

FOREWORD

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

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

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

Dan Ryan Expressway (FAI I-94/90) Reconstruction
from 31st Street to I-57 / Halsted and I-94 / M.L.K. Drive
Cook County, Illinois

ENVIRONMENTAL ASSESSMENT

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

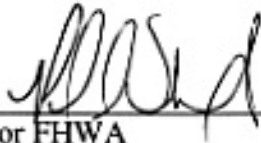
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U.S. Department of Transportation

Federal Highway Administration

and the

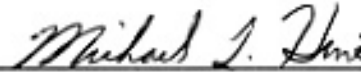
Illinois Department of Transportation



For FHWA

4-19-04

Date of Approval



For IDOT

4-19-04

Date of Approval

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Abstract

The proposed action is a reconstruction, reconfiguration and widening of a 9/4 mile section of Interstate 94/90, the Dan Ryan Expressway between 31st Street and I-57/Halsted Street and I-94/Martin Luther King Drive.

The proposed improvements include the following: new pavement and pavement resurfacing; added travel lanes between 47th Street and Illinois Route 1 (Halsted Street); new retaining walls; new bridge structures, bridge widenings, and bridge replacements; addition of traffic safety barriers; upgrading ramp geometry and vehicle weaving distances; including added auxiliary lanes; consolidation and/or relocation of expressway access (ramp removal and addition) as necessary; upgrading the Chicago Skyway interchange; improving frontage roads as necessary; traffic signal modernization; roadway lighting; drainage improvements; accident investigation sites; landscaping with aesthetic treatments; and the maintenance of access to transit facilities.

Construction of the proposed improvement plan for the Dan Ryan Expressway and its associated frontage roads will require approximately 0.691 acres of right-of-way (14 partial acquisitions) and 0.07 acres of temporary easement (1) to be purchased. There will be no business or residential relocations.

Dan Ryan Expressway (FAI I-94/90) Reconstruction
from 31st Street to I-57 / Halsted and I-94 / M.L.K. Drive
Cook County, Illinois

ENVIRONMENTAL ASSESSMENT

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Proposed Design Alternate

CHAPTER 1 PURPOSE OF AND NEED FOR ACTION

1.1 Purpose of the Project

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

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

- New pavement and pavement resurfacing
- Added travel lanes
- Retaining walls
- New bridge, bridge widening, and bridge replacement
- Traffic safety barriers
- Upgrade of substandard ramp geometry and vehicle weaving distances including added auxiliary lanes
- Consolidation and/or relocation of expressway access (removing and adding ramps) as necessary
- Upgrading the Chicago Skyway interchange
- Improving frontage roads as necessary
- Traffic signal modernization
- Roadway lighting
- Roadway drainage improvements
- Accident investigation sites
- Landscaping with aesthetic treatments
- Maintaining access to transit facilities

The actions as proposed provide reconstruction of a deteriorated highway facility to a smoother, safer riding surface, added travel lanes for improved mobility, and the addition, removal and reconfiguration of ramps to improve safety and travel efficiency. In addition, providing auxiliary lanes will improve weaving operations and safety in the areas between ramps. The potential for vehicle crashes will likely be reduced. Roadway user benefits and safety will be enhanced, and traffic mobility will increase while stimulating and reinforcing the Chicago area's economy and prosperity.

Within the project termini, the proposed improvements will have independent utility and will function without any requirements for additional improvements elsewhere. The Dan Ryan Expressway reconstruction and improvement north of 31st Street (the northern study limit) occurred in the late 1980's. The southern limit at Interstate 57 is a system interchange. The project will not restrict consideration of alternatives for other reasonably

foreseeable transportation improvement initiatives to this facility or to other reaches of the route in the Chicago Metropolitan Area.

1.1.1 History

The 40-year-old Dan Ryan Expressway is a core-area interstate expressway with a long history of serving, and providing access through, the southern urbanized area of the City of Chicago. The Dan Ryan Expressway has become severely deteriorated and overburdened in meeting the needs of these through and local motorists. The Dan Ryan Expressway provides access between the Kennedy Expressway (I-90/94), the Eisenhower Expressway (I-290), and the Stevenson Expressway (I-55) to the north; and the Chicago Skyway (I-90), Interstate 57, and the Bishop Ford Memorial Freeway (I-94) to the south. The Dan Ryan Expressway first opened in 1961 between 71st and 97th Streets. A year later, the section connecting it to the Eisenhower Expressway on the north was opened. The Chicago Skyway that opened in 1958 connects to the Dan Ryan Expressway between 63rd and 67th Streets. The last section of the Dan Ryan Expressway linking it to Interstate 57 was completed in 1963.

The 40-year-old design is substandard in many areas by today's engineering standards for modern motor vehicles. The increasing heavy traffic volume and commercial truck traffic loads placed on the Dan Ryan Expressway have resulted in its current physical deterioration. There are numerous motor vehicle operating decisions that motorists need to make in close proximity to bridges, their approaches, and entrance and exit ramps. There are inadequate weave and merge situations into and out of the traffic flow. The current design of the entrance and exit ramps at interchanges compounds the ever-present congestion that leads to the frequent recurrence of vehicle crashes and delay.

Constriction points or "bottlenecks" exist on the Dan Ryan Expressway, generally between 47th and 59th Streets in both directions of the local lanes where three lanes reduce to two lanes, and southbound at 67th Street where five lanes reduce to four lanes. These locations of severe traffic congestion (specifically 47th Street to 59th Street) lead to high incidents of crashes, overall travel degradation and system inefficiency.

This project is currently included in the Fiscal Year 2004–2009 Transportation Improvement Program (TIP) and funded as part of the Department's 2004–2008 Proposed Highway Improvement Program.

1.2 Project Need

1.2.1 Traffic Safety and Mobility Deficiencies

Traffic Safety

An initial crash analysis was prepared for the three-year study period, 1996-1998. This analysis evaluated approximately 22 miles of northbound and southbound Dan Ryan Expressway travel lanes and 62 locations of exit and entrance ramps.

A total of 7,313 crashes occurred on the Dan Ryan Expressway with 2,194 (30%) in 1996, 2,545 (35%) in 1997, and 2,574 (35%) in 1998. In addition, 129 crashes occurred

on the ramps with 59 on entrance ramps, 56 on exit ramps, and 14 on slip ramps between express and local lanes. Fourteen of the 62 ramp locations did not have a crash within the three-year study period.

A total of 1,638 injury crashes occurred on the expressway with 508 in 1996, 598 in 1997, and 532 in 1998. These injury crashes resulted in 2,605 injuries with 849 in 1996, 959 in 1997, and 797 in 1998. There were also 32 fatalities with 16 in 1996, 7 in 1997, and 9 in 1998. There were 25 injury crashes that occurred on the ramps, with 10 on the entrance ramps, 11 on the exit ramps, and 5 on the slip ramps. These injury crashes resulted in 43 injuries, with 17 on entrance ramps, 17 on exit ramps, and 9 on the slip ramps. Only one fatality was recorded in 1997 on the inbound Interstate 94 exit ramp to 79th Street.

High Accident Location Identification System (HALIS) numbers do not exist for urban freeways. Due to this fact, it is impossible to identify high crash locations compared to statewide averages. Instead of using HALIS numbers, the analysis area was separated into 32 crash analysis sections with two analysis groups identified. One is identified as the mainline analysis group and the other as the connection analysis group. Each analysis group contained sections of similar characteristics, such as cross-sectional configurations, or interchange configurations. An individual section was then compared to its respective analysis group. The comparisons were based on crash rates, crash type percentages, road surface conditions, and light conditions. A section with a higher crash rate than its respective analysis group's average crash rate was deemed critical. This approach is supported by the fact that of the four Chicagoland urban expressways leading to downtown Chicago (Dan Ryan, Kennedy, Eisenhower, and Stevenson), the Dan Ryan Expressway ranks 1st in overall crash rate and, most critically, considerably higher in crash injury rate.

The mainline analysis group, 31st Street to 95th Street, has an average three-year crash rate of 2.69 Crashes per Million Vehicle Miles of Travel (C/MVMT). Eleven of its 28 sections included in the mainline analysis group are critical. The connection analysis group includes four sections, two of which are critical. These critical connection sections have crash rates greater than the group rate of 2.25 C/MVMT. Crash rates were not calculated for ramp crashes.

The analysis revealed that 84% (6,130) of all expressway and 71% (91) of all ramp crashes occurred on dry pavement. Throughout the study, no section had a percentage of wet pavement crashes that exceeded 15%. This indicated that the pavement surface texture was adequate and was not a major contributing factor for crashes.

The three-year night/day ratio crash ratio is 0.53 for the Dan Ryan Expressway and 0.52 for the ramps. These values are less than one and do not indicate a nighttime crash problem along the Dan Ryan Expressway. However, one particular section, 83rd Street to 87th Street in the southbound direction, had a night/day ratio of 1.06, which does indicate a nighttime crash problem. In addition, 46% of all exit ramp crashes took place at night with a corresponding night/day ratio of 0.87. The combination of high speeds at night and

substandard ramp geometrics can be considered a probable cause of nighttime exit ramp crashes.

The crash types most prevalent throughout this study area were rear-end, sideswipe-same direction, and fixed object crashes. This combination attributed to more than 92% (6,714) of the crashes on the expressway, and 91% of the crashes on the ramps.

A supplemental crash analysis was prepared for the period 1998-2000 as the data became available. The data was analyzed in the same fashion as the 1996-1998 data and results were compared. In general, the crash trends do not differ significantly between the two data sets. The total number of crashes increased from 7,313 crashes to 8,220, the total injuries decreased from 2,605 to 2,319, and the fatalities decreased from 32 to 27. The total of each type of crash differs slightly, but the overall trends do not change.

Similarly, a supplemental crash analysis was prepared for the period 2000-2002 as the data became available. In general, the crash trends do not differ significantly between the previous data sets. The total number of crashes increased from 7,313 crashes to 7,899, the total injuries decreased from 2,605 to 2,412, and the fatalities decreased from 32 to 22. The total of each type of crash differs slightly, but the overall trends do not change.

The findings of the crash analysis indicate two crash types make up the majority of all crashes on the Dan Ryan Expressway, rear end (52%) and sideswipe (30%). The percentage of rear end crashes indicates a high level of congestion is present throughout the expressway. The high sideswipe percentage suggests deficient vehicle weaving maneuvers and that substandard weaving length are present on the Dan Ryan Expressway.

The vehicle crash rates are the highest in the vicinity of the Chicago Skyway Interchange. This finding suggests that the interchange of traffic between the Chicago Skyway and the Dan Ryan Expressway is a major disrupter in the steady flow of traffic and adversely influences the number of vehicle crashes upstream of the Chicago Skyway interchange.

Traffic Mobility

The Dan Ryan Expressway currently carries traffic volumes as high as 317,000 vehicles per day (vpd) just north of the Skyway interchange, and an overall average between 31st and 95th Street of approximately 275,000 vpd. This is significantly greater than the original design capacity of approximately 150,000 vpd when the facility opened in the early 1960's. This coupled with the close spacing of ramps throughout the project area, and other design deficiencies, contributes to the severe congestion routinely experienced along the Dan Ryan Expressway on a daily basis. This severe congestion often lasts throughout the day, but is a normal occurrence during morning and evening peak hours of travel. As a result, this severe congestion can adversely affect the safe and efficient movement of people and goods throughout the Chicago area, and public service response times (Fire, Police, IDOT Emergency Traffic Patrol, etc.).

Specifically in the southbound direction, between 31st Street and 47th Street in the local lanes, traffic congestion and high travel times are identified. This poor traffic mobility is

partly the result of the close spacing of full interchanges (generally every half-mile south of 31st Street). The conflict of multiple traffic streams entering, exiting, weaving, and merging results in elevated crash rates and negative impacts to overall traffic mobility.

In the vicinity of the Chicago Skyway interchange area (47th Street to 71st Street), a high level of congestion is generated due to additional substandard lane drops, weaving movements, and high travel volumes. The local lanes are reduced from three lanes to two lanes in the section between 51st and 59th Street with no reduction in travel volume. Vehicles traveling southbound exiting to the Chicago Skyway from the Dan Ryan Expressway express lanes must use the express-to-local slip ramp at 59th Street and weave across three lanes of traffic to get to the Chicago Skyway exit ramp. Further adding to the operational problem, a substandard merging distance exists downstream of the Chicago Skyway interchange where the three express lanes merge with the two locals lanes into four lanes continuing south to 95th Street. Express lane vehicles exiting to 71st Street must travel across two lanes of traffic after the local/express lane merge. The identified problems are supported by the crash data which indicates that the area has several of the highest sideswipe crash rates on the Dan Ryan Expressway. Three analysis sections within this area, 51st to 55th Street, 55th to 59th Street, and 59th to 63rd Street have rear end crash percentages over 60%, and all rank in the top ten of Dan Ryan Expressway analysis sections.

Between the Chicago Skyway and 95th Street, the close spacing of interchanges continues, until the gap between 87th Street and 95th Street. Substandard ramp geometry, deficient weaving lengths and heavy traffic all combine to cause heavy congestion and substandard mobility throughout the section. As the southbound lanes of the Dan Ryan Expressway diverge to I-57 and the Bishop Ford Freeway, lane merges and substandard weaving movement are present within the system interchange and at Halsted Street (Illinois Route 1) causing congestion and mobility problems. The congestion is relieved further to the south on I-57 where a full three-lane section of freeway resumes and volumes reduce.

Specifically in the northbound direction, heavy congestion and poor mobility are present on both the Interstate 57 and Bishop Ford Freeway legs of the interchange. On the west leg of Interstate 57, there are a significant number of vehicles entering from Halsted Street (Illinois Route 1) heading north on the Dan Ryan Expressway. At the same time, a significant vehicle volume of Interstate 57 traffic is heading south on the Bishop Ford Freeway. The east leg from the Bishop Ford Freeway has a two-lane entrance to the Dan Ryan Expressway merging with the two-lane section from Interstate 57. Just to the north, the ramps from 91st Street and 95th Street add substantial traffic and the conflict that occurs frequently results in backups and poor mobility within the system interchange.

From 95th Street to 71st Street near the Chicago Skyway, similar poor mobility and heavy congestion exist due to heavy weaving volumes, close spacing of interchange ramps, and an inadequate basic number of lanes. The northbound Dan Ryan Expressway experiences heavy congestion and poor mobility primarily related to poor geometry at the Skyway interchange. This is supported by the crash data which indicates the rates peak between

67th and 59th Streets. The highest sideswipe crash percentage, in the 63rd to 59th Street analysis section, is due to the presence of a substandard weave distance from the Chicago Skyway entrance ramp, across two local lanes that provide access to the local-to-express slip ramp. Congestion continues to 51st Street where the local lanes are reduced to two lanes.

North of 47th Street, the local lanes open to three lanes and the congestion is reduced. The closely spaced ramps, high traffic demands, and deficient geometry still contribute to the poor traffic mobility and isolated elevated crash rates that currently exist. Traffic backups north of 31st Street propagate to the south as revealed by the high crash rate and high percentage of rear-end crashes between 35th Street and 31st Street. However, north of 31st Street the Dan Ryan is an elevated structure that was improved in the 1980's. The basic number of lanes north of 31st Street will not change with this project. In addition, compared to other sections of the corridor, the crash rates between 31st and 35th Street are not critical with respect to injuries.

If the above safety and mobility issues remain unaddressed, Interstate 94/90 (Dan Ryan Expressway) will continue to degrade with respect to travel safety and mobility. The proposed project includes the addition of travel lanes, auxiliary lanes and modifications to the Skyway interchange along with other cross street interchanges that will improve traffic safety and mobility along the Dan Ryan Expressway.

1.2.2 Substandard Ramp Geometry

The majority of the ramps on the Dan Ryan Expressway contain substandard ramp geometry (vertical and/or horizontal) another contributor to crashes, restricted traffic flow, and system inefficiency. Existing ramps have short and substandard entrance merges and exit ramp diverges. These substandard conditions, previously identified, force traffic to enter into traffic flow or exit from the traffic stream in a shorter distance than is desirable for an expressway (freeway) facility based on current American Association of State Highway and Transportation Officials (AASHTO) and Illinois Department of Transportation (IDOT) standards.

The proposed project will improve safety and operations on the ramps and the adjoining mainlines by providing recommended improvements on the Dan Ryan Expressway that include increasing the available distances between interchanges where vehicles can switch back and forth between lanes (weave), separating the weave sections that overlap each other, and improving substandard superelevation of the pavement on curves. It is also anticipated that the proposed improvement will reduce the future frequency of crashes by providing improved pavement surface, renewed pavement markings, and improved roadway lighting.

1.2.3 Facility Degradation

The Dan Ryan Expressway pavement has severely deteriorated over its 40-year life, resulting from the tremendous volumes of vehicular traffic, including heavy volumes of trucks, winter salting and weathering. A severely deteriorated pavement and outdated infrastructure condition has manifested itself. The proposed project will completely

remove the existing pavement and construct a new expressway facility that will be based on current highway standards, meet current and future traffic demands with a smooth riding surface, stable supporting base and an easily maintainable structure.

1.2.4 Roadway Drainage Deficiencies

Several locations along the Dan Ryan Expressway contain identified drainage problems. Pavement flooding investigation reports document over 80 flooding incidents for the period 1987-2002. This results in the Dan Ryan Expressway containing five of IDOT District 1's top 10 flood-prone areas.

