

ERRATA

This Erratum includes corrections, revisions, and/or additions to the Environmental Assessment (EA) for the Dan Ryan Expressway (FAI I-94/90) reconstruction project from 31st Street to I-57/Halsted and I-94/M.L.K. Drive, Cook County, subsequent to the signed approval by the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) on April 19, 2004.

FOREWORD

Delete the three paragraphs and replace with the following paragraphs:

“An Environmental Class of Action Determination (ECAD) was prepared for the Dan Ryan Expressway reconstruction project 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. Scenario #2 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. From this community outreach, the preferred course of action identified in the Environmental Assessment (EA) is Scenario #3 (Preferred Alternate).

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

Chapter 2 Affected Environment

Page 15, 2.1.8, Environmental Justice – First paragraph, fourth sentence delete “(a Northeastern Illinois Planning Commission designation)”.

Page 17, 2.4, Air Quality – First paragraph, delete fifth sentence (next to the last) beginning with “On April 15, 2004 ...”, and replace it with the following two sentences:

“On April 30, 2004 the USEPA published in the Federal Register the “Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard-Phase 1”, which designated the 8-Hour Ozone nonattainment boundaries. This rule is effective on June 15, 2004.”

ERRATA

Page 17, Second paragraph, delete and replace it with the following paragraph:

“This project is totally located within an area designated as nonattainment for ozone (O₃) [1-hour primary standard is 0.12 ppm], and the area south of 79th Street {*The area bounded on the north by 79th Street, on the west by Interstate 57 between Sibley Boulevard and Interstate 94 and by Interstate 94 between Interstate 57 and 79th Street, on the south by Sibley Boulevard, and on the east by the Illinois/Indiana State line.*}, is designated as nonattainment for particulate matter (PM₁₀) [primary standard of annual arithmetic mean at 50 ug/m³, and 24-hour at 150 ug/m³] standards of the NAAQS.”

Page 18, 2.5, Noise – First paragraph, third sentence, after the word “residential” insert the words “land use”.

Page 19, 2.11, Special Waste – First paragraph, last sentence, delete the words “listing as of March 3, 2004”. Replace with “database last updated June 24, 2004”.

Page 19, 2.12.1, Section 4(f) – Second paragraph, first sentence, delete the period “.” at the end of the sentence in order to clarify the parcel description.

Chapter 3 Alternatives

Page 25, 3.3.2, Scenario #2 – ECAD Approved Alternate - First paragraph, delete the third sentence and replace with the following sentence:

“To come into these surrounding neighborhoods and acquire entire blocks of residences and commercial establishments were deemed a totally unacceptable action.”

Page 25, First paragraph, last sentence, delete the word “a”.

Page 26, Third paragraph, second and third bullet points insert the word “of” after the word “removal”.

Chapter 4 Environmental Consequences

Page 35, Build Alternative – First sentence, delete the words “except in regards to travel patterns and community cohesion.” Replace with “except in regards to travel patterns, economics and community cohesion.”

Page 37, 4.1.3, Economics – Delete the entire last paragraph, and replace it with the following three paragraphs:

“No business relocations will occur due to the implementation of the project.

ERRATA

Scenario #2 (ECAD Approved Alternate)

Under Scenario #2 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.

Scenario #3 (Preferred Alternate)

As a result of community input, Scenario #3 does not include a change in the intersection geometry at South Wentworth Avenue and 66th Street. There is no elimination of on street parking spaces along South Wentworth Avenue at the northeast quadrant of the intersection.”

Page 42, 4.4.2, Microscale Analysis – First paragraph, third sentence delete the word “latest”.

Page 45, 4.5.1, Traffic Noise – First paragraph, last sentence delete the words “and future”.

Page 45, Fourth paragraph, replace the number “3,014” with “3,015”.

Page 49, 4.10, Special Waste – Third paragraph, second sentence replace the date “12/04/02” with the dates “06/18/01 and 05/02/02”.

Page 49, Last paragraph, last sentence delete the words “listing as of March 3, 2004”. Replace with “database last updated June 24, 2004”.

Pages 52-53, 4.14, Environmental Commitments – Delete bullet points 1-6 and replace with:

- “IDOT will continue to coordinate with the City of Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA) as required through the completion of construction. The “Dan Ryan Expressway Landscape Guidelines” prepared by CDOT will be used as a basis for developing project aesthetic and landscape treatments.
- IDOT will continue local public outreach activities through completion of construction, to ensure the public remains informed about the project. As part of the construction phase, IDOT will have a comprehensive public information campaign to notify the public of construction schedules, lane closures, ramp closures, openings and alternate routes.
- Construction work will be subject to Section 669 (Removal and Disposal of Regulated Substances), of the IDOT Standard Specifications for Road and Bridge

ERRATA

Construction, as adopted on January 1, 2002. The final Preliminary Site Investigation along with special provisions, pay items and quantities were provided to IDOT for insertion into the respective contract plans for construction. In addition, the General Contractor will be required to hire an Environmental Firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified 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 presented at the Public Hearing, and as a result of comments pertaining to air quality, including potential health and respiratory concerns, IDOT is pursuing strategies to address construction related air quality concerns. These strategies include requiring detailed dust control plans, and the reduction of construction equipment idling times. In addition, all diesel powered non-road construction equipment with engine horsepower (HP) ratings of 50 – 300 HP will be prohibited from using “off-road” diesel fuel. In addition, diesel powered construction equipment within this HP range shall be either (1) retrofitted with Emissions Control Devices and use Cleaner burning “on-road” diesel fuel, or (2) use Ultra Low Sulfur Diesel fuel only, in order to reduce diesel particulate emissions. These strategies will be addressed in a construction Special Provision being developed by IDOT for the Dan Ryan reconstruction project.
- IDOT will secure the services of an environmental consultant to develop and implement a program to monitor air quality in and around the Dan Ryan reconstruction project, including staging areas and batch plants.
- IDOT will work with the contractors and City of Chicago authorities, including City Aldermen, in the selection of staging areas and construction batch plant locations, whether within or outside the existing highway ROW, to avoid locations near sensitive areas or populations to the extent possible.
- IDOT will prepare pre-construction photo and/or video logs of structures directly adjacent to the highway ROW, and of the frontage road system within the project limits, to document structural condition prior to Dan Ryan reconstruction.
- IDOT will implement a construction special provision to incorporate variable width and skewed “tining” of the new concrete pavement to reduce tire-pavement highway traffic noise.”

ERRATA

Chapter 5 Public Involvement

Page 71, 5.2.3, Final Scheduled Public Hearing – Replace section heading with “**May 7, 2004 Public Hearing**”. Also, delete the text paragraph and replace with the following paragraphs:

“A public hearing was held on Friday May 07, 2004 from 3 pm to 7 pm at the South Shore Cultural Center located at 7059 South Shore Drive. The hearing site was accessible to individuals with disabilities and special assistance was offered to anyone who provided advance notice. The hearing presented Scenario #2 (ECAD Approved Alternate) and Scenario #3 (Preferred Alternate), as well as the Environmental Assessment for public review and comment.

The advertisement for the public hearing was published in the N’digo, Citizen, Chicago Crusader, Chicago Weekend, Hyde Park Citizen, South Suburban, Chicago Sun Times, Chicago Tribune, and Hoy newspapers. The event was published on IDOT’s website continually and press releases went out statewide announcing the hearing. Individual invitation letters were mailed to elected officials, public agencies, Dan Ryan Task Force members, area libraries, affected property owners, and individuals who signed in at the three previous hearing sessions.

The public hearing was an open house format with a brief project introduction given before each audio-visual presentation. The narrated slide show ran hourly in a large auditorium with opportunity for public testimony after each presentation. One set of exhibits was on display in the adjoining room. The exhibits included a location map, traffic and accident maps, aerial photography with the preferred improvement plan (Scenario #3) overlaid, typical section renderings, lighting exhibits, and an alternate route map. The Environmental Assessment was made available for review. An opportunity was provided for attendees to submit written comments, oral comments, or e-mailed comments. The Environmental Assessment was also available for review prior to the hearing beginning April 22nd on the IDOT website www.dot.il.gov, at 11 south side libraries, at the IDOT District One Office, and at the IDOT DBE Resource Center, 900 South Des Plaines Avenue.

