently in existence and no additional ROW is required. The proposed project does not require extensive new construction or major modification that would require relocation of residents, change existing land uses, or alter visuals. Short-term and long-term public health and safety, noise and vibration, air quality, or Electromagnetic Fields (EMF) are not expected to be negatively impacted. Public transit is expected to improve through project implementation along with associated socioeconomic benefits.

The percentage of minority population is disproportionately greater in the project corridor when compared to the citywide percentage. Both Reconstruction Alternatives will result in disproportionately high and adverse effects to minority or low-income populations during the construction period.

With the four-year plan under Reconstruction Alternative – Option 1, the commuting misery for CTA's customers would be extended through the end of 2016. The slow zones would continue to expand during this time frame, the trains would be more crowded and the average commuting time would increase. The rolling closures and frequent changes for access to the line and stations would cause confusion to customers. The closing of parts of the line every Friday evening to have it reopened on Monday morning is also very inefficient, more costly, and increases the chance of something going wrong that would negatively affect commuters throughout the entire line every Monday morning. The Dan Ryan has a very high weekend-ridership that would be inconvenienced for four years through the utilization of bus shuttles from closed station to closed station. As with other similar CTA projects requiring weekend closures, the standard mitigation for weekend closures is to provide bus shuttles between the closed stations during these timeframes.

It was also determined that the Reconstruction Alternative – Option 2 would result in temporary disproportionate adverse effects to minority or low income populations (as defined by EO 12898) during construction. These temporary adverse effects result from the shutdown of the line for five (5) months, which would also require the use of bus shuttles between the closed stations. However, when compared to Option 1, which would require four (4) years for completion, it was determined that the Reconstruction Alternative – Option 2 would have *fewer* temporary adverse effects through the implementation of mitigation; and ultimately, provide the overall net benefits of a faster, safer, more reliable service to the EJ communities in a more timely fashion. The savings of \$76 million allowed a more robust mitigation package to be prepared for Reconstruction Alternative – Option 2 (*see below*).

In addition, the project improvements must be completed or significant adverse disproportionate effects will be experienced by the EJ communities surrounding the Red Line south as service continues to degrade, delays are experienced, and safety issues arise.

#### *Mitigation-Option 2*

Temporary adverse effects during the five-month construction period will be mitigated through the implementation of the following measures:

- Multiple free bus shuttle service to replace the rail service
- Red Line service on the Green Line Tracks between Ashland/63<sup>rd</sup> and Roosevelt
- Expanded bus service on existing bus routes serving the area
- Free bus shuttles to Garfield Green Line for customers traveling from the affected Red Line Stations south of 63<sup>rd</sup>
- Free rail entry at the Garfield Green Line Station for the shuttle riders
- Fifty-cent discounts on most bus routes serving Chicago's south side
- Bus shuttles will operate between Roosevelt and Cermak-Chinatown

This information has been conveyed to the public and elected officials at the meetings described in the section below. The improvements proposed will provide positive long-term benefits to the low income populations surrounding the line, and the population as a whole.

#### ***Public Outreach***

The following tools were implemented in order to reach the customers potentially affected by the temporary closure associated with the Reconstruction Alternative – Option 2.

As part of CTA's public outreach efforts, research is completed and populations are targeted to identify those parts of the community which may have Limited English Proficiency (LEP). If a need is identified, CTA has worked with the community or group to provide modified materials or translators.

#### **Community Partners**

The CTA recognizes the need to continue to reach out to the community and is actively working with community partners to make those connections.

CTA's Government and Community Relations Department (GCR) is partnering with city, county, state and federal elected officials and agencies, community groups, civic organizations, the City Colleges of Chicago and others to help build as much awareness as possible of the job fairs and opportunities. The Chicago Urban League and Olive-Harvey College have been invited to join CTA at each of the three (3) job fairs.

CTA's Diversity Department (Diversity) is working closely with the Chicago Urban League to inform both potential prime contractors and DBEs about the upcoming meet-and-greet sessions. CTA is also exploring similar partnerships with other DBE assistance agencies based on the South Side.

### Marketing/Public Relations

CTA will utilize various public outreach methods in building public awareness about the project and the subsequent transportation alternatives that will be provided during the construction period.

### Outreach to Citizens

CTA's public involvement plan included extensive outreach to citizens and local community organizations, such as Chambers of Commerce, faith based organizations, and local radio shows. The goal was to provide members of the public with project related information and solicit feedback into the project development. A detailed list of these activities is contained in **Attachment 1**.

### Community Public Meetings

Information obtained at three (3) Community Public Meetings has been and will continue to be incorporated into the project development. Frequently Asked Questions (FAQ) from these meetings are listed below and are posted on the project webpage located on CTA's website. Detailed questions and responses from the meetings are contained in **Attachment 2**. As additional Community Public Meetings are held, the FAQs will be updated on CTA's website to address the commonly asked questions at these meetings.

## **Frequently Asked Questions**

### General

- Why is this project needed?  
*The Red Line South reconstruction will improve the conditions of rail tracks between the Cermak-Chinatown station and the 95th/Dan Ryan station. The resulting improvements will eliminate slow zones that plague the south end of the Red Line, and enhance some stations.*

- Is it absolutely necessary?  
*Yes. The Dan Ryan branch opened in 1969, and the tracks and track bed are beyond their expected lifespans. Without rehabilitation, train service would become even slower, and the project cost would continue to grow.*
- Why is it being done now?  
*Without these improvements, the percentage of slow zones would continue to increase—creating longer commutes and creating more congestion.*
- What is the project cost?  
*The estimate cost, including design, engineering and construction, is \$425 million. The project is expected to go out for bid this summer.*
- How is this being paid for?  
*The project is made possible by the \$1 billion in state and local funding announced in late 2011 by Mayor Rahm Emanuel and Governor Pat Quinn for the Red and Purple Lines.*

## Project Scope

- What exactly will be done?  
*Everything in the track bed—the median area of the Dan Ryan Expressway—will be replaced: ties, rail, third rail and ballast (the stone/earthen material that holds the ties in place) and drainage systems. Additionally, stations will receive improvements ranging from new paint and lighting improvements to new benches and bike racks. Additionally, three new elevators will be installed—at Garfield, 63rd and 87th—making the entire South Red Line accessible.*
- The CTA already had a Dan Ryan Reconstruction Project. How is this different from that?  
*The work in 2005 focused primarily on electrical power infrastructure -- substations, crossovers, third rail, and other power-related elements-- and station renovations, including adding elevators at 47th and 69th stations and refurbishment of platform canopies at eight stations from Sox-35th to 87th, inclusive. This work will focus on the track bed.*

## Project Benefits

- What will the project achieve?
  1. *Faster travel times by eliminating slow zones*
  2. *Reduced potential for delays and service issues*
  3. *Improved station environments*
  4. *Significant investment in the Red Line south corridor*
  5. *New elevators at Garfield, 63rd and 87th will make all South Side Red Line stations accessible (and thus all CTA stations on the South Side)*
- How will CTA spend the \$76 million in savings?  
*The \$76 million in savings over an option to perform work on weekends, only, will be reinvested into station upgrades along the South Red Line, such as three new elevators, lighting, painting, electrical substation work and other improvements, and will also enable CTA to provide the extensive alternative service during construction.*

- When CTA rebuilt the Brown Line in the mid-2000s, the line remained open. Why must the Red Line completely close?

*The Brown Line project involved station reconstructions. The Red Line South project involves the actual tracks on which trains run. It is impossible to do the Red Line work while trains are running. This project is more akin to the reconstruction of the Green Line from 1994-1996, when the entire line was closed for reconstruction of both track and stations (though this project has a much smaller scope and duration).*

- How much longer is my commute going to take?