The flooding is a result of the existing collector storm sewers not having enough capacity to convey the 50-year storm event. With the addition of off-site overflows, the sewers are considerably under capacity.

Another cause for pavement flooding along the Dan Ryan Expressway is due to CTA structures not being properly maintained. Inlets located on the inside shoulder connect directly into CTA drainage structures prior to out letting into the main drain sewer. Several of the CTA structures are clogged and back-ups flow onto the Dan Ryan Expressway. North of the Skyway, many of the CTA structures are buried beneath the existing barrier walls.

The proposed project will include improvements to the existing drainage system, thereby alleviating the current flooding conditions.

CHAPTER 2 AFFECTED ENVIRONMENT

The Dan Ryan Expressway project area was inventoried for environmental resources, issues, and characteristics. The issue areas involving cultural, natural, physical, socioeconomic resources, and special waste sites found to be present in the study area are identified in this section. An Environmental Inventory Map is provided in Appendix A, Exhibit 1B – Environmental Inventory Map.

2.1 Social / Economic

2.1.1 Community Characteristics / Cohesion

The Dan Ryan Improvement Project is in the City of Chicago. The project area includes a mixture of vacant property, occupied residential, commercial, local shopping, light industrial and service facilities throughout. There are established neighborhoods throughout the project limits that have developed and that coexist with the Dan Ryan Expressway facility.

Residential, commercial or business, public or institutional, industrial or manufacturing structures are present along both sides of the Dan Ryan Expressway and are adjacent to the local parallel street system that serves as frontage roads to the facility.

2.1.2 Demographics

The Chicago Department of Planning and Development has established Chicago Community Areas (CCAs). The Northeastern Illinois Planning Commission (NIPC) is the planning commission for the six-county Chicago metropolitan area and has used the 1990 and 2000 U.S. Census data in the development of the following information. The dissection of the City of Chicago into CCAs allows NIPC and the Chicago Department of Planning and Development to take the U.S. Census data and produce numbers at that refined level. As of the 2000 census there are 77 CCAs in the City of Chicago. The study area for the Dan Ryan Improvement Project encompasses thirteen CCAs, shown in the table below. In addition, Appendix A, Exhibit 8 has maps of each CCA that denotes public schools, parks, along with 1990 and 2000 Census data information.

Chicago Community Areas affected by the Dan Ryan Improvement Project

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

Race

The analysis of the 1990 and 2000 Census data for the thirteen CCAs indicates that the overall study area is nearly 90% black and Hispanic, while whites comprise less than 10% of the population in the study area. Tables in Appendix A, Exhibit 8 show the population by race for both 1990 and 2000, along with the percentage in the CCA and the study area. As the note in the table indicates, the way of reporting race has changed from the 1990 to the 2000 census. The 2000 census allowed individuals to choose more than one race, hence the large percentage increase (623%) in the “Other” category from 1990 to 2000. However, the “Other” category represents less than 1% of the population of the total study area.

Low-Income

The Department of Health and Human Services (HHS) establishes poverty level guidelines that are updated annually. The HHS 2004 poverty level for a family of four is \$18,850 (source: *Federal Register*, Vol. 69, No. 30, February 13, 2004). The percentage of persons below the poverty level by CCA ranges from over 50% in Washington Park, to less than 20% in Washington Heights. The total percentage of persons below the poverty level within the 13 CCAs is approximately 30%. The number of persons below the poverty level within the 13 CCAs has declined by 17% between 1990 and 2000. Poverty statistics, along with the number of households and families by CCA can be found in Appendix A, Exhibit 8.

More detail for each of the thirteen CCAs can be found in tables in Appendix A, Exhibit 8. These tables show the population by race and age, the number of households, the average household size, the number of families and the average family size.

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

Census Tract #	Median Family Income - \$'s	Families Below Census Poverty Level ¹ %	Minority ² - % Black	Minority ² - % Other Minority
3402	27,639	24.7	4.8	88.9
3403	42,188	16.8	70.7	2.3
3404	23,073	29.2	0.1	74.2
3405	42,063	19.1	26.7	13.6
3406	15,129	58.1	97.6	0.9
3503	60,917	4.3	80.3	10.5
3504	9,726	65.9	98.7	0.5
3505	(nr ³)	(nr)	(nr)	(nr)
3506	14,375	42.3	28.9	31.6
3514	11,823	62.7	97.0	2.3
3515	8,295	71.7	99.1	0.6
3701	32,279	29.9	97.1	1.3
3702	25,313	35.1	95.1	4.0
3703	30,313	29.5	96.5	2.8
3704	24,091	30.6	90.0	8.0
3806	11,047	73.2	98.6	1.6
3816	10,370	87.1	99.8	----
3817	5,688	92.7	99.1	0.8
4002	9,896	75.5	99.3	1.6
4004	18,750	43.9	98.4	0.9

4005	24,231	36.9	98.2	0.5
4006	26,389	33.3	95.6	2.4
4007	16,985	52.8	97.7	0.5
4008	11,429	59.8	97.9	1.2
4403	55,813	4.8	98.0	1.0
4404	38,984	15.6	98.5	0.6
4405	>100,000	0.0	81.0	0.0
4406	57,708	4.5	98.0	1.1
4902	32,056	17.9	98.8	0.7
4903	50,268	6.7	97.5	0.7
4906	56,215	2.5	97.8	1.4
4905	53,229	0.9	97.2	1.7
6003	35,208	19.5	0.2	60.3
6011	60,208	9.1	0.0	52.0
6016	68,500	8.4	0.7	31.4
6101	58,036	8.8	9.4	29.0
6801	28,162	18.9	98.8	0.3
6802	25,266	31.2	98.0	0.8
6809	12,303	53.6	97.9	1.6
6901	11,164	59.7	99.2	0.6
6902	13,750	58.9	99.7	0.7
6903	23,954	31.9	98.7	0.4
6904	25,951	28.0	28.0	1.0
6911	33,958	28.4	98.3	0.9

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

¹ The 1999 Poverty Threshold (used in the 2000 U.S. Census) is \$17,029 for a family of four. The Health and Human Services Poverty Guideline for 2004 (Federal Register February 13, 2004) is \$18,850 for a family of four.

² “Other Minority” includes American Indian/Alaska Native, Hispanic, Asian, and Native Hawaiian or Other Pacific Islander

³ nr = Not Reported

2.1.3 Travel Patterns

The Dan Ryan Expressway consists of separate express and local lanes in both directions north of the Chicago Skyway interchange, and a single set of through lanes in both directions south of the Skyway. Parallel to the expressway are frontage roads that also serve as local streets. The west frontage road utilizes portions of Wentworth Avenue, Wells Street, and LaFayette Avenue. The east frontage road utilizes LaSalle Street, Wentworth Avenue and State Street. On both frontage road systems there are existing discontinuities at the Skyway interchange. The 62 ramps within the project limits consists of 56 ramps to and from the frontage roads, and 6 slip ramps between the express and local lanes. There are two major interstate system interchanges within the project limits, one at the Chicago Skyway (I-90) and the other at the I-57 / I-94 (Bishop Ford) junction.

Frontage roads serve numerous functions including the distribution and collection of traffic between the local cross streets and the expressway interchanges. The ever changing conditions of the Dan Ryan Expressway result in a variety of travel times for motorists going from Point A to Point B. This travel time will vary from day to day depending on traffic volumes, congestion, crash occurrences, weather, traffic signal operations (frontage roads), etc. The frontage roads along the Dan Ryan Expressway are routinely used under current conditions to “bypass” Dan Ryan crash occurrences and/or severe congestion. It is likely that a substantial portion of the frontage road traffic is, at times, traffic that has exited from the expressway to use the parallel frontage road as an alternate route to either divert away from the expressway for the remainder of the trip or to re-enter the Dan Ryan at a ramp further downstream. With the proposed improvement plan elements, (additional lanes, revised configuration of interchange ramps, revised geometry of ramp systems providing a collector distributor function, reconstruction and realignment of portions of the frontage roads) a reduction in overall travel times is anticipated through the Dan Ryan Expressway corridor, including mainline and frontage road sections. These improvements should reduce the utilization of frontage roads for bypassing crash occurrences and/or congestion.

Intermodal Facilities

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

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

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

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

Norfolk Southern (NS) – 47th Street Yard: The Norfolk Southern Railway Company “47th Street Yard” is located east of I-94/90 between 47th and 55th Streets. The 47th Street Yard handles approximately 1,300 combined truck arrival and departures per day, seven days a week. The facility currently contains origin/destination connections to the south, southeast, and north of the yards which utilize connections to I-94/90 at 47th and 51st Street. Trucks accessing the 47th Street Yard, from southbound I-94/90, utilize the 47th Street exit ramp. 47th Street allows connections to the entrance gate on the north side of the facility. From northbound I-94/90, trucks exit at 51st Street and continue along Wentworth Avenue (northbound frontage road) to access 47th Street. The exit gate is located on the east side of the yard at 51st Street. Access from the yard to northbound I-94/90 utilizes the 51st Street entrance ramp. Trucks utilize the entrance ramp at 51st Street to access the southbound Dan Ryan Expressway.

Norfolk Southern (NS) – “63rd Street Yard”: The Norfolk Southern Railway Company “63rd Street Yard” is located east of I-94/90 and north of I-90 (Chicago Skyway). The

63rd Street Yard handles approximately 1,300 combined truck arrival and departures per day, seven days a week. The facility currently contains origin/destination connections to the south, southeast, and north of the yards which utilize connections to I-94/90 at 59th and 63rd Street. Trucks accessing the 63rd Street Yard, from southbound I-94/90, utilize the 63rd Street exit ramp to access the entrance gate located at 63rd/Indiana. Trucks pass beneath the viaduct (posted 13'-10") on 63rd Street, just west of State Street. From northbound I-94/90, trucks exit at 59th Street and continue east to State Street. Trucks turn right on State Street to 63rd Street. Currently, trucks exit the NS facility on 63rd Street just east of the entrance gate. Trucks travel west on 63rd Street and use the 63rd Street entrance ramp to access northbound I-94/90. To access southbound I-94/90, trucks travel north on either State Street or Wentworth Avenue (northbound frontage road) from 63rd Street to 59th Street to access the expressway.

In determining any potential adverse travel time implications due to the proposed improvement, the overall travel times from Point A to Point B along the corridor, including expressway as well as frontage road travel times, need to be considered. The proposed improvement does have potential for redirecting traffic resulting in incremental increases in traffic volumes on some sections of the frontage roads and on intersections of the frontage roads with cross streets.

2.1.4 Economics

The Dan Ryan Expressway is an important facility for providing access to businesses within the Dan Ryan corridor and providing access to the central business district (CBD) of Chicago. Various light industrial, manufacturing and warehouse distribution facilities are sustained by the Dan Ryan Expressway. The Dan Ryan Expressway also provides access for the development of new employment entities. These businesses create a stable tax base for the area.

2.1.5 Land Use and Economic Development

The project area is a mixture of vacant property, occupied residential, commercial, local shopping, large industrial, and service facilities. This includes approximately 4,870 residential properties, 33 churches, 7 schools, 2 hospitals, 21 parks, 1 existing fire station and 1 planned fire station, 1 area police headquarters, and 4 high rises (residential apartment buildings). The project area includes the urban communities of Armour Square, Douglas, Fuller Park, Grand Boulevard, Washington Park, New City, Englewood, Greater Grand Crossing, Chatham, Washington Heights, Roseland, Pullman, Bridgeport, and Bronzeville.

Some of the larger single entity traffic destinations and land uses directly adjacent to the Dan Ryan Expressway include U.S. Cellular Field (Chicago White Sox) and the Illinois Institute of Technology (IIT). There are also several active shopping districts along the corridor such as near the 55th Street, 79th Street and 87th Street interchanges.

2.1.6 Public Facilities and Services

The Chicago Area 2 Police Headquarters is located at 51st and South Wentworth Avenue.

Other public facilities immediately adjacent to the Dan Ryan Expressway include approximately 33 churches, 7 schools (e.g. Illinois Institute of Technology and Kennedy King Community College, Harlan Academy), 2 hospitals (i.e. Provident, St. Bernard), 21 parks (e.g. Abbott Park), 1 existing and 1 planned fire station, and 4 high rises (residential apartment buildings, Robert Taylor Homes). See Appendix A, Exhibit 1B – Environmental Inventory Map.

2.1.7 Title VI and Other Protected Groups

Title VI of the Civil Rights Act of 1964 and related statutes assure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, age, color, national origin, sex, disability or religion as part of any federally funded program. Over 90% of the population within the project area is minority.

2.1.8 Environmental Justice

Potential disproportionate impacts to low-income and minority populations were evaluated in accordance with Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”. The project area was evaluated to establish whether or not low-income and minority populations are present and what, if any, potential impacts to these residents may result from the project. The area extends through the south side of Chicago, with a northern terminus just south of I-55/I-90/94 interchange extending to I-57 as the southern terminus. The following ‘Chicago Community Areas’ (CCAs) (a Northeastern Illinois Planning Commission designation), or neighborhoods are adjacent to the project area: Armour Square, Douglas, Fuller Park, Grand Boulevard, Washington Park, Chatham, Roseland, Pullman, Bridgeport, New City, Englewood, Greater Grand Crossing, and Washington Heights. The thirteen CCAs are shown in detail in Appendix A, Exhibit 8 – Chicago Community Areas.

The project is located within the existing access-controlled Dan Ryan Expressway right-of-way and along the adjacent parallel street frontage roads through existing minority and/or low-income urban residential, commercial, and industrial areas and adjacent to residential urban neighborhoods. Populations of minority and low-income groups exist throughout the length of the project and within surrounding adjacent neighborhood areas. The U.S. Census data were used to determine racial and income status of the residents within the project area. The Health and Human Services (HHS) Poverty Guidelines were used to determine low-income status.

2.1.9 Pedestrian and Bicycle Facilities

Pedestrians and bicycles are not allowed on the Dan Ryan Expressway. The local street network includes a number of sidewalks and designated bike lanes. These generate considerable pedestrian and bike activity in the area, particularly with linkages to the Chicago Transit Authority (CTA) stations.

2.2 Agricultural

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

2.3 Cultural

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

2.2.1 Archeological

There are no known archeological sites involved with the project.

2.2.2 Historic Bridges

There are no known historic bridges involved with the project.

2.2.3 Historic Districts and Buildings

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

2.4 Air Quality

The National Ambient Air Quality Standards (NAAQS), established by the U.S. Environmental Protection Agency (USEPA), set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “nonattainment.” States in which a nonattainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS.

All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. Chicago is classified as a severe nonattainment area for the 1-hour ozone standard and Jersey, Madison, Monroe, and St. Clair Counties are classified as maintenance areas for that standard. The Chicago nonattainment areas include Cook, DuPage, Kane, Lake, McHenry, and Will Counties and Aux Sable and Goose Lake Townships in Grundy County and Oswego Township in Kendall County. Lake Calumet area and Lyons Township in Cook County have been designated as nonattainment for the particulate matter (PM₁₀) standard. In addition, Oglesby and several adjacent townships in LaSalle County and Granite City Township and Nameoki Township in Madison County have been designated as maintenance areas for the PM₁₀ standard. The sources of particulate matter that prompted the nonattainment and maintenance classifications are unrelated to transportation. All other areas of Illinois currently are in attainment for the ozone and PM₁₀ standards.

In 1997, the USEPA adopted new air quality standards for 8-hour ozone and particulate matter of 2.5 microns or less (PM_{2.5}). Based on air quality monitoring data collected between 2000 and 2002, portions of the Chicago and Metro-East St. Louis regions exceed the 8-hour ozone and the annual PM_{2.5} standard. All other areas of the state meet these standards. The Illinois EPA has recommended to USEPA that the boundaries for the Chicago 8-hour ozone and PM_{2.5} nonattainment areas be identical to that of the Chicago one-hour ozone nonattainment area identified above. On April 15, 2004 the USEPA formally designated the 8-hour ozone nonattainment area boundaries. The PM_{2.5} nonattainment boundaries are expected to be formally designated in December 2004.

This project is totally located within an area designated as nonattainment for ozone (O₃) [1-hour primary standard is 0.12 ppm], and particulate matter (PM₁₀) [primary standard of annual arithmetic mean at 50 ug/m³, and 24-hour at 150 ug/m³] standards of the NAAQS.

Air quality monitoring information obtained from the three closest sites (Farr Dormitory, Southeast Police Station and University of Chicago) published in the "Illinois Annual Air Quality Report, 2002" issued by the Illinois EPA identifies no violations of the air quality standards for ozone (O₃) and particulate matter (PM₁₀). There are two PM_{2.5} monitoring sites, located at Farr Dormitory and the Southeast Police Station, which showed no 24-hour violations in 2002.

The Air Quality Index (AQI) is the current national standard method for reporting air pollution levels to the general public. The AQI is based on the short-term Federal NAAQS, the Federal episode criteria, and the Federal Significant Harm levels for five of the "criteria pollutants," namely, ground-level Ozone (O₃), Sulfur Dioxide (SO₂), Carbon Monoxide (CO), Particulate Matter (PM₁₀ and PM_{2.5}), and Nitrogen Dioxide (NO₂). The AQI levels have been divided into six categories: "Good" (0-50), "Moderate" (51-100), "Unhealthy for Sensitive Groups" (101-150), "Unhealthy" (151-200), "Very Unhealthy" (201-300), and "Hazardous" (301-500).