Personnel from IDOT supportive services were also available near the exhibits to assist in questions regarding employment workshops and EEO/labor compliance issues. The Chicago Area Transportation Study (CATS) handed out brochures describing benefits of Rideshare Program. Chicago Department of Transportation (CDOT) representatives were available to answer questions on the wall art and frontage road corner gardens. Federal Highway Administration (FHWA) representatives were present to answer any questions concerning the Environmental Assessment.

At least 478 members of the public attended the hearing, including 4 elected officials. Many people at the hearing did not choose to sign the official register. Those in attendance had the opportunity to provide comments. 34 oral comments and 21 written comments were received within the allotted comment period. 3 e-mail comments and 1

ERRATA

videotape were received. These comments were either hand written, emailed, transcribed from verbal comments, or transcribed from public testimony following each session of the audio-visual presentation.

Comments received were considered and addressed by the Illinois Department of Transportation. All questions and requests for information were responded to by the Illinois Department of Transportation. The transcripts of oral comments and public testimony are included in Volume 9, Appendix K of the Combined Design Report.

To the extent possible during the preparation of the Environmental Assessment (EA), IDOT had addressed many of these concerns as part of the Dan Ryan Taskforce discussion presented in this chapter, Chapter 5 Public Involvement. Additionally, IDOT has addressed issues by including appropriate project environmental commitments with this erratum as identified above under Chapter 4 Environmental Consequences, 4.14 Environmental Commitments.

The comments focused on the issues of availability of construction jobs, contracts, project funding sources, community involvement, project safety, effect of ramp closures, general comments on the overall geometry, air quality, noise, and environmental justice. The comments are divided into issue areas and summarized in the following paragraphs.

Issue #1 – Construction Jobs / Contracts / Project Funding

There are concerns that whites are getting all the jobs. The DBE program needs to be more narrowly tailored to stop the abuse by general contractors who use discriminatory practices to meet their DBE goals. What is IDOT doing to better reflect large number of DBE enterprises in its goals? Why can't IDOT specify a certain dollar amount for communities surrounding the project? If no legal, support, why will you not implement?

The Department's effort with respect to maximizing the opportunity for DBE participation on the Dan Ryan reconstruction project remains aggressive. While Federal law precludes IDOT from limiting opportunities on the Dan Ryan Expressway project to any specific DBE group due to the Federal funds being utilized, the Department can maximize opportunities for overall DBE participation. Each contract is individually evaluated for potential DBE utilization and advertised accordingly. Other efforts, such as unbundling some of the larger contracts, and continuing outreach on DBE participation opportunities, are ongoing and will continue. The Department is focused on maximizing DBE participation opportunities on the Dan Ryan Expressway reconstruction project.

Can the project be funded by the federal government? 12,000 signatures for community residents in support of this project for its jobs possibilities.

The project is Federally Funded and currently included in the Department's 2005-2011 Proposed Highway Improvement Program.

The tax dollars should be spent for contractors from Illinois IDOT's 51% performance requirement to bid as a general contractor is an illegal set-aside and should be discontinued. Why can't prime contractors serve as brokers? How

ERRATA

will IDOT address the fact that African Americans have been locked out of serving as primes because 50% requirement?

The Department's policy with respect to the percentage of prime contractor participation in contracts is reflected in both the Standard Specifications and the Recurring Special Provisions. This policy is intended to promote a fair and equitable bidding process that facilitates competition resulting in lower costs for transportation projects. 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 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.

FHWA must require IDOT to stop allowing general contractors from excluding subcontractors who are not members of a certain union.

Per FHWA regulations (23 CFR 635.117), the selection of labor to be employed by the contractor on any Federal-aid project shall be by the contractor without regard to race, color, religion, sex, national origin, age or handicap. In addition, Project Labor Agreements cannot be included in contracts that utilize federal funds as per Presidential Executive Order 13202.

A high profile African American figure should be handling all this money being thrown in the heart of the African American community. How are the training dollars that were given to the Urban League being used?

FHWA requires that the State DOT administer federal highway funds. The Urban League is under contract with the Department for the Dan Ryan and Kingery Expressway reconstruction projects, to provide minorities and females with basic economic opportunity instruction designed to develop educational skills needed to pass exams for acceptance into highway construction training and apprenticeship programs.

The goal of the Urban League's efforts is to prepare a viable workforce for major construction projects in the District One area.

There is a need for employment training programs for all community residents. What will IDOT do to build the capacity for minority contractors to be applicable to work on this project? What levels of unbundling of contracts does IDOT commit itself to?

The Illinois Department of Transportation does not have employment training as one of its primary responsibilities. Other agencies within the State of Illinois, unions, and advocacy groups do have these goals as their primary responsibilities. The Illinois

ERRATA

Department of Transportation has established a DBE Resource Center at 900 S. Des Plaines to provide assistance to women and minority owned businesses with their DBE certification and provide a link between the various agencies and groups that do provide job training.

To assist DBE contractors securing work, bonding assistance is available through IDOT's DBE Supportive Services program consultants. There are a variety of sources available including the US DOT lending program and IDOT's DBE Supportive Services consultants. Bonding is not an IDOT requirement for subcontractors.

In addition, the Department has unbundled larger contracts to allow more DBE bidding opportunities as a prime contractor.

Issue #2 – Community Involvement

Why has IDOT not accepted all requests for community group meetings? Will IDOT extend public input process?

The Illinois Department of Transportation made every effort to attend meetings in the community to discuss the project. Seventy-six meetings in total were attended by IDOT which included aldermanic, business outreach, and community/church group meetings.. Due to scheduling conflicts, it was not feasible to attend every single request for a project briefing. When IDOT was not able to attend, information was given regarding upcoming meetings.

The comment period for the Dan Ryan Expressway Environmental Assessment (EA) will not be extended. The EA was available for review beginning April 23rd, on the IDOT website (www.dot.il.gov), at eleven South Side libraries, at the IDOT District One Office, the IDOT DBE Resource Center (900 South Des Plaines Avenue), and at the Public Hearing. Notification of this availability was made via display ads in local newspapers beginning on April 19, 2004. The timeframe of availability of the EA meets the requirements according to the Code of Federal Regulations (23 CFR 771.119).

Did IDOT abandon DRTF because it voted in opposition to IDOT's plan?

The Dan Ryan Taskforce has fulfilled their advisory role to IDOT with respect to the review of alternate design options and in fact, many of the Taskforce recommendations have been implemented.

On May 9th, 2003 IDOT claimed nothing was wrong with the project in the way that it had initially been presented. Why is it being changed now?

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

ERRATA

#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 and in response to community concerns, 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.

Concerns that notices regarding this hearing were not placed in the newspapers.

The advertisement for the public hearing was published in the N'digo Newspaper, Citizen Newspaper, Chicago Crusader, Chicago Weekend, Hyde Park Citizen, South Suburban, Chicago Sun Times, the Chicago Tribune, and Hoy. The event was published on IDOT's website continually and press releases went out statewide on May 7, 2003. Individual invitation letters were mailed to elected officials, public agencies, Dan Ryan Task Force members, area libraries, affected property owners, and individuals who signed in at the three previous hearings presenting Scenario #2.

Concerns that the public hearing is not being done to maximize public commentary. It is only being done to take a headcount to send to the federal government for proof of attendance.

The purpose of the public hearing held on May 7, 2004 was to provide an opportunity for the attendees to submit written comments and/or oral comments on the Environmental Assessment (EA) and discuss the proposed improvement along with the EA with representatives from IDOT and FHWA. There were several tables set up that enabled written or taped comments to be noted. The EA was also available for review prior to the hearing beginning April 22nd on the IDOT website www.dot.il.gov, at 11 south side libraries, at the IDOT District One Office, and at the IDOT DBE Resource Center, 900 South Des Plaines Avenue. The public involvement process for this project followed the National Environmental Policy Act (NEPA) guidelines and IDOT's procedures.

