Appendix E-6

Consulting Parties Coordination, Correspondence, and Comments Received

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP USA

June 2017

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CONSULTING PARTIES COORDINATION, CORRESPONDENCE, AND COMMENTS RECEIVED

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CONSULTING PARTIES

Prefix	FirstName	LastName	CompanyAgency	Title	Invited By	Accepted
Ms.	Luann	Hamilton	Chicago Department of Transportation	Deputy Commissioner/Chief Engineer	IDOT	YES
Ms.	Erika	Selke	Chicago Park District - Planning and Development	Project Manager	IDOT	No Response
Mr.	John	Barrett	Citizen Potawatomi Nation	Chairperson	FHWA	No Response
Ms.	Eleanor	Gorski	City of Chicago Historic Preservation District; Commission on Chicago Landmarks	Director of Historic Preservation	IDOT	YES
Mr.	Todd H.	Stroger	Cook County	President of Board of Commissioners	IDOT	No Response
Mr.	D. "Dewey"	Pierotti, Jr.	DuPage County	President of Forest Preserve District	IDOT	No Response
Mr.	Robert J.	Schillerstrom	Dupage County	Chairman of the Board	IDOT	YES
Mr.	Philip	Shopodock	Forest County Potawatomi	Chairperson	FHWA	No Response
Ms.	Beth	Cheng	Friends of the Oak Park Conservatory	Executive Director	IDOT	No Response
Ms.	Cassandra	Francis	Friends of the Parks	President	IDOT	YES
Mr.	Kenneth	Meshiguad	Hannahville Indian Community	Chairperson	FHWA	No Response
Ms.	Sharon	Tiedt	Hillside Historical Society and Historical Commission	President	IDOT	No Response
Mr.	Frank	Lipo	Historical Society of Oak Park & River Forest	Executive Director	IDOT	YES
Mr.	Bill	Quakenbush	Ho Chunk Nation	Tribal Historic Preservation Officer	FHWA	No Response
Ms.	Bonnie	McDonald	Landmarks Illinois	President	IDOT	No Response
Mr.	Bradley A.	Stephens	Leyden Township	Supervisor	IDOT	No Response
Mr.	Scott	Stewart	Oak Park Conservatory - Park District of Oak Park	Conservatory Manager	IDOT	YES
Mr.	F. David	Boulanger	Oak Park Township	Township Supervisor	IDOT	YES
Mr.	John	Miller	Pokagon Band of Potawatomi Indians		FHWA	No Response
Mr.	Steve	Ortiz	Prairie Band Potawatomi Nation		FHWA	No Response
Ms.	Veronica	Krawczyk	River Forest Township	Supervisor	IDOT	No Response
Ms.	Sandra	Massey	Sac and Fox Nation of Oklahoma	Historic Preservation Officer	FHWA	No Response
The Honorable	Frank A.	Pasquale	Village of Bellwood	Mayor	IDOT	No Response
Mr.	Sherman	Jones	Village of Broadview	President	IDOT	No Response
The Honorable	Anthony	Calderone	Village of Forest Park	Mayor	IDOT	No Response
Mr.	Joseph T.	Tamburino	Village of Hillside	President	IDOT	YES
The Honorable	Henderson	Yarbrough, Sr.	Village of Maywood	Mayor	IDOT	No Response
Mr.	David	Myers	Village of Maywood Historic Preservation Commission	Assistant Village Manager/Director of Community Development	IDOT	No Response
Mr.	David	Pope	Village of Oak Park	President	IDOT	YES
Ms.	Rosanne	McGrath	Village of Oak Park Historic Preservation Commission	Chair	IDOT	No Response
Mr.	Sam	Pulia	Village of Westchester	President	IDOT	No Response
Mr.	John	Blackhawk	Winnebago Tribe of Nebraska	Chairman	FHWA	No Response

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

October 29, 2014

Ms. Cassandra Francis
President
Friends of the Parks
17 N. State St.
Chicago, IL 60602

Re: I-290 Eisenhower Expressway Preliminary Engineering and Environmental (Phase I) Study; Cook County

Dear Ms. Francis:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is developing an Environmental Impact Statement (EIS) for the Interstate 290 (I-290) Eisenhower Expressway Phase I Study. The I-290 Phase I Study limits extend from just west of Mannheim Road to Racine Ave. I-290 is a major link in the transportation network serving northeast Illinois, and serves as the western gateway to and from the City of Chicago and beyond. Funding for Phase I study is being provided as part of IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program (Program). Funding for Phase II (contract plan preparation) and Phase III (construction) is not included in our multiyear program; however, this project will be included in IDOT's priorities for funding consideration as part of future programs.

The preparation of an EIS for the I-290 Phase I Study is required to satisfy National Environmental Policy Act (NEPA) requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and supporting environmental documents will be governed by federal and state regulatory requirements. The federal and state regulatory requirements governing this project include NEPA, 23 U.S.C. 139 and Section 106 of the National Historic Preservation Act, which requires the FHWA to account for the effect of the proposed project on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and offer the Advisory Council on Historic Preservation the opportunity to comment.

The I-290 planning process creates opportunities for state, federal, and local agencies as well as the public to provide input into the project development process. Thus far, the project Purpose and Need has been completed along with two rounds of alternatives development and evaluation.

Stakeholders, including all of the corridor communities, have played a significant role in shaping the development of these documents. These documents, along with supporting documentation for the entire project, can be found on the project website at www.eisenhowerexpressway.com. We would be happy to review any of the project findings to date with you. At this stage in the process, four conceptual alternatives, plus the no-build alternative, have been advanced for detailed analysis (as shown on the attached exhibit). All four of the Build alternatives stay within the current right-of-way, except in two small areas near 25th and 1st Avenues, and there are no displacements.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying those federal, state and local agencies that may have an interest in the project and inviting consulting parties for meeting the requirements of Section 106. As this study enters its third round of alternative evaluation, physical details of the improvements are being developed and coordination regarding potential impacts on historical and archaeological resources is more formally advancing. We further reviewed our agency coordination to date, and we have noted that your agency did not receive a formal consulting party invitation. Therefore, with this letter, FHWA and IDOT invite your agency to become a ***Section 106 Consulting Party*** in the development and completion of the EIS for the I-290 Phase I Study. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The role of a consulting party is to consult with the FHWA and IDOT during the project development process to provide information on additional potential historic and archaeological properties in the study area, provide comments on potential effects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon these properties. During the project development process, we would be seeking your input as a consulting party on these issues.

Attached to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Section 106 consulting party. Please check the response that is appropriate for you, and return this form using the enclosed self-addressed, stamped envelope prior to November 15, 2014.

Thank you for your cooperation and interest in this project. IDOT is available to present details of the project and provide additional information at your request.