*Commuting times will vary depending on a number of factors, including passenger volume, time of day, traffic and weather conditions, etc. Change in commuting time will also depend on the starting and ending locations of your trip. Additionally, travel times will likely change during the first few weeks of the project, as traffic and commuting patterns adapt to the changes. Regardless of your destination, CTA recommends allowing additional travel time.*

- What are my options when the Red Line is closed?

*Red Line riders will have three main options, each designed for convenience and efficiency:*

1. *Free, station-to-station express bus shuttle service traveling between Garfield on the Green Line and 95th/Dan Ryan. Red Line stops at 95th/Dan Ryan, 87th, 79th and 69th will have their own shuttle bus service, continually running directly to Garfield on the Green Line (and back). Additionally, an express shuttle bus will continue to serve riders traveling between stations from 63rd to 95th Streets, making stops at each station.*
2. *Red Line trains will travel on the Green Line tracks, south of Roosevelt, to Ashland/63rd. Red Line trains from Ashland/63rd will operate on the Green Line tracks thru 35th-Bronzeville-IIT and then continue north to Howard via the subway.*
3. *Green Line service will operate between Harlem/Lake and Cottage Grove, with service via downtown. (Some Green Line trains will operate between Harlem/Lake and the Loop, only, which will help reduce the likelihood of delays due to traffic on the parts where Green and Red will share track.)*
4. *Entry at Garfield (Green Line, also with Red Line service) will be free for shuttle bus riders.*
5. *50 cent discounted bus rides on many South Side bus routes will also be offered.*

*In addition, multiple bus routes (both north-south and east-west routes) will provide additional options.*

- How can I find information about jobs related to this project?

*Visit our webpage about Jobs and Contracting Opportunities related to the Red Line South Track Renewal project.*

## June 18, 2012

President Claypool and Chairman Peterson held a community public meeting at the South Shore Cultural Center (7059 S. South Shore Drive). The meeting began at 6:00 pm and adjourned at approximately 8:30 pm. Concerns or questions expressed at the meeting, and responses provided by CTA, are contained in **Attachment 2**. Handouts distributed at the meeting are contained in **Attachment 3**. Approximately 100 people were in attendance.

The purpose of the meeting was for President Forrest Claypool and Chairman Terry Peterson to provide a presentation over-viewing the proposed project improvements and proposed alternate transit services. Following the presentation, several individuals asked questions and /or provided their opinions about the project to the panel, which consisted of President Claypool, Chairman Peterson and Andrea L. Zopp (President and CEO of the Chicago Urban League).

### June 21, 2012

President Claypool and Chairman Peterson held a community public meeting at the Kennedy King College (6343 S. Halsted). The meeting began at 6:00 pm and adjourned at approximately 8:30 pm. Concerns or questions expressed at the meeting, and responses provided by CTA, are contained in **Attachment 2**. Handouts distributed at the meeting are contained in **Attachment 3**. Approximately 158 people were in attendance.

The purpose of the meeting was for President Forrest Claypool and Chairman Terry Peterson to provide a presentation over-viewing the proposed project improvements and proposed alternate transit services. Following the presentation several individuals asked questions and /or provided their opinions about the project to the panel which consisted of President Claypool, Chairman Peterson and Shari Runner (Senior Vice President of the Chicago Urban League).

### July 14, 2012

President Claypool and Chairman Peterson held a community public meeting at the National Teachers Academy (55 W. Cermak Road). The meeting began at 10:00 am and adjourned at approximately 11:30 am. Concerns or questions expressed at the meeting, and responses provided by CTA, are contained in **Attachment 2**. Handouts distributed at the meeting are contained in **Attachment 3**. Approximately 32 people were in attendance.

The purpose of the meeting was for President Forrest Claypool and Chairman Terry Peterson to provide a presentation over-viewing the proposed project improvements and proposed alternate transit services. Following the presentation several individuals asked questions and /or provided their opinions about the project to the panel which consisted of President Claypool and Chairman Peterson.

A total of sixteen (16) completed Comment Cards for the three (3) Community Public Meetings were submitted to CTA. They are included in **Attachment 2**.

### Elected Official Talking Points and Materials

Information is being provided to every elected official whose constituents are directly affected by the project. This information includes:

1. Talking points: These bulleted message points provide the elected officials and their staffs with specific, accurate information to provide to the constituents.
2. Flyers (both hard copy and electronic): Each elected official has been/will be provided flyers materials that can be disseminated electronically.
3. Additional background resources: Other materials (i.e., background on CDL licenses, etc) have been/will be made available to aldermen for dissemination at their public points of contact, via their websites, or whatever method they prefer.



Detailed outreach to elected officials is contained in **Attachment 1**.

#### **d. Impacts Caused By Construction**

The Project work will be performed within the CTA's property and within the existing rail right-of-way. Any construction will have a slight temporary adverse impact on the surrounding area including dust, noise vehicle and slight pedestrian/traffic adjustments. Noise and dust impacts would be short and minimal in nature. Dust will be controlled by best management construction practices such as wetting exposed soil. Water runoff will be directed to sewer inlets and away from neighboring facilities. Noise is often a construction by-product. The CTA will mitigate noise as best as possible and will comply with the City of Chicago's Noise Control Ordinance and IDOTs BDE specifications. Working with the CDOT and IDOT, the maintenance of local traffic would be staged to minimize delays.

The CTA has extensive experience in working with governmental agencies and communities to minimize the impacts of construction. The CTA and contractors will adhere to all City of Chicago building codes and requirements including asbestos or lead paint removal if required. Construction activities will not commence until the proper city/state approvals are obtained. The project will follow all of the appropriate U.S. Occupational Safety & Health Administration (OSHA) requirements. The City has designated inspectors and will monitor and inspect as required the construction activities to ensure compliance as needed.

CTA's Construction Contracts require the contractor to:

- Obtain all permits, manifests, easements, licenses, inspections and other approvals required by Environmental Laws
- Transport debris from the project site in accordance applicable laws to a disposal facility
- Leave the project site clean of debris
- 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

CTA has included in its contract documents, IDOT Special Provisions that include tables delineating the number of lanes that may be closed and the allowable hours of closure. Periodic, temporary restrictions that may be required for crossovers of local bridges or roadways will be coordinated with the Chicago Department of Transportation (CDOT) and IDOT. Normal permitting processes will be followed for construction staging and maintenance of traffic.

The only scheduled temporary lane closures are anticipated to occur on the innermost lanes of the Dan Ryan to facilitate bringing in and removal of material into and out of the work zone. These will be coordinated with CDOT and IDOT and will be limited to off-peak and overnight time periods.

All the other bus shuttles will operate on streets which already see regular scheduled bus traffic. There are not any lane closures anticipated with the other elements of the project.

Although the Project is located in an area currently designated as non-attainment for ozone and particulate matter (PM<sub>2.5</sub>), no adverse air quality effects are expected because of the proposed

improvements. The proposed action only includes construction activities that would be expected to increase air emissions temporarily and the additional buses that will be providing shuttle service are “Green Buses” with reduced emissions. Air emissions generated by these sources would have minimal impacts on overall air quality and would be negligible.

## **Attachment 1**

### ***Summary of Public Outreach to Elected Officials and Citizens***

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### Elected Officials

The following activities were completed as a result of outreach to Elected Officials.

#### **June 4, 2012**

1. President Claypool, Chairman Peterson and CTA's Government and Community Relations Department (GCR) briefed all affected Aldermen along the project corridor.
2. President Claypool, Chairman Peterson briefed Congressmen Davis, Rush, and Congressman Jackson's Chief of Staff.
3. Phone calls were made by the GCR to all County Commissioners and State Representatives and Senators along the project corridor.
4. Phone calls were made by the GCR to all General Assembly chairmen of transit/transportation committees (Sandoval, Soto, and Arroyo).
5. Phone call was made by the GCR to Congressman Lipinski.
6. Informational packets were sent via e-mail to all elected officials within the project corridor.
7. Informational packets were delivered to City Hall to all Aldermen that are located along the project corridor.