While the primary subject of the Public Hearing on May 7, 2004, was the Department's modified proposed improvement plan, we have sought and welcomed community input on the Dan Ryan Expressway reconstruction project via numerous methods, and made project information widely available, since the fall of 2002. The modified plan was a direct result of the community input that was received, and we believe it is an appropriate balance between the need to improve highway safety and mobility for all users, and the need to minimize community impacts. While the modified plan is the preferred alternative in the EA, none of the alternates included in the EA have been approved by the FHWA. The next step in this process is incorporating information summarizing the Public Hearing and comments received into the EA, and submitting it to the FHWA. If no significant impacts are identified, FHWA will issue a Finding Of No Significant Impact (FONSI) to document the decision and conclude the process. If significant impacts are identified, the FHWA will require the IDOT to prepare an Environmental Impact Statement.

ERRATA

Did IDOT disband the Dan Ryan Taskforce because it voted unanimously in opposition to IDOT's plan?

The Dan Ryan Task Force was disbanded on April 9, 2004 because they had fulfilled their advisory role to IDOT with respect to the review of alternate design options. IDOT will continue local public outreach activities through completion of construction, to ensure the public remains informed about the project. As part of the construction phase, IDOT will have a comprehensive public information campaign to notify the public of construction schedules, lane closures, ramp closures, openings and alternate routes.

Has the Chicago Police and Fire Departments been consulted on this project?

The CPD and CFD have been consulted on this project.

Issue #3 – Safety / Traffic Volumes / Ramp Closures / Alternative Designs

How will accident levels change with increase in traffic? What are the current accident levels on the frontage roads? What is likely to be the increased number of accidents per year on the expressway?

There are no tools available for the Illinois Department of Transportation to predict accidents. Accidents are largely a symptom/direct result of traffic conflict points and traffic congestion, which will be reduced with this project.

Traffic redistribution is anticipated, but coupled with reduced traffic bypass and specifically the anticipated effect of the Skyway interchange improvements, reduced congestion and accidents along the Dan Ryan expressway are anticipated. Similar improvements in safety and congestion are expected along the frontage roads.

Each of the frontage road intersections was studied in detail as part of a separate group of projects rehabilitating the cross street bridges and intersections. These studies analyzed the accidents at each location and incorporated safety and geometric changes in the designs to improve traffic safety and operations.

Has IDOT studied the induced demand? How big of a traffic increase should be expected?

Currently, the Dan Ryan Expressway is operating at capacity in the morning and evening peak periods. In general, under current conditions, there is little room for any more traffic on the Dan Ryan during these peak travel periods, nor on the approach roadways that feed the Dan Ryan. Since there are no capacity improvements planned to the approach roadways, it is unlikely the peak hour traffic volumes using the expressway would increase in any substantial manner, and any increase would be in the form of the better served latent demand.

ERRATA

One example would be the significant amount of traffic that today exits the inbound Skyway at State Street, only to proceed to 63rd Street to use the northbound entrance ramp to the Dan Ryan, due to the severe congestion encountered by motorists if they were to stay on the Skyway. This bypass maneuver is expected to be considerably reduced with the proposed improvements, and is a latent demand that will be better served by the proposed improvements and may result in a modest increase in traffic on the inbound Skyway ramp, but with an equal decrease in traffic on the local street system.

The community wants to get rid of all of the accidents for the sake of the children.

Safety is the primary component of project purpose and need. As a result of the geometric improvements, traffic safety and mobility will be improved.

Is IDOT considering the DRTF approach to proceed with ramp reinstatement while land is being secured? Has IDOT analyzed the DRTF proposals? Why has IDOT not requested a design exception for reinstatement of 51st Street ramps?

These questions and comments are consistent with the recommendations of the Dan Ryan Taskforce “Alternative Design” subcommittee. A detailed response to those recommendations is contained on pages 66 and 67 of the EA.

Has IDOT considered a mixed proposal (increase rapid transit use)?

Reasonable Congestion Management System (CMS) alternatives were evaluated, including transit operational improvements, and it was determined that stand alone CMS Alternatives will not satisfy the purpose and need for this project. Therefore, the proposed improvement to the Dan Ryan Expressway is a warranted project. In addition, 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.

The 63rd street ramp cannot take all of the congestion from the close of the others.

Although there may be a redistribution due to area ramp closures, the net affect including reduced bypass, on 63rd should be negligible if not a reduction in ramp traffic. It is not unreasonable to conclude that some motorists that used the southbound exit to 59th today, may very well use southbound exit to 63rd after the project to avoid the 55th intersections. In the northbound direction, ramp closures are not expected to result in any traffic being redirected through 63rd Street. It is also not expected that traffic would be redirected through the 63rd/Wells Street intersection with the restoration of the southbound 59th Street entrance ramp. As noted, with the improvements to the Skyway interchange and the added local lanes, the congestion and travel times in the local lanes will be reduced. It is anticipated that a substantial number of Skyway vehicles that currently exit the Skyway at State Street to bypass congestion on the entrance ramp will

ERRATA

remain on the expressway. This will reduce the volume of vehicles that use the 63rd Street/Wentworth intersection.

The traffic from the ramp closures will be redistributed to 55th Street where intersection improvements are planned to accommodate the additional volumes.

Why are the local access roads south of 63rd street not being reconstructed?

Each of the ramps south of 63rd Street are being reinstated, therefore no increase in traffic or volume redistribution will be experienced on the frontage road. This does not warrant reconstruction of the pavements.

The ramp closures will affect access to the community and overall IDOT is not being sensitive enough to the community.

Due to community concerns, six of the twelve ramps originally slated for removal have been reinstated. Additional ramps cannot be reinstated without significant sacrifices in safety, and requiring property acquisition and relocations. With the two new ramps being added on the south side of 47th Street, 58 of 62 ramps connecting the Dan Ryan Expressway to the adjacent frontage roads and cross streets will remain. Motorists may have to use a new or different entrance or exit ramp in some areas, causing some motorists to travel 1/2 mile along a frontage road before accessing the expressway rather than traveling that same 1/2 mile on the expressway due to the proximity of existing interchanges. In all cases, the total distance to be traveled between the expressway to or from an origin or destination on the surface system will not be increased.

IDOT is planning to not close any two successive entrance or exit ramps at any time during construction. Where ramps are closed, temporary signage will be provided to direct motorists to alternate ramps for access to their destination.

During the reconstruction of the frontage roads, staging of construction activities will ensure that all roadways will remain open and available at all times. The Illinois Department of Transportation will be providing a public informational program to keep Dan Ryan users and the community informed of construction staging activities and changed traffic patterns during the entire construction process.

The original construction of the Dan Ryan has led to damage to their building adjacent to the expressway.

All new construction will conform to current specifications related to “Protection and Restoration of Property”. IDOT will prepare pre-construction photo and/or video logs of structures directly adjacent to the highway ROW, and of the frontage road system within the project limits, to document structural condition prior to Dan Ryan reconstruction.

Additional information on damage claims is included in Section 5.2.2 Dan Ryan Taskforce, page 69.

ERRATA

When the lanes merge between 59th, local and express, that middle lane should become two lanes.

The current geometry reflects this design.

The fact that all of the ramps are to be closed at 51st Street is troublesome, leaving no emergency access to the police station at all. This will also cross 55th, which is already overcrowded, and 47th, which is not wide enough. Otherwise preferred alternate is an improvement.

Restoring all ramps at 51st Street would require significant property acquisition and relocations, which eliminate this alternate from further consideration. Signal interconnects and modernizations are planned along the frontage roads between 47th and 63rd Street and intersection improvements are being implemented at 55th to accommodate the added volumes. The Department has coordinated with the Fire and Police Stations and concluded that the ramp removals will not adversely impact either entity.

Environmental Issues

The environmental comments addressed the issues of air quality and construction activities. The environmental concerns and questions of those present paralleled the previous issues that had been brought forth through the Dan Ryan Taskforce. The air quality concerns focused on the introduction of dirt, dust, soot, and construction debris into the atmosphere due to construction activities, and the emission components released through the diesel fuel exhaust of trucks and construction equipment. Health, dust debris, lead and bacteria, from digging, tearing apart and building on the Dan Ryan Expressway as well as the truck diesel and the vehicle fuel emissions during the reconstruction was presented as critical health issues on area residents that suffer from respiratory illnesses such as asthma. Those commenting stressed that Chicago currently has an epidemic level of asthma illness citywide as reported in the Chicago Tribune on Wednesday May 5, 2004. They also pointed out that the American Lung Association as well as the Grand Boulevard Federation have studied the statistics that show that the above mentioned air pollution particles from construction work will trigger an asthma attack.