AQI classifications of "Unhealthy for Sensitive Groups" occur on occasion for 8-hour ozone (O₃) and PM_{2.5}. "Unhealthy" air quality is uncommon in Illinois. Classifications of "Very Unhealthy" are rare. To date, no classifications of "Hazardous" have occurred in Illinois.

The average Air Quality Index for the City of Chicago for 2002 was 48.8% Good, 46.6% Moderate, 4.4% Unhealthy for Sensitive Groups and 0.3% Unhealthy.

2.5 Noise

Current land use along the Dan Ryan Expressway is a mix of residential, commercial, institutional (schools, churches, etc.), and light industry. Residential land uses abound along with residential mixed commercial uses adjacent to the Dan Ryan Expressway and the parallel frontage roads/streets between interchanges. The dominant land use is residential along these frontage roads on the west side and commercial uses dominate the land use on the east side. However, at 79th Street, the east side is also largely residential.

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

2.6 Energy

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

2.7 Natural Resources

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

2.8 Water Quality / Resources

2.8.1 Surface Water Resources / Quality

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

2.8.2 Permits

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

2.8.3 Groundwater Resources / Quality

Groundwater Protection Areas

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

Sole Source Aquifer

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

2.9 Flood Plains

2.9.1 100-Year Flood Plain

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

2.9.2 Regulatory Floodway

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

2.10 Wetlands

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

2.11 Special Waste

The USEPA listing of potential, suspected, and known hazardous waste or hazardous substance sites in Illinois (i.e., the Comprehensive Environmental Response Compensation and Liability Information System [CERCLIS]) has been reviewed to ascertain whether the proposed project will involve any listed site(s). As a result of this review, it has been determined that the proposed undertaking will not require any right-of-way from a site included in the CERCLIS listing as of March 3, 2004.

A Preliminary Environmental Site Assessment for sites potentially impacted with regulated substances was completed by the Illinois State Geological Survey on June 18, 2001. The assessment concluded that the build alternate will involve special waste sites. Sites contaminated with hazardous wastes are involved. Further investigations have been conducted to determine the risks and liabilities of the involvement.

2.12 Special Lands

2.12.1 Section 4(f)

There is no proposed use of or involvement with any known or identified forest preserves, state parks, nature preserves, Illinois Natural Areas Inventory (INAI) sites, or other lands and resources protected in accordance with 49 USC 303.

A right-triangular parcel of land, 0.259 hectares (0.64 acres) bounded by South Perry Avenue on the west, West 66th Street on the south, and the Dan Ryan Expressway abutting the parcel diagonal on the northeast side is a developed “park and play lot” of the City of Chicago. Its name is Periwinkle Playlot Park (its official address is 30 West Marquette Road [67th Street]), one of four parks created in 1973 as part of the Expressway Property Development Plan initiated by the State of Illinois and the City of Chicago. All four occupy small parcels of land that remained undeveloped after the construction of the Chicago Expressway System. Providing much-needed playground facilities for its Greater Grand Crossing neighborhood, Periwinkle Park is one of a number of Chicago parks named for plants and trees. The park takes its name from the periwinkle plant, which has been used to make vinblastine, a treatment for childhood leukemia. The parcel was purchased by the Cook County Highway Department and is leased to the Chicago Park District with IDOT acting as rental agent and manager. A signed three-party agreement gives IDOT the superior right to any future highway use. The expressway side is cyclone wire fenced (access control fence) while the sides along South Perry Avenue and West 66th Street are fenced near their intersection with black wrought iron decorative fencing with the remainder of the street’s frontage open grassed

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

2.12.2 Section 6(f)

There are no Section 6(f) designated lands or involvement with the use of these lands, including Periwinkle Playlot Park, that have Land and Water Conservation (LAWCON) funds involved in their purchase or development.

2.12.3 Open Space Lands Acquisition and Development (OSLAD) Act Lands

There is no proposed use or involvement with lands, including Periwinkle Playlot Park, that have OSLAD funds involved with their purchase or development.

2.13 Other Issues

2.13.1 Aesthetics and Landscaping

Urbanized landscaping exists throughout the length of the Dan Ryan Expressway facility.

2.13.2 Public Transit

Discussion of public transit that involves the existing CTA Red Line and CTA bus facilities is included in Chapter 4, Environmental Consequences.

CHAPTER 3 ALTERNATIVES

3.1 No-Action Alternative

During the development of this project, consideration has been given to the No-Action Alternative as a possible alternate, and as a base condition against which resulting effects of other considered alternates may be measured. The No-Action Alternative is measured as the retention of the present roadway configuration and the performance of routine maintenance to keep the roadway operational. Selection of the No-Action Alternative would result in:

- Further salt and winter weather degradation of the pavement
- Increased crash potential
- Further degradation of traffic flow
- Increased congestion (reduced mobility)
- Worsened “bottleneck” conditions at the Chicago Skyway interchange
- Increased congestion at constriction points on the local lanes generally between 47th and 59th Streets
- Recurring pavement flooding

If problems associated with traffic congestion and crash potential remain unaddressed, Interstate 94/90 (Dan Ryan Expressway) will become unacceptable from a standpoint of traffic safety and mobility.

The No-Action Alternative does not meet the Purpose and Need of the project.

3.2 Congestion Management System Alternatives

The provision of *23 CFR 450.320* and *23 CFR 500.105 (a)* place restrictions on the use of federal funds for projects in Transportation Management Areas (TMAs) designated as non-attainment for carbon monoxide and/or ozone. In these areas, federal funds may not be programmed for any project that will significantly increase capacity for single occupancy vehicles (SOVs) unless the project is a component of a Congestion Management System (CMS). The CMS is required to provide an appropriate analysis of alternates to the proposal for adding SOV capacity, including all reasonable congestion management strategies. If the analysis demonstrates that other alternates and/or congestion management strategies cannot fully satisfy the need for additional capacity and that, therefore, the additional SOV capacity is warranted, the CMS must identify all reasonable strategies that will maintain the functional integrity of the additional lanes. All identified reasonable strategies must be incorporated into the project.

Individual projects involving addition of SOV capacity were evaluated, selected, and prioritized in the course of developing the Fiscal Year 2004-2009 Transportation Improvement Program (TIP) and the long range 2030 Regional Transportation Plan (RTP) for Northeastern Illinois. The Northeastern Illinois CMS is documented via the

following materials, which are available through the Chicago Area Transportation Study (CATS):

- Congestion Management System for Northeastern Illinois, Technical Supplement, October 1997
- Congestion Management Handbook, September, 1998
- Congestion Management System for Northeastern Illinois, 2002 Status Report

As indicated in the documents listed above, the development process for the TIP and Regional Transportation Plan constitutes the CMS for Northeastern Illinois. This process documents warranted projects for adding SOV capacity, as applicable, and also documents that regional and/or project specific alternates such as Transportation Demand Management (TDM) measures, High Occupancy Vehicle (HOV) measures, Transit Capital Improvements, Congestion Pricing, Growth Management, and Incident Management that would not obviate the need for adding SOV capacity. Planned projects resulting from the CMS are documented in the annual CMS status report referenced above. For this project, it has been determined that stand alone CMS Alternatives will not satisfy the project Purpose and Need, and, therefore, this undertaking is a warranted project for adding SOV capacity.

Reasonable project specific CMS strategies, including Traffic Operational Improvements, Transit Operational Improvements, maintaining accommodation of non-motorized modes/measures (pedestrian/bicycle) along parallel facilities and cross expressway structures, Intelligent Transportation System (ITS), and Access Management, have been incorporated into this project to the extent practical. Specific strategies incorporated include the following:

- Channelized intersections where applicable with left and right turn lanes at cross streets and parallel frontage roads
- Traffic signal installation and modernization where applicable at frontage road intersections
- Maintaining accommodation of over-the-road travel by bicyclists along the parallel frontage roads and cross streets
- Providing or maintaining accommodations for traffic signal interconnections
- Providing access management by: [Shown in Appendix A, Exhibits 2A & 2B – Access Modification Plan, Scenario #2 and Scenario #3 respectively]
 - Closing (removal) of entrance and exit ramps as necessary
 - Adding entrance and exit ramps
 - Installing barrier median to control access
- Outside shoulder accommodation to provide for disabled vehicles
- Providing four proposed Accident Investigation Sites (AIS) shown in Appendix A, Exhibits 2 A & 2B – Access Modification Plan
- Adding through and auxiliary traffic lanes
- Modernization of Intelligent Transportation Systems and the traffic monitoring system
- Installing Closed Circuit Television (CCTV) video

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

With respect to Transit Operational Improvements, the Chicago Transit Authority (CTA) Red Line provides service along the median of the Dan Ryan Expressway with eight station stops between 31st Street and Interstate 57. The CTA Green Line is a few blocks east of the Dan Ryan Expressway and runs parallel to the Dan Ryan Expressway until approximately 58th Street where one branch of the Green Line turns to the west and crosses the Dan Ryan Expressway. CTA buses provide regular service along the parallel city street frontage road system and at all major cross streets along the entire length of the Dan Ryan Expressway. Three Metra Rail Lines (Metra Electric District Main Line, Metra Rock Island {Mainline and Suburban} Line, and Metra Southwest Service) generally parallel the Dan Ryan Expressway and the surrounding urban area. Supporting documentation is published in the Regional Transportation Authority (RTA) System Map. Improvements to various CTA Red Line stations are in various stages of planning by the CTA along the Dan Ryan Expressway project length. The CTA plans track and signal work to the Red Line and will rehabilitate stations between 31st and 95th Streets, with the exception of 35th Street and 79th Street. The CTA will have several “park n’ ride” facilities constructed or upgraded in advance of the Dan Ryan mainline construction. The lots will encourage mass transit within the expressway corridor, and shall be encouraged as the overall traffic management plan. The “park n’ ride” lots are:

- Green Line – New lot at Garfield / Calumet Avenue for 50 to 60 cars
- Red Line – New lot at 79th Street / Bus Garage for 150 cars
- Green Line – Upgraded lot at 63rd Street / Ashland for 270 cars

No additional Metra or CTA service changes are being planned within or through the project area at this time. The proposed geometry for northbound Interstate 57 over the southbound Interstate 94 tunnel allows for the future extension of the CTA Red Line track as part of their long-range plan.

As documented in the above information, this project results from the CMS for Northeastern Illinois as a warranted project for adding SOV capacity and all reasonable congestion management strategies have been incorporated into the project to sustain its effectiveness.

3.3 Build Alternatives

3.3.1 Scenario #1 - Reconstruct In-Kind Alternate

Scenario #1 would consist of removing the pavement structure and replacing it with an extended life pavement. The pavement replacement would allow for the correction of the entrance and exit ramp taper lengths at the existing ramps but no geometric improvements, access changes or corrections to the existing ramps, including the Skyway interchange. The pavement would follow the existing alignment. Through or auxiliary lanes of travel to eliminate unsafe weaving conditions would not be added. The

consolidation of entrance and exit ramps to improve weaving distances would not be accomplished. Similar to the No-Action Alternate, there would be an increased potential for crashes and a worsening of the “bottleneck” conditions at the Chicago Skyway interchange and the constriction points in the local lanes generally between 47th and 59th Streets. If problems associated with traffic congestion and crash potential remain unaddressed, Interstate 94/90 will become unacceptable from a standpoint of traffic safety and mobility.

As such, Scenario #1 does not meet the Purpose and Need and is not recommended to be carried forward for further consideration.

3.3.2 Scenario #2 - ECAD Approved Alternate

Scenario #2 was approved in August 2003 as part of a separate Environmental Class of Action Determination (ECAD).

Major bridge work associated with Scenario #2 will include a new bridge from the Chicago Skyway to the Dan Ryan Expressway west connection over the northbound Dan Ryan Expressway local lanes. The Root Street bridge (41st Street) will be removed. The Chicago Skyway over State Street bridge and the southbound Dan Ryan Expressway to the Chicago Skyway flyover will be replaced. The northbound Dan Ryan Expressway over the westbound cross-connection for the Bishop Ford Freeway will be widened.

Roadway reconstruction will include an extended life (30-year) pavement design to minimize future periodic maintenance needs. The scope of the roadway work between 31st and 47th Streets will include reconstruction of the existing northbound and southbound express lanes (four lanes in each direction) and local lanes (three lanes in each direction).

The section from 47th to 67th Street includes reconstruction of the existing northbound and southbound express lanes (four lanes in each direction) and local lanes (two lanes in each direction). The improvement will also provide for an additional through travel lane in each direction to the local traffic lanes, and modifications to all entrance and exit ramps. Additional work will involve reconfiguring the Chicago Skyway/Dan Ryan Expressway interchange to provide an additional entrance ramp from the Chicago Skyway to connect directly to the northbound Dan Ryan Expressway express lanes in the northbound direction. In the southbound direction the Skyway ramps will be moved to the left side of the local lanes to eliminate the weave from the slip ramp across the local lanes. These changes to make the Dan Ryan Expressway a safer route to travel, and one which exhibits greater levels of mobility, take place in the area of the project where the right-of-way is the most restricted – 50th Street to 58th Street. In this area the total right-of-way available for the expressway is more than 30 meters (100 feet) narrower than in any other area. It was due to this narrowness that the original construction reduced the number of local lanes from three to two. It was this narrowness that caused the awkward lane drop for southbound traffic at the slip ramp south of 47th Street.

It is one of the basic goals of the project to not disrupt the surrounding neighborhoods and communities any more than absolutely necessary. Construction traffic changes and

activities are inevitable, but manageable. What was not deemed acceptable was to once again come into this neighborhood and acquire entire blocks of residences and commercial establishments. Thus, working within the available footprint was necessary. In order to add the third local lane in both directions, it was necessary to narrow the inside shoulder of the local lanes as much as 0.6 meters (2 feet) and add 3 meters (10 feet) to the outside, thereby providing 3.6 meters (12 feet) for the additional local lane. This reduced the space between the frontage roads and their retaining walls and the new travel lanes and shoulders. Consequently there is not enough horizontal space to fit in all of the existing ramps between 51st Street and 59th Street. In fact, retaining walls are needed all along this distance, eliminating virtually every sloped surface. The distances available between 51st Street and 55th Street and between 55th Street and 59th Street are not long enough to develop all existing ramps entering and exiting the Dan Ryan Expressway in a any safe manner.

Because it was necessary to add a lane in each direction to remove the local lanes bottleneck, resolve the weaving to and from the Skyway ramps issue, and stay within the CTA Red Line and bridge piers and abutments, there could not be both entrance and exit ramps between successive cross streets between 51st and 59th Streets. Consequently a decision was made to maintain the four ramps at 55th Street, to maintain the two north oriented ramps at 63rd Street, eliminate all ramps at 59th and 51st Streets, and to add south oriented ramps at 47th Street. The alternate to retain the 51st and 59th Street ramps would require the elimination of all ramps at 55th Street and at 63rd Street. A determination was made that the combination of 47th Street, 55th Street and 63rd Street ramps would be more operationally valuable than a combination of 51st Street and 59th Street ramps, and is compatible with the City of Chicago's plans CHA property redevelopment. The physical act of constructing the retaining walls in this area makes it necessary to remove and replace the frontage roads.

From 67th to 95th Streets (U.S. Route 12/20), the improvement includes reconstruction of the eight traffic lanes of the existing Interstate 94 pavement, the addition of a through travel lane in each direction, and modifications to entrance and exit ramps. The improvement involves the addition of a through travel lane along northbound and southbound Interstate 94 between 67th Street and Interstate 57 at Halsted Street (Illinois Route 1). Recommended full interchanges are located at 31st, 35th, 39th, 47th, 55th, 71st, 79th, and 87th Streets. Recommended partial interchanges will be maintained at 43rd, 63rd, 67th, 75th, 83rd, and 95th Streets. Access will be provided to 43rd, 51st, 59th, and 76th Streets through the adjacent upstream or downstream interchanges.

The drainage and flooding problems identified in Chapter 2 are being addressed with the separation of the expressway drainage from the CTA drainage, and with the upsizing of the collector sewer system.

There is a distinction between added through lanes and auxiliary lanes. Added through lanes are proposed with the addition of a third local lane in each direction from south of 47th Street to the Skyway interchange area, and the addition of a fifth lane in each direction from the Skyway area south to the Illinois 1 (Halsted Street) interchange on I-

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

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

- A new highway lighting system (33.5-meter (110-foot) towers with lights on 3.3-meter (11-foot) mounting rings).
- A new highway drainage collection system.
- A new expressway signing system (provides four new and upgrades three existing dynamic message signs).
- Replacement of traffic monitoring equipment with upgraded technology.
- Closed circuit television traffic conditions and crash incident monitoring.
- Landscaping and aesthetic improvements along the corridor.
- Other incidental work as required completing the reconstruction of this segment of the expressway to AASHTO and IDOT criteria.

The improvement will also consolidate several points of access and improve the unsafe weaving conditions created by the existing substandard weaving distances. Currently, ramps are spaced evenly at one-half mile increments, resulting in weaving distances as short as 91 meters (300 feet). This is a major safety concern and suspected cause for the high incidence of sideswipe crashes in the ramp influence areas. The proposed access consolidation plan improves many of the mainline weaving movements without adversely influencing the local access to the Dan Ryan Expressway. The presence of parallel city street frontage roads facilitates local access without substantive changes in through and local travel patterns.