#### **June 5, 2012**

1. Follow-up phone calls were made to all County Commissioners and State Representatives and Senators along the project corridor.

#### **June 7, 2012**

1. Delivered DBE pamphlets at Woodson Library at the request of Alderman Brookins.

#### **June 8, 2012**

1. Worked with Alderman Solis' office to schedule a Chinatown community meeting on the project.

#### **June 11, 2012**

1. President Claypool, Chairman Peterson and GCR briefed affected Aldermen along the project corridor.
2. Phone calls to all affected elected officials were placed to inform them of the community meetings.

#### **June 12, 2012**

1. Press release regarding community meetings was sent via e-mail to all Aldermen along the project corridor.
2. Press Release regarding community meetings was sent via e-mail to all County Commissioners along project corridor.

3. Press Release regarding community meetings was sent via e-mail to all State Representatives/Senators along project corridor.

#### **June 13, 2012**

1. GCR delivered community meeting flyers to all County Commissioners along the project corridor.
2. GCR e-mailed community meeting flyers to all Aldermen along the project corridor.
3. GCR e-mailed community meeting flyers to all State Representatives/Senators along the project corridor.

#### **June 14, 2012**

1. GCR/Communication delivered community meeting flyers to all Aldermen along project corridor.
2. GCR delivered community meeting flyers to all State Representatives/Senators along project corridor.

#### **June 22, 2012**

1. Meeting with State Representative Ken Dunkin's Office
2. Meeting with State Representative Mattie Hunter's Office
3. Meeting with State Representative Kim Du Buclet

#### **June 23, 2012**

1. Town Hall Meeting with Alderman Brookins at Woodson Library (9501 S. Halsted) from 9:30 am to 11:30 am.

#### **June 25, 2012**

1. President Claypool and Chairman Peterson briefed State Representatives along project corridor.

#### **June 26, 2012**

1. GCR attended block club meeting with Alderman Beale to discuss Red Line project.

#### **June 27, 2012**

1. GCR received several calls from Aldermen along the project corridor to attend community meetings.

#### **June 28, 2012**

1. GCR attended a block club meeting with Alderman Brookins to discuss the Red Line project.

#### **July 3, 2012**

1. GCR attended a block club meeting with Alderman Jackson to discuss the Red Line project.
2. GCR attended ward night with Alderman Thomas to discuss the Red Line project.

#### July 6, 2012

1. GCR attended a State Representative Red Line meeting to discuss project Line project.

#### July 9, 2012

1. GCR attended a Town Hall Meeting with Alderman Fioretti at the Merit School of Music.

#### July 10, 2012

1. GCR attended a Washington Park Community Council monthly meeting to discuss the Red Line project.

#### July 12, 2012

1. GCR attended a Town Hall Meeting with Alderman Fioretti at Pershing West Magnet School.

## Outreach to Citizens

### June 6, 2012

1. Phone calls/sent e-mails to all faith-based and community groups along the project corridor.

### June 7, 2012

1. Follow-up phone calls were made/sent e-mails to all faith-based and community groups along the project corridor.
2. Delivered DBE pamphlets at Woodson Library at the request of Alderman Brookins.

### June 14, 2012

1. GCR/Communication delivered community meeting flyers to all faith-based groups along project corridor.

### June 15, 2012

1. GCR met with President at Chicago State University and key stakeholders to discuss Red Line project.

### June 17, 2012

1. President Forrest Claypool and Chairman Terry Peterson were on WVON "Chicago Speaks" from 7am-8am

### June 18, 2012

1. President Forrest Claypool and Chairman Terry Peterson were on "Muhammad & Friends" 9:30am

### June 19, 2012

1. GCR delivered community meeting flyers to six community groups along the project corridor.
2. GCR spoke to faith-based leaders who might be interest in having an breakfast to discuss the Project
3. Meeting with Developing Communities Partners
4. Meeting with Chatham Business Association
5. Meeting with West Chesterfield Association
6. Meeting with Greater Auburn Gresham Development Corporation
7. Meeting with Park Manor Neighbors
8. Meeting with Greater Garfield Chamber of Commerce
9. Meeting with Far South Development Corporation

### June 22, 2012

1. Meeting with Woodlawn Organization
2. Meeting with Englewood Chamber of Commerce



3. Meeting with Team Englewood
4. Meeting with University Village
5. Meeting with South Loop Neighbors
6. Meeting with Loop Alliance Chicago

#### June 22, 2012

1. Bishop Byron Brazier (Apostolic Church of God) contacts GCR for possible pastor breakfast to discuss Project.
2. Meeting with Illinois Black Chamber of Commerce
3. Meeting with Chinatown Chamber of Commerce

#### July 6, 2012

1. GCR attends Red Line meeting with the President of Chicago State University and Chief of Staff.

#### July 10, 2012

1. GCR attended the Chatham Business Association monthly meeting to discuss the Red Line project.

## **Attachment 2**

### ***Comments and Responses from Community Public Meetings***

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## June 18, 2012 - South Shore Cultural Center (7059 S. South Shore Drive)

Concerns and responses (in italic) were:

### Ridership & Service

- Will the project actually be completed within the timeline presented? Yes.
- Has CTA had conversations with Metra regarding discounts? *CTA is currently coordinating with Metra.*
- Where is the funding coming from? *The State of Illinois.*
- How will this project affect the Red Line Extension? *This is an independent project. However, the CTA recognizes that the system needs to be brought to a state of good repair before we can begin to add new rail lines. Thus, this project is actually a precursor to the Red Line Extension.*
- How are the existing tracks from Roosevelt to Howard? *They do not have the same level of slow zones as the Dan Ryan portion of the line.*
- How frequent will the train run on the Green Line? *The Green Line service will mimic the current Red Line service to the extent practicable.*
- Does CTA own any parking lots along the Red Line corridor? No.
- Has CTA considered parking at the stations while under construction? *CTA does not own any parking lots for the stations in this project. CTA will partner with elected officials and the city of Chicago to explore Park N Ride options in the corridor.*
- Why not do this project in sections as opposed to shutting down the entire South line? *Due to significant cost increases with weekend closures, or partial closures, and increased construction durations/disruptions, this is not the preferred approach.*

### Employment Opportunities

- Will the jobs during construction turn into full time employment? *The current project is anticipated to create 200 new bus operator positions, which will remain employed by CTA after the project is completed. Construction jobs will be for the duration of the project.*
- Who will ensure that the work is being given to those from the community? *CTA has been holding Job Fairs and DBE Meet-and-Greet Sessions in order to inform the local community of upcoming employment opportunities. CTA has also partnered with the Chicago Urban League to assist with outreach in the community.*
- Why didn't CTA consider public input before this project was discussed? *CTA has been meeting not only with members of the public at meetings such as these, but with local Alderman, other elected officials, and members of local community organizations.*

### Safety & Security

- Safety and Security along the Green Line corridor. *CTA's safety and security team is in close coordination with the Chicago Police Department to craft a plan to address safety and security issues.*

- Will there be digital cameras on the new trains after the project? Yes.
- Has CTA considered the violence in the surrounding communities? *CTA will be providing for increased security personnel during construction, in addition to utilizing the existing security cameras on busses and at surrounding stations/bus stops.*

## June 21, 2012 - Kennedy King College (6343 S. Halsted)

Concerns and responses (in italic) were:

### *Ridership & Service*

- Has the CTA considered doing the work station by station? *Due to significant cost increases with weekend closures, or partial closures, and increased construction durations/disruptions, this is not the preferred approach.*
- Has the CTA identified small businesses that are in the stations in which you are closing? *The stations that will be closed as part of the project do not currently contain any tenants.*
- Will the CTA close the Red Line stations like they did on the Green Line? *No. All of the stations that are currently operational on the Dan Ryan Branch of the Red Line will re-open after the project is complete.*
- Has CTA considered bringing back the super transfer to accommodate those that will be inconvenienced? *This is not being considered at this time.*
- Where does CTA expect to get funding from to renovate the 95<sup>th</sup> Street station? *CTA has applied for funding to make improvements to the 95th Street station through a competitive grant process with the FTA.*
- Will CTA have inspectors at the stations that will be closed? *Yes.*
- Why can't CTA do one side of the track at one time? *Due to significant cost increases with weekend closures, or partial closures, and increased construction durations/disruptions, this is not the preferred approach.*
- How often will you run the buses once the project begins? *Bus shuttles will run around the clock, seven days a week.*
- Will CTA consider extending the #24 Wentworth bus? *At the time of the meeting, the response was that we would take it under advisement. CTA is now looking at a plan where service is added to #24 Wentworth.*
- Will the project actually be completed within the timeline presented? *Yes.*
- Has CTA had conversations with Metra regarding discounts? *CTA is currently coordinating with Metra.*
- Where is the funding coming from? *The State of Illinois.*
- How will this project affect the Red Line Extension? *This is an independent project. However, the CTA recognizes that the system needs to be brought to a state of good repair before we can begin to add new rail lines. Thus, this project is actually a precursor to the Red Line Extension.*
- How are the existing tracks from Roosevelt to Howard? *They do not have the same level of slow zones as the Dan Ryan portion of the line.*
- How frequent will the train run on the Green Line? *The Green Line service will mimic the current Red Line service to the extent practicable.*

- Has CTA considered parking at the stations while under construction? *CTA does not own any parking lots for the stations in this project. CTA will partner with elected officials and the city of Chicago to explore Park N Ride options in the corridor.*
- Why not do this project in sections as oppose to shutting down the entire South line? *Due to significant cost increases with weekend closures, or partial closures, and increased construction durations/disruptions, this is not the preferred approach.*
- CTA should consider adding service to the #3 King Drive, #4 Cottage Grove, #55 Garfield routes. *Supplemental expanded service will be provided for #3 King Drive and #4 Cottage Grove. There will also be four express shuttles that run from 95<sup>th</sup>, 87<sup>th</sup>, 79<sup>th</sup>, & 69<sup>th</sup> Street Stations to the Garfield Green Line Station.*
- There should be a subsidized transportation plan created by the CTA for the 5 month inconvenience. *Comment provided. No response provided.*
- There should be a traffic gas discount plan by the CTA for the 5 month inconvenience. *Comment provided. No response provided.*

#### *Employment Opportunities*

- Have the Aldermen affected provided a list of applicants that are unemployed? *Not at this time. Information regarding potential employment opportunities is being provided to the Aldermen within the project area.*
- Why is the percentage only 15% regarding job hiring? *The CTA is doing everything it can under current laws to encourage the employment of DBE firms and community residents.*
- How many jobs will be for the community? *The current project is anticipated to create 200 new bus operator positions, which will remain employed by CTA after the project is completed.*
- How many operators will keep their job? *Of the 200 bus operators that are anticipated to be hired during construction of the project, CTA plans to maintain all of these drivers after the project is completed.*
- Why doesn't the CTA have a community labor agreement? *The CTA is doing everything it can under current laws to encourage the employment of DBE firms and community residents.*
- Where will the 100 buses be allocated? *Within the project corridor.*
- Will the jobs during construction turn into full time employment? *The current project is anticipated to create 200 new bus operator positions, which will remain employed by CTA after the project is completed. Construction jobs will be for the duration of the project.*
- Who will ensure that the work is being given to those from the community? *CTA has been holding Job Fairs and DBE Meet-and-Greet Sessions in order to inform the local community of upcoming employment opportunities. The CTA is doing everything it can under current laws to encourage the employment of DBE firms and community residents.*

- Has CTA reached out to the ex-felon community? *CTA has been holding Job Fairs and DBE Meet-and-Greet Sessions in order to inform the local community of upcoming employment opportunities.*

#### **Safety & Security**

- Safety and Security along the Green Line corridor. *CTA's safety and security team is in close coordination with the Chicago Police Department to craft a plan to address safety and security issues.*
- Will there be digital cameras on the new trains after the project? *Yes.*
- Has CTA considered the violence in the surrounding communities? *CTA will be providing for increased security personnel during construction, in addition to utilizing the existing security cameras on busses and at surrounding stations/bus stops. CTA's safety and security team is in close coordination with the Chicago Police Department to craft a plan to address safety and security issues.*

#### **Station Improvements & Other Community Considerations**

- How are the General Contractors in charge of this project? *CTA will provide management oversight and the General Contractor (who is awarded the contract) will be in charge of day-to-day construction activities.*
- Why was the Red Line south chosen over the Red Line north? *The project was identified based on the need.*
- What vehicles are in place to ensure that the contractors are in compliance? *Provisions within the contract bind the contractor to meeting their obligations.*
- Will there be consequences for those that are not in compliance? *Yes. There are financial penalties associated with non-compliance with deadlines and mitigation commitments.*
- Who was involved in the decision process? *CTA has been meeting not only with members of the public at meetings such as these, but with local Alderman, other elected officials, and members of local community organizations.*
- What community organization did CTA reach out to regarding this project? *CTA has been meeting not only with members of the public at meetings such as these, but with local Alderman, other elected officials, and members of local community organizations.*
- How are the questions/suggestions being recorded? *No. However, "Frequently Asked Questions" will be updated and posted on the project webpage located on CTA's website.*
- Can the progress of this project be added to the CTA website? *Information regarding this project is currently provided on CTA's website.*
- Why didn't CTA consider public input before this project was discussed? *CTA has been meeting not only with members of the public at meetings such as these, but with local Alderman, other elected officials, and members of local community organizations.*



- Has CTA considered grass roots outreach? *Yes. CTA has been meeting not only with members of the public at meetings such as these, but with local Alderman, other elected officials, and members of local community organizations.*

## July 14, 2012 - National Teachers Academy (55 W. Cermak Road)

Concerns and responses (in italic) were:

### *Ridership & Service*

- How often will the shuttle buses run? *Shuttle service will be provided around the clock.*
- Will the shuttle buses run express? *There will be four express shuttles. Yes, with the exception of the local shuttle bus that stops at every closed station.*
- What will be the drop off point for the shuttle buses? *Stops located as close to the Cermak station as possible will be identified and clearly signed based on safety considerations.*
- What other improvement will be made to the existing Cermak/Archer station other than what was done a year ago? *Platform canopy, and floor replacement, along with routine maintenance will be performed. Maintenance activities will include painting, lighting, and cleaning.*
- Will CTA consider extending the #24 Wentworth bus to weekend service? *At the time of the meeting, the response was that we would take it under advisement. CTA is now looking at a plan where service is added to #24 Wentworth.*
- Will the fare structure change during the 5 month project? *CTA is considering a 50 cent discount for bus rides in the project corridor.*
- Has CTA considered express bus lanes during the project? *The CTA has spoken to IDOT regarding the possibility of express lanes on the Dan Ryan during the project, but that has not been confirmed.*
- Will there be a discount for individuals who purchase 7 day/30 day bus passes? *This is currently being considered.*

### *Safety & Security*

- What is CTA's plan for security during this 5 month project to ensure that riders are safe? *CTA will be providing for increased security personnel during construction, in addition to utilizing the existing security cameras on busses and at surrounding stations/bus stops. CTA's safety and security team is in close coordination with the Chicago Police Department to craft a plan to address safety and security issues.*

### *Station Improvements & Other Community Considerations*

- The Chinatown community would like to work with the CTA to install artwork at the existing station. *The CTA will look into advancing work that was started several years ago.*
- Has CTA considered how this project would affect businesses along the Cermak corridor? *Impacts to businesses would be temporary in nature during construction. Ultimately, the corridor will benefit from a better facility.*
- What are the CTA plans for outreach for individuals who speak Mandarin in Chinatown? *The CTA will reach out to neighborhoods on a block by block basis with fliers and other*

*communications. The information will be translated into languages spoken in each area.*

## **Attachment 3**

### ***Handouts and Completed Comment Cards from Community Public Meetings***

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## Red Line South Track Renewal project Cermak-Chinatown to 95th Street Spring/Summer 2013

CTA is planning to rebuild the South Red Line from just north of Cermak-Chinatown to 95th Street.