Issue #4 – Health Issues / Construction Air Pollution

What dust control measures are going to be used during construction?

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

ERRATA

or chemical suppressants to exposed surfaces, etc. The dust control plans are to be readily available for use on the project site.

How are diesel fuel emissions from equipment going to be reduced? How will reductions of heavy equipment idling lengths be done? How will IDOT address the Asthma cases and breathing problems in the area?

The Department shares the concerns expressed by the community with respect to the potential environmental impacts of construction related activities. The Department has engaged the assistance of environmental and health care professionals in the area through a focus group to develop environmental strategies that will be adhered to during the construction of this project to protect the health and well being of those who live and/or work in the project area. The Department is pursuing strategies to address construction related air quality concerns. These strategies include requiring detailed dust control plans, and the reduction of construction equipment idling times. They also include all diesel powered non-road construction equipment with engine horsepower (HP) ratings of 50 – 300 HP to be prohibited from using “off-road” diesel fuel. In addition, diesel powered construction equipment within this HP range shall be either (1) retrofitted with Emissions Control Devices and use Cleaner burning “on-road” diesel fuel, or (2) use Ultra Low Sulfur Diesel fuel only, in order to reduce diesel particulate emissions. These strategies will be addressed in a construction Special Provision being developed by IDOT for the Dan Ryan reconstruction project. IDOT will secure the services of an environmental consultant to develop and implement a program to monitor air quality in and around the Dan Ryan reconstruction project, including staging areas and batch plants.

How many ambulances serve Provident Hospital daily? What fraction of the ambulances use 51st Street? How much additional time will this require? Is there an impact on patients?

Access to all cross-streets, even in areas of proposed ramp closures, is not expected to be adversely affected by the proposed improvement, and in many instances may be improved due to anticipated reductions in bypass traffic, proposed improvements to the frontage road system, and resulting smoother flow of traffic along the mainline and the frontage roads.

Air quality should be monitored during construction.

IDOT will secure the services of an environmental consultant to develop and implement a program to monitor air quality in and around the Dan Ryan reconstruction project, including staging areas and batch plants.

ERRATA

Issue #5 – Noise Pollution

Parallel and connected with the air quality comments there was considerable concern about the need for expressway and construction noise/vibration levels to be reduced. The emphasis was placed on strict enforcement of the times construction activity is allowed to occur and the proximity to structures. They pointed out that this should be a priority along the frontage roads and around the residential community. The other construction activity of focus was that construction staging and storage areas should be located outside the residential areas and coordinated with the local community for site suitability before any selection is made by a contractor. Generally for construction noise issues the statements were:

Individuals who live on the frontage of the expressway should be given incentives to protect their homes (i.e. sound proofing).

The Department is 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. IDOT will implement a construction special provision to incorporate variable width and skewed “tining” of the new concrete pavement to reduce tire-pavement highway traffic noise.

Construction staging sites should be restricted from residential areas.

IDOT will work with the contractors and City of Chicago authorities, including City Aldermen, in the selection of staging areas and construction batch plant locations, whether within or outside the existing highway ROW, to avoid locations near sensitive areas or populations to the extent possible.

Issue #6 – Environmental Justice

Civil Rights Laws under Environmental Justice have been broken.

Impacts to Environmental Justice issues have been evaluated in accordance with Executive Order 12898. Low-Income populations do exist along the corridor, however it was determined that the preferred scenario does not produce disproportionate adverse impacts to minority or low income groups with respect to employment, community cohesion, or air quality standards. See Chapter 4, Environmental Consequences in the EA.

The expressway reconstruction will make it harder for African Americans to get on the expressway.

The design eliminates ramps and adds lanes to lower the density and congestion on the expressway, making it easier to enter and exit from the expressway. By consolidating entrance ramps, no adverse travel distance will be added. Vehicles will travel on the frontage road to access the closest adjacent ramp located ½ mile downstream. Similarly,

ERRATA

the consolidation of exit ramps requires vehicles to exit at the ramp immediately upstream from the closed ramp, adding no adverse travel distance.

Issue #7 – Economic Impact

Has IDOT done a study to find out how many people and businesses are likely to be impacted? How serious is this impact? Are there other sources of funds that IDOT can and will use to make compensations? If not, how will people and business be made whole? What studies has IDOT done to understand impacts of loss of access? How serious will this be and what will IDOT do to address?

These comments were responded to in a letter addressed to Mr. Bernard Loyd, dated June 22, 2004. See Appendix A, Exhibit 18.”

Page 63, 5.2.2, Dan Ryan Taskforce – First paragraph, second to last sentence delete the words “formed six sub-committees” and replace with “formed seven sub-committees”. Also add bullet point “Community Involvement”

Page 73, 5.3.5, Chicago City Council – The continuing paragraph, the last sentence is revised into two sentences as follows:

“Copies of the minutes from the aldermanic advisory coordination meetings are contained in the Combined Design Report. The log listing of each of these meetings is found in Appendix A, Exhibit 14.”

Appendix A, Exhibit 2A, Access Modification Plan (Scenario #2)

Page 2 of 2, Access Modification Plan (Scenario #2) – The southbound entrance ramp from 59th Street, northbound exit ramp to 59th Street, the southbound entrance ramp from 43rd Street, and the northbound exit ramp to 43rd Street are revised to reflect the “Proposed Ramp Closures” line style as shown in the exhibit legend.

Appendix A, Exhibit 2B, Access Modification Plan (Scenario #3)

Page 2 of 2, Access Modification Plan (Scenario #3) – The southbound entrance ramp from 59th Street, northbound exit ramp to 59th Street, the southbound entrance ramp from 43rd Street, and the northbound exit ramp to 43rd Street are revised to reflect the “Proposed Ramp Addition” line style as shown in the exhibit legend.

ERRATA

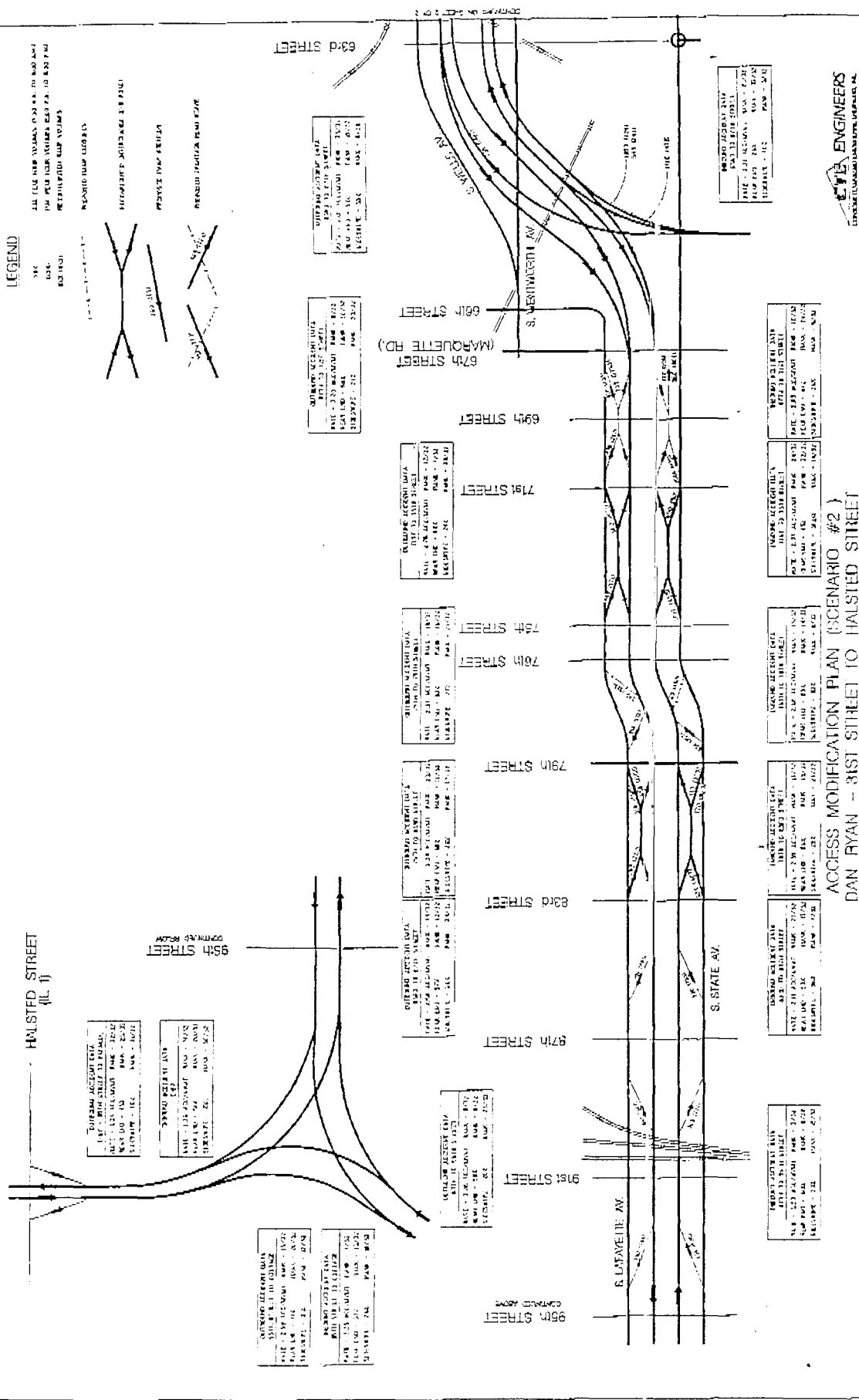
Appendix A, Exhibit 8, Environmental Justice and Chicago Community Areas (CCA)