The differences between the existing conditions and Scenario #2 with respect to community access are:

- removal of the two south ramps at 43rd Street
- removal all four ramps at 51st Street
- removal all four ramps at 59th Street
- removal of the two south ramps 76th Street
- addition of the two new ramps on the south side of 47th Street
- removal of the Root Street structure

Refer to Appendix A, Exhibit 2A – Access Modification Plan (Scenario #2).

Capacity analyses indicate unsatisfactory conditions at the intersections of 55th Street (Garfield Boulevard)/Wells Street and 55th Street (Garfield Boulevard)/Wentworth Avenue. The improvements necessary to make this interchange operate effectively require right-of-way acquisition from three separate parcels. The parcels on the southwest quadrant of 55th Street (Garfield Boulevard)/Wells Street are occupied by a “Mobil Service Station” in which a portion of each of the two parcels must be acquired to construct an eastbound to southbound right turn lane. In addition, dual right turn lanes are proposed for the northbound to eastbound movement at the intersection of 55th Street (Garfield Boulevard)/Wentworth Avenue. These right turn lanes require acquiring a portion of the parcel that is currently vacant.

In addition to the capacity improvements at the 55th Street intersections with the frontage roads, the entire existing pavement structure will be removed and replaced from 47th Street to 63rd Street. The roadways will be replaced essentially in kind, with sections widened from 8 to 9 meters (28 feet to 30 feet), where there is room. In wider sections, the width will be retained, and in the narrowest where no widening is possible, that width will also remain. The subgrade, the storm water runoff collection system, the curbs and gutters, the existing sidewalks, local street lighting system, and traffic signals will all be replaced and/or reconstructed within this section, in both directions. The traffic signals will also be interconnected to improve traffic progression along and across the frontage roads.

To construct the proposed two-lane, left-hand exit to the Chicago Skyway from the southbound local lanes on the Dan Ryan Expressway, Wells Street needs to be relocated from 64th Street to 65th Street. The improvement requires reconstruction of a 5.5 meter (18 feet) high retaining wall adjacent to the mainline and the full replacement of the frontage road (Wells Street) pavement. The realignment shifts the centerline of the road approximately 3 meters (10 feet) west. A relocation and reconstruction of the west sidewalk bordering Wells Street does encroach into a parcel currently owned by the Chicago Housing Authority for the “Yale Street Apartments.” The acquisition of the corner parcel will facilitate the relocation and reconstruction of the 1.5 meter (5 foot) sidewalk and modifications to the bituminous parking lot.

Provisions for seven potential Accident Investigation Sites (AIS), turnouts for emergency service vehicles, were initially studied for feasibility related to constructability and acceptable geometric weaving conditions. These AIS locations never existed previously and will be a safety benefit to the local area and the traveling motorist. These AIS locations will provide safety areas for disabled motor vehicles as well as a location useful to police, fire, rescue squad, ambulance and IDOT Emergency Traffic Patrol Vehicles (ETPV) “Minutemen” staging for emergency, and command and control purposes.

All of the AIS locations were reevaluated as a result of the Aldermanic Coordination through November 22, 2002 and discussions subsequent to the Public Hearing of May 2003. It was determined that locating the AIS in front or in the immediate proximity of residential properties is not a prudent option, therefore the potential locations in these situations have been rejected. Those experiencing significant ingress and egress traffic

movement problems, retaining wall interference, and bridge or ramp terminal safety issues were also not carried forward. The four AIS locations carried forward are:

- Southbound Right Side between 73rd Street and 75th Street
- Southbound Right Side between 79th Street and 83rd Street
- Northbound Right Side between 79th Street and 83rd Street
- Northbound Right Side between 73rd Street and 75th Street

The accommodation of the AIS locations is depicted in Appendix A, Exhibits 2A & 2B – Access Modification Plan for Scenario #2 and Scenario #3.

The necessary right-of-way acquisition for Scenario #2 is summarized in the tabulation below:

Right-of-way Acquisition	Hectares (Acres)	Number of Parcels
SW Corner of 55 th / Wells Street	0.02 (0.05)	6
SE Corner of 55 th / Wentworth Avenue	0.04 (0.10)	1
NE Corner of 57 th / Wentworth Avenue	0.049 (0.12)	2
SE Corner of 57 th / Wentworth Avenue	0.097 (0.24)	1
NE Corner of 59 th / Wentworth Avenue	0.003 (0.007)	1
SE Corner of 59 th / Wentworth Avenue	0.006 (0.014)	1
NW Corner of 63 rd / Wells Street	0.02 (0.05)	1
Along West edge of Wells Street From 65 th Street to 64 th Street	0.045 (0.11)	1

Temporary Construction Easement	Hectares (Acres)	Number of Parcels
Along west edge of Wells Street From 65 th Street to 64 th Street	0.028 (0.07)	1

The total acquired right-of-way is 0.2796 hectares (0.691 acres) involving fourteen parcels, with a temporary construction easement of 0.028 hectares (0.07 acres) involving one parcel.

Scenario #2 meets the Purpose and Need and is retained as an alternate. Scenario #2 is further evaluated in Chapter 4, Environmental Consequences.

3.3.3 Scenario #3 – Preferred Alternate

As a result of community concerns subsequent to ECAD approval in August 2003, modifications were considered to Scenario #2 in developing the preferred alternate that is described below.

The Dan Ryan Taskforce was convened in January 2004 to further engage the community in the planning of the Dan Ryan Expressway reconstruction project. More than thirty community members were named as Taskforce members, representing over 20 communities surrounding the Dan Ryan Expressway. The Taskforce was given the task to review alternate plans submitted by community members and IDOT engineers to help determine whether options to Scenario #2 could be developed which would restore some or all of the ramps that were proposed to be removed, and still meet the project's Purpose and Need. On the above basis, IDOT considered 11 separate options to restore ramps removed as part of Scenario #2. Each of the 11 options is summarized below.

Options 1 and 2 restore the southbound entrance and northbound exit at 43rd Street.

OPTION 1 – 43rd Street South: Maintain Existing Frontage Road Alignment

Restore the southbound entrance and northbound exit at 43rd Street. Under this option, the 43rd Street ramps would be reinstated approximately where they exist today and the 47th Street ramps would be shifted closer to the intersection to meet minimum acceptable mainline weaving distances.

This option results in acceptable weaving lengths and levels of service and is carried forward as part of the preferred alternate.

OPTION 2 – 43rd Street South: Frontage Road Weave

Restore the southbound entrance and northbound exit at 43rd Street by reconfiguring the 43rd and 47th Street ramps. This reconfiguration places the weaving movement on the frontage road where it occurs at a lower speed and a lower volume. This option would require a reconstruction of the 43rd and 47th Street bridges due to the ramp gore locations, diminished sight distance and an inability to connect successive on and off ramps with an auxiliary lane. This also would introduce a potentially hazardous weaving movement between the southbound 43rd Street entrance ramp and the slip ramp connecting the express and local lanes.

Given that the 43rd Street and 47th Street bridges were recently reconstructed and given the feasibility of Option 1, Option 2 is eliminated from further consideration.

Options 3 and 4 restore the southbound exit and northbound entrance at 51st Street.

OPTION 3 – 51st Street North: Maintain Existing Frontage Road Alignment

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

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

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

Restore the southbound exit and northbound entrance at 51st Street. To restore an acceptable mainline weaving distance, the southbound frontage road (Wells Street) must be shifted west to accommodate the 51st Street exit ramp location. This results in property acquisition including one residential property displacement.

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

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

Options 5 and 6 restore the southbound entrance and northbound exit at 51st Street.

OPTION 5 – 51st Street South: Maintain Existing Frontage Road Alignment

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

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

OPTION 6 – 51st Street South: New Frontage Road Alignment

Restore the southbound entrance and northbound exit at 51st Street. To restore an acceptable mainline weaving distance, the northbound and southbound frontage road (Wentworth and Wells Street) must be shifted to accommodate the new ramp locations. This results in approximately a 4 meter (13 foot) swath of property acquisition from 51st to 55th Street in both directions, including 5 residential property displacements and 1 commercial displacement.

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

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

Options 7 and 8 restore the southbound exit and northbound entrance at 59th Street.***OPTION 7 – 59th Street North: Maintain Existing Frontage Road Alignment***

Restore the southbound exit and northbound entrance at 59th Street. As a result of the added local lane in the southbound direction, the available space between the edge of shoulder and the frontage road is 3.6 meters (12 feet). The minimum width needed for an exit ramp is 6.7 meters (22 feet), hence eliminating the feasibility of reinstating the exit ramp to 59th Street. In the northbound direction, the added lane lengthens the ramps and creates a situation where the ramps overlap, which is unacceptable.

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

OPTION 8 – 59th Street North: New Frontage Road Alignment

Restore the southbound exit and northbound entrance at 59th Street. To restore an acceptable mainline weaving distance, the northbound and southbound frontage road (Wentworth and Wells Street) must be shifted to accommodate the new ramp locations. This results in approximately a 4 meter (13 foot) swath of property acquisition from 59th to 55th Street in both directions, including 6 residential property displacements, 2 churches, and 5 commercial displacements.

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

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

Options 9 and 10 restore the southbound entrance and northbound exit at 59th Street.***OPTION 9 – 59th Street South: Maintain Existing Frontage Road Alignment***

Restore the southbound entrance and northbound exit at 59th Street. The right-of-way south of 59th Street widens from 125 meters (410 feet) (north of 59th Street) to 158 meters (520 feet) (south of 59th Street) allowing the 59th and 63rd Street ramp pairs to reside approximately where they do today. Additional origin-destination studies were performed to identify and help predict future traffic patterns in this area, focusing on the southbound direction.

Peak p.m. volumes indicate the southbound 59th Street entrance ramp traffic continues south on I-94 at a 3:1 ratio over traffic bound for the Chicago Skyway. This ratio is increased to 8:1 when limited to truck traffic. This data indicates that the potential weaving problem introduced with the reinstatement of the southbound 59th Street entrance ramp is not severe due to the small percentage of vehicles wishing to access the Skyway. Vehicles have 725 meters (2,380 feet) to weave across two local lanes to align themselves into the Skyway exit lane which meets minimum acceptable weaving criteria.

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

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

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

OPTION 10 – 59th Street South: Braid Interchange Ramps

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

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

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

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

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

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

Implementing a collector-distributor system in the three blocks between 76th and 79th Street provides a reduced available weaving area, however since it is on a separate collector-distributor roadway, it meets acceptable weaving and level of service criteria. The minimal impacts on congestion and traffic conflict outweigh the potential drawbacks to adding volume to the congested 79th Street interchanges on the surface streets.

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

A 12th Option was proposed by the Dan Ryan Taskforce as part of their recommendation submitted to IDOT on March 19, 2004 (refer to Chapter 5 – Public Involvement) as described below.

OPTION 12 – 51st Street: Restore Northbound and Southbound Exits

Restore the northbound and southbound exits at 51st Street. To fit the southbound ramp in with the added local lane, the left shoulder of the local lanes is reduced from 3 meters to 1.3 meters (10 feet to 4.25 feet). This reduction in shoulder width within the decision area of the slip ramp (connecting the express and local lanes) introduces a potential safety hazard (fixed object at ramp gore) which would intolerably compromise the project's purpose and need to improve safety and traffic operations. In order to reinstate the ramp with full shoulders, property acquisition and relocations would be required which is not compatible with the project objective to minimize community impacts, and would require approximately six to twenty-four months to acquire the additional right-of-way for those ramps.

To fit the northbound exit ramp, the frontage road (Wentworth Avenue) would be shifted 4 meters (13 feet) beginning approximately at 53rd Street. This results in approximately a 4 meter (13 foot) swath of property acquisition from the Police Station (53rd to 51st Street) with similar non compatibility with the project objective to minimize community impacts. Approximately six to twenty-four months would also be required to acquire the additional right-of-way for those ramps.

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

Summary – Scenario #3 (Preferred Alternate)

Scenario #3 includes Options 1, 9 and 11 which reinstate the southbound entrance and northbound exit ramps at 43rd Street, the southbound entrance and northbound exit ramps at 59th Street, and the southbound entrance and northbound exit ramps at 76th Street, all of which were proposed to be removed as part of Scenario #2.

The differences between the existing conditions and Scenario #3 with respect to community access are:

- two new ramps are being added on the south side of 47th Street
- all four ramps are being removed at 51st Street
- two north ramps are being removed at 59th Street

In addition to the 12 options considered above, the community expressed concern with the removal of the Root Street structure as proposed in Scenario #2. Because of this concern, Scenario #3 will not include removal of the existing Root Street (41st Street) overpass structure.

Otherwise, Scenario #3 includes all other work identified with Scenario #2.

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

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

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

CHAPTER 4 ENVIRONMENTAL CONSEQUENCES

This section describes and identifies the impacts to the cultural, natural and physical resources in the study area. Only those resource issue areas identified as potentially impacted by the proposed action or that require discussion pursuant to applicable laws and regulations are discussed in this section. The affected resources and the mitigation proposed are referenced and/or discussed by environmental issue areas.

No-Action Alternative

Under the No-Action Alternative, the Dan Ryan Expressway would remain with the same number of lanes and the same interchange and ramp configurations. Maintenance of the facility would continue. Likely consequences from a no action approach would be:

- Further salt and winter weather degradation of the pavement
- Increased crash potential
- Further degradation of traffic flow
- Increased congestion (reduced mobility)
- Worsened “bottleneck” conditions at the Chicago Skyway interchange
- Increased congestion at constriction points on the local lanes generally between 47th and 59th Streets
- Recurring pavement flooding

Build Alternative

The impacts resulting from **Scenario #2 (ECAD Approved Alternate)** and **Scenario #3 (Preferred Alternate)** are identical, except in regards to travel patterns and community cohesion. Therefore, the following discusses the impacts resultant from implementation of either Scenario, unless otherwise noted.

4.1 Social / Economic

4.1.1 Relocations (Residential and Business)

There will be no displacements or relocations of business or residential properties due to the proposed improvement.

4.1.2 Travel Patterns

Scenario #2 (ECAD Approved Alternate)

With Scenario #2 (ECAD Approved Alternate), the general overall origin and destination traffic patterns on and along the length of the Dan Ryan Expressway as well as within the adjacent neighborhood areas are not expected to be altered by these improvements.

With the full implementation of the added lanes, revised configuration of interchange ramps, revised geometry of ramp systems providing a collector-distributor function, reconstruction and realignment of portions of the frontage roads, and intersection improvements at selected locations, it is anticipated that there will be a net reduction in overall travel times.

With the proposed improvements to the Dan Ryan Expressway, there will be an anticipated reduction in self-redirection to the frontage roads due to improved traffic flows resulting from the combination of improvements. Traffic flows will also improve on the frontage roads due to the intersection improvements implemented to eliminate increased congestion at key cross streets (55th, 67th, and 79th Streets). It is also anticipated that through the corridor as a whole, there will be no adverse travel time or substantive travel distance increases as a result of the proposed changes to be implemented. In fact, future point-to-point travel times and crash rates are anticipated to be decreased.

With Scenario #2 (ECAD Approved Alternate), the closure of the southbound entrance from and the northbound exit to 59th Street will result in lengthy circuitous routes for truck traffic. Rather than direct access to the Dan Ryan Expressway at 59th Street, the route leading directly to the CSX Intermodal yard to the west, auto and trucks will have to travel up to 12 blocks on the local street network. The CSX Corporation has expressed concerns that the lack of direct access will have adverse effects on their existing and future business development. Coordination has taken place to identify available routings for CSX oriented truck traffic due to the closure of the south ramps at 59th Street.

For all of the other proposed ramp closures, the redirected traffic streams will cause some incremental increases in traffic loadings on some sections of the frontage roads. Where analyses initially indicated a decrease in level of service on the frontage roads, additional lanes and/or revised geometry and traffic signal controls will be implemented to maintain current levels of service. In general, the overall travel patterns that presently exist on and along the Dan Ryan Expressway will not likely change in the adjacent local areas from that which exist before the improvements. However, local motorists may have to use a new or different entrance or exit ramp in some areas, causing some motorists to travel 4 blocks along a frontage road before accessing the expressway rather than traveling that same distance (4 blocks) on the expressway. In all cases, the total distance to be traveled between an origin and a destination will not be increased. For local trips that utilize the Dan Ryan Expressway for a portion of the trip, there will be a slightly greater distance to be traveled on the frontage road system rather than on the expressway itself.

Scenario #3 (Preferred Alternate)

With Scenario #3 (Preferred Alternate), six of the twelve ramps proposed to be closed in Scenario #2 (ECAD Approved Alternate) will remain in service. They are the south oriented ramps (southbound entrance ramps and the northbound exit ramps) at 43rd Street, 59th Street and 76th Street. The four blocks of additional frontage road usage required under Scenario #2 is no longer required because of the reinstatement of the ramps at 43rd and 76th Streets. Similarly, the 12 blocks of additional frontage road usage required under Scenario #2 is no longer required because of the reinstatement of the south oriented ramps at 59th Street. Also, the frontage road intersections that would have had additional traffic will not have the increased traffic (e.g., 47th Street, 63rd Street, 71st Street and 79th Street). This will result in improved levels of service for the unburdened sections of frontage roads and intersections. Vehicles using these six ramps will also benefit from more efficient travel on the expressway versus on the frontage roads.

