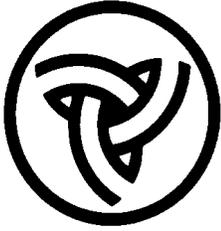


PROJECT CLEARANCES & SIGN OFFS



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harmet
From: John Baranzelli By: Brad Koldehoff
Subject: Cultural Resource Clearance
Date: March 18, 2013

**Cook County
Chicago
I-90/94 at I-290 (Circle Interchange)
Interchange Reconstruction
Structure # 016-1165, 016-1087, 016-1088, 016-2081, 016-2082, 016-2113, 016-2055,
016-0588, 016-0589, 016-2054
Job # P-91-259-12
IDOT Seq. # 17268 & 17268A**

Attached is a letter supporting a finding for “No Adverse Effect” from the Illinois State Historic Preservation Officer indicating that the project meets the Secretary of the Interior’s “Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” and that they concur in a finding of no adverse effect pursuant to 36 CFR 800.

Based on the current plans, the SHPO has determined that the work will not negatively affect any of the three significant historical resources within/near the project area and that the ten bridges to be replaced as part of the project are not historic.

Attachment

BK:ee



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 15, 2013

**Cook County
Chicago**

I-90/94 at I-290 (Circle Interchange)

**Structure # 016-1165, 016-1087, 016-1088, 016-2081, 016-2082, 016-2113, 016-2055,
016-0588, 016-0589, 016-2054**

IDOT Sequence # 17268 & 17268A

FEDERAL 106 PROJECT

NO ADVERSE EFFECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

The enclosed Environmental Survey Request concerns an interchange reconstruction at I-90/94 and I-290 in Chicago. A review of potential impacts to historical, archaeological, and architectural properties for this project was completed by IDOT's professional Cultural Resources staff. Three properties listed on the National Register of Historic Places are in the project area: United States Post Office, St. Patrick Roman Catholic Church, and Automatic Electric Company Building. Work associated with the project will not negatively impact the historic resources.

Ten bridges will also be replaced as part of this project. None of them are considered eligible for listing on the National Register of Historic Places (please see attached photos and memo). Other bridges noted in the attachments are located in the project area, but will not be impacted by the interchange reconstruction.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be adversely affected by this project.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 3/15/13

BK:ee



Illinois Department of Transportation

Memorandum

To: Brad H. Koldehoff
From: Emilie M. Eggemeyer
Subject: Bridge Replacement Project - No Historic Property Affected
Date: March 15, 2013

Cook County

Chicago

I-90/94 at I-290 (Circle Interchange)

Bridges over I-90/94

**Structure # 016-1165, 016-1087, 016-1088, 016-2081, 016-2082, 016-2113, 016-2055,
016-0588, 016-0589, 016-2054**

IDOT Sequence # 17268A

The above referenced project involves the replacement of ten structures that cross I-90/94 near I-290, which is part of the Circle Interchange improvement project:

- S.N. 016-1165 carries W. Taylor St. (built in 1960)
- S.N. 016-1087 carries W. Harrison St. (built in 1960)
- S.N. 016-1088 carries W. Harrison St. (built in 1960)
- S.N. 016-2081 carries N. Halsted St. (built in 1950)
- S.N. 016-2082 carries S. Peoria St. (built in 1950)
- S.N. 016-2113 carries S. Morgan St. (built in 1951)
- S.N. 016-2055 carries W. Van Buren St. (built in 1958)
- S.N. 016-0588 carries W. Jackson Blvd. (built in 1955)
- S.N. 016-0589 carries W. Adams St. (built in 1955)
- S.N. 016-2054 carries W. Monroe St. (built in 1955)

All of these bridges are classified as type 402, or Steel Continuous Multi Beam bridges. These structures are **not** listed on IDOT's Historic Bridge List (there are fifteen bridges of this type listed on the Historic Bridge List).

This bridge type is a common style still being constructed today. The earliest examples were built in the late 1880s and over four thousand bridges of this type can be found throughout the state. All of the bridges have undergone numerous alterations in order to bring them up to acceptable standards. The new interchange project necessitates the structures' replacement.

Therefore, it is my recommendation that these bridges are not eligible for the National Register of Historic Places because they do not retain their historical integrity and are not structurally significant.

Emilie M. Eggemeyer
Cultural Resources Unit
Bureau of Design and Environment

Draft COSIM 4.0 PRE-SCREEN MODELING RESULTS



05-13-13

12:37 PM

I-90/94/Congress parkway (Circle Interchange)

Performed by:	User's Name
Intersection Location:	Cook County
Intersection Name:	Halsted Street and Van Buren Street
Highest Approach Volume:	15393 ADT
Closest Receptor:	15 feet

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest approach volume for the design year on any leg of the intersection
is below Pre-Screen Cutoff ADT for the closest receptor distance.