Exhibit 8, as posted on IDOT's website, is illegible. All pages of Exhibit 8, Environmental Justice and Chicago Community Areas (CCA) are replaced with legible copies. The content remains unchanged.

Appendix A, Exhibit 18, IDOT Response Letters to May 7, 2004 Public Hearing Questions and Requests for Information

Individual response letters are included.

HALSTED STREET
(IL 1)



LEGEND

THE FILE NUMBERS ON THE PLAN TO THE RIGHT OF THE PLAN ARE THE NUMBER OF THE PLAN SHEET TO WHICH THIS SHEET IS REFERRED TO.

1. 1/2" = 1' - 1/2"

2. 1/4" = 1' - 1/4"

3. 1/8" = 1' - 1/8"

4. 1/16" = 1' - 1/16"

5. 1/32" = 1' - 1/32"

6. 1/64" = 1' - 1/64"

7. 1/128" = 1' - 1/128"

8. 1/256" = 1' - 1/256"

9. 1/512" = 1' - 1/512"

10. 1/1024" = 1' - 1/1024"

11. 1/2048" = 1' - 1/2048"

12. 1/4096" = 1' - 1/4096"

13. 1/8192" = 1' - 1/8192"

14. 1/16384" = 1' - 1/16384"

15. 1/32768" = 1' - 1/32768"

16. 1/65536" = 1' - 1/65536"

17. 1/131072" = 1' - 1/131072"

18. 1/262144" = 1' - 1/262144"

19. 1/524288" = 1' - 1/524288"

20. 1/1048576" = 1' - 1/1048576"

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

CIE ENGINEERS
 11111 11111 11111
 11111 11111 11111
 11111 11111 11111
 11111 11111 11111

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

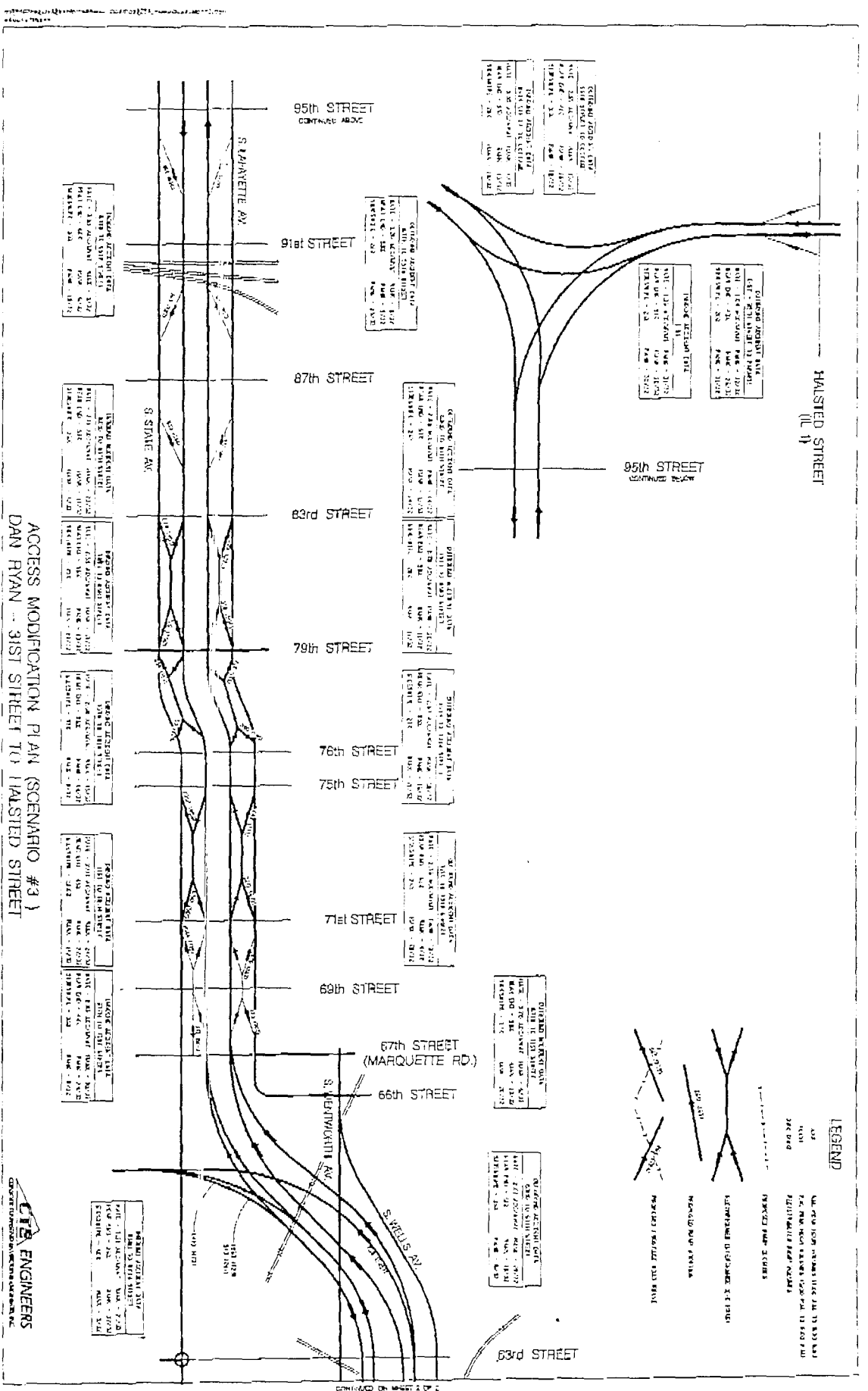
DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

DATE	11/11/11
PROJECT	STATE AV. PROJECT
SCALE	1/2" = 1'
BY	J. J. J.
CHECKED	J. J. J.
APPROVED	J. J. J.