The work will benefit Red Line riders for decades to come—through faster travel times, increased reliability, and spruced-up stations with a variety of improvements.

As part of the project, in Spring/Summer 2013 the Red Line will be completely closed from Roosevelt Road to 95th Street for five months. CTA will offer several alternative travel options during this closure to minimize the impact on customers as much as possible (see other side of this page).

**Faster travel times**

**Better reliability**

**Improved stations**

### Project scope

CTA will replace all of the ties, rails, third rails, drainage system and ballast (the stone material that holds the ties in place) in the Red Line right of way. Additionally, all nine stations along the Dan Ryan Branch will be improved, from basic enhancements like new paint and better lighting to additional customer amenities, like new benches and bike racks. New elevators will be installed at the Garfield, 63rd and 87th Street stations—making the entire South Red Line fully accessible.



### Why is this work necessary?

The Dan Ryan Branch was built in 1969, when Richard Nixon was in the White House, a gallon of gas cost 35 cents and Gale Sayers won the NFL rushing title. The original tracks are well beyond their expected lifespan, and call for a complete replacement. Because of the poor track condition, trains must travel slower—meaning trips are longer. Without rehabilitation, rail service will become even slower and the cost for replacement will continue to grow.



Dan Ryan terminal dedication 1969



2000 series train at 67th 1971

### How will this benefit Red Line riders?

New tracks will improve travel times and increase reliability for the tens of thousands of riders who use the Dan Ryan Branch each day.

Around 40 percent of the Dan Ryan Branch includes slow zones, meaning trains — and the people on them — get to their destinations much more slowly. With so many rides originating or ending on the Red Line, these delays affect the entire system. When this project is complete, customers will enjoy faster, smoother, more reliable rides.

Additionally, the station improvements will enhance the customer experience, and the new elevators at Garfield, 63rd and 87th will make those stations fully accessible.

The project will create hundreds of jobs, and the CTA is working closely with community officials to promote contracting and employment opportunities.

The five-month construction option will save as much as \$75 million over the option to perform the work on weekends only. That \$75 million savings will be reinvested into station upgrades along the South Red Line—including three new elevators, painting, new lighting and other upgrades—and will help CTA provide alternative service during construction.

A weekends-only option would take four years to complete, and would be confusing and difficult for riders to adapt to. It would also impact tens of thousands of customers each week on the line that sees the highest number of weekend customers—weekend ridership on the Red Line is 2/3 that of weekday ridership.



- Cermak-Chinatown
- Sox-35th
- 47th
- Garfield
- 63rd
- 69th
- 79th
- 87th
- 95th/Dan Ryan



**BUILDING A NEW CHICAGO**  
★★★★★

12JN10

## Red Line South Alternative Travel Options: Spring/Summer 2013

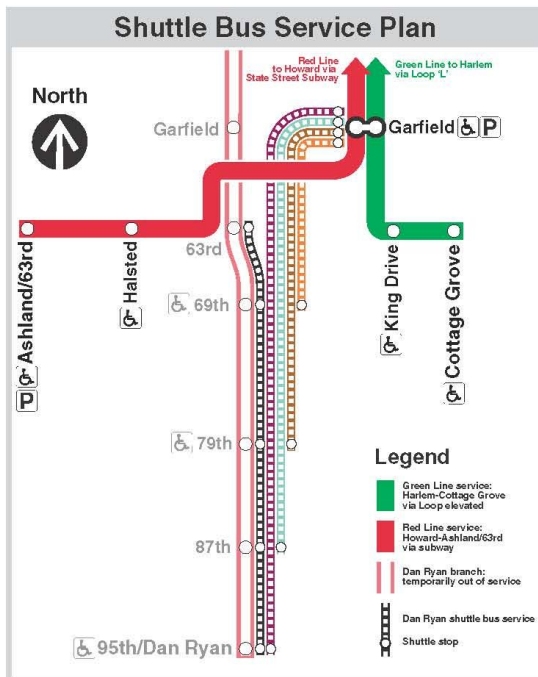
CTA understands that our customers will experience longer-than-normal commuting times during the Red Line South reconstruction project. Our goal is to provide a number of viable travel options, and to minimize the project's impact as much as possible.

To help guide you through your travel alternatives, CTA is providing a number of travel options:

### Alternate Rail Service

**Red Line service on Green Line tracks — Roosevelt to Ashland/63rd:** After the Roosevelt subway station, Red Line trains will continue along the Green Line elevated structure. Trains will make all stops along the Green Line to the Ashland/63rd stop, then return to Howard the same way.

**Green Line service — Harlem to Loop and Cottage Grove:** Green Line trains will operate between Harlem and Loop, with alternating trains terminating downtown and returning to Harlem and others continuing to Cottage Grove, then returning to Harlem. Green Line customers needing to travel to/from Ashland/63rd should transfer at Garfield.



[transitchicago.com](http://transitchicago.com)

### Free Bus Shuttle Service

CTA will provide free shuttle bus service south of 63rd to connect customers with Green Line train service, and to provide service for local trips between 95th and 63rd. There will be five bus shuttle routes, four express shuttles and one local shuttle.

#### Express Bus Service to/from the Garfield Green Line Station:

CTA will provide four express bus shuttles providing non-stop service between the Garfield Green Line station and stops between 95th/Dan Ryan and 69th. These shuttles will operate via the Dan Ryan Expressway. The four express shuttles are:

- 95th Street-Garfield Green Line
- 87th Street-Garfield Green Line
- 79th Street-Garfield Green Line
- 69th Street-Garfield Green Line

**Local Bus Shuttle:** A local bus shuttle will operate between 63rd and 95th streets, with stops at 69th, 79th and 87th streets.

**Other Supplemental Bus Service:** CTA will offer other shuttle buses and supplemental bus services to help facilitate customer travel. They include:

- A shuttle bus between Roosevelt and Cermak-Chinatown
- An extension of the #51 51st bus route to connect to the Green Line
- An extension of the #71 71st/South Shore and #30 South Chicago bus routes to connect to the Green Line
- Supplemental east-west bus service connecting to the Green Line

### Free Rail Entry at Garfield Green Line for Bus Shuttle Riders

Bus shuttle riders from 69th, 79th, 87th and 95th Streets will be able to board the Green Line for free at the Garfield station.

### Supplemental Bus Service to Green Line

CTA will provide expanded service to Green Line stations along north-south streets, including:

- #9 Ashland
- #29 State
- #44 Wallace/Racine
- #3 King Drive
- #8A South Halsted
- #4 Cottage Grove

### Supplemental Bus Service to Downtown

Additional service on South Lake Shore express routes, including the #14 Jeffery Express and #26 South Shore Express.

### Discount Bus Rides

CTA will offer a 50-cent discount on bus rides on most routes serving Chicago's South Side.