4.1.3 Economics

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

Removal of the existing retaining wall that borders Peoples Energy – South Shop at 38 West 64th Street on its west property line will not involve property acquisition. The new wall will be relocated approximately eight feet east to accommodate footings and/or tiebacks. The removal and reconstruction of South Wells Street between 63rd Street and South Wentworth Avenue requires relocation of this roadway and appurtenances that will encroach onto the property of the thirteen story high-rise apartment building bordered by South Wells Street, West 64th Street, South Yale Avenue, and West 65th Street. The improvements and/or property acquisition will not affect or involve the apartment building or its tenants.

No business relocations or loss of employment will occur due to the implementation of the project. To accommodate the number of vehicles on the local street system, a change in the intersection geometry at South Wentworth Avenue and 66th Street will be implemented. The resulting improved intersection upgrade will eliminate three on street parking spaces along South Wentworth Avenue at the northeast quadrant of the intersection. Sufficient parking is available in the area along the local street network with no affect to local access or businesses.

4.1.4 Land Use and Economic Development

Reconstruction and improvements to the Dan Ryan Expressway will serve existing and planned development, redevelopment areas, and changing economic growth areas of the City of Chicago. The proposed improvements to the Dan Ryan Expressway and the access at interchange areas will not induce any major development or development change which is not already implemented or is in the foreseeable planning stage.

Any planned development centered on the Dan Ryan Expressway as a major artery for commuter traffic and business employment is expected to continue. Economic opportunities will remain throughout the area. Additional business exposure will be created along frontage roads in areas of access ramp consolidation. Local familiarity and use of established businesses along the frontage road streets is not expected to change as a result of changes in local travel along the frontage roads.

The amount of new, all urban, right-of-way to be secured involves small parcels not affecting the remainder use of the parcel. There are a total of fourteen parcels for acquisition and one temporary construction easement parcel involved:

- SW Corner of 55th / Wells – 0.02 hectares (0.05 acres) [6 parcels]
- SE Corner of 55th / Wentworth – 0.04 hectares (0.10 acres) [1 parcel]

- NE Corner of 57th / Wentworth – 0.049 hectares (0.12 acres) [2 parcels]
- SE Corner of 57th / Wentworth – 0.097 hectares (0.24 acres) [1 parcel]
- NE Corner of 59th / Wentworth – 0.003 hectares (0.007 acres) [1 parcel]
- SE Corner of 59th / Wentworth – 0.006 hectares (0.014) [1 parcel]
- NW Corner of 63rd / Wells – 0.02 hectares (0.011 acres) [1 parcel]
- Along the west edge of Wells Street from 65th to 64th Street – 0.045 hectares (0.11 acres) [1 parcel]
- Temporary construction easement – 0.028 hectares (0.07 acres) [1 parcel]

The acreage total for acquisition of fourteen parcels is: 0.2796 hectares (0.691 acres) and the temporary construction easement are 0.028 hectares (0.07 acres).

4.1.5 Community Cohesion

In general, there will be no impacts to community cohesion because the project on the existing Dan Ryan Expressway, except as noted below. The Dan Ryan Expressway reconstruction project will not cause physical, social, economic division or isolation of any of the adjacent urban communities. The adjacent CCAs are Armour Square, Douglas, Fuller Park, Grand Boulevard, Washington Park, Chatham, Roseland, Pullman, Bridgeport, New City, Englewood, Greater Grand Crossing and Washington Heights. Existing cross streets into the community areas will be maintained.

The vehicle and pedestrian accessibility and cross street connections that presently exist to the adjacent neighborhoods and urban communities (CCAs) and other neighborhoods beyond will not change, except for the following.

Scenario #2 (ECAD Approved Alternate)

Under Scenario #2 the Root Street structure is proposed to be eliminated thereby negatively impacting community cohesion.

Scenario #3 (Preferred Alternate)

As a result of community input, Scenario #3 includes the replacement of the Root Street structure.

4.1.6 Public Facilities and Services

Access will be improved to cross streets by providing reconstructed interchange ramps. Provisions for emergency vehicles, fire, ambulance, police, and other uses are expected to be enhanced by reconstructed pavement, reconfigured access ramps, and the addition of auxiliary lanes with improved and safer vehicle weave areas. No hospitals, schools or fire stations will be affected by the consolidation of the ramp access.

The Chicago Area Two Police Headquarters is located at 51st Street and South Wentworth Avenue, where a full interchange currently exists and is to be removed as part of either Build Alternate. The northbound access to the Dan Ryan Expressway will be shifted north along the frontage road where it will be provided by the 47th Street ramp, while the southbound access would be provided by the entrance ramp at 55th Street. From the expressway, the northbound traffic will need to use the 55th Street exit and the

southbound traffic will need to use the 47th Street ramp to reach the Area Police Headquarters building. The Chicago Area Two Police Headquarters is still accessible and will not be more difficult to reach as a result of the proposed improvements.

The land area that this headquarters serves is bounded on the west by the Dan Ryan Expressway. The expressway itself is served by the Illinois State Police. Thus, the District 2 Police Headquarters has no operational needs for the 51st Street exits that can not readily be served by the 47th Street and 55th Street ramps.

The four proposed Accident Investigation Site (AIS) locations will provide safety areas for disabled motor vehicles as well as a location useful to police, fire, rescue squad, ambulance and IDOT Emergency Traffic Patrol Vehicles (ETPV) “Minutemen” staging for emergency, and command and control purposes.

4.1.7 Title VI and Other Protected Groups

Communities comprised of racial minorities are adjacent to the Dan Ryan Expressway throughout the length of the project. Minority residents will experience temporary access inconveniences during the Dan Ryan reconstruction. To improve safety there will be permanent local access changes and a redistribution of access points as a result of the project. Access changes are not expected to be detrimental or cause adverse travel. Public involvement activities have been on-going and extensive throughout project development. These activities included three Public Hearings, various neighborhood meetings arranged through community representatives, and other public information meetings. No individuals were excluded from participation in public involvement activities, denied the benefit of this project, or subjected to discrimination in any way based on race, age, gender, disability, religion, color, or national origin. Public involvement is addressed in Chapter 5.

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

The Dan Ryan Expressway serves the south side populations and adjacent communities as well as the entire Chicago Metropolitan Area and the Central Business District (CBD). The Dan Ryan is a vital artery for the delivery of goods and services, and it provides emergency access for all adjacent communities. The Dan Ryan reconstruction focus is on safety to all persons who use the facility and the adjacent local streets (frontage roads) and local street intersections.

4.1.8 Environmental Justice

There will be no residential or commercial relocations of minority or low-income groups, no adverse employment impacts, no community cohesion effects, and no violation of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) anticipated because of this improvement.

The existing traffic noise level on the Dan Ryan within the project area exceeds the Federal Highway Administration Noise Abatement Criteria (NAC) of 67 dBA. Future traffic levels are expected to increase which will result in an increase in noise levels. This increase is not expected to be discernable above existing levels. For the increase or change in noise levels to be distinguishable by a person with normal hearing, the traffic noise levels would have to double. A doubling of traffic up to the year 2020 is not anticipated. See Section 4.5 'Noise' for a detailed description of noise impacts. Because current noise levels exceed the NAC, noise abatement measures such as noise walls were considered. The City of Chicago indicated that noise walls are not desirable along the Dan Ryan and not in keeping with other areas of interstate reconstruction throughout the metropolitan area. See Appendix A, Exhibit 10 – City of Chicago Traffic Noise Abatement Position.

Some temporary disruption of local access will occur during construction at interchanges to and from the local parallel streets (frontage roads). Construction staging has been developed so that no two consecutive exit or entrance ramps will be closed for reconstruction at any one time. In this way these temporary disruptions to local access will be minimized. When construction is completed, the roadway improvements will result in consolidation, upgrading, relocation of access (removal or adding ramps from the Dan Ryan Expressway to the frontage road system) and/or removing interchanges. The consolidation or removal of access is proposed where access interferes with the safe operation of vehicles and dangerous weave conditions persist. The additions and relocation of ramps will be made where the traffic demand increases support such action. In general, the overall travel patterns or origin and destination presently existing on and along the Dan Ryan Expressway will not change in the local adjacent areas from that which existed before the improvements. However, motorists may have to use a new or consolidated entrance or exit ramp. The parallel street frontage road system along the Dan Ryan Expressway make the consolidation of access points (ramps) reasonable, practicable and feasible with the frontage roads functioning as local collectors for vehicles entering and exiting the expressway.

The neighborhoods within the project area are primarily composed of minority and low-income residents. Minority and low-income groups will experience local access location changes and redistribution of access points. These groups will be disproportionately adversely affected by temporary construction impacts. Minority and low-income groups will also experience permanent access changes that are not expected to result in adverse impacts. The access redistribution will help reduce present delay and congestion problems while enhancing motorist safety. Following the completion of the project, the neighborhoods will experience increased safety due to the project. There are no project alternatives available that would not affect minority and low-income populations.

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

Outreach to surrounding neighborhoods with regard to public involvement activities is being intensified as necessary to ensure availability of full participation for area residents. Local firms that desire to do business with the State will be informed of the need to secure certification as Disadvantaged Business Enterprises (DBE). They will be encouraged to attend local workshops and seminars that IDOT will be holding to foster DBE involvement in the Dan Ryan Expressway reconstruction and rehabilitation project. Details for the upcoming conferences, workshops, and seminars will be through the IDOT Supportive Services and posted on IDOT's official internet website (<http://www.dot.il.gov>) under the heading Doing Business, Small Business Enterprises, Supportive Services and through direct telephone contact at (217) 785-4611. A Resource Center for Minority Business and their interests was opened locally on July 18, 2003. The official IDOT website provides all the updated and timely details for this and all the outreach ventures. Following the completion of the Dan Ryan project improvements, the adjacent neighborhood communities will experience increased highway safety due to the project access improvements and the project is expected to further improve the economic and social conditions of the communities through the creation of improved access, and the outreach venture programs initiated for participation in the construction activities.

4.1.9 Pedestrian and Bicycle Facilities

The project maintains all existing pedestrian and bicycle accommodations and does not foreclose on any options for improved bicycling and walking conditions on and along the grade separated cross streets and parallel street networks. This is reflected in the recommended routes within the project area supported by the Chicagoland Bicycle Federation and published on their latest bicycle map. Sidewalks will be reconstructed along frontage roads (*sc.*, South Wentworth Avenue, South LaSalle Street, South Wells Avenue, South State Street, and South Lafayette Avenue), and at intersections where roadway work is necessary. This reconstruction of sidewalks at intersections will maintain accommodation and support the encouragement of non-motorized modes of transportation at the Chicago Transit Authority (CTA) stations and local street network.

4.2 Agriculture

All land within the project limits and adjacent to the right-of-way is within the corporate limits of the City of Chicago. The adjacent lands are either developed and/or zoned for purposes other than agricultural. Coordination is not required with the USDA Natural Resource Conservation Service (NRCS) and/or the Illinois Department of Agriculture in accordance with the IDOT cooperative working agreement, because the project lies within the corporate boundary of the City of Chicago.

4.3 Cultural

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

4.4 Air Quality

4.4.1 Conformity

The project is included in the FY 2004 – 2009 Transportation Improvement Program (TIP), endorsed by the Policy Committee of the Chicago Area Transportation Study (CATS), the Metropolitan Planning Organization (MPO) for the region in which the project is located. Projects in the TIP are considered to be consistent with the 2030 Regional Transportation Plan (RTP) endorsed by CATS. On October 20, 2003, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2030 Regional Transportation Plan (RTP) and the TIP conforms to the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, “Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans, Programs, and Projects Funded or Approved under Title 23 USC or the Federal Transit Act.”

The project’s design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing SIP and the transportation-related requirements of the 1990 Clean Air Act Amendments. This project’s TIP number is # 01-00-0024.

4.4.2 Microscale Analysis

A microscale carbon monoxide (CO) analysis was completed for the proposed project. This analysis was prepared in accordance with procedures contained in the IDOT Air Quality Manual and per an agreement with the Illinois Environmental Protection Agency titled “Agreement on Microscale Air Quality Assessments for IDOT-Sponsored Transportation Projects.” This analysis is consistent with the latest mobile emission factors used by the U.S. Environmental Protection Agency (USEPA) known as MOBILE6. The Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM, Version 2) was used for the CO analysis.

The closest sensitive residential receptor (worst case) for the proposed project was at the intersection of 87th Street and South State Street. The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM). The “worst case” analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standard (NAAQS) for CO. The CO concentrations

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

Existing Year 2004 – **5.6 ppm**

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

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

Build, Design Year 2020 – **4.5 ppm**

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

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

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

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

4.4.3 Construction-Related Air Quality

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

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

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

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

- Monitoring of air quality in and around construction activities throughout the duration of the reconstruction project, and sharing of information with the community in a timely manner.
- Inclusion of the use of exhaust “scrubbers” on heavy diesel equipment to improve air quality of emissions.
- Use of “on-road” versus “off-road” diesel fuels with construction equipment.
- Instituting a policy to minimize idling of diesel-powered equipment.

The Department shares the DRTF’s concern for potential air quality impacts associated with construction operations and is committed to include all reasonable measures to minimize the potential environmental impacts of construction related activities. There are a number of measures already in place for the Dan Ryan Expressway reconstruction contracts to minimize potential impacts, such as the requirement for contractors to develop and utilize a dust control plan as noted above. The Department is actively reviewing the potential benefits, costs and other considerations with implementing these recommendations. Additional air quality measures that will be incorporated with the project will be shared with the community as soon as a determination is made.

See Section 4.14, Environmental Commitments, for more information related to this issue. See Chapter 5, Public Involvement for the summary of all the Dan Ryan Taskforce recommendations, Appendix A, Exhibit 15 for the DRTF recommendations document, and Appendix A, Exhibit 16 for IDOT’s April 2, 2004 response letter to the DRTF.

4.5 Noise

4.5.1 Traffic Noise

Representative traffic noise receptor site location areas were selected using a combination of factors that provide for the worst-case traffic noise levels that can be normally expected on a regular basis. The locations were chosen by the number of traffic lanes, influence of frontage roads, expressway cross section (depth of cut), retaining walls, closeness of receptors to the expressway, and the flow of traffic as the noise producing element. The prime time for the production of traffic noise occurs for southbound traffic before afternoon rush hour, and for northbound traffic after rush hour in the late morning because it is during these time periods that the Dan Ryan Expressway operates at high speeds with the largest volume of traffic possible. There were four locations selected that met the scenarios to provide representative locations. Site #1 is north of 43rd Street on the west side and approximately fifteen feet above the expressway. Site #2 is south of 51st Street on the west side and approximately seven feet above the expressway. Site #3 is south of 71st Street on the west side and approximately five feet above the expressway, Site #4 is south of 91st Street on the east side and is approximately fifteen feet above the expressway. Site # 5 is for Interstate 57 interchange west to Halsted Street (Illinois Route 1) along Interstate 57 and to the east and south along Interstate 94 to Martin Luther King Drive.

In general, the traffic noise study reveals that for the existing traffic volumes there are approximately 2,960 residential properties, 26 churches, 6 schools, 2 hospitals, 15 parks,

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

The future noise levels in the design year (2020) are not expected to exhibit any substantial and discernable change in traffic noise levels since the Dan Ryan Expressway traffic is presently at capacity, saturated, or in a forced flow condition. Any additional lane or projected traffic demand would not change the operating volume and speed relationships nor the vehicle type distribution for the traffic generally expected to be present on a regular basis (design hourly volume) in the design year 2020. To increase the traffic noise level (change) to a noise level change that can be discerned, the traffic volume would need to double. This would be physically impossible on the Dan Ryan Expressway mainline and can not be accommodated along the frontage road system. For example, an approximate 30% increase in the hourly traffic volume would approach a 1 dBA increase. However, this level of increase cannot be physically accommodated on the roadway system. A 1 dBA increase is not substantial or a perceptible noise level amount for any such traffic conditions. Therefore, the traffic noise levels will essentially remain the same.

The FTA's "Transit Noise and Vibration Impact Assessment", April 1995 was also used to determine the noise contribution from the Chicago Transit Authority's (CTA) "Red Line" rail facility that runs along the median of the Dan Ryan Expressway. Several scenarios were examined, including fill heights from five to fifteen feet in height and locations from 200 to 350 feet from the rail centerline. The rail line noise analysis predicted results from 63 dBA, L_{eq} to 70 dBA, L_{eq} at the first row of properties along the expressway. Since the modeled traffic noise analysis are seven to ten dBA higher than the Red Line rail facility, the contribution from the Red Line does not contribute an additive amount of noise and was not included in the results.

Noise abatement measures were considered for the proposed project. The measures considered for this project include traffic management, shifts in the horizontal alignment, and sound barriers (walls). Due to physical as well as financial constraints, noise barriers/walls were the only feasible method of traffic noise abatement. For the 3,014 properties impacted (approach or exceed the NAC of 67 dBA, L_{eq}) 72 barriers of varying lengths were investigated. From the 72 barriers investigated, 55 barriers/walls were found to be feasible in accordance with Illinois Department of Transportation policy. These 55 barriers/walls would provide benefit for 2,387 properties.