ACCESS MODIFICATION PLAN (SCENARIO #2)
 DAN RYAN - 31ST STREET TO HALSTED STREET

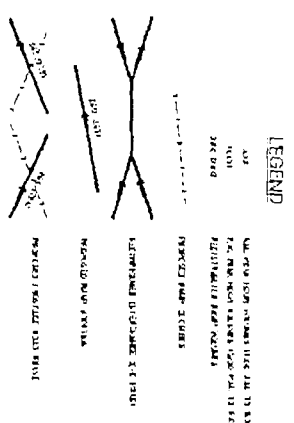
EXHIBIT 2A (1 of 2)



ACCESS MODIFICATION PLAN (SCENARIO #3)
 DAN RYAN - 31ST STREET TO HALSTED STREET

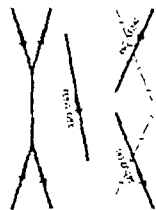
CTE ENGINEERS
 CIVIL ENGINEERING
 1000 W. 10TH STREET
 MILWAUKEE, WI 53233
 TEL: 414-224-1100
 FAX: 414-224-1101
 WWW.CTE-ENG.COM

EXHIBIT 2B (1 of 2)



LEGEND

- AS-BUILT SIDEWALK (SEE PLAN FOR BOUNDARY)
- AS-BUILT DRIVEWAY (SEE PLAN FOR BOUNDARY)
- PROPOSED DRIVEWAY (SEE PLAN FOR BOUNDARY)
- PROPOSED SIDEWALK (SEE PLAN FOR BOUNDARY)
- PROPOSED DRIVEWAY (SEE PLAN FOR BOUNDARY)
- PROPOSED SIDEWALK (SEE PLAN FOR BOUNDARY)



CONCRETE DRIVEWAY	CONCRETE SIDEWALK	ASPHALT DRIVEWAY	ASPHALT SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH ASPHALT	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH ASPHALT

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

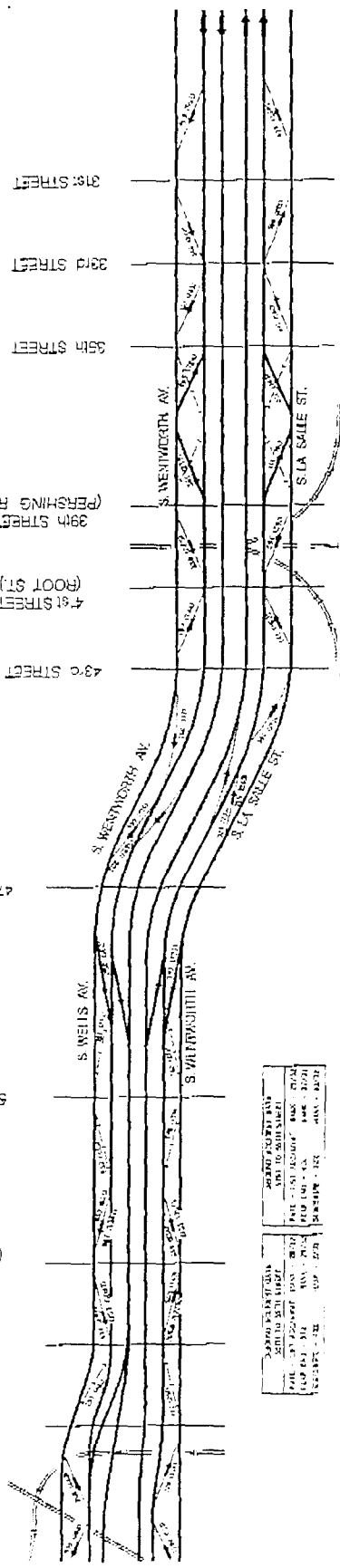
CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

524 STREET
525 STREET
526 STREET (CARFIELD BLVD)
527 STREET
528 STREET

477 STREET
478 STREET
479 STREET

430 STREET
441 STREET (ROOT ST)
39th STREET (PERSHING RD.)
35th STREET
32nd STREET
31st STREET



CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

CONCRETE DRIVEWAY	CONCRETE SIDEWALK
12" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE	4" MIN. THICKNESS 4" MIN. COMPRESSIVE STRENGTH CONCRETE

ACCESS MODIFICATION PLAN (SCENARIO #3)
DAN RYAN - 31ST STREET TO HALSTED STREET



EXHIBIT 2B (2 of 2)



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

June 7, 2004

Ms. Pat Dowell
Committee to Save the Dan Ryan
4414 So. King Drive
Chicago, IL 60653

Dear Ms. Dowell:

Thank you for your letter of May 21, 2004 requesting that the deadline for public comment on the Dan Ryan Reconstruction Plan be extended beyond May 21, 2004. The department, in consultation with the Federal Highway Administration (FHWA), will not grant the request.

The Environmental Assessment (EA) was available for review beginning April 23, 2004 on the department's website (www.dot.il.gov), at 11 south side libraries, the district office in Schaumburg, the department's DBE Resource Center (900 South Des Plaines Avenue) and at the Public Hearing. Notification of this availability was made via display ads in local newspapers beginning on April 19, 2004. The timeframe of availability of the EA meets the requirements according to the Code of Federal Regulations (23 CFR 771.119).

While the primary subject of the Public Hearing on May 7, 2004 was the department's modified proposed improvement plan, we have sought and welcomed community input on the Dan Ryan Expressway reconstruction project via numerous methods and made project information widely available, since fall 2002. The modified plan was a direct result of the community input that was received, and we believe it is an appropriate balance between the need to improve highway safety and mobility for all users and the need to minimize community impacts. While the modified plan is the preferred alternative in the EA, none of the alternates included in the EA have been approved by the FHWA. The next step in this process is incorporating information summarizing the Public Hearing and comments received into the EA and submitting it to the FHWA. If there is a finding of no significant impact, the FHWA will select one of the alternates included in the EA. If there is a finding of significant impact, the FHWA will require the department to prepare an Environmental Impact Statement.

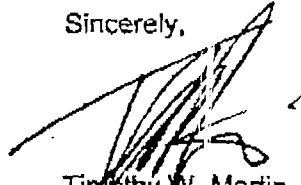
Regarding the development of mitigation measures related to potential air quality impacts from the reconstruction project, the department shares this concern and is actively pursuing a variety of measures to address this issue. The department has listed this effort as an environmental project commitment in the EA. We have engaged a focus group of environmental and health professionals from the area to assist us in developing an appropriate and comprehensive mitigation plan.

Post-it® Fax Note	7671	Date	6/22/04	# of pages	▲
To	Patricia Heiderich	From	Patricia Heiderich		
Co./Dept.	EA/49A	Co.	CTD		
Phone #	217/492-4326	Phone #	217/492-4326		
Fax #	217/492-4326	Fax #	217/492-4326		

Ms. Pat Dowell
Page Two
June 7, 2004

Thank you for your interest in the Dan Ryan Expressway reconstruction project. If you have any questions or need additional information, please contact Diane O'Keefe, District One Engineer, located at 201 West Center Court, Schaumburg, Illinois 60196, or telephone her at (847) 705-4110.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy W. Martin". The signature is stylized and somewhat cursive, with a long horizontal stroke extending to the left.

Timothy W. Martin
Secretary



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Interstate 90/94 (Dan Ryan Expressway)
31st Street to I-57 Interchange
Chicago, IL
Cook County

June 21, 2004

Ms. Jessie Hinton
P.O. Box 198232
Chicago, IL 60619
Dear Ms. Hinton:

Thank you for the comments you submitted to the Department concerning the Dan Ryan Expressway project. We have reviewed your comments from the May 7, 2004 public hearing regarding the construction schedule and dust control procedures, and provide the following information.

The project is currently in its preliminary design stage which has identified a construction schedule that will span five years. The printed version of this current construction schedule is attached which is available on-line by accessing IDOT's website at:

www.danryanexpressway.com/schedule.html

As the project progresses and begins to enter the contract plan preparation stage, the construction schedule will be further refined and completion dates will be given to various stages of construction. The website will continually be updated to disseminate the most current information on various stages of construction. IDOT will also be distributing flyers and other printed materials to various businesses and shopping centers along the project area detailing the same information. It is our intention to keep everyone informed of what is going on in each stage of the construction to make this project a success and minimize the disruption a major construction project of this magnitude can have on the surrounding neighborhoods.

Ms. Jessie Hinton
June 21, 2004
Page Two

The Department shares the community'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 contract 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.


In addition, the Department is pursuing strategies to address construction related air quality concerns. These strategies include requiring the use of cleaner burning diesel fuels on certain diesel powered construction equipment and/or the installation of exhaust emission scrubbers, and the reduction of construction equipment idling times. These strategies will be addressed in a construction Special Provision being developed by IDOT for the Dan Ryan reconstruction project.