## Red Line South Job Opportunities

The Chicago Transit Authority (CTA) is committed to ensuring wide-scale awareness of the job opportunities created by the Red Line Track Renewal Project, which will begin in spring 2013. Please take a moment and read this document to learn more about how to get involved.

### Construction Job Opportunities

The Red Line South project will offer job opportunities to tradespeople and apprentices in carpentry, electrical, ironwork, laborers, operators, plumbers and other areas. While the CTA will not hire these employees directly, CTA will work with the general contractor to ensure that opportunities are extended to individuals who qualify under the Workforce Investment Act (WIA) as displaced, out of work or otherwise economically disadvantaged. These individuals, if qualified under WIA, will be offered an opportunity to train in jobs that the project will require.

If you are interested in pursuing the training to qualify for a construction job, please visit the Mid-South Workforce Center (MSWC) **now**. The center is located at 4314 S. Cottage Grove, Chicago, Illinois. You can also contact MSWC at 773-538-5627 (TTY: 773-538-8260).

### New Bus Driver Positions

As part of CTA's operations' needs, 200 new bus operator positions will be created to help serve our customers during the five-month construction period, specifically to operate bus shuttles. These jobs are permanent and will replace positions that will become available over time, even after the construction project is over.

The recruitment process for new part-time bus operator (PTBO) positions related to the Red Line South will likely begin in early fall and continue into 2013.

To be considered for the PTBO position, applicants **must**:

- Have a valid class "B" CDL or CDL permit (with knowledge, passenger and air brakes endorsements);
- Be at least 21 years of age;
- Be customer-focused with a positive attitude at all times;
- Have an exceptional driving record; and
  - No more than one conviction or accident in the last 12 months;
  - No more than four convictions and/or accidents in the last 5 years;
  - No suspension in the last two years; and
  - No DUI occurrences in the last 10 years.
- Be willing and available to work various days and hours assigned including weekends; and
- Satisfactorily complete an interview, written test, pre-employment medical examination (physical and drug test) and a background investigation (education, criminal and work history).

### How to Apply

For construction jobs, please visit the WIA center mentioned above.

Anyone interested in employment with CTA should visit [www.transitchicago.com/careers](http://www.transitchicago.com/careers). CTA will also host targeted career fairs in the communities that the Red Line serves to help fill PTBO positions.



## **CLASS B COMMERCIAL DRIVER'S LICENSE TRAINING PROGRAMS**

In order to become a part-time bus operator with the Chicago Transit Authority, applicants must have a valid Class B Commercial Driver's License (CDL) or Permit. There are many Class B CDL training programs throughout the City of Chicago, including:

### **Chicago Urban League**

#### **Main**

4510 South Michigan Avenue  
Chicago, IL 60653  
(773) 285-5800

#### **Englewood Office**

845 W. 69th Street  
Chicago, IL 60621  
(773) 602-3000

<http://www.thechicagourbanleague.org>

#### **Olive-Harvey College**

10001 South Woodlawn Ave  
Chicago, IL 60628  
(773) 291-6100

<http://www.ccc.edu/colleges/olive-harvey/Pages/default.aspx>

# WE WANT YOUR INPUT

## on the Red Line South Track Renewal Project

Starting in Spring 2013, the CTA will rebuild the tracks along the south Red Line, from Cermak-Chinatown to 95th/Dan Ryan—a project that will provide faster, more comfortable and more reliable service for Red Line riders. The south Red Line, called the Dan Ryan branch, is more than 40 years old and needs a full replacement. Because of the current track conditions, Red Line riders experience longer travel times, overcrowded trains, and less reliable service.

This project will provide faster commutes, a smoother ride, improved stations and accessibility and a better passenger experience. Additionally, the project is expected to create hundreds of good-paying jobs. CTA is interested in your thoughts on the project. (Please Print)

Name: Kadesh Kerschner-Pierre  
Organization: Clergy/Teacher Title: Entrepreneur  
Address: 7337 South Shore # 1211  
City: Chicago State: IL ZIP: 60649  
Phone: 312-662-2805 Email: Kadesh 2K@gmail.com

### Comments:

THE main question should be:  
Can we come up with a more  
"Community friendly" plan? I remember  
when the red line was built  
I live on South Shore Drive. It's  
folly to think it will not impact 'racially isolate  
East side communities ... south of  
Hyde Park. And our children...  
Safety is/will be sacrificed.

Comments may be submitted via mail, email, or fax to: Chicago Transit Authority, Red Line South Project, 567 W. Lake Street, Chicago, IL 60661. Email: [redlinesouth@transitchicago.com](mailto:redlinesouth@transitchicago.com), Website: [www.transitchicago.com/redline](http://www.transitchicago.com/redline), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891), Phone: 1 (888) YOUR-CTA (1-888-968-7282).

There must be a viable alternative  
than a complete "shutdown". You close  
Avenue Station is but this affects the whole community <sup>SOUTH SIDE</sup>

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Name: Jon Samuel

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 7245 S. Phillips Ave., #3W

City: Chicago, IL State: IL ZIP: 60649

Phone: (773) 544-8424 Email: jonsamuel32@yahoo.com

### Comments:

I heard a little that CTA is planning service between downtown and Blue Island or 92nd near South Chicago Avenue. I think this would be a good idea since the Metra Electric trains terminate within Chicago. I think that CTA should have trains operate to/from 92nd Street and to/from Blue Island (Vernon Avenue) switching between branches at 67th Street. I also think that CTA should have the line operate along North Lake Shore Drive to/from the North Side of Chicago, possibly eliminating the need for express buses that operate on Lake Shore. Maybe the Yellow Line or the Purple Line would be ideal to branch off from the Red Line south of Howard, operating under Sheridan Road (continued on next page)

Comments may be submitted via mail, email, or fax to: Chicago Transit Authority, Red Line South Project, 567 W. Lake Street, Chicago, IL 60661. Email: [redlinesouth@transitchicago.com](mailto:redlinesouth@transitchicago.com), Website: [www.transitchicago.com/redline](http://www.transitchicago.com/redline), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891), Phone: 1 (888) YOUR-CTA (1-888-968-7282).

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Title: \_\_\_\_\_

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State: IL

ZIP: 60649

Phone: (773) 544-8424

Email: jon.samuel32@yahoo.com

Comments:

(continued from last page)

To Lake Shore, stopping at Loyola, Granville, Thorndale, Bryn Mawr, Foster, Lawrence-Wilson, Montrose, Irving Park, Belmont, Fullerton, LaSalle (entrance also to North Avenue), Chicago/Michigan, Grand/Michigan, (both stations in subway) Randolph, Van Buren, 11th, McCormick Place, 31st, Oakwood, 47th, Hyde Park, 55th, U of C Campus, 63rd, and 67th. South of 67th, the line would split to two branches like the GreenLine. The Blue Island branch could stop at 71st, 75th/South Chicago, 79th, 87th, 95th, 103rd, 111th, 115th, Michigan, Halsted, and Vermont. The South Chicago Branch could stop at Stony Island, Jeffery, 71st/Yates/South Shore, 75th, 79th, 83rd, 87th, and 92nd.

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Name: JACK BLUE  
Organization: \_\_\_\_\_ Title: \_\_\_\_\_  
Address: Box 2918  
City: Chicago State: ILLINOIS ZIP: 60690  
Phone: 773-994-6802 Email: \_\_\_\_\_

### Comments:

Your organization (the CTA) is very  
proactive (great thought) you are  
planning for 2013 - which is a long  
ways off. - but, you are very open  
to the public & its thoughts. Unlike  
many organizations of its kind. I  
want to thank you for extending these  
"public forums" - I hope you use  
the information wisely!!!