The feasible noise walls would generally be parallel to each other. In order to secure the most effective traffic noise reduction benefit the reflective surface of the noise barrier/wall on the receptor side along the frontage roads (local street) would need an absorptive surface to remove the local traffic noise reflection. The number of residences receiving traffic noise reduction (protected) is approximately 2,237. See Appendix A, Exhibit 3 – Summary of Recommended Noise Barriers.

All the noise barrier/wall locations considered, with the feasible locations identified, are shown on Appendix A, Exhibit 4 – Noise Barrier Locations (Investigated and Feasible). The noise receptor site areas, along barrier/wall locations considered and deemed feasible are shown on an aerial photography type map along with the FINAL noise study results in a tabular format in the document prepared for IDOT, titled *Noise Study and Evaluation Interstate 94 Dan Ryan Expressway, 35th Street to Interstate 57*, by H. W. Lochner, Inc., Chicago, Illinois; January 2003.

In accordance with IDOT policy to advise the local municipality of the potential noise impacts and abatement measures, and to obtain the views of the affected community, copies of the completed highway traffic noise analysis were provided to the City of Chicago for their information. This transmittal provided the opportunity to confirm the City's position on traffic noise abatement wall implementation.

In a letter dated July 22, 2003 from the Chicago Department of Transportation, the City of Chicago stated their position regarding the construction of noise walls on the Dan Ryan Expressway. Specifically, "Simply stated, Chicago deserves a beautiful green-way rather than sound walls made of concrete, stone, manufactured wood and steel lining our city's expressway." Their letter continues to state: "As you know, sound walls were not built during the re-construction of the Edens, Stevenson and Kennedy Expressways in Chicago. As a matter of consistency, we believe that sound walls should not be constructed on the Dan Ryan." The City of Chicago's position on traffic noise abatement (noise walls) is attached as Appendix A, Exhibit 10, City of Chicago Traffic Noise Abatement Position.

In addition, as part of the public involvement process, IDOT was obligated to have and did have the noise analysis, along with technical staff persons knowledgeable of traffic noise, available for review at the three public hearings. The determination of non-inclusion based on IDOT's continuing coordination with the City was clearly represented to attendees that discussed traffic noise issues.

Based on coordination with the City of Chicago, traffic noise abatement measures are not likely to be implemented as part of the Dan Ryan project.

4.5.2 Construction Noise

Noise generated by construction equipment would vary greatly, depending on the equipment type, model and age, mode and duration of operation, closeness to residential receptors, and the specific type of work in progress. Impacts resulting from construction noise are anticipated and likely to be localized, temporary, and transitory. Construction noise will be controlled in accordance with Article 107.35 of the IDOT Standard Specifications for Road and Bridge Construction, as adopted on January 1, 2002.

4.6 Energy

Construction of the proposed improvements will require indirect consumption of energy for processing materials, construction activities and maintenance for the approximately 14 total lane miles to be added to the existing 108 total lane miles within the project

limits from 31st Street to Interstate 94/Martin Luther King Drive and Interstate 57/Halsted Street (Illinois Route 1). Energy consumption by vehicles through and around the area may increase during construction due to possible traffic delays.

Construction of the proposed improvements will reduce traffic congestion and weaving conflicts along the expressway and thereby reduce vehicular stopping and slowing conditions. Additional benefits will be realized from new pavement with smoother riding surfaces. This will result in less direct and indirect vehicular energy consumption for the build alternative than for the no-action alternative. Thus, in the long term, post-construction, operational energy requirements should offset construction and maintenance energy requirements with a net savings in energy usage.

4.7 Water Quality / Resources

4.7.1 Surface Water Resources

No streams or rivers are involved with this project. There are no water resources in the area involved with the project. The existing drainage system is an urban closed storm water system. A closed storm water drainage system for an urban roadway cross-section including pavement and shoulder and the parallel frontage roads will continue to be utilized.

4.7.2 Permits

The project will result in the disturbance of more than 0.4 hectares (1.0 acres) of total land area. Accordingly, it is subject to the requirement for a National Pollutant Discharge Elimination System (NPDES) permit for storm water discharges from the construction site. Permit coverage for the project will be obtained under the new National Pollutant Discharge Elimination System (NPDES) permit ILR40.

4.7.3 Groundwater Resources

Groundwater Protection Areas

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

Although there may be potable water wells within 60 meters (200 feet) of the centerline, this threshold is only relevant for routes and sources of groundwater pollution. Since this project will not introduce any new routes of groundwater pollution (dry wells, “French drains,” or borrow pits) or sources (bulk road oil or deicing storage facilities), then there will be no violation of the wellhead setback requirements.

Sole Source Aquifer

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

4.8 Flood Plains

4.8.1 100-Year Flood Plain

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

4.8.2 Regulatory Floodway

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

4.9 Wetlands

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

4.10 Special Waste

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

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

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

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

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

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

4.11 Special Lands

4.11.1 Section 4(f)

Periwinkle Playlot Park

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

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

Appendix A, Exhibit 9 – Periwinkle Playlot Park Photos and Reconfiguration provides existing information with existing photos and the proposed reconfiguration.

On May 16, 2003 FHWA verified and confirmed the use of the Periwinkle Playlot Park parcel is not considered a Section 4(f) resource because it is leased property and IDOT has the superior right to future highway use. A retaining wall with an attached fence to the top for access control is proposed in back of the local traffic lanes to minimize use and impacts to the park infrastructure. Appendix A, Exhibit 9 - Periwinkle Playlot Park Photos and Reconfiguration provides the correspondence from the FHWA and the 3rd party agreement addressing Section 4(f) applicability.

4.11.2 Section 6(f)

There are no Section 6(f) designated lands or involvement with the use of these lands, including Periwinkle Playlot Park, that have Land and Water Conservation (LAWCON) funds involved in their purchase or development.

4.11.3 Open Space Lands Acquisition and Development (OSLAD) Act Lands

There is no proposed use or involvement with lands, including Periwinkle Playlot Park, that have OSLAD funds involved with their purchase or development.

4.12 Other Issues

4.12.1 Aesthetics and Landscaping

The Dan Ryan Expressway reconstruction project presents considerable opportunity for landscaping and aesthetic treatments, along the mainline Dan Ryan Expressway and the adjacent frontage roads, to enhance the City of Chicago entryway and soften the visual vistas of the expressway. The City of Chicago prepared the “Dan Ryan Expressway Landscape Guidelines” for consideration as part of the reconstruction project. This plan is contained in the Combined Design Report, Appendix F.

Landscaping by the Illinois Department of Transportation (IDOT) will be done at all areas disturbed by construction and will be restored to turf cover in accordance with “Guidelines for Use of Landscape Items” as appropriate for the project location. All tree and other plants removed for construction will be replaced on a one-to-one nursery stock basis, at a minimum wherever feasible and appropriate under Illinois Department of Transportation guidelines. The Dan Ryan Expressway Landscape Guidelines present a comprehensive plan for landscape and landscape enhancements. The Guidelines apply to the entire I-94 reconstruction area from 31st Street to the I-57 junction, then east to Halsted Street (Illinois Route 1) and west to Martin Luther King Drive. The goal of the guidelines are to ensure consistent visual quality throughout the project, establish measurable aesthetic standards that can be followed in the preparation of construction documents, and to identify items that can be installed with much greater economy during the roadway construction rather than landscape construction.

More specifically, the guidelines identify fourteen key physical features that comprise the visual experience of the roadway. Key materials are identified and then applied within fourteen design prototypes. The majority of materials called for in the Guidelines are standard, stock items. In addition, new materials, used by transportation departments in other regions, are presented for consideration. The materials include designer concrete form lines, stamped concrete, stamped asphalt, and a trellis system for vines. The design prototypes show where and how materials are used to achieve a desired visual effect. Roadway features profiled include gateways, roadside embankments, accident investigation sites, overpasses, medians and the frontage road. Landscape maintenance is divided by jurisdiction. Medians and gardens on local roads will be maintained by the City. Areas within State right-of-way will be maintained by IDOT. Exceptions to this are the six gateway sites located along the expressway that will be maintained by the City through the Gateway Green program.

A copy of the titled “Tree Survey,” as a separate bound document, will be included with the Combined Design Report. Provisions to save, relocate, prune, or replace trees will be included in the contract plans for the project, and will be primarily based on the size and quality of the trees, as well as proposed geometrics, final grading and utility locations. Efforts shall be made to keep replacements to a minimum in accordance with Departmental Policy – Design & Environment – 18, “Preservation and Replacement of Trees.”

Protection and care will be provided for all existing trees and shrubs to remain within the project limits as provided in Section 201 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, adopted January 1, 2002. Existing trees and shrubs that are to remain will be delineated on the plans, as well as those that are to be removed.

4.12.2 Public Transit

Involvement with the Chicago Transit Authority (CTA) includes coordination of their system upgrades and improvements in order to be synchronized with the Dan Ryan Expressway construction period.

The CTA plans track and signal work on the Red Line. The CTA will rehabilitate stations between 31st and 95th Streets, with the exception of 35th Street and 79th Street. The CTA will have several “park n’ ride” facilities constructed or upgraded in advance of the Dan Ryan Expressway mainline traffic lane construction work. The parking lots will encourage mass transit within the expressway corridor, and shall be encouraged as the overall traffic management plan. The new lots are at Garfield/Calumet Avenue and 79th Street/Bus Garage have capacity for a total of about 200 cars. The upgraded lot is at 63rd Street/Ashland Avenue has capacity for about 270 cars. No additional CTA service change is being planned within or through the project area. The proposed roadway geometry for northbound Interstate 57 over the southbound Interstate 94 tunnel does not foreclose on any available options for the future extension of the CTA Red Line track as part of the CTA long-range plan.

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

Further coordination with the CREATE Program will need to occur for the proposed Central Corridor Bridge over the Dan Ryan Expressway.

4.13 Secondary and Cumulative Impacts

Reconstruction and improvements to the Dan Ryan Expressway will serve existing and planned development, redevelopment areas, and changing economic growth areas of the City of Chicago. The proposed improvements to the Dan Ryan Expressway and the access at interchange areas will not induce any major development or development change which is not already implemented or is in the foreseeable planning stage. Thus, natural resources in the area will not be adversely affected.

4.14 Environmental Commitments

- IDOT will continue to coordinate with the City of Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA) using the “Dan Ryan Expressway Landscape Guidelines”, prepared by CDOT as guidelines throughout Phase II of the project (preparation of contract plans) for the aesthetics and landscape treatments.
- IDOT will continue local public involvement activities during the design and contract plan preparation phase.
- As part of the construction phase, IDOT will initiate a comprehensive public relations campaign to notify motorists of construction schedules, lane closures, ramp closures, openings and alternate travel routes.
- Construction work will be subject to Section 669 Removal and Disposal of Regulated Substances, of the IDOT Standard Specifications for Road and Bridge Construction, as adopted on January 1, 2002. The Final PSI along with special provisions, pay items and quantities were provided to IDOT for insertion into the respective contract plans for construction. In addition a note stating, “The General Contractor is required to hire an Environmental Firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is prequalified in hazardous waste by IDOT to remediate the soil contamination and monitor for worker protection.” All questions regarding the Final PSI report should be directed to the IDOT Bureau of Programming/Environmental Studies Unit at (847) 705-4101.
- As a result of air quality recommendations from the Dan Ryan Taskforce, the Illinois Department of Transportation has committed to investigating these issues further to determine what measures can be implemented.
- As a result of construction noise concerns from the Dan Ryan Taskforce, the Illinois Department of Transportation has committed to an extensive community outreach program during construction and providing advance

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

CHAPTER 5 PUBLIC INVOLVEMENT

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

Public involvement activities have included:

- Aldermanic meetings
- Public Hearings
- Community Group meetings
- Legislative meetings
- Business/Commercial Organization meetings
- Church Group meetings
- Development of a project website
- Distribution of flyers to announce meetings
- Development of press releases
- Development of project brochures
- Provision of the August 2003 Combined Design Report and ECAD at 11 area libraries
- Provision of the August 2003 Combined Design Report and ECAD on IDOT website
- Establishment of a resource center for minority business participation
- Hosting of job fairs
- Establishment of the Dan Ryan Taskforce

The initial public involvement process for the Dan Ryan Expressway reconstruction project included presenting Scenario #2 as the preferred alternative through IDOT's ECAD process. On August 14, 2003, Scenario #2 was selected as the build alternative and approved as a Categorical Exclusion Group II. The Combined Design Report for Scenario #2 was approved on August 21, 2003. Subsequent to the selection of Scenario #2 as the approved build alternative, community concerns increased regarding the closure of 12 local access ramps and further public involvement was conducted. Through the subsequent public involvement process, which culminated in meetings with the established Dan Ryan Taskforce (DRTF), a modified plan was developed that closed only six local access ramps. It was determined that an Environmental Assessment would be developed that would include Scenario #2 (ECAD Approved Alternate), and the modified plan identified as Scenario #3.

Section 5.1 describes the public involvement process accomplished prior to the approval of the ECAD. Section 5.2 describes the public involvement process accomplished after the ECAD was approved that resulted in the development of Scenario #3. Scenario #3 is

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

5.1 Public Involvement Completed Before the Approval of the ECAD

5.1.1 Public Meetings

Community Group Meetings

Park Manor Neighbors' Community Council (3/3/2003):

At the regular monthly meeting of the Community Council, IDOT presented the scope of work for the Dan Ryan Expressway reconstruction project. The presentation emphasized areas between 71st Street and 79th Street, and focused on the ramps at 75th Street and 76th Street. The general tone of the meeting was acceptance of the planned work and the changes and consolidation of accesses. A number of people expressed concern that the already excessive traffic congestion at the two 79th Street frontage road intersections causes difficulty for a majority of drivers, and that any increase in congestion would be intolerable for many of the older residents of the area. Currently, motorists can get on the Dan Ryan Expressway to go south at 76th Street. In Scenario #2, motorists will have to go south on the frontage roads, negotiate the 79th Street signals and potential traffic congestion, and enter the southbound Dan Ryan Expressway after 79th Street. In general, the objections to the removal of the south ramps at 76th Street was seen by some as a serious inconvenience for the elderly drivers who would have to mix with large streams of traffic at 79th Street. It was their opinion that the traffic volumes along the Dan Ryan Expressway were significantly different at 79th and 76th Streets. The facts are that the traffic volumes are essentially the same and the new southbound entrance ramps provide more opportunity for elderly drivers to adjust their speed while entering the traffic stream on the expressway.

Chesterfield Community Association (5/20/2003):

The scope of work for the Dan Ryan Expressway reconstruction project was presented by IDOT. Comments from the meeting referenced that the intersection of 95th Street and Stony Island Avenue, 87th Street and Stony Island as well as 79th Street at Stony Island were all major congestion points affecting their community. These were actually outside the scope of the Dan Ryan Expressway reconstruction project. The only concern directed toward the project was for the parking to remain along the frontage roads after the reconstruction. IDOT responded with an affirmative, "yes," that parking would remain and a note that the parking would only be removed temporarily during reconstruction between 47th Street and 63rd Street.

Englewood Community Organization (5/27/2003):

At their regular monthly meeting, the scope of work for the Dan Ryan Expressway reconstruction project was presented by IDOT with specific emphasis directed toward the extent of construction, the various added lanes, ramp closures and subsequent access relocations, three new ramps, improved operations of the Skyway interchange area, alternate routes, frontage road involvement and the general construction schedule.

Specifically it was explained why the 51st Street and 59th Street ramps were to be closed for technical engineering and safety reasons. An expressed concern about air pollution (construction-generated dust) and the high asthma incidence rate in the area was emphasized. This was also a point of concern expressed at the second Public Hearing session (see the discussion of this issue under the summary of the second Public Hearing session in Section 5.2.2). Other areas of attention focused on the provision of jobs in the community and job opportunities under the Dan Ryan Expressway contracts. The opportunities for jobs during construction activities were explained and the roles of the IDOT Equal Employment Opportunity and Supportive Services offices were described.

5.1.2 Public Hearings

Three public hearing sessions were scheduled through the months of April and May 2003. The notification of the Public Hearings were announced through local and area newspaper ads and articles, press releases, flyers distributed in the area of the project, and through brochures provided to the local aldermen for notification to their constituents. These public hearing sessions were conducted as an open house type format with an audio/video presentation repeated every half hour at the first public hearing session and repeated every hour at the second and third public hearing sessions. Exhibits and display materials depicting the details of the proposed reconstruction were available for public inspection at each public hearing session. Engineering and environmental reports were also made available for inspection. Project staff from IDOT and the engineering consultant firm were positioned amongst the exhibit materials to explain, answer questions, and discuss details of the project with those attending. A court reporter was made available to anyone wishing to provide verbal comments and suggestions about the project as proposed. The opportunity to provide written comments was available for submittal at the public hearing sessions and through the mail or via e-mail through the internet after the hearing. Representatives from the Chicago Area Transportation Study (CATS) and IDOT Supportive Services were present to discuss project-related issues. The Public Hearing sessions for the Dan Ryan Expressway reconstruction project that were held prior to the approval of the ECAD are described below:

April 10, 2003

The first public hearing was from 3 pm to 8 pm at Harlan Community Academy High School located at 9652 South Michigan Avenue. There were forty-eight (48) persons (those who signed the attendance sheet) attending the public hearing session who either represented themselves, local community commerce or area neighborhood groups, and the Local School Council. There were no specifically identifiable environmental issues or concerns raised or expressed by persons attending or by those submitting verbal, written or internet e-mail comments. The majority of concerns and major questions focused on the type of physical work planned, changes in entrance and exit ramp configurations (these concern areas were common to all the public hearing sessions and are addressed in the May 9th session summary of comments), work availability for minority contractors and laborers, work availability for persons living in the adjacent neighborhoods, and the construction schedule for the work proposed. Those in attendance agreed with the purpose and need for the project and that it was long overdue.