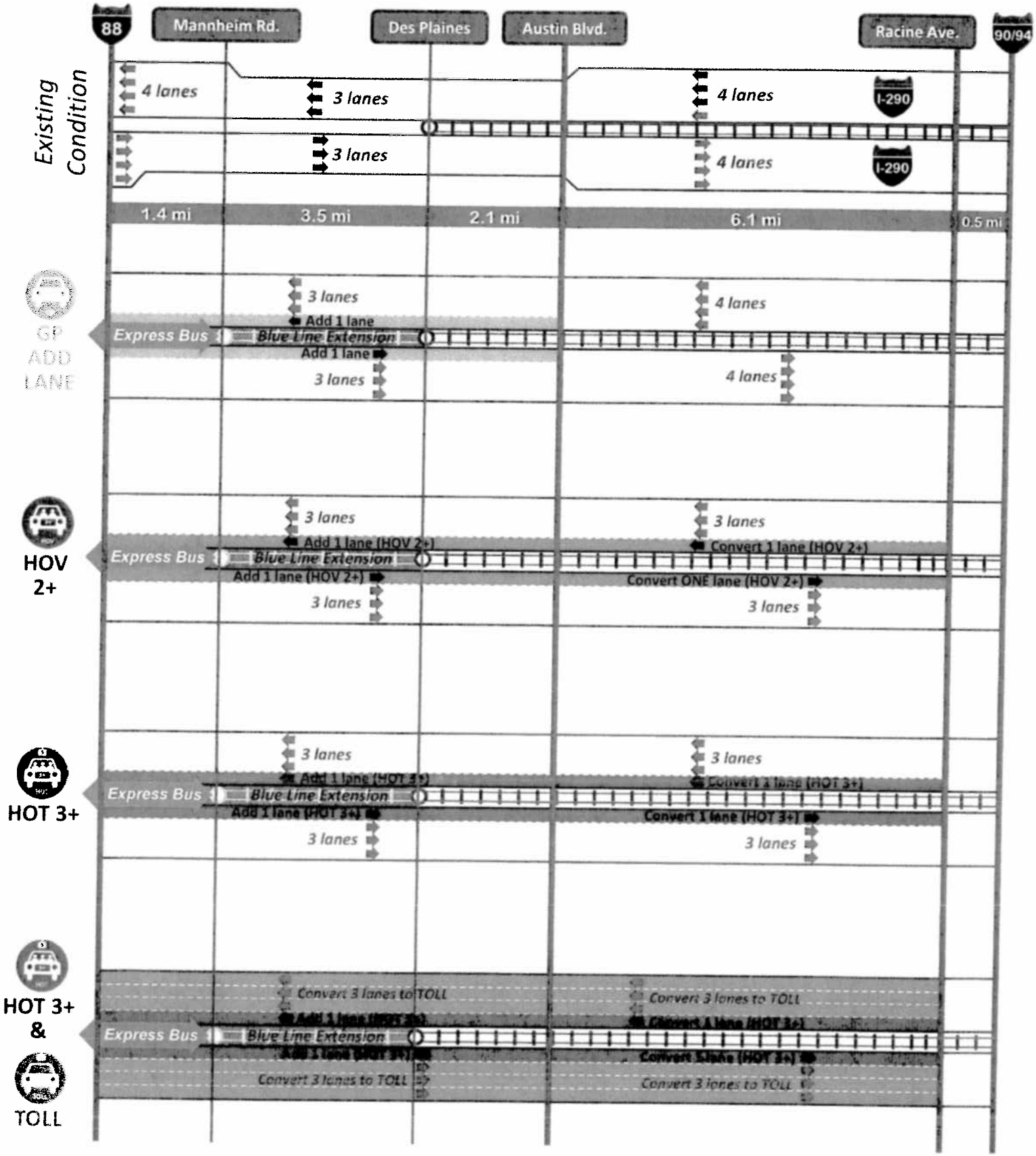
If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,

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

I-290 Phase I Study - *Round 3*

Combination Mode Alternative Descriptions



Consulting Agency Response

Accept: FRIENDS OF THE PARKS - CASSANDRA FRANCIS, PRESIDENT

Do Not Accept: _____

Reason (s) for not accepting:

Signature: _____

Title: PRESIDENT, FRIENDS OF THE PARKS

Date: 11/4/14

FILE COPY

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

October 22, 2014

«Full_Name»
«Title»
«Office»
«Address1»
«City», «State» «PostalCode»

Re: I-290 Eisenhower Expressway Preliminary Engineering and Environmental (Phase I) Study; Cook County

Dear «Alt_Salutation»:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is developing an Environmental Impact Statement (EIS) for the Interstate 290 (I-290) Eisenhower Expressway Phase I Study. The I-290 Phase I Study limits extend from just west of Mannheim Road to Racine Ave. I-290 is a major link in the transportation network serving northeast Illinois, and serves as the western gateway to and from the City of Chicago and beyond. Funding for the Phase I study is being provided as part of IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program (Program). Funding for the Phase II (contract plan preparation) and Phase III (construction) is not included in our multiyear program; however, this project will be included in IDOT's priorities for funding consideration as part of future programs.

The preparation of an EIS for the I-290 Phase I Study is required to satisfy National Environmental Policy Act (NEPA) requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and supporting environmental documents will be governed by federal and state regulatory requirements. The federal and state regulatory requirements governing this project include NEPA, 23 U.S.C. 139 and Section 106 of the National Historic Preservation Act, which requires the FHWA to account for the effect of the proposed project on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and offer the Advisory Council on Historic Preservation the opportunity to comment.

The I-290 planning process creates opportunities for state, federal, and local agencies as well as the public to provide input into the project development process. Thus far, the project Purpose and Need has been completed along with two rounds of alternatives development and evaluation.

Stakeholders, including all of the corridor communities, have played a significant role in shaping the development of these documents. These documents, along with supporting documentation for the entire project, can be found on the project website at www.eisenhowerexpressway.com. We would be happy to review any of the project findings to date with you. At this stage in the process, four conceptual alternatives, plus the no-build alternative, have been advanced for detailed analysis (as shown on the attached exhibit). All four of the Build alternatives stay within the current right-of-way, except in two small areas near 25th and 1st Avenues, and there are no displacements.

The FHWA and IDOT, as joint leads for this project, are responsible for identifying those federal, state and local agencies that may have an interest in the project and inviting consulting parties for meeting the requirements of Section 106. As this study enters its third round of alternative evaluation, physical details of the improvements are being developed and coordination regarding potential impacts on historical and archaeological resources is more formally advancing. We further reviewed our agency coordination to date, and we have noted that your agency did not receive a formal consulting party invitation. Therefore, with this letter, FHWA and IDOT invite your agency to become a ***Section 106 Consulting Party*** in the development and completion of the EIS for the I-290 Phase I Study. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The role of a consulting party is to consult with the FHWA and IDOT during the project development process to provide information on additional potential historic and archaeological properties in the study area, provide comments on potential effects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon these properties. During the project development process, we would be seeking your input as a consulting party on these issues.

Attached to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Section 106 consulting party. Please check the response that is appropriate for you, and return this form using the enclosed self-addressed, stamped envelope prior to November 15, 2014.

Thank you for your cooperation and interest in this project. IDOT is available to present details of the project and provide additional information at your request.