The Department will secure the services of an environmental consultant to develop and implement a program to monitor air quality in and around the Dan Ryan reconstruction project, including staging areas and batch plants. Currently, this contract has not been awarded.

If you have any additional questions regarding the Dan Ryan reconstruction project, please do not hesitate to contact Mir Mustafa, IDOT Project Manager, at (847)705-4477.

Very truly yours,

Diane O' Keefe, P.E.
District Engineer

By: 
Michael J. Matkovic, P.E.
Bureau Chief of Programming

Attachment

cc: Ken Hemstreet - CTE Engineers



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Interstate 90/94 (Dan Ryan Expressway)
31st Street to I-57 Interchange
Chicago, IL
Cook County

June 21, 2004

Mr. Glen Campbell
1519 S. Kilbourn
Chicago, IL 60623

Dear Mr. Campbell:

Thank you for the comments you submitted to the Department concerning the Dan Ryan Expressway project. We have reviewed your comments from the May 7, 2004 public hearing regarding the debris removal and air quality issues.

The Department shares the community'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 contract 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.

In addition, the Department is pursuing strategies to address construction related air quality concerns. These strategies include requiring the use of cleaner burning diesel fuels on certain diesel powered construction equipment and/or the installation of exhaust emission scrubbers, and the reduction of construction equipment idling times. These strategies will be addressed in a construction Special Provision being developed by IDOT for the Dan Ryan reconstruction project.

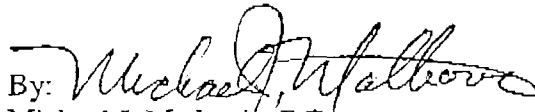
The Department will secure the services of an environmental consultant to develop and implement a program to monitor air quality in and around the Dan Ryan reconstruction project, including staging areas and batch plants.

Mr. Glen Campbell
June 21, 2004
Page Two

If you have any additional questions regarding the Dan Ryan reconstruction project, please do not hesitate to contact Mir Mustafa, IDOT Project Manager, at (847)705-4477.

Very truly yours,

Diane O' Keefe, P.E.
District Engineer

By: 
Michael J. Matkovic, P.E.
Bureau Chief of Programming

cc: Ken Hemstreet - CTE Engineers



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Interstate 90/94 (Dan Ryan Expressway)
31st Street to I-57
Cook County

June 21, 2004

Ms. Mildred Beaty
7520 S. Union
Chicago, IL 60620

Dear Ms. Beaty:

Thank you for the comments you submitted to the Department concerning the Dan Ryan Expressway project. We have reviewed your comments from the May 7, 2004 public hearing regarding the project budget and contractor opportunities and offer the following response.

With all federally funded construction projects within IDOT, Disadvantaged Business Enterprise (DBE) contract goals are specified on each of the construction contracts. The Department is offering the following resources to simplify the process for doing business and includes Economic Opportunity Training, a Disadvantaged Business Enterprise (DBE) Resource Center, and Minority Contractor Fairs.

To encourage local and community participation, the Department is unbundling some of the larger contracts to allow more DBE bidding opportunities as a prime contractor.


Additional information regarding DBE contractor opportunities is available on-line by accessing IDOT's website at:

www.danryanexpressway.com/opportunities.html

If you have any questions or need additional information, please contact Mir Mustafa, IDOT Project Manager, at (847) 705-4477.

Very truly yours,

Diane M. O'Keefe, P.E.
District Engineer

By: 
Michael J. Matkovic, P.E.
Bureau Chief of Programming

cc: Ken Hemstreet - CTE Engineers



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Dan Ryan Expressway
31st Street to I-57
Cook County

June 22, 2004

Mr. Bernard Loyd
4245 S. King Drive
Chicago, IL 60653

Dear Mr. Loyd:

Thank you for the attached comments you submitted to the Department after the May 7th Public Hearing concerning the Dan Ryan Expressway reconstruction project. In response to your comments, we offer the following.

We regret that you feel the Department's performance has been poor in spite of our considerable efforts to modify the project design to address community concerns, and our continuing efforts with respect to community outreach and increasing opportunities for DBE participation in the Dan Ryan Expressway reconstruction project.

The Department is very appreciative of the input provided by the Dan Ryan Task Force, and has fully considered this input in the development of the Modified Improvement Plan alternative, as presented at the May 7th Public Hearing. As a result of this input, the Modified Improvement Plan was developed and reinstates six ramps where possible without compromising the primary safety and mobility objectives of the project for all users. The Dan Ryan Task Force recommendations and the Department's response to these recommendations is included in the Environmental Assessment document (Chapter 5 - Public Involvement). The reasons for the Department not being able to accomplish other "alternative design" recommendations of the Dan Ryan Task Force is presented in the Environmental Assessment.

Other recommendations of the Dan Ryan Task Force, particularly with respect to the air quality issues brought forth by the Health & Environmental Safety subcommittee, remain under consideration. The Department shares these concerns, and has further engaged the assistance of environmental professionals in the area through a focus group to develop environmental strategies that will be adhered to during the construction of this project to protect the health and

Mr. Bernard Loyd

Page 2

June 22, 2004

well being of those who live and/or work in the project area. These strategies will include requiring detailed dust control plans, requiring the use of cleaner burning diesel fuels on certain diesel powered construction equipment and/or the installation of exhaust emission scrubbers, the reduction of construction equipment idling times, and the monitoring of air quality during construction. These strategies will be addressed in a construction Special Provision being developed by the Department for the Dan Ryan reconstruction project.

The Department's goal for DBE participation on the Dan Ryan reconstruction project has not changed. Each contract is individually evaluated for potential DBE utilization and advertised accordingly. Other efforts, such as the unbundling of some of the larger contracts, and continuing outreach, are continuing to maximize the opportunity for DBE participation. Information on the current DBE participation in the Dan Ryan project, as well as overall project budget information was previously provided to you and the Dan Ryan Task Force.

We thank you for your comments. If you have any questions or need additional information, please contact Mir Mustafa, Project Manager, at 847/705-4477.

Very truly yours,

Diane M. O'Keefe, P.E.
District Engineer

Michael J. Matkovic /jjc

By:
Michael J. Matkovic, P.E.
Bureau Chief of Programming

Attachment

bcc: Ken Hemstreet, CTE Engineers

S:\Mgt\Gen\WP\p&es\CONSULT\EDDA\Public Hearing\Dan Ryan Loyd Response 2.doc



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Dan Ryan Expressway
31st Street to I-57
Cook County

June 16, 2004

Mr. Bernard Loyd
4245 S. King Drive
Chicago, IL 60653

Dear Mr. Loyd:

Thank you for the attached comments you submitted to the Department after the May 7th Public Hearing concerning the Dan Ryan Expressway project. In response to your comments, we offer the following.

Safety

There are only a few locations where, due to a proposed ramp closure, traffic will be redirected for approximately 4 blocks along a frontage road to reach their intended destination. In all instances, the future operations were modeled and analyzed and improvements are proposed along those frontage roads and at frontage road intersections with cross-streets to assure that traffic operations, and thus safety, will not be worsened in those areas.

The expressway lanes being "added" to the local lanes south of 47th Street is to correct an existing lane imbalance (local lanes reduce from 3 to 2 lanes in each direction) that is a primary contributor to the high rate of crashes and severe congestion along the Dan Ryan due to the difficult weaving and merging that occurs. With this correction and improved traveling conditions along the Dan Ryan, motorists who today use the frontage roads and/or other parallel local streets to bypass or avoid the severe congestion and high crash potential on the Dan Ryan, may choose to use the Dan Ryan in the future. While the extent of this is not easy to predict, it is common knowledge that motorists will generally select the safest, most efficient and direct route for their travels. This represents a latent demand, rather than an induced demand, that may very well be better served by the Dan Ryan Expressway improvements, and actually help reduce current travel on the frontage roads and other parallel local streets. This is expected to be a positive change to the adjacent community.

Currently, the Dan Ryan Expressway is operating at capacity in the morning and evening peak periods. In general, under current conditions, there is little room for any more traffic on the Dan Ryan during these peak travel periods, nor on the approach roadways that feed the Dan Ryan. Since there are no capacity improvements planned to the approach roadways, it is unlikely the peak hour traffic volumes using the expressway would increase in any substantial manner, and any increase would be in the form of the better served latent demand.