April 22, 2003

The second public hearing was from 3 pm to 8 pm at Kennedy King Community College located at 6838 South Wentworth Avenue (69th Street & South Wentworth Avenue) in Room 1W10, International Hall. There were two hundred twenty-seven (227) persons (those who signed the attendance sheet) attending the public hearing session who either represented themselves, local community commerce or area neighborhood groups. The majority of concerns and major questions focused on the type of physical work planned, the physical changes in entrance and exit ramp configurations (these concern areas were common to all the public hearing sessions and are addressed in the May 9th session summary of comments in Section 5.2.3), work availability for minority contractors and laborers, work availability for persons living in the adjacent neighborhoods, and the construction schedule for the work proposed. Another group of persons attending was concerned about construction employment opportunities and the information that was made available to them through IDOT Supportive Services staff. In general, those in attendance agreed with the purpose and need for the project and that it was long overdue.

Comments were submitted by persons attending the second public hearing session. These comments were either hand-written, court reporter transcribed, verbal comments or questions following the video presentation, or discussions (verbal) initiated by persons while viewing the exhibits and talking with project staff persons. The comments focused on five environmental issue areas involving seven comments broadly summarized as follows:

Issue #1 – Construction air pollution

What is going to be done to prevent construction pollution?

There were two persons together with this same question and a concern. They were relaying expressions by neighborhood residents from an area one to three streets west of the South Wells Avenue (frontage road) concerning the fine dust and particulate matter that will be present and normally occurs from earthwork and concrete demolition. Specifically the concern was for the infirmed, the elderly and children with asthma and other respiratory medical problems that would likely be exposed to the wind blown fugitive dust (particulate matter). They were informed that during construction, applying water to the unpaved roadway surfaces could minimize blowing dust from areas cleared, excavated or demolished for access or other construction purposes.. They were told that the effectiveness of watering for dust control depends on the frequency of application. They were told that as a best estimate, watering the entire exposed earth areas twice daily would reduce dust emissions by as much as 50 percent. These measures, at a minimum, would be employed as needed during construction in accordance with IDOT's *Standard Specifications for Road and Bridge Construction*, Article 107.36, and adopted January 1, 2002 for dust control.

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

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

There was one person who expressed this concern and brought it to the attention of attending engineering staff. She was specific and expressed that, "...noise in general along with traffic and construction noise was an ambient condition in neighborhoods lived with even years before the Dan Ryan was constructed." Two other persons entering into the discussion with the first person again brought this noise aspect to IDOT's attention. Specifically, they felt (opinion) the Dan Ryan Expressway improvements would not provide any traffic noise benefits. The number of trucks is the real noise problem in their opinion. They stated that there should be a limit as to their (trucks) use of the Dan Ryan Expressway. They recognized and stated that this was not a solution. It was stated as; "Although noise walls might help some folks like is done in all the major cities of the United States it won't help (reduce noise) into the neighborhood here. Trucks still disrupt on the local cross streets and the truck noise remains." Their concerns were acknowledged and the general position of the City of Chicago relative to noise walls, that the City of Chicago does not support the use of noise walls along the Dan Ryan Expressway, was discussed with them. They acknowledged that they felt this was a realistic position of the City and that they understood. They were informed that trucks and machinery to be used in the reconstruction of the Dan Ryan Expressway produce noise that may affect some adjacent land uses and activities during the construction period. Individual residents along the improvements would at some time experience perceptible construction noise from project activities. At a minimum, IDOT's *Standard Specifications for Road and Bridge Construction*, Article 107.35, adopted January 1, 2002, contains mitigation measures to minimize or eliminate the effects of construction noise on adjacent receptors. They were glad that this (construction noise) is being considered, but the whole issue of too many trucks on the Dan Ryan Expressway and in the local community after construction remains.

Why have no sound barriers been included in the Dan Ryan Expressway project?

This person was directed to the copies of the traffic noise study available for examination in the exhibit area. The person was informed that IDOT's practice is to provide the results of traffic noise studies and coordinate the results with the appropriate local jurisdictional authority associated with the highway facility. In the case of the Dan Ryan Expressway, it is the City of Chicago. The general position is the City of Chicago does not support the use of noise walls along the Dan Ryan Expressway.

Has traffic noise been considered in regard to persons that live along the frontage roads – specifically at 73rd Street and Lafayette Avenue?

There were two persons asking this question. These persons were directed to the copy of the noise study available at this public hearing session. These persons were informed that the general position is the City of Chicago does not support the use of noise walls along the Dan Ryan Expressway.

I would like to see the height of the Barrier Wall along the CTA Tracks be raised so they are higher than the train (CTA). The noise as the train passes is deafening. This would be a huge plus for the daily drivers on the Ryan.

The concrete traffic barrier walls will be forty-two inches in height (maximum) with a chain link fence on top for a total height of seventy-two inches, except at the CTA station platform areas where the concrete barrier wall will be 72 inches in height. This height should help diffuse the CTA noise the driver's experience on the Dan Ryan Expressway in immediate proximity to the CTA track areas. Findings from the document prepared for IDOT titled; *Noise Study and Evaluation Interstate 94 Dan Ryan Expressway, 35th Street to Interstate 57*; by H. W. Lochner, Inc., Chicago, Illinois; January 2003 concluded that the noise from the CTA trains at the adjacent residents and businesses is not a significant contribution to the traffic noise generated by vehicles on the Dan Ryan Expressway.

Issue #3 – Landscaping and aesthetics

When you complete the construction and begin the landscaping, please, please consider some areas of blooming bushes and trees. In the future, would you repaint the overpass support beams back to their original "green"? Brown is "dull, ugly, depressing, and unenlightening"

This concern for landscaping and aesthetics is taken into consideration when IDOT coordinates with the City of Chicago Department of Transportation (CDOT) during Phase II of the project (preparation of contract plans) for the aesthetics and landscape treatments.

Issue #4 and #5 – Public facilities and services, and public transit

The CTA line needs to be extended further south to 103rd Street and the CTA needs to provide a large "park-n-ride" parking lot adjacent to their 95th Street station facilities to help remove traffic off the Dan Ryan Expressway.

These comments will be passed on to the CTA. The proposed roadway geometry for northbound Interstate 57 over the southbound Interstate 94 tunnel does not foreclose on any available options for the future extension of the CTA Red Line track south as part of the CTA long-range plan. The CTA will have several "park-n-ride" facilities constructed or upgraded in advance of the Dan Ryan Expressway mainline reconstruction work. The lots will encourage mass transit use within the expressway corridor, and shall be a component of the overall traffic management plan. The new lots are at Garfield/Calumet Avenue and 79th Street/Bus Garage, and have the capacity to accommodate about 200 cars. The upgraded lot is at 63rd Street/Ashland Avenue has the capacity to accommodate about 270 cars. No additional CTA service changes are being planned within or through the Dan Ryan Expressway project area.

May 9, 2003

The third public hearing was from 3 pm to 8 pm at the Northeastern Illinois University, Center for Inner City Studies located at 700 East Oakwood Boulevard (corner of Langley Avenue and Oakwood Boulevard). There were eighty-nine (89) persons (those who signed the attendance sheet) attending the public hearing session who either represented themselves, local community commerce or area neighborhood groups. Some of the

persons attending were concerned about construction employment opportunities, and information was made available to them through IDOT Supportive Services staff. There were no specifically identifiable environmental issues or concerns raised or expressed by persons attending or by those submitting verbal, written or internet e-mail comments. The majority of concerns and major questions focused on the type of physical work planned, changes in entrance and exit ramp configurations, work availability for minority contractors and laborers, work availability for persons living in the adjacent neighborhoods, and the construction schedule for the work proposed. Those in attendance recognized the purpose and need for the reconstruction and that it was long overdue.

Comments were provided by persons attending the third public hearing session. These comments were either hand-written, court reporter transcribed, verbal comments or questions following the video presentation, or discussions (verbal) initiated by persons while viewing the exhibits and talking with project staff persons. The comments focused on five issue areas involving seven comments broadly summarized as follows:

Issue #1

What improvements will affect Dan Ryan ramp access points, specifically at 51st Street and 59th Street?

The improvements in their fundamental form for Scenario #2 involve:

- Adding one local lane in each direction between 47th Street and the Skyway interchange to meet traffic demands.
- Reconfiguring the ramps to and from the Skyway. The southbound exit will be relocated to the left side of the local lanes, providing two lanes of direct access, one from the local lanes and the second from the express lanes via the slip ramp just to the north.
- Adding a traffic lane in each direction from the Skyway south to I-57 and on to the Illinois Route 1 (Halsted Street) interchange.

Implementing these improvements will result in insufficient room to safely restore the ramp systems at 51st and 59th Streets. These ramps will be removed. There is not enough horizontal space to physically put them back in without severely compromising safety for every user of the Dan Ryan Expressway.

Most of the other ramps that will remain can be improved by refining their geometry, modifying the ramp approaches, lengthening ramps, and lengthening tapers, etc. This must be done while adhering to current standards for ramps on urban expressways, or at least adhering as much as physically possible without compromising safety. There are a few locations where there isn't enough longitudinal (along the expressway) room to restore all of the ramps, such as the ramps between 43rd Street and 47th Street and between 79th Street and 76th Street.

At the 43rd Street to 47th Street location, the roadway curvature will only allow for the south 43rd Street ramps or for the north 47th Street ramps, but not both sets of ramps. The entering and exit ramps would overlap each other, an unacceptable and dangerous

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

Issue #2

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

No user of the Dan Ryan Expressway will be denied access to any location because of the planned improvements, including the closing or relocating of certain ramps. Access will remain possible through a different, nearby exit or entrance ramp to the expressway. Generally, the change in travel pattern results in motorists traveling an additional one-half mile along the frontage roads, and one-half mile less along the expressway.

Operations of the Dan Ryan system are based on the following assumptions:

- Exit ramps – Traffic currently exiting the Dan Ryan at an exit ramp proposed for closing or relocation, will, in the future, exit one ramp earlier, and take the parallel frontage road to their target intersection. As an example, southbound traffic currently bound for 51st Street will exit at 47th Street and utilize Wells Street to reach 51st Street.
- Entrance ramps – Traffic currently entering the Dan Ryan at an entrance ramp proposed for closure or relocation will, in the future, utilize the frontage road to reach the next entrance ramp downstream. As an example, traffic now entering southbound Dan Ryan from 51st Street will proceed south on Wells Street to 55th Street and enter the Dan Ryan at the ramp there.

The proposals for ramp closure are:

- Northbound exit and southbound entrance at 43rd Street (2 ramps)
- Northbound and southbound exits and entrances at 51st Street (4 ramps)
- Northbound and southbound exits and entrances at 59th Street (4 ramps)
- Northbound exit and southbound entrance at 76th Street (2 ramps)

Issues #3 and #4

The ramp closures and changes will cause inconvenience, added travel time, increased distance, and also increase local street and frontage road congestion while resulting in less access and exposure to local businesses.

The relatively low volumes of traffic currently using the on and off 43rd Street ramps will now be accommodated on the frontage roads between 47th Street and 43rd Street for access to and from the expressway. There will be no increase in total travel distance for any user, just a minor shift from expressway usage to frontage road usage to reach the same destination. In a similar access situation, the 76th Street traffic will now utilize the ramps at 79th Street.

The closure and removal of the ramps at 51st Street and at 59th Street will increase the amount of traffic through the 55th Street intersections that Wells Street and Wentworth Avenue will need to accommodate. Likewise, the closure and removal of the 43rd Street ramps will increase traffic through the 47th Street intersections, and the 76th Street closures will involve traffic changes at the 79th Street intersections.

Every signalized intersection on the frontage road system has been analyzed to determine what improvements are needed to insure that there will not be a worsening of the operations of the frontage roadways while implementing improvements to the safety and traffic operations of the Dan Ryan Expressway. The assumptions IDOT took into account were how traffic would redirect itself as a worst-case scenario, under the maximum traffic flows and most congested traffic operation situations of all those possible.

The analyses indicate that additional traffic lanes need to be added to the frontage road intersections for three cross streets: 55th Street, 67th Street and 79th Street. At all other intersection locations, traffic signal timing changes and revisions, and minor pavement striping changes can be implemented to allow the intersections to function at an acceptable level of service no worse than they presently operate. At these three critical intersection locations, traffic is already at very high levels, and pushing the parameters of that which is an acceptable level of service.

At all three of these intersection locations, traffic lanes will be added as needed, in addition to the signal timing and pavement striping modifications to assure that acceptable levels of service, no worse than today, will be accomplished. This does not mean that there is a promise for elimination of all the traffic delays currently experienced on the Dan Ryan and its parallel frontage roads. It does mean that with improvement on the Dan Ryan, there is no harm to the traffic operation of the parallel frontage road system. It also means that there is no diminishing of access and exposure to local fronting residential and business properties. The economic opportunities available to neighborhoods, minority populations, and ethnic groups along the Dan Ryan Expressway project corridor area remain viable.

Issue #5

What improvements to the local streets and adjacent neighborhood will be done as part of the Dan Ryan work?

With the added traffic lanes north of the Skyway, and the revised ramp configurations in and around the Skyway interchange, the construction of retaining walls is necessary for the reconfigured Dan Ryan roadway ramp systems. To allow enough physical space for the construction of these retaining walls, both Wells Street and Wentworth Avenue will have to be removed (torn-up) to do the excavation and earthwork under them. The planned reconstruction of both streets is between 47th Street and 63rd Street.

Wells Street and Wentworth Avenue are the key local traffic elements in the Dan Ryan corridor transportation system. These streets in all likelihood will be the first choice as an alternate route by Dan Ryan users when the express traffic lanes close in the third year of construction and when the local traffic lanes close in the fourth year. These streets will

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

5.2 Public Involvement Completed After the Approval of the ECAD

5.2.1 Committee To Save The Dan Ryan

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

5.2.2 Dan Ryan Taskforce

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

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

Various materials were developed to explain and discuss with the Taskforce members the different alternates for reconstruction of the Dan Ryan Expressway. This included a PowerPoint presentation, renderings of the different design options, and a listing of the pros and cons of the design options. Ramp restoration options can be found in Appendix A, Exhibit 13 that discuss pros and cons as well as the sketches. These options are also

discussed in Chapter 3, Alternatives. The goal of these materials was to assist Taskforce members in understanding the various proposals for the ramp configurations.

A log has been kept listing each Taskforce meeting and sub-committee meeting. The log includes a listing of issues raised, items requested, the agency/individual assigned to provide the response, action items and submission dates, and to whom it was submitted. This table is included in Appendix A, Exhibit 14. Four separate logs document the outreach efforts for City of Chicago Aldermen, churches, business groups, and community groups (including the DRTF meetings). Subsequent to the DRTF submitting their recommendations to the Department on March 19 2004 (see Appendix A, Exhibit 15), the DRTF efforts were concluded through an April 9, 2004 letter on from IDOT to the DRTF (see Appendix A, Exhibit 16). As noted in this letter, an aggressive public involvement campaign to disseminate project information and continue a dialogue with the adjacent communities will continue throughout the duration of construction.

Summary of Recommendations from the Dan Ryan Taskforce

On March 19, 2004, the Dan Ryan Taskforce submitted recommendations to IDOT summarizing the results of their two months of effort. The full text of that document is included in Appendix A, Exhibit 15. The following is a summary of the DRTF recommendations.

Budget Recommendations:

- Provide complete Dan Ryan budget information and provide opportunities for jobs and contracts.

Alternate Design Recommendations:

- Restore northbound and southbound exits to 51st Street.
- Work with affected businesses to assure minimal negative impacts during and after construction.
- Compensate adjacent property owners for added traffic and reduced quality of life.

Health & Environmental Safety Recommendations:

- Reduce diesel fuel emissions from heavy construction equipment near residential areas as follows:
 - Use “on-road” diesel fuel instead of “off-road” diesel fuel.
 - Establish limitations of idling of diesel powered construction equipment.
 - Monitor air quality near construction sites.
- Compensate low-income residents for medical expenses that result from construction related air quality impacts.
- Reduce noise levels and fund noise insulation in homes and businesses.
- Restrict nighttime heavy equipment use.
- Restrict construction staging sites from noise sensitive zones.

- Develop a community outreach plan concerning the potential health impacts of the reconstruction project, educating about risks, and providing paths for reporting air quality or other concerns.

Economic Impact Recommendations:

- Create a fund for the community to draw from to compensate businesses damaged by the reconstruction project.
- Support a coordinated transportation plan with the CTA and Metra.
- Identify all potentially impacted businesses and institutions.
- Identify community residents who could participate in the reconstruction.

Contracts, Employment and Goals Recommendations:

- Change IDOT's requirement for prime contractors having to perform at least 51% of the contract costs so as to allow more local minority participation.
- Revise union requirements which historically have made minority hiring less than successful.
- Require Mentor/Protégé and Emerging Firms Program from General Contractors and First Tier Subcontractors.
- Expand Small Business Assistance Programs.
- Create a Quick Pay Fund for small contractors.
- Provide penalties for non-compliance with contract and employment goals.
- Award monitoring and compliance contracts to local grassroots organizations identified by the DRTF.
- Modify the contractor bonding requirements to ease minority participation.