If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,

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

Consulting Agency Response

Accept:

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Do Not Accept:

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Reason (s) for not accepting:

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Signature:

_____

Title:

_____

Date:

_____

Ms. Eleanor Gorski, Director of Historic Preservation
City of Chicago Historic Preservation Division; Commission on Chicago Landmarks
Department of Planning and Development
121 N. La Salle Street #1101
Chicago, IL 60602

Ms. Sharon Tiedt
President
Hillside Historical Society and Historical Commission
425 Hillside Avenue
Hillside, IL 60162

Mr. Frank Lipo
Executive Director
Historical Society of Oak Park & River Forest
P.O. Box 771
Oak Park, IL 60303

Ms. Bonnie McDonald
President
Landmarks Illinois
53 W. Jackson Blvd, Suite 1315
Chicago, IL 60604

Mr. Scott Stewart
Conservatory Manager
Oak Park Conservatory
Park District of Oak Park
615 Garfield Street
Oak Park, IL 60304

Ms. Beth Cheng
Executive Director
Friends of the Oak Park Conservancy
P.O. Box 1096
Oak Park, IL 60304

Mr. Ward Miller
Executive Director
Preservation Chicago
4410 N. Ravenswood
Chicago, IL 60640

Mr. David Myers
Assistant Village Manager/Director of Community Development
Village of Maywood Historic Preservation Commission
Community Development Planning Division
40 Madison Street
Maywood, IL 60153

Ms. Rosanne McGrath
Chair
Village of Oak Park Historic Preservation Commission
123 Madison Street
Oak Park, IL 60302

Ms. Cassandra Francis
President
Friends of the Parks
17 N. State St
Chicago, IL 60602

Ms. Erika Sellke
Project Manager
Planning and Development
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

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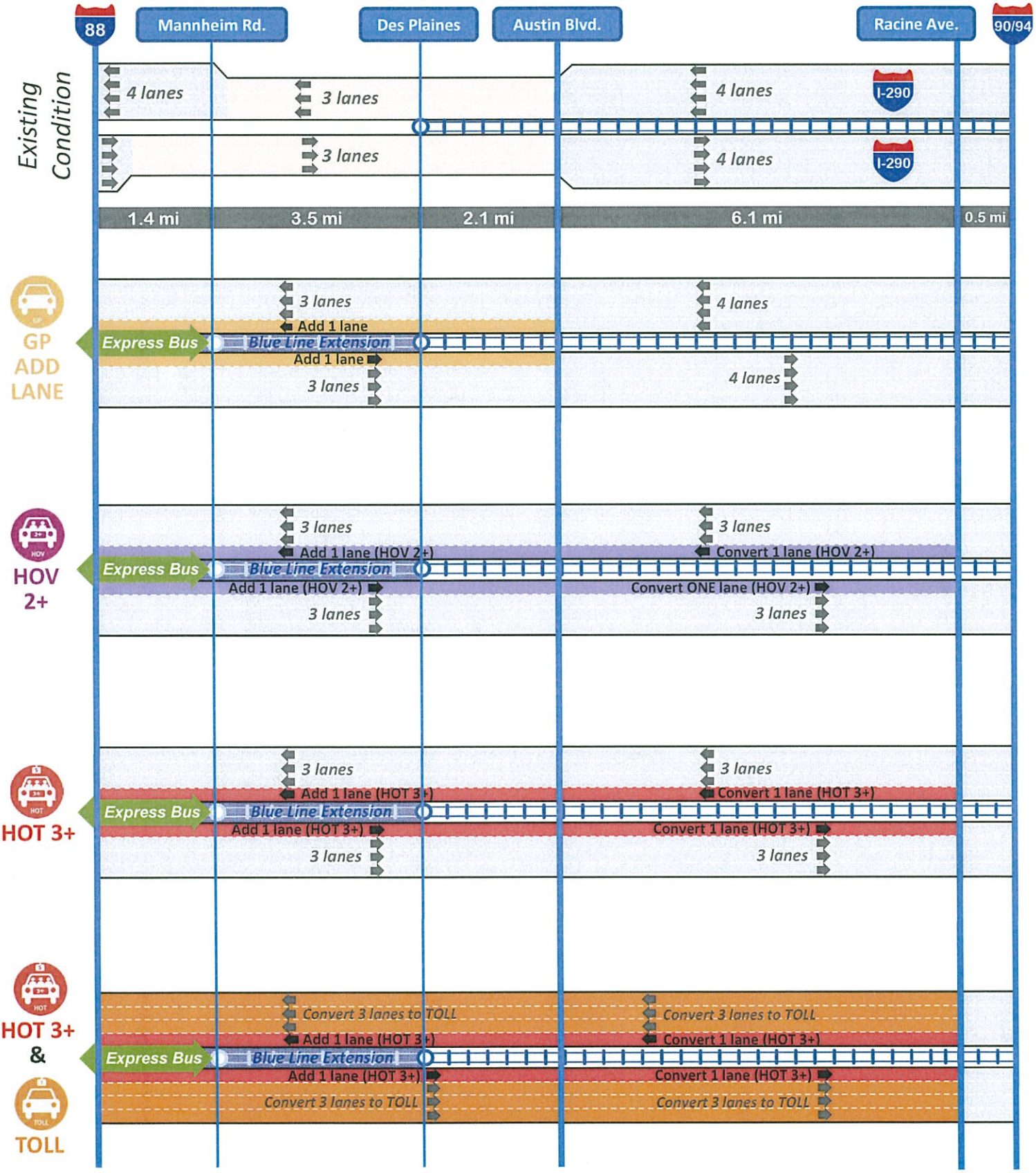
Eisenhower expressway

I-290 Phase I Study - *Round 3*

Combination Mode Alternative Descriptions



U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 3, 2010

In Reply Refer To:
HPER-IL

Mr. Wilfrid Cleveland
President
Ho-Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

Subject: Interstate 290 Environmental Impact Statement
Participating Agency and Section 106 Consulting Party Request

Dear Mr. Cleveland:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation (IDOT) is preparing an Environmental Impact Statement (EIS) for the proposed improvements to Interstate 290 (I-290) located in Cook County, Illinois. The proposed improvement would involve the reconstruction of the existing 7.5 mile roadway facility from U.S. Routes 12/20/45, Mannheim Road, to east of IL Route 50, Cicero Avenue. Resources within the study area include cemeteries, parks, special waste sites, nearby historic districts, possible residential and commercial displacements, air quality, sensitive noise receptors, the Des Plaines River and related indirect and cumulative impact considerations.

The FHWA and IDOT are developing the EIS in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106). Substantive efforts will be made to identify specific alternatives to be addressed in the EIS, including taking no action and a full range of multi-modal build alternatives that involve the reconstruction of I-290. The purpose of the proposed project is to address safety concerns, operational issues, traffic congestion and the age of the facility.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, Tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT propose that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to June 3, 2010. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Mr. Matt Fuller, of my staff by phone at (217) 492-4625 or by email at matt.fuller@dot.gov . Or you may contact Ms. Barbara H. Stevens, IDOT, Bureau of Design and Environment by phone at (217) 785-4245, or by email at barbara.stevens@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

Consulting Agency Response

Accept: X

Do Not Accept:

Reason (s) for not accepting:

Signature: Frank Lipo Frank Lipo

Title: Executive Director

Date: 11-12-14

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

March 31, 2010

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«City», «State» «PostalCode»

Re: I-290 Eisenhower Expressway Preliminary Engineering and Environmental (Phase I) Study; Cook County

Dear «Alt_Salutation»:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement (EIS) for the I-290 Eisenhower Expressway. The study limits for this project extend from just West of Mannheim Road to just East of Cicero Avenue (see attached map). I-290 is a major link in the transportation network serving northeast Illinois, and serves as the Western gateway to and from the City of Chicago and beyond. This network also serves important regional intermodal freight railroad terminals, as well as various modes of public transportation.