Please include the following statement in the project report or NEPA document:

A Pre-Screen carbon monoxide analysis was completed for the proposed project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard for CO of 9.0 ppm which is necessary to protect the public health and welfare.

Draft COSIM 4.0 PRE-SCREEN MODELING RESULTS



05-13-13

12:35 PM

I-90/94/Congress parkway (Circle Interchange)

Performed by:	User's Name
Intersection Location:	Cook County
Intersection Name:	Halsted Street and Harrison Street
Highest Approach Volume:	16152 ADT
Closest Receptor:	19 feet

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest approach volume for the design year on any leg of the intersection
is below Pre-Screen Cutoff ADT for the closest receptor distance.

Please include the following statement in the project report or NEPA document:

A Pre-Screen carbon monoxide analysis was completed for the proposed project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard for CO of 9.0 ppm which is necessary to protect the public health and welfare.

Draft COSIM 4.0 PRE-SCREEN MODELING RESULTS



05-13-13

12:36 PM

I-90/94/Congress parkway (Circle Interchange)

Performed by:	User's Name
Intersection Location:	Cook County
Intersection Name:	Morgan Street and Tilden Street
Highest Approach Volume:	4055 ADT
Closest Receptor:	10 feet

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest approach volume for the design year on any leg of the intersection
is below Pre-Screen Cutoff ADT for the closest receptor distance.

Please include the following statement in the project report or NEPA document:

A Pre-Screen carbon monoxide analysis was completed for the proposed project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard for CO of 9.0 ppm which is necessary to protect the public health and welfare.



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Peter E. Harmet
From: John D. Baranzelli By: Thomas C. Brooks
Subject: Biological Resources Review
Date: July 2, 2012

Thomas C. Brooks

I-90/94
Job No. P-91-259-12 (Seq. 17268)
@ I-290 (Circle Interchange)
City of Chicago
Cook County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, 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 EcoCAT Response letter dated June 27, 2012). In accordance with the 2011 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

A preliminary review was performed of the project area for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. The following threatened or endangered species are listed by the United States Fish and Wildlife Service (USFWS) as occurring in Cook County: Eastern prairie fringed orchid (*Platanthera leucophaea*), leafy prairie clover (*Dalea foliosa*), Mead's milkweed (*Asclepias meadii*), Hine's emerald dragonfly and its Critical Habitat (*Somatochlora hineana*), prairie bush clover (*Lespedeza leptostachya*) and piping plover (*Charadrius melodus*). This office has determined that there will be no effect to the species listed for Cook County, Illinois, as described below. Please keep this memorandum in your project files as it documents and concludes consultation with the IDNR and USFWS.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) is a plant of open-canopied mesic to wet prairies and wetlands. There is no prairie or wetland within the project area. Therefore, we conclude absence of Eastern prairie fringed orchid in the project area.

Mead's milkweed requires late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil. Such habitat does not occur in the project area.

Leafy prairie clover requires prairie remnants on thin soil over limestone. Such habitat does not occur in the project area.

Hine's emerald dragonfly requires spring fed wetlands, wet meadows, and marshes. The project area is in downtown Chicago in The Loop. No habitat exists. The Hine's emerald dragonfly critical habitat areas in Cook County are in other areas than the project area.

Piping plover requires Lake Michigan beaches; the project area consists of inland commercial areas.

Prairie bush clover requires dry to mesic prairies with gravelly soils. There is no such habitat in the project area.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is necessary.

Attachment

SDH

Environmental Survey Request

A. Project Information

Bio Cultural Wetlands Special Waste

Submittal Date: 06/25/2012 Sequence No: 17268
 District: 1 Requesting Agency: DOH Project No: _____
 Contract #: _____ Job No.: P-91-259-12
 Counties: Cook
 Route: I-90/94 Marked: _____
 Street: _____ Section: _____
 Municipality(ies): Chicago Project Length: 4.506 km 2.8 miles
 From To (At): I-290 (Circle Interchange)
 Quadrangle: Chicago Loop, Englewood Township-Range-Section: R14E, T34N, T35N, T36N, S8, 9, 16, 17, 18, 20, 21
 Survey Target Date: 11/30/2012 Anticipated Design Approval: 12/01/2012

B. Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easement _____ ha/ _____ acres
 In-Stream Work Stream Name: _____
 Other: No wetland survey is needed.

C. Project Description: Improvements to I 90/94 and I-290 interchange

Proposed Work: Highway Bridge Bike Trail Other _____

D. Tree Removal?: Don't Know Number?: 0 _____ ha/ _____ acres

Existing Bridge(s) Structure Number:	016-0136	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-0461	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-0478	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-0588	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-0601	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-0608	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-1029	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-1030	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-1087	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-1088	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2020	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2022	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2050	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2051	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2052	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2053	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2054	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2055	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2056	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2057	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2081	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2082	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2113	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2115	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2448	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2449	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2450	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2451	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2452	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2453	On Historic Bridge List:	No

Existing Bridge(s) Structure Number:	016-2534	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2535	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-2114	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-6278	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	016-0783	On Historic Bridge List:	No

Historic District Involved? Historic Buildings Involved?