Community Involvement Recommendations:

- Engage the entire community, CDOT and other key agencies with an ongoing dialog regarding the reconstruction project, through community groups, churches, business organizations, etc.

Co-Chair Recommendations:

- Provide project information to the community in a timely and proactive fashion.
- Provide the Taskforce a budget to allow efficient operation.
- Facilitate the Taskforce's access to other transportation platforms in the Dan Ryan corridor that can benefit the community.

Committee To Save The Dan Ryan (CTSTDR):

The CTSTDR's recommendations are presented in the DRTF's document in a tabular form, with a comparison between the IDOT proposal and that of the DRTF. The CTSTDR recommendations were reiterations of most of the above recommendations, with an alternative design to retain all access points between 43rd Street and 63rd Street,

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

VOTE:

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

Supplemental Recommendations from the DRTF:

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

Responses to Recommendations from the Dan Ryan Taskforce

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

Budget Recommendations:

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

Alternative Design Recommendations:

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

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

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

Based on coordination with the FHWA (see Appendix A, Exhibit 17 – IDOT’s March 18, 2004 letter to the FHWA and FHWA’s March 31, 2004 response letter), in order to ensure continued authorization of federal funds for the Dan Ryan Expressway project, any additional property acquisition would require putting the Dan Ryan Expressway project on-hold until that property acquisition is clear, which could be as much as two years, regardless of the extent of property being acquired. This, coupled with the project objective to minimize community impact, and given the extensive frontage improvements included with the preferred alternate (Scenario #3) to ensure good mobility in this area, the Department cannot support reinstating the southbound and northbound exits to 51st Street.

As outlined in the letter to the DRTF dated April 9, 2004 (Appendix A, Exhibit 16), the Department will continue to be proactive in working with the community throughout the duration of the project. The Department will ensure that current information is available on scheduled construction activities so businesses and residents can plan accordingly to minimize disruption to their daily routine to the maximum extent possible.

Regarding compensation to adjacent property owners, the Department is not authorized to expend highway tax dollars to acquire property unrelated to a highway improvement, or to compensate property owners for perceived quality of life impacts that do not involve real property impacts (Illinois Highway Code; 605 ILCS5/1-102).

A supplemental recommendation was made by the DRTF-Design Subcommittee to improve the Stony Island at 95th Street intersection. While Stony Island is an alternate route for cars only, it is not a mandatory detour. Improving 95th Street at Stony Island is a major project in and of itself, with significant costs. This location has been looked at as part of separate feasibility studies by IDOT and CDOT, with cost estimates as high as \$65 million dollars, which is not currently included in the Department’s Multi-Year Program. The Department will be coordinating with the City of Chicago (CDOT) on the monitoring of traffic operations along the alternate routes when Dan Ryan mainline lane closures occur in 2006 and 2007. It’s anticipated that CDOT will monitor these operations and can make traffic signal timing adjustments to insure traffic flows as smoothly as possible, both morning and evening, throughout the construction process.

Health & Environmental Safety Recommendations:

The Department shares the DRTF’s concern for potential air quality impacts associated with construction operations, and is committed to include all reasonable measures to minimize the potential environmental impacts of construction related activities. There are a number of measures already in place for the Dan Ryan Expressway construction contracts to minimize potential impacts, such as the standard specification for dust control. This standard specification requires the completion of a dust control plan by the contractors. Depending on the scope of work with each contract, the dust control plan will consider such things as minimizing tracking of soil onto public roads, reducing vehicle speed on unpaved surfaces, covering stock piles and haul vehicles, applying water or chemical suppressants to exposed surfaces, etc. The dust control plans are to be readily available for use on the project site.

In addition, the Department is actively reviewing the potential benefits, costs, and other considerations with implementing other DRTF recommendations with respect to construction related air quality. Additional air quality measures that will be incorporated in the project will be shared with the community as soon as a determination is made.

The Department is not authorized to use highway tax dollars to provide compensation for medical expenses perceived to be a result of highway construction activities. As noted above, the Department will pursue all reasonable measures to minimize air quality impacts due to highway construction activities.

The Department is also not authorized to use highway tax dollars to sound proof buildings, except for “public use or nonprofit institutional structures.” A highway traffic noise study was completed for the Dan Ryan Expressway reconstruction project. The results of this study are contained in Chapter 4, Environmental Consequences. As noted, the City of Chicago does not support the installation of noise walls as indicated in their letter of July 22, 2003 (Appendix A, Exhibit 10).

While heavy construction activities and the use of heavy construction equipment will generally occur during daytime hours, in order to insure completion of the Dan Ryan Expressway reconstruction project within the current schedule constraints, there may be occasions when this is unavoidable. Through an extensive community outreach program, the Department will provide advance notification to the community when heavy construction equipment must be used outside this timeframe.

The Department will review construction staging areas proposed by contractors within the existing highway right-of-way and to the extent possible, avoid locations near the sensitive populations noted. The Department will also provide information on the location of selected staging areas within the highway right-of-way to the community in advance of construction. The Department has no authority with respect to staging areas selected by the contractor outside the existing highway right-of-way. These arrangements are made between the contractor and the individual property owner. However, these arrangements may be subject to City ordinance. The Department will work with the contractor and City authorities in the selection of staging areas off the highway right-of-way in support of the community’s desires to minimize or avoid locations near the sensitive populations noted.

The Department will require the preparation of pre- and post-construction photo logs to document potential construction related impacts, or the lack thereof, for properties directly adjacent to the highway right-of-way.

Economic Impact Recommendations:

The Department is not authorized to use highway tax dollars to create a community fund to compensate residents and businesses for perceived negative property or business impacts. As noted above, the Department will be proactive in providing information to the community on upcoming construction activities, so that area residents and businesses can plan accordingly. The Department will also be implementing a number of measures

to minimize the potential for adverse impacts and to document pre- and post-construction conditions for properties directly adjacent to the highway right-of-way.

A supplemental recommendation from the Economic Impact subcommittee was to provide information to property owners on the process available to them concerning property impacts they may feel have resulted from construction activities. The following process is available to have their concerns reviewed, which will be shared with the community.

Concerned property owners can visit the Illinois Department of Transportation web site at www.dot.il.gov and click on “Contact Us.” They should provide their name, address and phone number with a brief explanation of their concern. The Department, and/or its contractor, will conduct an investigation including, but not limited to, comparing the pre-construction photos with the current photos and will provide the claimant with the results of their findings. Should the claimant disagree with the State’s/Contractor’s findings, they may seek adjudication within the appropriate branch of the Illinois Court system.

Regarding participation in the Dan Ryan Expressway reconstruction project, since this is a federally funded project, the Department cannot specify participation by any particular group/area. The Department has widely publicized that any members of the community who are interested in pursuing opportunities for participation should contact IDOT’s Resource Center at 900 S. Des Plaines, Chicago IL (312-939-1100).

Contracts, Employment & Goals Recommendations:

The Department’s long standing policy with respect to the percentage of prime contractor participation in contracts is reflected in both the Standard Specifications and the Recurring Special Provisions. When any amount of the contract above 50% is subcontracted, the prime contractor ceases to be in control of the construction and becomes a “broker,” which is an entity merely directing the construction and not performing the construction. In the interest of receiving quality work, on time and within budget, the Department requires that prime contractors be in control of the work by prequalifying and having the capacity to perform more than half of the work before they can submit a bid. IDOT also believes this requirement eliminates out-of-state contractors from bidding projects with the intent of just being a broker. This ensures the contractor’s resources are located locally and readily available. In other words, IDOT wants a contractor that bids the work, to do the work.

Federal law precludes IDOT from limiting opportunities on the Dan Ryan Expressway project to any specific group/area. Currently there are goals on professional services contracts. Goals on financial services contracts would fall under the Illinois Procurement Act – Central Management Services (CMS). A contractor can use material supply (Bulk Materials) to meet the overall contract goal on any (Dan Ryan Expressway) project. The contractor has discretion in the manner in which he/she elects to meet a contract goal.

Project Labor Agreements cannot be included in contracts that utilize federal funds as per Presidential Executive Order 13202.

IDOT contracts with Supportive Services consultants through the Request For Proposals (RFP) process. The Supportive Services consultants provide assistance to emerging firms. IDOT also provides assistance to these businesses in the form of workshops and other related training venues.

The Department of Central Management Services (CMS) and the Department of Commerce and Economic Opportunity (DCEO) both provide assistance to small businesses. In addition, IDOT Supportive Services offers assistance to firms that engage in heavy highway construction.

The Prompt Pay Act ensures that subcontractors are paid in a timely manner.

The contractor's hiring goals/achievement is subject to the contractor's attempts to make a good faith effort. In the instance when they do not make a good faith effort, sanctions may include withholding payment, suspension of bidding privileges or lowering the contractor's prequalification rating.

Regarding the awarding of DBE monitoring contracts, the FHWA Disadvantaged Business Enterprise (DBE) requirements mandate that oversight, control, and monitoring of the DBE program/DBE participation in contracts be accomplished by the Department.

Bonding assistance is available through IDOT's DBE Supportive Services program consultants. There are a variety of sources available including the USDOT lending program and IDOT's DBE Supportive Services consultants. Bonding is not an IDOT requirement for subcontractors.

The Department is looking into the possibility of unbundling some of the larger contracts to allow more DBE bidding opportunities as a prime contractor. The Department will provide more information to the community when it becomes available.

Community Involvement Recommendations:

As noted above, the Department will be active in a number of ways to provide community outreach and information sharing as the Dan Ryan Expressway reconstruction project moves forward.

The Department has carefully considered all community proposals that have been received. The Department has balanced these proposals with the basic project Purpose and Need to improve the severe safety and mobility issues along the Dan Ryan Expressway. Based on this consideration, the Department has developed Scenario #3 which reinstates 6 ramps previously slated for removal.

The Department anticipates a continuing relationship with the community groups and organizations throughout the duration of the Dan Ryan Expressway reconstruction project.

Co-Chair Recommendations:

The DRTF was disbanded on April 9, 2004 (Appendix A, Exhibit 16) as they have fulfilled their advisory role to IDOT with respect to the review of alternate design options. As noted above, the Department will continue an extensive community outreach program throughout the duration of the project.

Alternate Design by the DRTF:

The submitted alternative design between 47th and 63rd Streets suggests removing one of the four express lanes to gain space to add a local lane and reinstate all ramps at 59th and 51st Streets. A thorough engineering evaluation of this proposed alternate design was conducted and it was found to be not feasible from a number of points. One, it does not address the project's Purpose and Need to resolve safety issues. Two, the location of the CTA's Red Line and the bridge piers and abutments limits the flexibility to remove express lanes and add local lanes. In order to remove the express lanes and add the local lanes, every crossing roadway and railroad bridge would have to be reconstructed. Scenario #3 addresses the major safety and operational issues in this area.

Acquisition of Chicago Housing Authority (CHA) property:

To clarify questions raised by the CTSTDR, IDOT is not acquiring right-of-way from the CHA properties for construction staging areas. IDOT is acquiring a small amount of property from the CHA near its east parking lot, but only to relocate S. Wells Street between Yale and 65th Street, as part of the proposed improvement plan.

VOTE Demands:

The VOTE demands are all similar or identical to those of the DRTF and are responded to above.

5.2.3 Final Scheduled Public Hearing

May 7, 2004

A fourth Public Hearing is planned for May 7, 2004 to present Scenario #2 (ECAD Approved Alternate) and Scenario #3 (Preferred Alternate), as well as the Environmental Assessment for public comment.

5.3 Other Public Involvement throughout the Project Development Process

During the project development process, prior to and subsequent to ECAD approval, a series of meetings were held with a variety of interested parties. The four spreadsheets in Appendix A, Exhibit 14 (Aldermanic outreach, business outreach, community outreach, and church outreach) list each of the meetings discussed below as of March 31, 2004.

5.3.1 Chambers of Commerce

Groups representing businesses in geographical areas requested the Department to present information regarding the Dan Ryan Expressway reconstruction project to their members. IDOT attended each of those meetings where they presented the proposed

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

5.3.2 City of Chicago Public Agencies

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

5.3.3 Businesses

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

5.3.4 Church Groups

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

5.3.5 Chicago City Council

Coordination meetings were scheduled with the various ward aldermen representing their constituents on issues specific to each of their wards. There are eighteen (18) aldermanic wards (2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 15, 16, 17, 18, 20, 21, 25 and 34) involved with the surrounding adjacent areas of influence (i.e. alternative traffic routes during construction) of the project while nine (9) aldermanic wards (2, 3, 6, 9, 11, 17, 20, 21 and 25) are directly involved or adjacent to the Dan Ryan Expressway right-of-way. All the aldermen of the aforementioned wards (Haithcock, Lyle, Stroger, Beale, L. Thomas, T. Thomas, Pope, Coleman, Balcer, Frias [Frias is no longer an Alderman and was replaced by George Cardenas], Murphy, DeVille [DeVille is no longer an Alderman and was replaced by Howard Brookins, Jr.], Tillman, Hairston, Preckwinkle, Solis, and Austin) were met with except for Alderman Troutman of the 20th Ward because of conflicts with her scheduled appointments. The purpose of these meetings with the aldermen was to provide them with an informational briefing about the project, to coordinate issues and receive comments the aldermen may have related to topics such as off-system advance improvements, alternate route selection, ramp closings and access consolidation, landscaping issues, Chicago Skyway Interchange geometry, and the public involvement process. There were no issues, consequences, or concerns focused on the environment expressed by the

aldermen attending these meetings. Copies of the minutes from the aldermanic advisory coordination meetings will be found in the Combined Design Report, The log listing of each of these meetings is in Appendix A, Exhibit 14.

5.3.6 Chicago Transit Authority

Several coordination meetings were conducted with the Chicago Transit Authority (CTA). The purpose of these meetings with the CTA was to share basic system information and to discuss specific information related to the Dan Ryan Expressway study. The coordination involved the CTA's upcoming planned improvements, such as station upgrades and bus bridge improvements. The CTA plans to rehabilitate the "Red Line" stations between 31st and 95th Streets, with the exception of 35th Street and 79th Street. New services to the stations, such as new sanitary sewers and utility lines are planned. The reconstruction of the bus bridges at 69th Street and 95th Street is in progress. The coordination also included right-of-way issues and barrier wall requirements that will protect the CTA Red Line facilities located within the median area from the Dan Ryan Expressway traffic.

5.3.7 Federal Highway Administration

Monthly project coordination/status meetings were conducted between the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA). The purpose of these meetings was to coordinate issues related to the proposed geometry concepts, access consolidation plan, CORSIM traffic modeling, addition of auxiliary traffic lanes, and the design exceptions resulting from reduced shoulder widths, substandard weaving lengths, and insufficient ramp terminal designs, et al; and environmental issues or public involvement concerns that might arise.

5.3.8 DBE Related Meetings

The Illinois Department of Transportation's Supportive Services group participated at the public hearing sessions held at Kennedy King College and Northeastern Illinois University's, Center for Inner City Studies. The Supportive Services group included representatives from the Springfield Urban League Road Builders Services Project, Operating Engineers Local #150, and Harper Trenholm & Associates representing IDOT's Small Business Enterprises Technical Assistance group.

The inquiries from the numerous participants at each public hearing session were directed to each of the three representative branches from IDOT Supportive Services. These three branches are Springfield Urban League Road Builders Services Project, DBE Supportive Services Consultants, and On The Job Training (OJT) Supportive Services Consultants. The Springfield Urban League and the Operating Engineers fielded questions at the public hearing sessions regarding job opportunities in the construction trades, including flaggers and laborers on highway projects, and work opportunities on the Dan Ryan Expressway reconstruction project. It was noted by the IDOT representatives present that there was a representative cross section of talented labor among the participants.

The inquiries concerning Technical Assistance for Disadvantaged Business Enterprises (DBE) came primarily from local trucking firms. In most cases, the trucking firms were

informed of the need to secure a certification as a DBE. The inquiring participants were also encouraged to attend the subsequent workshops and seminars IDOT plans to hold to foster DBE involvement in the Dan Ryan Expressway reconstruction project.

Sign-up sheets were made available to those who expressed an interest in pursuing further dialog with IDOT Supportive Services staff. These requests for information and additional dialogue have since been satisfied.

Details for all upcoming conferences, seminars, and workshops involved through IDOT Supportive Services are posted on IDOT's official website (<http://www.dot.il.gov>) under ***Doing Business, Small Business Enterprises, Supportive Services***. Persons with further questions to be answered have been directed to the Bureau of Small Business Enterprises at (217) 785-4611 for more detailed information.

A Resource Center for Minority Business interests was opened on July 18, 2003. The IDOT website will provide updated and timely details for this outreach venture.

5.3.9 Legislative Hearings

In response to the expressed community concerns, Representative Charles Morrow convened three separate Legislative Hearings in October and November 2003, as noted in Appendix A, Exhibit 14. The department was invited to attend these Legislative Hearings and present the project purpose and need, the Scenario #2 proposed improvement plan, listen to community concerns, and respond to questions. The Legislative Hearings were well attended by the community. No transcript of the Hearings has been made available to the department.