One example would be the significant amount of traffic that today exits the inbound Skyway at State Street, only to proceed to 63rd Street to use the northbound entrance ramp to the Dan Ryan, due to the severe congestion encountered by motorists if they were to stay on the Skyway. This bypass maneuver is expected to be considerably reduced with the proposed improvements, and is a latent demand that will be better served by the proposed improvements and may result in a modest increase in traffic on the inbound Skyway ramp, but with an equal decrease in traffic on the local street system.

Health

The Department shares the concerns expressed by the community with respect to the potential environmental impacts of construction related activities. The Department has engaged the assistance of environmental and health care professionals in the area through a focus group to develop environmental strategies that will be adhered to during the construction of this project to protect the health and well being of those who live and/or work in the project area. These strategies will include requiring detailed dust control plans, requiring the use of cleaner burning diesel fuels on certain diesel powered construction equipment and/or the installation of exhaust emission scrubbers, the reduction of construction equipment idling times, and the monitoring of air quality during construction. These strategies will be addressed in a construction Special Provision being developed by the Department for the Dan Ryan reconstruction project.

Access to all cross-streets, even in areas of proposed ramp closures, is not expected to be adversely affected by the proposed improvement, and in many instances may be improved due to anticipated reductions in bypass traffic, proposed improvements to the frontage road system, and resulting smoother flow of traffic along the mainline and the frontage roads.

Alternative Designs

We refer you to the Environmental Assessment that was prepared for this project. Chapter 5 of the Environmental Assessment presents the recommendations of the Dan Ryan Task Force, and the Department's response to those recommendations, including the "alternative design" recommendations.

Mr. Bernard Loyd

June 22, 2004

Page 3

Regarding the Congestion Management System (CMS) improvement alternative, this was evaluated and it was determined that stand alone CMS Alternatives will not satisfy the purpose and need for this project, and therefore, the proposed improvement to the Dan Ryan Expressway is a warranted project. In addition, 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. These are discussed in further detail in the Environmental Assessment.

Economic Impact

For the reasons noted above, access between the Dan Ryan Expressway and the adjacent communities will not be adversely affected by the proposed improvement, and may very well be improved at the completion of construction, and thus be a catalyst for continuing development in all areas along the Dan Ryan Expressway. It is understood that construction activities themselves can hinder access to businesses. While the Department has no mechanism to compensate business owners for any real or perceived impact due to construction, what we can do is ensure an aggressive and proactive community outreach effort on the coming construction activities so that area businesses can plan accordingly, and so that they will know who to contact if access issues arise. This outreach effort has been ongoing and will continue.

Jobs and Contracts

The Department's response to the suggestions made by the Dan Ryan Task Force is contained in the Environmental Assessment. The Department's effort with respect to maximizing the opportunity for DBE participation on the Dan Ryan reconstruction project remains aggressive. While Federal law precludes IDOT from limiting opportunities on the Dan Ryan Expressway project to any specific DBE group due to the Federal funds being utilized, we can maximize opportunities for overall DBE participation. Each contract is individually evaluated for potential DBE utilization and advertised accordingly. Other efforts, such as unbundling some of the larger contracts, and continuing outreach on DBE participation opportunities, are ongoing and will continue.

As regards the Chicago Tribune article referenced in your letter, due to the pending lawsuit, we are not at liberty to comment, other than to reiterate that the Department is focused on maximizing DBE participation opportunities on the Dan Ryan Expressway reconstruction project. Any further questions on the

Mr. Bernard Loyd

June 22, 2004

Page 4

Department's DBE utilization should be directed to the Department's Office of Business and Workforce Diversity in Springfield at 217/785-5394.

Community Involvement

We agree with you that some of the information in Exhibit 8 was not very legible. This correction, as well as the correction to seven sub-committees will be made in the Errata for the EA.

The comment period for the Dan Ryan Expressway Public Hearing will not be extended. The Environmental Assessment was available for review beginning April 23rd, on the IDOT website (www.dot.il.gov), at eleven South Side libraries, at the IDOT District One Office, the IDOT DBE Resource Center (900 South Des Plaines Avenue), and at the Public Hearing. Notification of this availability was made via display ads in local newspapers beginning on April 19, 2004. The timeframe of availability of the EA meets the requirements according to the Code of Federal Regulations (23 CFR 771.119).

While the primary subject of the Public Hearing on May 7, 2004, was the Department's modified proposed improvement plan, we have sought and welcomed community input on the Dan Ryan Expressway reconstruction project via numerous methods, and made project information widely available, since the fall of 2002. The modified plan was a direct result of the community input that was received, and we believe it is an appropriate balance between the need to improve highway safety and mobility for all users, and the need to minimize community impacts. While the modified plan is the preferred alternative in the Environmental Assessment, none of the alternates included in the Environmental Assessment have been approved by the FHWA. The next step in this process is incorporating information summarizing the Public Hearing and comments received into the Environmental Assessment, and submitting it to the FHWA. If there is a finding of no significant impact (FONSI), the FHWA will select one of the alternates included in the Environmental Assessment. If there is a finding of significant impact, the FHWA will require the IDOT to prepare an Environmental Impact Statement.

The Dan Ryan Taskforce has fulfilled their advisory role to IDOT with respect to the review of alternate design options and in fact, many of the Taskforce recommendations have been implemented. The Department is now using the Focus Group outreach strategy to solicit input from experts in various fields and other professionals to assist us in developing detailed mitigation plans to address some of the issues and concerns that were part of the Taskforce recommendations.

Mr. Bernard Loyd

June 22, 2004

Page 5

We thank you for your comments. If you have any questions or need additional information, please contact me or Mir Mustafa, Project Manager, at (847) 705-4477.

Very truly yours,

Diane M. O'Keefe, P.E.
District Engineer

By: *Michael J. Matkovic* ^{1/BA}
Michael J. Matkovic, P.E.
Bureau Chief of Programming

Attachment

bcc: Ken Hemstreet, CTE Engineers
Frank McNeil - OBWD

S:\Mgr\Gen\WP\p&es\CONSULT\EDD\Public Hearing\Dan Ryan Loyd Response.doc



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Interstate 90/94 (Dan Ryan Expressway)
31st Street to I-57 Interchange
Chicago, IL
Cook County

June 21, 2004

Mr. Phillip Nelson
7022 S. Walnut
Chicago, IL 60636

Dear Mr. Nelson:

Thank you for the comments you submitted to the Department concerning the Dan Ryan Expressway project. We have reviewed your comments from the May 7, 2004 public hearing regarding the project budget and contractor opportunities and offer the following response.

The anticipated construction budget for the Dan Ryan Expressway Reconstruction is approximately \$430 million. Adding the various phases of engineering, advance alternate route preparation, community outreach, and training, brings the overall project budget total to approximately \$545 million. Attached is a spreadsheet showing these budget allocations, as well as expenditures as of March 16, 2004. This information was also shared with the Dan Ryan Taskforce.

With all federally funded construction projects within IDOT, Disadvantaged Business Enterprise (DBE) participation contract goals are specified on each of the construction contracts. The Department is offering the following resources to simplify the process for doing business: Economic Opportunity Training, a Disadvantaged Business Enterprise (DBE) Resource Center, and Minority Contractor Fairs.

To encourage local and community participation, the Department is unbundling some of the larger contracts to allow more DBE bidding opportunities as a prime contractor.

Mr. Phillip Nelson
June 21, 2004
Page Two

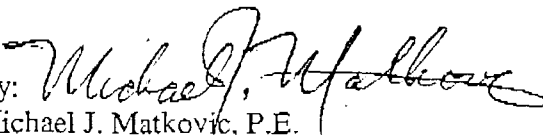
Additional information regarding DBE contractor opportunities is available on-line by accessing IDOT's website at:

www.danryanexpressway.com/opportunities.htm

If you have any questions or need additional information, please contact Mir Mustafa, IDOT Project Manager, at (847) 705-4477.

Very truly yours,

Diane M. O'Keefe, P.E.
District Engineer

By: 
Michael J. Matkovic, P.E.
Bureau Chief of Programming

cc: Ken Hemstreet - CTE Engineers