Section 4(f) Lands Involved? Section 6(f) Lands Involved?

Wetland delineation performed by: End. Species Consultation performed by:

E Funding: Federal State TBP MFT Local Non-MFT
 404 Permit Required Anticipated Processing:

F Contact Person: Local Contact Person:
Telephone #: Telephone #:
Env. Contact: E-Mail:
Telephone #: Title/Company:

Field Sign Off (Bio & Cultural Only) Received in CO SW Received

Sequence No: 17268

Memo Date:	06/26/2012	Memo By:	Tyler Petersen
Memo:	This is a top priority for the district, please prioritize.		
Memo Date:	06/25/2012	Memo By:	V. Ruiz
Memo:	Structure # 016-6278 is not owned by IDOT.		

**BIOLOGICAL & WETLAND
RESOURCES**

**NO SURVEY OR FURTHER
COORDINATION REQUIRED**

Thomas C. Brook 7.2-12
SIGNED (SOH) DATE



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

June 27, 2012

Susan Hargrove
Illinois Department of Transportation - Bureau Design & Environment
2300 South Dirksen Parkway
Room 330
Springfield, IL 62764

Re: I-90/94 and I-290 interchange, P-91-259-12, seq. 17268
Project Number(s): 1217296 [17268]
County: Cook

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Karen Miller
Division of Ecosystems and Environment
217-785-5500

RECEIVED
JUN 29 2012
ENVIRONMENT
SECTION



Illinois Department of Transportation

201 West Center Court
Schaumburg, IL 60196-1096

Informal Transmittal

To:	Steve Schilke
Bureau:	Programming
Attn:	Paul Schneider

From:	Tyler Petersen
Bureau:	Programming
	Environmental Studies Unit
Subject:	I-90/94 @ I-290 (Circle Interchange)
	Special Waste

Date:	12/04/2012
-------	------------

Please check appropriate box below:

- | | | |
|--|--|---------------------------------|
| <input type="checkbox"/> Take Necessary Action | <input checked="" type="checkbox"/> For Your Information | <input type="checkbox"/> Reply |
| <input type="checkbox"/> For Your Comments | <input type="checkbox"/> See Me About the Attached | <input type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request | <input type="checkbox"/> Draft (Letter)(Memo) For | <input type="checkbox"/> Route |
| <input type="checkbox"/> For Your Approval | My signature | <input type="checkbox"/> File |

Message

Attached is a copy of the PESA for the above-mentioned project. The PESA Review cover memo, dated November 29, 2012, states that there are Recognized Environmental Conditions (REC's) along the project route and that further studies may be required if the project will require land acquisition or linear excavation from or adjacent to a property with RECs. Special Waste studies are now complete for Phase I and the project is clear for Design Approval.

A Special Design/Construction Consideration shall be added to the Project Report that states:

"A Preliminary Environmental Site Assessment (PESA) has been completed for this project. It is the responsibility of Phase II to determine if any of the sites or ROW adjacent to the site will be impacted with the proposed work and/or if any ROW will be required at any of the locations."

If you have any questions, please call me at extension 4122.



Signature

Copies to	PESA File	David Howorth – Land Acq.	
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Response

Signature

FHWA/IDOT COORDINATION MEETING MINUTES

LOCAL & AGENCY COORDINATION



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

March 13, 2013

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members

Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Frank Beal-representing the City of Chicago, Susan Campbell-representing the City of Chicago (via tele-conference), Roger Claar-representing Will County (via tele-conference), Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County (via tele-conference), Andrew Madigan-representing the City of Chicago, Marilyn Micheleni-representing Kane and Kendall Counties, Heather Weed Niehoff-representing the City of Chicago (via tele-conference), Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Suburban Cook County, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, Peter Silvestri-representing suburban Cook County and non-voting members Leanne Redden-representing the MPO Policy Committee, André Ashmore-representing the Governor's office (via tele-conference), and Sean O'Shea-representing the Governor's office.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Patricia Berry, Gordon Smith, Randy Deshazo, and Sherry Kane

Others Present:

Mike Albin-DMMC, Kristen Anderson-Metra, Jennifer Becker-Kane/Kendall Council of Mayors, Allison Bos-SW Conference, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County, John Donovan-FHWA, Parfait Gasana-MPC, Joe Levie-UIC (CUPPA), Chrissy Mancini-MPC, Daniela Morpurgo-UIC (CUPPA), Hugh O'Hara-Will County Governmental League, Ed Paesel-SSMMA, Mark Pitstick-RTA, David Seglin-CDOT, Vicky Smith-SW Conference, Peter Skosey-MPC, Mike Sullivan-Kane/Kendall Council of Mayors, Steven Vance-Streetsdog, Tom Van Der Woude-SSMMA, Mike Walczak-NWMC and Tammy Wierciak-WCMC.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements

3.0 Approval of Minutes

A motion to approve the minutes of the February 13, 2013 meeting of the CMAP Board as presented was made by Rae Rupp Srch and seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported on the following topics. The Local Technical Assistance (LTA) program update was included in the Board's materials. Blankenhorn also recapped highlights from recent meetings with D.C. delegation and staff, as well as a number of the federal agencies, including the Economic Development Administration (discussing expansion of the LTA program to economic development), Department of Commerce (covering OECD report), and U.S. DOT (reviewing freight policies related to MAP-21, congestion pricing and federal budget). Blankenhorn thanked Board members Gorman, Hartstein & Larson for attending the Manufacturing Drill-Down forum held at Harper College in Palatine on February 26, 2013, and reported that CMAP continues to look for opportunities to present findings, especially to business leaders. Finally, Blankenhorn reported that CMAP had received a no-cost extension of the EI2 work from the Department of Energy, through September 30. Originally due to end in May, residential retrofits saw a considerable rise through outreach efforts, the commercial side realized success, CMAP's partnership with Retrofit Chicago gained traction and staff will use the extra months continuing to implement programs.

5.0 Procurements and Contract Approvals

The following procurements were presented for approval: a two-year contact approval with an option for three one-year extensions to SLG Innovation for Information Technology (IT) Consulting Service Support in the amount of \$325,200 for the first and \$334,956 for the second year; purchase of IT hardware and software at a cost not to exceed \$364,000 either procured through government contract or state list; a one-year renewal of the CoStar commercial real estate online database subscription in the amount of \$26,971.46; approval of concepts related to reallocation of funds to meet expansion and reductions in the EI2 programs through September 30. A motion to approve the contract awards and purchases, as presented was made by Dan Shea, seconded by Mayor Marilyn Michelini, and with all in favor, carried.

6.0 Committee Reports

On behalf of Elliott Hartstein, chair of the Regional Coordinating Committee, Mayor Michael Gorman reported that the committee had met earlier in the morning and discussed the following topics. The proposed amendment of the Circle Interchange project into GO TO 2040, including technical analysis was considered and the Regional Coordinating Committee recommended that the CMAP Board and MPO Policy

Committee approve the amendment. A second proposed amendment to GO TO 2040 would also revise the description of the Prairie Parkway project, which the Regional Coordinating Committee considered and likewise recommended approval. Staff presented and the Regional Coordinating Committee recommended approval of the semi-annual GOTO 2040/TIP conformity analysis and TIP amendments to the CMAP Board. The Committee also recommended approval of an expansion of the region's Metropolitan Planning Area to include Sandwich and Somonauk Townships in DeKalb County to account for growth in the Chicago Urbanized Area per the 2010 Census. Staff presented an update on recent freight activities. Staff discussed current thinking on a proposed Regional Freight Authority task force as well. A presentation was made on the potential policy applications of the Green Infrastructure Network, a set of GIS data and tools that identifies the most critical natural areas in northeastern Illinois. Finally, staff gave an update on state legislative activities, reporting that the deadline has passed for substantive bills to be introduced in both the House and Senate, and bills must move out of committee by March 22.

7.0 CMAP & MPO Memorandum of Understanding (annual review)

The CMAP & MPO Memorandum of Understanding (MOU) was presented for annual review. A motion by Mayor Marilyn Micheleni was seconded by Rae Rupp Srch to reaffirm the MOU and with all in favor, carried.

8.0 Major Capital Project Update

From the Major Capital Projects Quarterly report that was included in the Board packet, Executive Director Randy Blankenhorn gave a brief update on the following projects of which CMAP has been actively engaged: Illinois Route 53/120, CTA Red and Purple Line Modernization, CTA Red Line South, Elgin/O'Hare/Western Access, and Illiana. An update of a number of other major capital projects was also included in the report, Blankenhorn continued. Responding to the question raised about GO TO 2040 again being amended with the Illiana project, Blankenhorn stated that should a decision to pursue the project be made, such an amendment might be considered later this year. Sean O'Shea added that a resolution on Elgin O'Hare/Western Access is being considered by the General Assembly. Blankenhorn responded that CMAP is supportive of that resolution.