FHWA and IDOT will complete an EIS for the I-290 Eisenhower Expressway in order to satisfy National Environmental Policy Act (NEPA) requirements. FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by federal and state regulatory requirements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU), Section 106 of the National Historic Preservation Act (NHPA) and Context Sensitive Solutions (CSS). These requirements create opportunities for state, federal, and local agencies as well as the public to provide input into the project development process.

FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying government agencies that may have an interest in the project and inviting those entities to be Participating Agencies. Your agency has been identified as one that may have in interest in this project, because of your jurisdiction or authority with respect to the project; accordingly, you are being extended this invitation to become a Participating Agency. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project. Participating agencies are afforded the opportunity to be involved in key aspects of the planning process, including:

- Early identification of any issues of concern regarding the project's potential environmental or socioeconomic impacts;
- Providing input to the project's purpose and need,
- Providing input to the alternative development and evaluation process, and
- Review and comment on other items such as level of detail of study, methodologies for alternative development and analysis, and environmental impact analysis.

Attached as a fourth page to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Participating Agency. Please check the response that is appropriate for you, and return this form to IDOT using the enclosed self addressed, stamped envelope prior to April 16, 2010.

Please note that non-federal agencies must formally accept the invitation in order to be considered a Participating Agency. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation, and your comments regarding the process may be recorded through available public/stakeholder involvement venues, e.g. Corridor Advisory Group, Task Forces, Public Meetings, etc. See the attachment for further definition of the role of a Participating Agency.

Additionally, as a local government agency in the project area, your agency is entitled to participate as a Section 106 consulting party. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings. The role of consulting parties is to consult with IDOT and FHWA during the project development process to provide information on potential historic properties in the project area, provide comments on potential affects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon historic properties. Throughout the project development process, we will be seeking your input as a consulting party on these issues.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact please contact me or Peter E. Harmet, Bureau Chief of Programming, at (847) 705-4393.

Thank you for your cooperation and interest in this project.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Attachment

Participating Agency Response

Accept: _____

Do Not Accept: _____

Reason (s) for not accepting:

_____

_____

_____

_____

_____

_____

_____

_____

Signature: _____

Title: _____

Date: _____

Attachment

Role of a Participating Agency

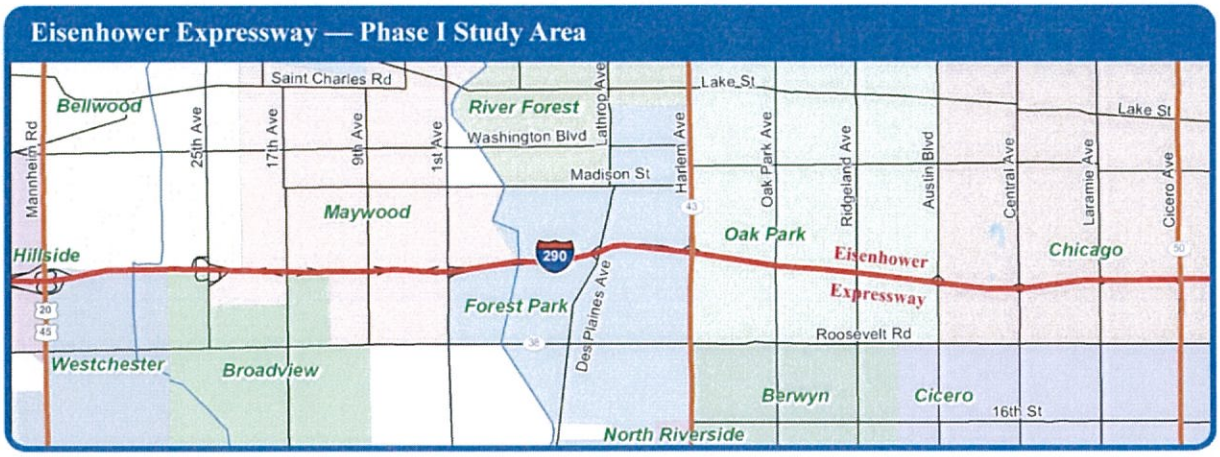
The recent Federal transportation legislation (SAFETEA-LU, 2005) expanded participation in federally funded transportation projects for non-federal agencies with the provision of a "Participating Agency" status. The intent was to broaden formal participation to agencies that have genuine interest in the project. For the I-290 Phase I Study, this means cities, villages, townships, counties and others that would be potentially affected by transportation improvements.

IDOT has extended your agency an opportunity to serve as a "Participating Agency". This is a formal designation that affords you access to the study process; to provide input on key matters early in the process, and to review and comment on outputs from the process. There is an expectation that goes with the status of a "Participating Agency" and that will be your involvement on key matters to ensure timely input and timely decisions that reflects that input. These key milestones are:

- Project Purpose and Need
- Study Methods to be used in the Evaluation
- Alternative Development and Evaluation
- Identification of the Preferred Alternative

IDOT encourages agencies to become participating agencies and to become actively involved with this study. However, you may choose to decline the invitation, and take part in the study process as a non-participating agency. Whereas, your role would be less formalized, you would still have the opportunity to provide input and review project materials through the established public involvement process. For those who are members of the Corridor Advisory Group (CAG), regular opportunities for input and review will be provided through that mechanism as well.

Location Map



U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv/index.htm

March 11, 2010

In Reply Refer To:
HPER-IL

Ms. Anne Haaker
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

Subject: Interstate 290 Eisenhower Expressway Environmental Impact Statement
Cook County, Illinois

Dear Ms. Haaker:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement (EIS) for Interstate 290 (I-290) Eisenhower Expressway. The study limits for this project extend from just west of Mannheim Road to just east of Cicero Avenue as shown on the enclosed location map. The I-290 is a major link in the transportation network serving northeast Illinois, and serves as the western gateway to and from the City of Chicago and beyond. This network also serves important regional intermodal freight railroad terminals, as well as various modes of public transportation.