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Name: Reginal Thompson

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 16651 S. Langley

City: South Holland State: IL ZIP: 60473

Phone: (708) 331-2942 Email: \_\_\_\_\_

### Comments:

I would recommend that during the five-month project  
that you restore the X3 and X4 King drive and Cottage Grove  
express buses and add weekend service and I also recommend  
that you add weekend service on the X28 Stony Island  
express bus

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Name: ANTHONY JOHNSON TONY ADAMS  
Organization: SARA LPP BAKING GROW Title:   
Address: 3351 W 21th ST  
City: CHICAGO State: ILLINOIS ZIP: 60623  
Phone: 1-773-542-0588 Email: 3351 W 21th ST

### Comments:

CTA will replace all the ties rails, third rail  
drainage system and ballast the stone material  
branch will be improved from basic phancements  
like new paint and better lighting  
to additional customers as much possible  
see other side

o this page:

CTA is planning the south red line from  
just north of Cermak-Chinatown to 95th st

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Name: CARLOS NELSON

Organization: GREATER AUBURN GRESHAM DEVELOPMENT CORP. Title: EXECUTIVE DIRECTOR

Address: 7901 S. RACINE

City: CHICAGO State: ILL ZIP: 60620

Phone: 773.483.3696 Email: CNELSON@GAGDC.ORG

### Comments:

MUCH NEEDED PROJECT! Looking forward to  
improved services along the route. Is re-opening  
the old HARVARD<sup>63RD</sup> station on the green line an  
option during construction project; would provide  
hope to the Englewood community.

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# CONSTRUCTION WE WANT YOUR INPUT

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Name: KEVIN KARL PETERSON  
Organization: CATS Title: Exec Direct  
Address: 4848 S. ELIZABETH  
City: CHICAGO State: IL ZIP: 60609  
Phone: (773) 966-8126 Email: KEVIN@KMULTRA.COM

### Comments:

YOU HAVE A YEAR TO REOPEN/REBUILD the  
Green Line stations that were closed.  
RACINE/63rd, 61st + 58th. The Red line  
RECONSTRUCTION should be done in 2  
phases. Tunnel - 55th/60th and 63rd -  
95th to not over burden the Greenline  
infrastructure. ALSO WERE IS THE MARISC  
CERMAK GREEN LINE STATION That IS  
Kept being Promised? How soon till

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The NEW STATIONS + TRACK FALL Apart  
Like the Brown line STATION ARE?

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Name: KEVIN KARL PETERSON  
Organization: LATIS Title: EXEC Dir  
Address: 4848 S. ELIZABETH  
City: CHICAGO State: IL ZIP: 60609  
Phone: (773) 896-1226 Email: KEVIN@KARLTRA.COM

### Comments:

YOU NEED TO RESTORE THE DOWNTOWN SERVICE ON  
THE 44 WALLACE/RACINE (YOU ALREADY HAVE THE  
JARC MONEY FOR THE LAST 3 YEARS). ALSO THE  
42 HALSTED/ARCHER + 45 ASHLAND/DOWNTOWN  
NEED TO BE RESTORED TO FULL SERVICE. THE  
RACINE GREENLINE STATION SHOULD BE REOPENED  
SERVICE SHOULD BE MADE EARLIER + LATER ON CONNECT  
BUS + TRAIN ROUTES (UNDO RODRIGUEZ + JOHN  
PAKES SYSTEM PURGE)! WHAT ABOUT DISCOUNTS FOR  
MONTHLY PASS USERS?

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WHY DOESN'T THE 67 67/69/71 BUS SERVE THE GREEN  
LINE AT ASHLAND LIKE THE 110 MARQUETTE BUS USED TO?

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Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 7245 S. Phillips, #3W

City: Chicago State: IL ZIP: 60649

Phone: (773) 544-8424 Email: jonsamuel32@yahoo.com

### Comments:

In addition to the other ideas I mentioned, I think you should also modify  
#9 Ashland to the 95th Red Line Station during all hours of service.

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Name: Jon Keith Evans  
Organization: Member Active Transportation Alliance Title: \_\_\_\_\_  
Address: 11936 South Princeton Avenue  
City: Chicago State: Illinois ZIP: 60628-6014  
Phone: 773-821-8142 Email: jkeneworleansgp91@arr.net  
Comments: 773-844-0568

Extend Buses 8<sup>A</sup> and 108 from 79th & 95th Street Terminals  
Respectively to 63rd/Halsted Station  
Extend Bus 9 from 63rd/Ashland Terminal to 119th/Western  
Via Ashland/Beverly/Vincennes/119th.  
Create Temporary, Rush Hour Only Route 29A South State from  
95th/State Terminal to 127th Vermont Terminal via State/127th Street  
Extend Bus 49 and/or 349 from 79th/Western to 63rd/Ashland  
Terminal  
All routes except 29A South State would be 24 hour X 7 day for duration of  
Construction Period

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Name: Willie Osborne  
Organization: Community Pride Association Title: member  
Address: 8620 Maryland  
City: Chicago State: IL ZIP: 60619  
Phone: (773) 407-2202 Email: Dee.wgo@Aol.com

### Comments:

Instead of shutting the Red Line ~~down~~ Down  
(Single Track)

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Name: Robert Eder

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 91st Cermak Ave

City: Chicago State: IL ZIP: 60617

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Comments: 67

Public Participation. Public Participation should come later decisions are made not after. The public should have been invited to help evaluate proposals instead of being asked to comment on decisions already made. Second could you explain why there are multiple shuttles going to the green line instead of <sup>express</sup> shuttles following the route of the red line? <sup>very important and a contribution to safety</sup> Third. What safety measures are put in or are going to be put in place to protect passengers who now have to pass through alternate gang routes? Fourth. I understand the need for cost savings but how can any city

Comments may be submitted via mail, email, or fax to: Chicago Transit Authority, Red Line South Project, 567 W. Lake Street, Chicago, IL 60661. Email: [redlinesouth@transitchicago.com](mailto:redlinesouth@transitchicago.com), Website: [www.transitchicago.com/redline](http://www.transitchicago.com/redline), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891), Phone: 1 (888) YOUR-CTA (1-888-968-7282).

department reasonably are cost as a factor when the city is charging millions to private development projects such as the McArthur Lakeside development with a ~~cost~~ TIF CTA of close to -



# WE WANT YOUR INPUT

## on the Red Line South Track Renewal Project

Starting in Spring 2013, the CTA will rebuild the tracks along the south Red Line, from Cermak-Chinatown to 95th/Dan Ryan—a project that will provide faster, more comfortable and more reliable service for Red Line riders. The south Red Line, called the Dan Ryan branch, is more than 40 years old and needs a full replacement. Because of the current track conditions, Red Line riders experience longer travel times, overcrowded trains, and less reliable service.

This project will provide faster commutes, a smoother ride, improved stations and accessibility and a better passenger experience. Additionally, the project is expected to create hundreds of good-paying jobs. CTA is interested in your thoughts on the project. (Please Print)

Name: Harry Brooks

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: PO Box 490266

City: Chicago State: IL ZIP: 60649-0266

Phone: 773-731-0608 Email: harry\_brooks@yahoo.com

### Comments:

As I stated today I think the 8-month plan is great. My problem is having to wait 21 minutes for a northbound #5176th/South Shore bus at 12:32 P.M. because it misses the connection with my NB #30 South Chicago bus by 3 minutes on a 24-minute street.

Comments may be submitted via mail, email, or fax to: Chicago Transit Authority, Red Line South Project, 567 W. Lake Street, Chicago, IL 60661. Email: [redlinesouth@transitchicago.com](mailto:redlinesouth@transitchicago.com), Website: [www.transitchicago.com/redline](http://www.transitchicago.com/redline), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891), Phone: 1 (888) YOUR-CTA (1-888-968-7282).