9.0 GO TO 2040 Plan Amendments

Executive Director Randy Blankenhorn presented two GO TO 2040 Plan Amendments for Board approval. First, IDOT had asked that CMAP amend GO TO 2040 to include the Circle Interchange improvements. While the project includes major reconstruction, it also adds highway capacity which is why GO TO 2040 must be amended. Blankenhorn gave a brief summary of the material that had been included in the Board packet, including the number of public comments made, IDOT's technical analysis, the review process and its consistency with the goals and directives of GO TO 2040 and direct and indirect impacts of those goals, and finally the regional benefit of the project. Blankenhorn concluded that staff, CMAP's Transportation Committee, and Regional Coordinating Committee recommend the amendment. A motion by Dan Shea was seconded by Mayor Peter Silvestri to approve the amendment to the GO TO 2040 plan to include the Circle Interchange improvements. All in favor, the motion carried.

A second amendment to GO TO 2040, at the request of FHWA, involved a technical change to the Prairie Parkway description that would maintain eligibility of necessary funding and assure that the dollars allocated would stay in the corridor. Many of the public comments received had very little to do with the change in the language, but rather where the remaining available funds should be directed. A motion by Mayor Marilyn Michelini, was seconded by Rae Rupp Srch to approve the language change and amend the GO to 2040 plan. All in favor the motion carried.

10.0 Transportation Consent Agenda

CMAF Staff Patricia Berry presented the Transportation Consent Agenda that included the semi-annual GO TO 2040 TIP Conformity Analysis & TIP Amendment, reporting that the public comment period, during which no comments were received, concluded on February 18, 2013. Also included in the consent agenda, Berry reported, was the recommendation to expand the MPA boundaries to include the townships of Sandwich and Somonauk (in DeKalb County) in the Kane/Kendall Council of Mayors. A motion by Mayor Michael Gorman was seconded by Rae Rupp Srch to approve the transportation consent agenda as had been presented. All in favor, the motion carried.

11.0 State Legislative Update

CMAF Staff Gordon Smith presented the State Legislative Update and reported that the Governor's budget included a \$6,000,000 line item to metropolitan planning organizations within the state. Smith reported that of the over 6,000 bills that had been introduced in the first two months of the session, at this time CMAF is particularly interested in HB 1549 associated with performance measures. The bill was moved to sub-committee and Peter Skosey, MPC Vice President was working diligently to alleviate concerns. Smith also reported that SB 1594 associated with a CMAF and RTA merger had been delayed until next week and the General Assembly is presently considering pension reform. Two issues had been discussed earlier at the Regional Coordinating Committee, Smith continued: why had CMAF not taken a position to protect the Local Government Distribution Fund (LGDF), under HB2481 and how could CMAF remain neutral on HB2460? Regarding HB 2481, Board Chairman Mayor Bennett reported that the Metropolitan Mayors Caucus would be leading an effort to oppose that bill. It was also reported that CMAF would not be able to support the arbitrary formula being introduced under HB2460, which calls for a 50/50 split in highway funds. When questioned about downside to supporting the measure, Smith reported that the agency's position is not to support arbitrary funding formulas. .

12.0 Freight Policy Update

CMAF Staff Randy Deshazo gave an update on recent developments in freight from MAP-21. Deshazo reported that MAP-21 established the need for a National Freight Policy, the designation of a primary freight network of up to 27,000 miles of highways and recommends that the states prepare their own freight plans, with the participation of state freight advisory boards. MAP-21 also directed U.S. DOT to prepare a national freight plan, involving stakeholders from various regions and sectors in a national freight

advisory committee, Deshazo continued, and nominations for the federal freight advisory committee are now being accepted. CMAP's support of the freight provisions of MAP-21 have been conditional (i.e., MAP-21 is too focused on highway investment, while a multi-modal approach is really needed), CMAP will work with other larger major metros in developing consensus on freight policy for the next transportation reauthorization bill and, as called for in GO TO 2040, conducting a feasibility analysis of a regional freight authority. The region's highways and rail infrastructure are congested, existing resources are limited, and the freight industry lacks a unified voice in Springfield and in D.C., Deshazo continued, and CMAP will explore ways to provide a voice for freight needs and develop new revenue to execute projects, through a task force to advise staff and the CMAP board. Staff is working now to identify potential taskforce members. When questioned about IDOT's advisory council for the freight plan, Deshazo stated that the process should begin shortly and the timing of the update would be discussed at the next freight committee meeting.

Regarding nominations for the (25-member) national freight advisory committee, Executive Director Randy Blankenhorn reported that it is likely that ASHTO would nominate IDOT Secretary Ann Schneider at the State level, that Jim Healy would be nominated at the County level, and that at the regional level, Gabe Klein is the likely nomination. A motion by Dan Shea was seconded by Rae Rupp Srch to allow CMAP Executive Director to work out the details and sign on to a joint letter appointing the regional member of the advisory committee. All in favor, the motion carried.

Finally, Deshazo wrapped up, indicating that staff will likely bring its slate of task force members (similar to the Tax Policy Task Force) to advise staff and the Board for approval in June. Blankenhorn added that this task force will need a chair.