The FHWA and IDOT will complete an EIS for the I-290 Eisenhower Expressway in order to satisfy National Environmental Policy Act (NEPA) requirements. The FHWA is the Federal agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by Federal and State regulatory requirements. The requirements include the NEPA, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU), Section 106 of the National Historic Preservation Act and Context Sensitive Solutions. These requirements create opportunities for State, Federal, and local agencies as well as the public to provide input into the project development process.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to SAFETEA-LU Section 6002, participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 Code of Federal Regulations 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

The FHWA and IDOT identified the Illinois Historic Preservation Agency (IHPA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the IHPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the I-290 Eisenhower Expressway project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to April 15, 2010. The SAFETEA-LU requires non-Federal agencies to accept the invitation in writing in order to be considered a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Ms. Barbara H. Stevens, IDOT Bureau of Design and Environment at (217) 785-4245.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator


Eisenhower Expressway — Phase I Study Area
Saint Charles Rd
Bellwood
River Forest
Washington Blvd
Madison St
Lake St
Maywood
Hillside
Oak Park
Eisenhower
Expressway
Chicago
Forest Park
Roosevelt Rd
Westchester
Broadview
Berwyn
Cicero
16th St
North Riverside
Mannheim Rd
25th Ave
17th Ave
9th Ave
1st Ave
Lathrop Ave
Harlem Ave
Oak Park Ave
Ridgeland Ave
Austin Blvd
Central Ave
Laramie Ave
Cicero Ave
Des Plaines Ave
290
20
45
43
50

30 N. Michigan Ave.
Suite 2020
Chicago, IL 60602
www.Landmarks.org

August 30, 2016

Mr. Mark Peterson
IDOT - PMC Programming

RE: I-290 Phase 1 Study, Section 106 Consulting Party review

Dear Mr. Peterson,

Thank you for inviting Landmarks Illinois to participate in the Section 106 process for the review of the I-290 Phase 1 Study. As requested at the August 11th consulting parties meeting, we have the following comments:

- We are pleased to see that the project will not have any physical impact on buildings listed in the National Register or determined eligible for listing in the National Register.
- We would like to request reevaluation of four mid-century properties that were identified as "not eligible" for listing in the National Register of Historic Places, based on additional information we have acquired. They are:
    1. Eisenhower Tower, 1701 South 1st Ave., Maywood, designed by George Schipporeit with Intercontinental Engineering and Development Corp. Schipporeit, with architect John Heinrich, was a co-designer of Lake Point Tower (1968) in Chicago – one of the city's most iconic mid-century high-rises. Schipporeit was also a Dean of the IIT College of Architecture. (See reference in attached article)
    2. Michele Clark Magnet High School, 5101 W. Harrison St., Chicago, is the former Austin Middle School, designed by Vickrey-Wine Assoc. (See reference in attached article)
    3. Genevieve Melody Elementary School, 412 S. Keeler Ave., Chicago, was designed by the CPS board's bureau of architecture and was named for Chicago's first female high school principal. (See reference in attached article).
    4. Medical Center Apartments, 1926 W. Harrison St., was designed by Pace Associates, founded in 1946, and known for its collaborations with Ludwig Mies van der Rohe.

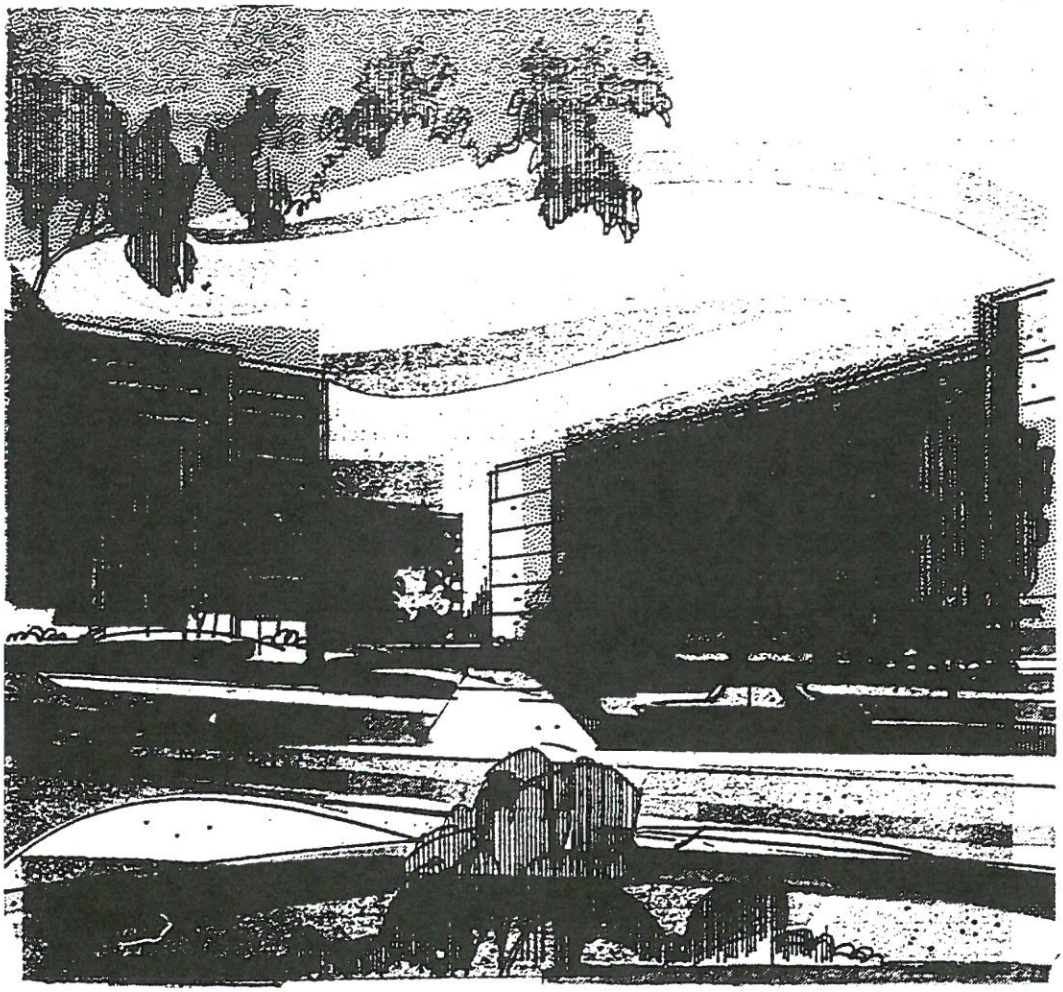
Thank you for the opportunity to review the I-290 project. Please let me know if we can be of further assistance before the next consultation.

Sincerely,

Lisa DiChiera
Director of Advocacy

cc: Dave Halpin, IHPA
Aimee D. Paquin, Parsons Brinckerhoff
Eleanor Gorski, Chicago Dept. of Planning and Development
Tom Kus, Chair, Maywood Historic Preservation Commission

Chicago Tribune (1963-Current file); Mar 25, 1973; ProQuest Historical Newspapers: Chicago Tribune
pg. N_A1



Walls for the Lioncrest Towers project, Richton Park, were constructed in what is now the development's swimming pool.

Concrete walls poured one day, put in place the next

TRY TO IMAGINE a giant toaster. Instead of slices of bread inside, there are panels of concrete.

That's the "factory" for a concrete construction system used to build the Lioncrest Towers apartment project, Governors Highway at 219th Street, Richton Park.

The exterior wall panel system was developed by Intercontinental Engineering and Development Corp. and George Schipporeit, a Chicago architect who also helped design Lake Point Tower, the 70-story building at 505 N. Lake Shore Dr.

The idea was to cast load-bearing wall sections on the site and hoist them in place. The factory was a giant mold capable of containing 15 panels up to 40 feet long.

The mold was placed in a pit that later served as the cavity for the project's swimming pool.