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Name: Jon Samuel

Organization: \_\_\_\_\_ Title: \_\_\_\_\_

Address: 7245 S. Phillips Ave. #3W

City: Chicago State: IL ZIP: 60649

Phone: (773) 544-8424 Email: jonsamuel32@yahoo.com

### Comments:

These are a few rail transit ideas I have involving the Red, Green, Purple, Yellow, Brown, and Orange Lines:

Purple Line: Option 1 - Between Linden and Loop during all hours of service; Option 2 - Between Linden and Cottage Grove via Red Line Subway and Green Line to Cottage Grove providing more frequent service on the East 63rd Branch while all Green Line trains travel to/from Ashland/63rd; Option 3 - Between Linden and 130th (upon renovation completion of the extension) via the Red Line subway, then run express between Cermak-Chinatown and 95th, then via the extension to 130th. Yellow Line - Option 1 - To Loop/95th (or 130th) via the Purple Line Express tracks, Red Line (including the subway), then express to 95th or 130th from Cermak-Chinatown. I think you should also conjoin the

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Brown & Orange Lines into one train line.



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Name: Toby Anthony Adams Johnson  
Organization: Sara LLP baking group Title: 28855 hillcock ave  
Address: 3351 W 21th St  
City: CHICAGO State: ILLINOIS ZIP: 60623  
Phone: 1-773-542-0588 Email: 3351 W 21th St

### Comments:

starting in spring 2013, the CTA will rebuild the tracks  
along the tracks along the south red line  
from Cermak-Chinatown, to  
95th/Dan Ryan - a project that will provide  
faster, more comfortable and more reliable service  
for red line riders. the south  
red line called the Dan Ryan is more than  
40 years old and needs a full replacement  
because of the current track conditions. red line  
riders

Comments may be submitted via mail, email, or fax to: Chicago Transit Authority, Red Line South Project, 567 W. Lake Street, Chicago, IL 60661. Email: [redlinesouth@transitchicago.com](mailto:redlinesouth@transitchicago.com), Website: [www.transitchicago.com/redline](http://www.transitchicago.com/redline), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891), Phone: 1 (888) YOUR-CTA (1-888-968-7282).

## **Attachment 4**

### ***February 22, 2012- Section 7 Consultation Technical Assistance - No Effect Determination***

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## 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: Dan Ryan Track Renewal Project

Date: February 22, 2012

[Back](#)

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

Last updated: March 29, 2011

#### USFWS Ecological Services Field Offices in the Upper Midwest

[Illinois](#) | [Chicago](#) | [Indiana](#) | [Iowa](#) | [Michigan](#) | [Minnesota](#) | [Missouri](#) | [Ohio](#) | [Wisconsin](#)

#### USFWS Midwest Region Sites

[Home](#) | [Ecological Services](#) | [Coastal Conservation](#) | [Endangered Species](#) | [Environmental Contaminants](#) | [Wind Energy](#) | [Ecological Services Field Offices](#)

#### USFWS National Sites

[Coastal Conservation](#) | [Endangered Species](#) | [Environmental Contaminants](#) | [Fisheries and Habitat Conservation](#)

[http://www.fws.gov/midwest/Endangered/section7/no\\_effect/developed4nonativeveg.html](http://www.fws.gov/midwest/Endangered/section7/no_effect/developed4nonativeveg.html) 2/22/2012

## Illinois Federally Endangered, Threatened, Proposed, and Candidate Species

List Revised February 2012

County	Species	Status	Habitat
<b>Adams</b> <b>Field Office to</b> <b>Contact:</b> U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e: mail <a href="mailto:RockIsland@fws.gov">RockIsland@fws.gov</a> FAX: 309-757-5807	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Higgins eye pearl mussel</a> ( <i>Lampsilis higginsii</i> )	Endangered	Mississippi River; Rock River to Steel Dam
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
<b>Alexander</b> <b>Field Office to</b> <b>Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub- Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997- 3344, ext. 340 FAX: (618) 997-8961 e: mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Gray bat</a> ( <i>Myotis grisescens</i> )	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Least tern</a> ( <i>Sterna antillarum</i> )	Endangered	Bare alluvial and dredged spoil islands
	<a href="#">Pallid sturgeon</a> ( <i>Scaphirynchus albus</i> )	Endangered	Large rivers
	<a href="#">Rabbitsfoot</a> ( <i>Quadrula cylindrica cylindrica</i> )	Candidate	Ohio River
	<a href="#">Sheepnose mussel</a> ( <i>Plethobasus cyphus</i> )	Proposed as Endangered	Shallow areas in larger rivers and streams
<b>Bond</b> <b>Field Office to</b> <b>Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub- Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997- 3344, ext. 340 FAX: (618) 997-8961 e: mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Piping plover</a> <i>Charadrius melodus</i>	Endangered	May be present in Bond County during migration.
	<a href="#">Eastern massasauga</a> ( <i>Sistrurus catenatus</i> )	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies

County	Species	Status	Habitat
8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
Clay <b>Field Office to</b> <b>Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
Clinton <b>Field Office to</b> <b>Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Piping plover</a> <i>Charadrius melodus</i>	Endangered	May be present in Clinton County during migration.
	<a href="#">Eastern massasauga</a> ( <i>Sistrurus catenatus</i> )	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
	<a href="#">Lakeside daisy</a> ( <i>Hymenoxys acaulis</i> var. <i>glabra</i> )	Threatened	Dry rocky prairies
Coles <b>Field Office to</b> <b>Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Snuffbox</a> ( <i>Epioblasma triquetra</i> )	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
Cook <b>Field Office to</b> <b>Contact:</b> USFWS Chicago Illinois FO 1250 South Grove, Suite 103	<a href="#">Piping plover</a> <i>Charadrius melodus</i>	Endangered	Lakeshore beaches
	<a href="#">Eastern massasauga</a> ( <i>Sistrurus catenatus</i> )	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)



County	Species	Status	Habitat
Barrington, Illinois 60010 (847) 381-2253 e:mail <a href="mailto:Chicago@fws.gov">Chicago@fws.gov</a> <a href="mailto:Cathy_Pollack@fws.gov">Cathy_Pollack@fws.gov</a>	Hine's emerald dragonfly ( <i>Somatochlora hineana</i> )	Endangered	Spring fed wetlands, wet meadows and marshes
	Hine's emerald dragonfly ( <i>Somatochlora hineana</i> )	Critical Habitat Designated	<a href="#">Go here for a map and written description of the areas designated as Critical Habitat</a> (PDF)
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> ) <a href="#">Go here for specific guidance on how to determine whether this species is present on a site.</a>	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	<a href="#">Leafy-prairie clover</a> ( <i>Dalea foliosa</i> )	Endangered	Prairie remnants on thin soil over limestone
	<a href="#">Mead's milkweed</a> ( <i>Asclepias meadii</i> )	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil
	<a href="#">Prairie bush clover</a> ( <i>Lespedeza leptostachya</i> )	Threatened	Dry to mesic prairies with gravelly soil
Crawford  <b>Field Office to Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Rabbitsfoot ( <i>Quadrula cylindrica cylindrica</i> )	Candidate	Wabash River
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
Cumberland  <b>Field Office to Contact:</b> U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail <a href="mailto:Marion@fws.gov">Marion@fws.gov</a>	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	<a href="#">Snuffbox</a> ( <i>Epioblasma triquetra</i> )	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	<a href="#">Eastern prairie fringed orchid</a> ( <i>Platanthaera leucophaea</i> )	Threatened	Mesic to wet prairies
DeKalb  <b>Field Office to Contact:</b> U.S. Fish and Wildlife Service	<a href="#">Indiana bat</a> ( <i>Myotis sodalis</i> )	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)