13.0 Other Business

There was no other business before the CMAP board.

14.0 Public Comment

There were no comments from the public.

15.0 Next Meeting

The April meeting of the Board is on call; the Board will likely meet next on May 8, 2013.

16.0 Executive Session

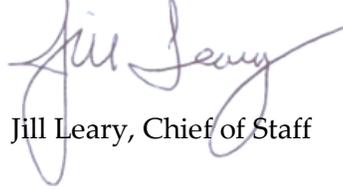
At 10:30 a.m., a motion to move to a closed session was made by Dan Shea and seconded by Rae Rupp Srch. All in favor the motion carried.

At the conclusion of the closed session, Chairman Bennett announced that the CMAP Board had considered a Memorandum of Understanding (MOU) with the Illinois Department of Transportation (IDOT) and the Chicago Metropolitan Agency for Planning (CMAP) under agreement 11BOB43. A motion authorizing CMAP's Executive Director Randy Blankenhorn to sign the MOU made by Rae Rupp Srch, was seconded by Dan Shea and with all in favor carried.

17.0 Adjournment

At 10:40 a.m., a motion to adjourn made by Dan Shea, seconded by Mayor Marilyn Michelini and with all in favor carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jill Leary, Chief of Staff

04-15-2013

/stk

Approved as presented by unanimous vote, May 8, 2013



DRAFT MEETING SUMMARY

University of Illinois at Chicago (UIC)

Date: May 14, 2013
Time: 10:30 AM
Location: EPASW Building, Room 3427

On Tuesday, May 14, 2013 at 10:30 a.m., a meeting was held between representatives of the University of Illinois at Chicago (UIC), the Chicago Transit Authority (CTA), the Chicago Department of Transportation (CDOT) and the Circle Interchange Study Team. The purpose of this meeting was to discuss right-of-way requirements, discuss reconstruction of Taylor Street and Morgan Street bridges, provide an update on the CTA Peoria Street Station and bridge, and discuss the project schedule.

Steve Schilke from the Illinois Department of Transportation (Department) discussed the right-of-way maps and the proposed easements exhibit.

Morgan Street Construction

Steve Schilke stated that the first bridge to be reconstructed is Morgan Street. This work is currently scheduled to be let in August 2013 and be completed by spring 2014. The entrance to the UIC Parking Lot 9 will be relocated this summer by UIC. However, UIC would like the Department to remove this temporary entrance at the end of construction and reinstate the existing parking lot entrance. This will require a temporary easement at this location from UIC. The Department is recommending the use of Temporary Use Permits (TUP) since they are quicker to process, given the project schedule. Mark Donovan of UIC requested that the Department submit the TUP language to him and he will forward it to UIC's lawyers for review. A second temporary easement / TUP will be required at the northeast corner of the EPASW building for re-grading the area.

Morgan Street will be closed during construction. Morgan Street will be restored to a two way street (i.e. one lane in each direction) with a bike lane. Congress Street to the west may need to be temporarily closed when Morgan Street Bridge is reconstructed. UIC responded that this is problematic as Congress Street provides access to the Pavilion which hosts numerous events including multiple commencement ceremonies in May and June. The Circle Interchange Study Team replied that construction staging could allow for half the street remaining open at any one time. The Study Team will investigate various options. Signage was requested by UIC for Congress Parkway at Racine Street to say "Road Closed, Local Traffic Only".

The Emergency Phone will be out-of-service during construction. It will be removed, restored, and reinstalled by UIC.

Peoria Street Construction

The Peoria Street Bridge is currently scheduled for construction letting in January 2014. Construction would not start until Morgan Street is reopened. Peoria Street Bridge construction will start summer 2014 and be completed in December 2014, with some possible finishing items such as landscaping in the Spring of 2015.



The Department will also need a TUP from UIC for the reconstruction of the pedestrian walkway on the south side of the Peoria Street Bridge. The Department will submit both types of documents to UIC for review.

The Study Team requested copies of utility information within the project limits, especially along the Peoria Street corridor.

Steve Schilke requested that UIC start thinking about a plan now for the restoration of the plaza and the Peoria Street Bridge. This would include replacement of the sidewalk, trees and possibly the flagpole. UIC agreed and said they are starting on a conceptual design addressing improvements. The bridge will be restored to 53 feet wide, once the CTA Peoria Street Station is redesigned. The existing station entrance building will be removed, and all turnstiles and fare equipment will be located in the glass atrium building to the west side of the bridge. An elevator will be constructed in the station as part of the improvements. The Department asked if this bridge width is adequate for UIC's future plans for the bridge. UIC confirmed that it was and the abutment does not need to be extended for future widening. The Department also stated that the "Chicago Wall" will be used on the bridge structure and there will be no fencing on top of the wall.