THE BUILDERS POURED the panels one day and hoisted them out with giant cranes the next day.

There were only 12 different wall sizes used in the project, and they were kept on the site and put in place as work progressed. Precast concrete floor-planks rest on the panels and are secured by bolts cast into the panels.

Some of the exterior panels used for the balconies contain an exposed aggregate on the outer surface to give the concrete an attractive texture.

The three all-concrete buildings each contain 90 units. They are separated from the Richton Park Illinois Central Railroad commuter station by a parking lot.

The rentals range from $195 for one-bedroom units and from $225 for two-bedroom units.

Intercontinental also has developed an office building at the northeast corner of the Eisenhower Expressway and First Avenue, Maywood, that features an unusual Schipporeit design. The reinforced concrete structure cantilevers 15 feet to form a columnless exterior wall, creating large, unobstructed interior bays.

THE GLEAMING WHITE exterior is composed of 1,152 windows set in insulated porcelain panels. James E. Tatooles, president of Intercontinental, said it was the first Chicago-area building to have a curtain wall exterior of porcelain panels.

"Once they used to make all gas stations out of porcelain panels, then they turned to other materials and a whole industry went down," he said. "Combustion Engineering's Southwest Porcelain Division worked with Schipporeit to design and produce the panels for our building. They hope to make a niche in a new industry."

Concealed in the exterior wall are 384 individually controlled heating and air conditioning units. The core area of the building is serviced with a central heating and air conditioning system.

George P. Cardis, executive vice president of Intercontinental, said the arrangement reduced the duct lines and increased the usable space.

The 12-story building is 120 feet square and contains 14,400 square feet per floor. Intercontinental was developer and builder of the $8-million office project and $4,750,000-apartment complex.

Board Approves Plans for New Melody School
Chicago Tribune (1963-Current file); Sep 5, 1963; ProQuest Historical Newspapers: Chicago Tribune
pg. W1

Board Approves Plans for New Melody School

Final plans have been approved by the board of education for the Genevieve Melody elementary school to be built at 412 S. Keeler av.

In other action, the board authorized payment of $266,544 for the Melody school site in Van Buren street, Congress parkway, and Keeler avenue.

Miss Melody was the first woman principal of a Chicago co-educational high school. She became principal of Calumet High school in 1925.

Plan 36 Classrooms

The $1,103,664 school will contain 36 classrooms, 3 kindergartens, library - lunchroom, gymnasium-all purpose room with stage, adjustment room, and administrative and health suites.

The school will accommodate 1,470 pupils and cost an estimated $16 per square foot. The board's bureau of architecture designed the building.

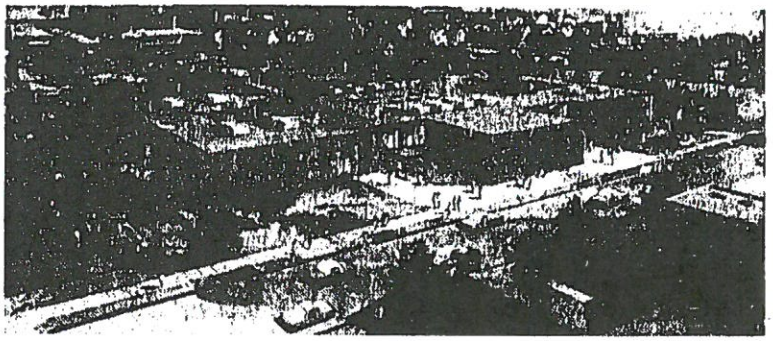
The board awarded contracts for $18,002 for yard improvements at the Emmet school, 5500 Madison st. The work will improve the playground in accordance with the Hitch plan, which sets standards for Chicago public school playgrounds.

Tell Plan Provisions

Under the plan, there is a three-section play yard with an all - weather surface area equipped with basketball and volley ball facilities and suitable for a number of games. A second area is for softball, soccer, and other games requiring a softer surface. The third area is equipped with swings and climbing equipment, designed to promote muscle development and coordination for small children.

The Hitch plan takes its name from the Hitch school, 5626 N. McVicker av., where it was first used. The plan is being adopted at all Chicago public school yards as soon as possible. Prior to the Hitch concept, school play yards were gravel yards without organized recreational equipment.

Two Middle School Plans to Come Up for Approval
Chicago Tribune (1963-Current file); Jul 15, 1971; ProQuest Historical Newspapers: Chicago Tribune
pg. W2



Sketch of the proposed $6.3 million Austin Area Middle School, 5055 W. Harrison St.

Two Middle School Plans to Come Up for Approval

Plans for two new schools on the city's South and West Sides will come up for approval at the July 28 Chicago Board of Education meeting.

If approved, more than $12 million will be spent on construction and site development of the two schools: Austin Middle School, Harrison Street and Laramie Avenue, and Hope Middle School, Garfield Boulevard and Lowe Avenue.

Both buildings are part of a "crash" school building program being financed thru the Chicago Public Building Commission.

The Austin School will be a two-story, $6.3 million structure and the Hope School will be three stories and cost $6.1 million.

Both buildings will be fully air-conditioned, said Francis B. McKeag, assistant superintendent for Public Building Projects.

The Austin Middle School building is being designed to house 1,500 pupils. Grounds around this school will be developed by the Chicago Park District as a city park in conjunction with the school.

The Austin School is being designed by Vickrey-Wine Associates, Inc., 14 E. Jackson Blvd. Low bidder for the general construction is The Corbetta Construction Co. of Ill. Inc., 875 E. Grand Rd., Des Plaines.

The Hope School, which also is designed for 1,500 pupils and will have land around the building developed by the Chicago Park District, will include a swimming pool.

The building is being designed by the architect firm Metz, Train, Olson and Youngren, Inc., 1 E. Wacker Dr., and low bidder for general construction on the project is Walsh Brothers, Inc., 3710 S. Western Av.

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

August 30, 2016

Mark Peterson
Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196

Re: I-290 Eisenhower Expressway EIS Section 106, Properties Identification

Dear Mr. Peterson:

Thank you for your letter of July 13, 2016, providing the opportunity to comment on the Historic Properties Identification Report in regards to the I-290 Eisenhower Expressway improvement project. In reviewing the report, addendum, and maps, our comments are summarized below.

1. Of the properties located within the Area of Potential Effect, that fall within the City of Chicago jurisdiction, six (6) buildings have been identified as being rated 'orange' in the *Chicago Historic Resources Survey*:

   1-21 (Zone 12)
   Assumption Greek Orthodox Church
   601-613 S. Central Avenue

   1-29 (Zone 19)
   Altgeld Park Fieldhouse
   513-521 (515) S. Washtenaw Avenue

   1-31 (Zone 20)
   Crane Technical High School
   2237-59 W. Jackson Boulevard

   1-32 (Zone 20)
   Louis Pasteur Memorial
   1820 W. Harrison Street

   1-33 (Zone 20)
   Cook County Hospital Administration Building
   1801-1855 W. Harrison Street

   1-34 (Zone 20)
   Chicago & Midwest Regional Joint Board Bldg.
   333 S. Ashland Avenue

   These buildings are not currently Chicago Landmarks, but are identified as important historical and architectural resources – all six are NRHP eligible or listed, as noted in the HPI Report. In an effort to provide additional information, the survey cards of these properties are enclosed.