Mark Donovan stated that the CUPPA building on the north side of the Peoria Street Bridge is scheduled for a façade and window rehabilitation project that is expected to start this summer. He also stated that UIC staff has expressed concerns with noise, means and methods, and construction impacts on the building related to the Circle Interchange construction. They would like to have a separate meeting with the Circle Interchange Study Team. Steve replied that management of that building has been invited to the vibrations meeting to be held for all building owners/managers of buildings adjacent to the Interchange this Friday, May 17th. The Study Team will conduct preconstruction baseline monitoring. The construction specifications will require the contractor to monitor vibrations before and during construction. This process was used on the Wacker Drive reconstruction and worked well.

Steve Schilke also stated that the Study Team is still investigating alternatives to Ramp NW to move it farther from buildings on the north side of I-290. The current design is 26 feet away from the southeast corner of Green Street Lofts.

At the north end of the Peoria Street Bridge, the current concept calls for a 16 foot shared use path leading to the Peoria Street Bridge. This configuration impacts seven on-street parking spaces. CDOT responded that they support that plan and will discuss it with the Alderman.

Steve Schilke mentioned that the one issue that has been raised in the past is overall maintenance of the bridge, including snow removal. UIC responded that the more design elements that can be added to the bridge, the more they will be willing to maintain it. UIC would also like to put a UIC sign on the bridge, overlooking I-290.

Halsted Street Construction

Steve Schilke stated that a canopy with a marked pedestrian crossing and pedestrian actuated traffic signal are still proposed on the bridge in front of the CTA Halsted Street Station entrance. Pedestrian counts warrant a pedestrian activated signal. A proposed easement will be required from UIC property for the west side of Halsted Street, north of Harrison Street, for the reconstruction of the right turn lane. An emergency call box is located in this area and will need to be temporarily removed, stored, and reinstalled by UIC.



Halsted Street will be staged construction, so Halsted Street will always remain open. Construction letting is currently planned for November 2013.

Taylor Street Off-Ramp

The construction of the Taylor Street off ramp may have impacts to UIC tennis and basketball courts. The design for the off ramp was approved by the FHWA on Monday of this week. Easements at the south east corner of Halsted Street and Harrison Street as well as along the east elevation of the UIC Student Recreational Facility will be required. A 16 foot high noise wall has been proposed near the tennis courts. Retaining walls will parallel the off ramp with fencing on top. Trees will need to be removed and replaced. The access road located behind the Student Recreational Facility will be retained. Mark Donovan stated that the location of the ramp will most likely limit future development in the area of the tennis courts. The Department stated that the tennis courts may need to be temporarily removed during construction if needed to relocate the large water feeder mains coming from the Cermak Pump Station. UIC will review the noise wall and let the Department know their viewpoint. Generally, they intimated that they would be in favor of the noise wall. The Department noted that the retaining walls may require temporary easements or fee simple taking, depending on the final design.

Harrison Street Construction

The west bridge of Harrison Street is currently planned for a November 2013 contract letting, with plans for a detour around Harrison Street. The east side of Harrison Street is planned for 2014.

Other Discussion

The Department stated they are looking to keep on schedule. A second public hearing will be scheduled for late June.

With regard to environmental documentation, the Morgan Street Bridge will be processed as a Categorical Exclusion I. The Circle Interchange project will be processed as an Abbreviated Environmental Assessment (EA).

\$475 million in funding has been secured starting FY 2014. It is a four year construction schedule with advance work in late 2013 or early 2014. Construction of the Ramp NW will occur at the end of 2015 with the mainline construction occurring in 2016-2017.

Attendees:

Mark Donovan, UIC
Jerry Lockwood, UIC
Caroline Swinney, UIC
Michael Redding, UIC
Janine Farzin, CTA
Jeff Sriver, CDOT
Steve Schilke, IDOT
David Howorth, IDOT
Sheila Derka, IDOT
Diana Decker, IDOT-PMC
Mark Lucas, AECOM
Mike Eichten, AECOM