2. The APE boundary in Zone 15 at the southwest corner of Garfield Park (1-26) is unclear in the provided maps. We recommend that the property at 410-414 S. Hamlin Blvd. be included in the APE boundary, given that it is a contributing building to the Chicago Park Boulevard System Historic District and immediately adjacent to the current APE boundary line.

3. Although located outside of the APE boundary, we would encourage careful review of the buildings at 115-119 S. Central Park Blvd., an 1892 Romanesque style school building, and 217-229 S. Central Ave, a 1910 courtyard building – both of which are 'orange' rated in the *Chicago Historic Resources Survey* and included in the Park Blvd. System Historic District.

In addition to the specific items listed above, we encourage and reiterate the need for careful review of not only historic buildings, but the significant cultural landscapes of the pending NRHP Chicago Park Blvd. System Historic District, and Garfield Park. We commend all parties involved for their thorough review in Phase 1, and look forward to continuing to work with you on this endeavor.

Sincerely,

Eleanor Esser Gorski, AIA
Deputy Commissioner
Planning, Design, & Historic Preservation Division
Department of Planning and Development

Originated by:

David Trayte
City Planner III
Planning, Design & Historic Preservation Division

encl.

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Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

November 7, 2016

Ms. Lisa DiChiera
Director of Advocacy
Landmarks Illinois
30 North Michigan Avenue
Suite 2020
Chicago, IL 60602

Dear Ms. DiChiera:

Thank you for your August 30, 2016 letter transmitting Landmarks Illinois' comments on the I-290 Historic Properties Identification (HPI) Report and Addendum. We have carefully reviewed the comments from your agency and offer the responses below:

1. **Comment:** We are pleased to see that the project will not have any physical impact on buildings listed in the National Register or determined eligible for listing in the National Register.

   Response: Comment noted.

2. **Comment:** We would like to request reevaluation of four mid-century properties that were identified as "not eligible" for listing in the National Register of Historic Places, based on additional information we have acquired. They are: [letter lists additional information for Eisenhower Tower, Michele Clark Magnet High School, Genevieve Melody Elementary School, and Medical Center Apartments].

   Response: Your comments and additional information are noted regarding the reevaluation of four mid-century properties identified as not eligible for listing in the NRHP. Our responses regarding the eligibility of each of these properties are provided below.

   a. Eisenhower Tower and Michele Clark High School - The Historic Properties Identification Addendum Report's NRHP determination of eligibility forms for Eisenhower Tower and Michele Clark High School identify both buildings as significant under Criterion C as a good example of the International Style of architecture as applied to an office building and an educational building, respectively.

However, these buildings are less than 50 years of age and Criteria Consideration G was applied in their NRHP eligibility evaluation. Criteria Consideration G requires that buildings less than 50 years of age meet the requirement of exceptional importance in order to be NRHP-eligible. These requirements and guidance for applying Criteria Consideration G are described in the NRHP publication *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years.*

Both buildings are a late interpretation of the International Style and research did not indicate that they were influential in the Chicago area, which is a center of excellent International Style buildings. When evaluated comparatively, these buildings are not exceptionally important examples of architecture nor are they fragile or short-lived resources. Although they are both associated with important area architects (George Schipporeit and Vickrey-Wine Associates), research did not indicate that they were representative examples of those architects' work when compared with other works. Therefore, these buildings do not meet the requirements of Criteria Consideration G and are not eligible under Criterion C at this time as the buildings are less than 50 years of age.

It is recommended that these buildings be re-evaluated upon reaching 50 years of age as they may be NRHP-eligible under the standard criteria when the requirement for exceptional importance under Criteria Consideration G does not need to be met.

b. Genevieve Melody Elementary School - As noted in your comments, the building was designed by the Chicago Board of Education Architects and was named for Chicago's first female high school principal. Although the building was named to honor Genevieve Melody, a venerable figure in Chicago's educational history, this building bearing her name is not associated with her productive life and was constructed more than 30 years after her death. Therefore, the building does not meet the criteria for eligibility under Criterion B.

   Further, the building is an altered example of the International Style of architecture that is neither an early nor an influential example of the style within the canon of Chicago Modernism. Its integrity of design, materials, workmanship, and feeling have been compromised by the replacement of first story windows with incompatible units throughout the building. Since the building's design is largely defined by its fenestration, this constitutes a substantial alteration. Therefore, the building does not meet the criteria of eligibility under Criterion C.

c. Medical Center Apartments - As noted in your comments, the building was designed by PACE Associates, who was known for its collaborations with Ludwig Mies van der Rohe. The building is a nondescript example of the International Style, lacking the character-defining features of the style. It is not considered a particularly skillful or inspired execution of the style and does not demonstrate the influence of Mies van der Rohe upon PACE Associates. Therefore, the building does not meet the criteria of eligibility under Criterion C.

Based on the responses above, we do not expect any revisions to the HPI Report or Addendum at this time. However, as we complete the Section 106 process, including effects determination, we will continue to coordinate with your agency.

We appreciate your continued involvement in the I-290 Section 106 process and anticipate a meeting regarding the effects determination to be conducted in early 2017.

If you have any questions or need additional information, please contact me or Pete Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

John Fortmann, P.E.
Region One Engineer

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Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

November 7, 2016

Ms. Eleanor Gorski
Deputy Commissioner
Planning, Design, & Historic Preservation Division
City of Chicago Department of Planning and Development
121 North LaSalle Street, Room 1101
Chicago, IL 60602

Dear Ms. Gorski:

Thank you for your August 30, 2016 letter transmitting the City of Chicago's Department of Planning (City) comments on the I-290 Historic Properties Identification (HPI) Report and Addendum. We have reviewed the comments from your agency and offer the responses below:

1. **Comment:** Of the properties located within the Area of Potential Effect, that fall within the City of Chicago jurisdiction, six (6) buildings have been identified as being rated "orange" in the *Chicago Historic Resources Survey*. Assumption Greek Orthodox Church, Altgeld Park Fieldhouse, Crane Technical High School, Louis Pasteur Memorial, Cook County Hospital Administration Building, and Chicago & Midwest Regional Joint Board Building. These buildings are not currently Chicago Landmarks, but are identified as important historical and architectural resources-all six are NRHP eligible or listed, as noted in the HPI Report. In an effort to provide additional information, the survey cards of these properties are enclosed.

   Response: Comments noted.

2. **Comment:** The APE boundary in Zone 15 at the southwest corner of Garfield Park (1-26) is unclear in the provided maps. We recommend that the property at 410-414 S. Hamlin Blvd. be included in the APE boundary, given that it is a contributing building to the Chicago Park Boulevard System Historic District and immediately adjacent to the current APE boundary line.

   Response: The APE is the area that may be adversely affected by the proposed project. Therefore, the APE boundary includes the existing I-290 interstate right-of-way, proposed new right-of-way, proposed improvements to cross streets and railroads, and one tax parcel adjacent to proposed improvements. Exceptions were made in some areas for viewshed considerations to include more than one tax parcel where vacant parcels were located.