Chuck Stenzel, TranSystems
Gina Trimarco, TranSystems

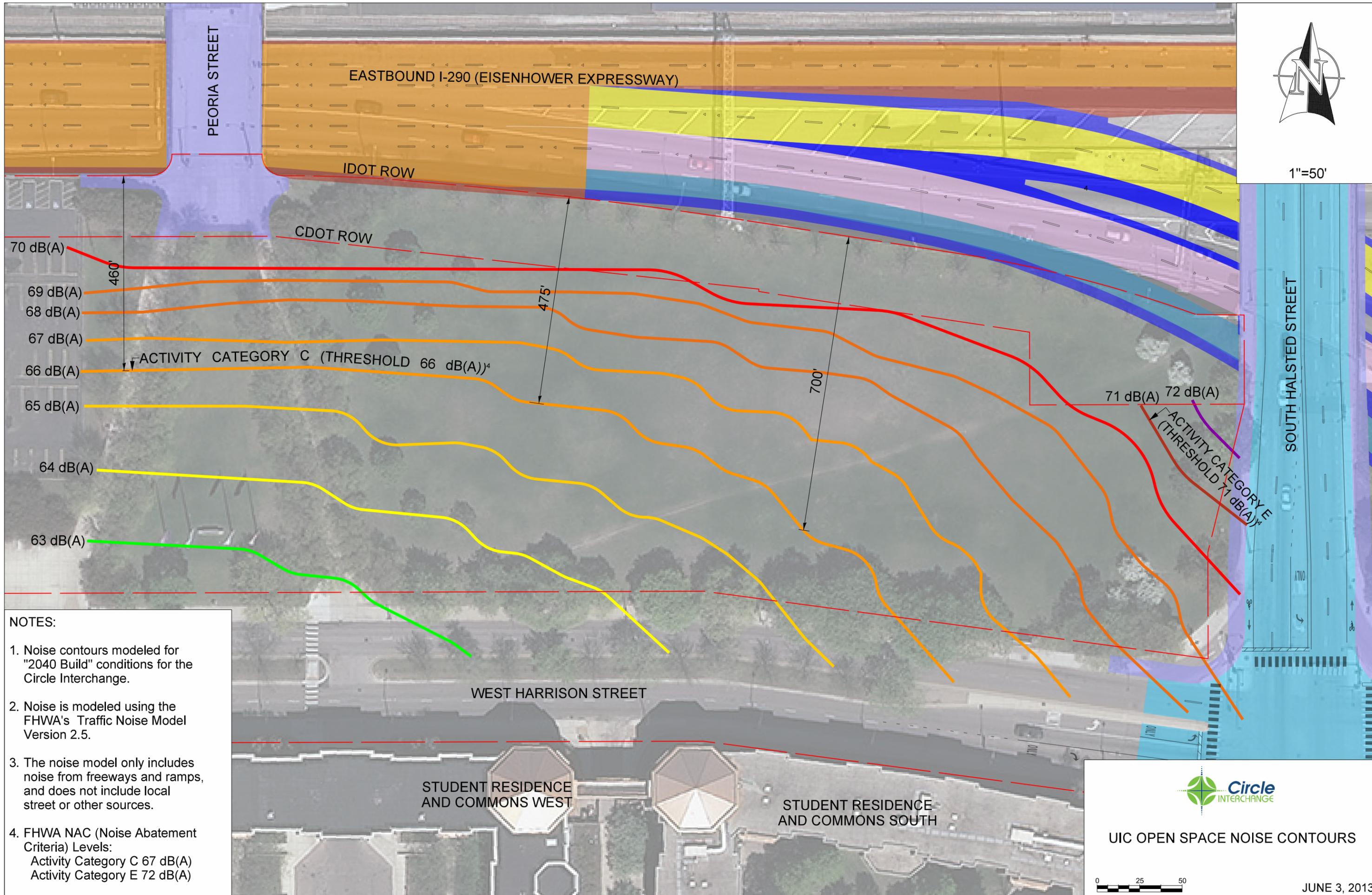
DRAFT

From: [Schneider, Paul A.](#)
To: mdonovan@uic.edu
Cc: [Mead, Sam M](#); [Schilke, Steven E](#); [Baczek, John A](#); [CH-Grace Dysico](#); [Decker, Diana L.](#); [Redding, Michael](#); ["Lockwood, Jerry"](#)
Subject: Circle Interchange: UIC Harrison Field Noise Contours
Date: Friday, June 07, 2013 9:45:18 AM
Attachments: [D1CIRCL-UIC_OPEN_SPACE.pdf](#)

Vice-Chancellor Donovan,

As part of the Environmental Assessment conducted for the Circle Interchange Project, we have developed a Noise Contour Map of Harrison Field. The noise contours are based on "2040 Build" conditions for the Circle Interchange. The University of Illinois Master Plan depicts possible future institutional buildings and classrooms at this location. The map can be referred to as the university implements the various elements of the Master Plan. A formal version of the contour map will follow in the mail. If you have any questions regarding this matter, please let us know. Thanks.

Paul Schneider
847-705-4725
Paul.Schneider@illinois.gov



NOTES:

1. Noise contours modeled for "2040 Build" conditions for the Circle Interchange.
2. Noise is modeled using the FHWA's Traffic Noise Model Version 2.5.
3. The noise model only includes noise from freeways and ramps, and does not include local street or other sources.
4. FHWA NAC (Noise Abatement Criteria) Levels:
 Activity Category C 67 dB(A)
 Activity Category E 72 dB(A)


UIC OPEN SPACE NOISE CONTOURS

 JUNE 3, 2013