In this area, the APE boundary was delineated to include one tax parcel or building next to the I-290 corridor and proposed project improvements, which includes only the building at 418-424 South Hamlin Boulevard. The I-290 APE boundary was not extended further north along South Hamlin Boulevard because no project improvements are proposed along that portion of South Hamlin Boulevard and are limited to the existing I-290 interstate right-of-way. The building at 410-414 South Hamlin Boulevard is not proximate to the proposed I-290 project improvements, is obstructed by an intervening building blocking views to and from the proposed I-290 project improvements, and is oriented away from the proposed I-290 project improvements and eastward toward Garfield Park.

3. **Comment:** Although located outside of the APE boundary, we would encourage careful review of the buildings at 115-119 S. Central Park Blvd., an 1892 Romanesque style school building, and 217-229 S. Central Ave., a 1910 courtyard building-both of which are "orange" rated in the *Chicago Historic Resources Survey* and included in the Park Blvd. System Historic District.

   Response: Your comments are noted regarding review of buildings at 115-119 South Central Park Boulevard and 217-229 South Central Avenue, both rated "orange" in the *Chicago Historic Resources Survey* and contributing to the Chicago Park Boulevard System Historic District. These properties were not included in the APE boundary because they are located approximately 1,600 feet and 1,100 feet, respectively, north of the I-290 corridor and away from the proposed project improvements. No project improvements are proposed in the vicinity of these properties.

4. **Comment:** In addition to the specific items listed above, we encourage and reiterate the need for careful review of not only historic buildings, but the significant cultural landscapes of the pending NRHP Chicago Park Blvd. System Historic District, and Garfield Park.

   Response: Comments noted. Project effects to NRHP-listed and eligible historic properties will be carefully considered and reviewed during the forthcoming Section 106 effects assessment.

Although we do not anticipate any changes to the HPI Report or Addendum, we understand that the Chicago Park Boulevard System Historic District and Garfield Park is a corridor element that the City would like us to consider as we proceed with the Section 106 process. As noted in the response above, we will closely consider this District as we proceed with the effects assessment and determination.

We appreciate your continued involvement in the I-290 Section 106 process and anticipate a meeting regarding the effects assessment and determination to be conducted in early 2017.

If you have any questions or need additional information, please contact me or Pete Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

John Fortmann, P.E.
Region One Engineer

PARK DISTRICT
of OAK PARK

218 Madison Street
Oak Park, IL 60302
Phone: 708.725.2000
Fax: 708.725.2301
www.pdop.org

Mr. Mark Peterson
Illinois Department of Transportation
201 West Center Court
Schaumberg, IL 60196

Dear Mr. Peterson:

I am writing on behalf of the Park District of Oak Park about the April 11, 2017, meeting conducted by the Illinois Department of Transportation regarding the Environmental Impact Statement for the I-290 improvements project. As you know, that meeting focused on the Effects Assessment Report prepared by IDOT pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations.

As you also know, the Park District's primary interest and concern relate to the potential impacts on the Oak Park Conservatory, the Park District's facility at Garfield Street and East Avenue. The Conservatory by its nature is a fragile building—in essence a glass house in which delicate plants reside. It thus is more susceptible to adverse impacts than the typical structures along the I-290 corridor.

At the April 11 meeting, IDOT representatives discussed its effects assessment, which concludes there will be no adverse impacts on the Conservatory caused by the I-290 project. Park District representatives expressed concern about that conclusion in part because IDOT has not yet prepared design or construction plans that include the means and methods for construction in the area of the Conservatory. The Park District recognizes the timing involved with preparation of the Effects Assessment Report, but the Park District also believes strongly it is not possible for IDOT to make a final decision on potential adverse impacts to the Conservatory related until design and construction plans are advanced to a point where the means and methods are considered and evaluated.

The Park District expressed particular concern at the meeting about potential damage to the Conservatory from vibrations created during construction. Although IDOT's plans are that the I-290 ditch will not be widened at or near East Avenue, it nevertheless is the case that heavy construction, including demolition of existing infrastructure, will take place immediately abutting Garfield Street and the Conservatory. To the Park District's knowledge, there have been no studies yet related to vibration or other impacts on the Garfield Avenue and the Conservation based specifically on the potential methods for undertaking that construction work. Nor is the Park District aware of any study regarding how those impacts could be mitigated.

IDOT representatives responded thoughtfully to the Park District concerns. They stated that the means and methods to mitigate potential adverse impacts have not yet been determined at the current stage of IDOT planning. They stated those elements of the I-290 project plans will be considered during the design stage. They also acknowledged the responsibility IDOT has in all of its projects to care not only for historic property but for all facilities that may be affected.

Park District and IDOT also discussed the fact that the Park District is an independent governmental entity separate from the Village of Oak Park. The Park District asked that IDOT communicate directly with the Park District on matters affecting Park District property rather than using the Village as a middleman. Again, IDOT representatives thoughtful responded that it would take care to do so.

Finally, the IDOT representatives agreed that IDOT will meet with the Park District at appropriate points in the future when design work on the I-190 project is underway in areas pertinent to the Park District. The purpose of the meetings will be to provide the Park District current information regarding how the project will be constructed at and near East Avenue and what studies and plans IDOT is considering to mitigate potential adverse impacts from that construction on Park District property.

Thank you for your continuing consideration of these matters. The Park District looks forward to a constructive relationship regarding the matters stated in this letter.

Sincerely,

Jan R. Arnold

Jan R. Arnold
Executive Director

cc: Park District Board of Commissioners

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

June 13, 2017

Ms. Jan Arnold
Executive Director
Park District of Oak Park
218 Madison Street
Oak Park, IL 60302

Dear Ms. Arnold:

Thank you for your April 26, 2017 letter summarizing the Park District of Oak Park's (Park District) comments at the April 11, 2017 Section 106 consulting parties meeting. Your comments about potential impacts to the Oak Park Conservatory are acknowledged and we will continue to coordinate with the Park District during design and construction for those activities that will occur in the vicinity of the Conservatory.

The concern expressed about the timing of a decision on potential adverse effects to the Conservatory is noted. The finding of no adverse effect is based upon the built environment created under the proposed improvement and what is reasonably known at the time of the assessment. At this point in time, and given the specific commitments described below, there is no evidence that there would be additional effects during construction. Should the results prompt design or construction plans to change substantially from what is now known, effects to historic properties will be revisited through the Section 106 process.

The Illinois Department of Transportation is aware of your concerns that construction activities could result in vibration-related impacts to buildings, including the Conservatory, along the I-290 corridor if not accounted for during design and monitored during construction. To address these concerns, the Department will work with the Park District to develop a Vibration and Displacement Control Plan that identifies items of work for structure monitoring during construction. Specific items include:

- Preconstruction surveys
- Vibration equipment (seismograph with alarms)
- Vibration threshold values
- Displacement monitoring locations
- Monitoring frequency
- Displacement threshold values
- Stop work and corrective action items

We appreciate your continued involvement in the I-290 Section 106 process.

If you have any questions or need additional information, please contact Mark Peterson, Project Manager, at (847) 705-4569.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming