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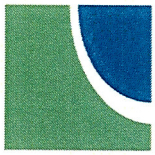
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Appendix B-1
Chicago Metropolitan Agency for Planning



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

January 12, 2016

Mr. Dave Simmons, Director
Grant Development
Metra
547 West Jackson
Chicago IL 60661

Re: **Union Pacific - West Third Mainline Track, UP-W
TIP Project # 18-07-0669 - Programmer: Metra**

Dear Mr. Simmons:

This project was included in the region's FY 2014 Transportation Improvement Program (TIP) and considered awarded and underway for purposes of the TIP development process. At that point in time, the project became part of the underlying transportation network evaluated in the region's air quality conformity analysis.

The current FY 2014 – 2019 TIP was accepted by the United States Department of Transportation on October 21, 2014, following approvals by the CMAP MPO Policy Committee, IDOT, IEPA and USEPA. The USDOT determined that the current 2014-2019 TIP conforms to the SIP and Clean Air Act Amendments. These findings were in accordance with 40 CFR part 51, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

The project is included in the information analyzed for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Teri Dixon".

Teri Dixon
Senior Planner

RECEIVED
FEB 19 2016
GRANT MANAGEMENT

Appendix B-2
State Historic Preservation Officer
Section 106 Report Consultation



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 16, 2016

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capital Plaza
Springfield, IL 62701

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PRESERVATION SERVICES

IHPA REVIEW
H/A _____
AC _____
AR _____
File _____

RE: FTA Section 106 Historic Review Determination of Eligibility and Effects Concurrence,
Metra Union Pacific-West Line Third Mainline Track Project, Cook County, Illinois

Dear Ms. Leibowitz:

On March 4, 2016, the Federal Transit Administration (FTA) submitted a Section 106 initiation and Area of Potential Effect (APE) proposal letter to the Illinois Historic Preservation Agency (IHPA) for the Union Pacific-West Line Third Mainline Track Project (the "Project") in Cook County, Illinois. The correspondence provided a proposed methodology for conducting the Section 106 field work and consultation process activities pursuant to Section 106 of the National Historic Preservation Act (NHPA) and the implementing regulations at 36 C.F.R. § 800. The IHPA provided correspondence to FTA, dated March 15, 2016, concurring with this methodology and FTA's proposed Area of Potential Effect (APE) for the Project.

Metra subsequently completed field surveys for all properties within the APE for the Project and prepared an eligibility and effects report titled *Section 106 Technical Report – Union Pacific West Third Mainline Project, Eastern Section* (the "Report"), which includes APE maps, a property survey summary table, eligibility and effects recommendations, and a full summary of the consulting parties coordination. Consulting parties were contacted and briefed on the project and initial findings. Based on their feedback and the research conducted by Metra as documented in the Report, FTA has determined the following for the Project:

64 resources over 50 years of age are located within the APE. Of these, one is listed on the National Register of Historic Places (NRHP) and another is recommended as eligible:

- Maywood Fire Department Building, 511 St. Charles Road, Maywood, NRHP listed under Criteria C
- Maywood Water Works Complex, 515 and 519 St. Charles Road, Maywood, NRHP-eligible under Criterion A and C

FTA Section 106 Historic Review Determination of Eligibility and Effects Concurrence,
Metra Union Pacific-West Line Third Mainline Track Project, Cook County, Illinois

Based on the materials presented, FTA has determined that the project will have **No Adverse Effect** on either of the identified NRHP resources.

Pursuant to the Section 106 implementing regulations at 36 C.F.R. § 800, FTA is seeking SHPO concurrence with the above eligibility and effects determinations within 30 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Tony Greep, Community Planner, at 312-353-1646. Thank you for your assistance.

Sincerely,



Kelley Brookins
Deputy Regional Administrator

CONCUR

By: JDH for R. Heibowitz
Deputy State Historic Preservation Officer

Date: 8/30/16

Cc: Tony Greep, FTA
Brian Stepp, Metra

Enclosure: Section 106 Technical Report – Union Pacific West Third Mainline Project, Eastern Section

Brian Stepp

From: Greep, Anthony (FTA) <anthony.greep@dot.gov>
Sent: Thursday, September 08, 2016 3:18 PM
To: Diane Hunter
Cc: Brian Stepp
Subject: RE: Meera UP-W Third Mainline, Eastern Section, Cook County, IL
Attachments: image007.jpg; image008.png; image009.png; 2016-08-16 UP-W ThirdMainline East FTA Section 106 Determination - IHPA Concurrence.pdf

Ms. Hunter,

We wanted to provide you with our final determination on Metra's UP-W Third Mainline, Eastern Section project in Cook County, IL. Attached please find a letter showing the SHPO's concurrence on our determination of no adverse effect on NRHP resources. If you have any questions or would like further information on our determination, please feel free to contact me.

Thank you for your interest and response to this project and we look forward to working with you again in the future.

Tony Greep

Community Planner
US DOT - FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov



Please consider the environment before printing this email. Thank you.

From: Diane Hunter [mailto:dhunter@miamination.com]
Sent: Thursday, April 28, 2016 12:16 PM
To: Greep, Anthony (FTA)
Subject: Meera UP-W Third Mainline, Eastern Section, Cook County, IL

Dear Mr. Greep:

Aya, kikwehsitoole. My name is Diane Hunter, and I am the Acting Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966, by email at dhunter@miamination.com, or by mail at the address listed below to initiate consultation.

The Miami Tribe accepts the invitation to be a consulting party to the proposed project. In my capacity as Acting Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Acting Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

Section 106 Technical Report

Union Pacific West Third Mainline Project

Eastern Section

Cook County, Illinois

Metra Project Number: HG-4846

Prepared For:

Metra

Prepared By:

WSP | Parsons Brinckerhoff

August 2016

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Executive Summary

This Section 106 Technical Report documents the National Register of Historic Places (NRHP) findings of eligibility and assessment of effects for the Section 106 process for the Union Pacific West Third Mainline – Eastern Section Project (Project). The Western Section will be documented in a separate Section 106 Technical Report. The Project proposes to construct a third mainline track along the Union Pacific West (UP-W) line through the villages of River Forest, Maywood, and Melrose Park in Cook County, Illinois for approximately 1.7 miles.

Built resources and landscape features in the Area of Potential Effects (APE) were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its enabling legislation (36 CFR 800). Because the Federal Transit Administration (FTA) may provide funding for the Project, it is a federal undertaking and is subject to compliance with the NHPA and its enabling legislation. Specifically, Section 106 of the NHPA requires FTA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) and consulting parties a reasonable opportunity to comment on the undertaking.

FTA delineated the APE for this Project and provided the APE boundary and Section 106 methodology to the Illinois State Historic Preservation Officer (SHPO) for review and comment in a letter dated March 4, 2016. The Project architectural historians conducted research and evaluated built resources and landscape features more than 50 years of age within the APE for NRHP eligibility. Field survey and research of 64 properties in the APE was completed. This number included one NRHP-listed property and 18 properties previously surveyed in the River Forest “Village Wide Architectural and Historical Survey Final Survey Report” (2012).

The single NRHP-listed property located in the APE is the Maywood Fire Department Building (survey ID 1-28). As a result of identification and evaluation efforts for this Project, one historic property and no historic districts within the APE are recommended eligible for listing in the NRHP. The one NRHP-eligible property is the Maywood Water Works Complex (survey ID 1-29).

An assessment of effects was completed for the NRHP-listed Maywood Fire Department Building (survey ID 1-28) and NRHP-eligible Maywood Water Works Complex (survey ID 1-29). Each history property was considered individually and the Project will have no adverse effect to either of them. Therefore, an overall finding of No Adverse Effect is recommended for the proposed Union Pacific West Third Mainline – Eastern Section Project.

1.0 Introduction and Description of Undertaking

This report documents the identification of historic properties and assessment of effects completed for the Union Pacific West Third Mainline – Eastern Section Project (Project). Because the Federal Transit Administration (FTA) may provide funding for the Project, it is a federal undertaking and is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FTA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) and consulting parties a reasonable opportunity to comment on the undertaking. Historic properties are defined in 36 CFR part 800.16(1)(1) as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion, in the National Register of Historic Places (NRHP).”

The Union Pacific – West (UP-W) Line extends approximately 44 miles west from the Ogilvie Transportation Center in Chicago, Illinois, to Elburn, Illinois. The UP-W Line carries a mix of passenger and freight train traffic, including an average of 60 Metra passenger trains and 60 Union Pacific (UP) freight trains per day. Over 28,000 Metra riders use the line per weekday.

The Project consists of constructing a third mainline track from UP’s Vale Interlocking in River Forest, IL, to 25th Avenue in Melrose Park, IL (MP 9.75 to MP 11.46). The third mainline track would be added primarily on the north side of the existing tracks with the exception of an approximately 2,300-foot section from near the Melrose Park Station west to 25th Avenue, which would be located along the south side of the existing tracks. The third mainline track addition would occur within UP’s existing right-of-way along the entire length of the Project. No additional right-of-way is required.

1.1 Project Background

In 2007, Metra completed an Alternatives Analysis Study for the UP-W Line to select a Locally Preferred Alternative (LPA) for this corridor. The study identified and evaluated a range of transit improvement alternatives for the corridor. The report identified the addition of a third track along the UP-W Line from Elmhurst to River Forest as the LPA. Implementation of the LPA from Elmhurst east to 25th Avenue in Bellwood was completed by the Chicago Region Environmental and Transportation Efficiency Program (CREATE) in 2013. The LPA from 25th Avenue east to River Forest would be implemented as part of the UP-W Third Mainline Project.

Since approval of the LPA in 2007, UP and Metra have been making improvements throughout the corridor. These incremental improvements have been divided into four phases of projects. The first three phases of projects, which are now complete, included various safety, signal, station, and switching upgrades. The fourth project, the UP-W Third Mainline, would add a third track to this existing double-track section. This is one

of the final improvement projects identified by UP and Metra to improve safety and efficiency along this heavily used corridor.

1.2 National Environmental Policy Act

A Documented Categorical Exclusion (DCE) will be completed by FTA and Metra for the Project in order to satisfy requirements of the National Environmental Policy Act (NEPA). FTA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by NEPA, other federal statutes, and corresponding Illinois regulatory requirements.

1.3 Project Description

The UP-West Third Mainline – Eastern Section Project proposes the addition of a third mainline track within the existing UP right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The existing UP right-of-way for this section ranges from approximately 100 to 125 feet. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of an approximate 2,300 foot section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required.

The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor. It would also help create a more fluid railroad operation, decrease commuter and freight train delays, reduce motorist wait times at grade crossings, decrease the number of idling freight trains, preserve Metra performance times, and eliminate commuter curfews for freight trains. The proposed improvements would also allow Metra to relieve high levels of congestion and better serve commuters.

New bridge spans will be constructed to carry the third mainline track over the Des Plaines River, a part of proposed improvements. Portions of the existing piers under the proposed third mainline would be rehabilitated by removing approximately one foot of concrete from the top and sides of the piers. This area would then be rebuilt to the original dimensions with reinforced concrete. The top of the existing piers would be extended under the proposed third mainline track to accommodate the new bridge structure.

Minor improvements to at-grade street/rail crossings are proposed at 1st, 5th, 9th, and 19th Avenues to accommodate the addition of the third mainline track. All roadway improvements would occur within the existing right-of-way. On the north side of the tracks, 1st, 5th, and 9th Avenues would be reconstructed for accommodating the third mainline track with minor improvements to Main Street, as a consequence of the associated improvements at each respective crossing. The reconstruction of 19th Avenue would occur on the south side of the tracks and include minor improvements to West Railroad Avenue, in order to tie-in to the 19th Avenue improvements.

Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The existing Maywood and Melrose Park stations would remain in their current location with station improvements occurring in the existing right-of-way. No additional right-of-way would be acquired. The improvements would include new platforms to replace the old platforms affected by the location of the new third mainline track and improving platform access and related station facilities.

At the Maywood Station, the existing platform on the north side of the tracks would be rebuilt to accommodate the third mainline track. A new warming shelter would be constructed on the north platform in the area that is now parking. Replacement parking will be constructed along the south side of Main Street extending east from the station. Accessible commuter parking would be moved to the parking lot at the northeast corner of Main Street and 5th Avenue in order to be closer to the station. There are currently 34 parking spaces including four (4) Americans with Disabilities Act (ADA) accessible spaces that would all be replaced. There would be no reduction in parking spaces. A new stairwell, retaining wall, and sidewalk would be added on the far east end of the north platform, which would provide additional station access and access to the new parking area. Access via 5th Avenue on the west end of the platform would remain for both the north and south platforms.

At the Melrose Park Station, the existing platforms on both the north and south sides of the tracks would be rebuilt to accommodate the new track alignment and new third mainline track. Improvements will be made to the existing access to both platforms via 19th Avenue. The existing sidewalks will be improved and will be fully compliant with ADA standards and improved connections would be made to the 19th Avenue public sidewalk at these locations. The Project would include minor improvements to the existing station building on the north side of the tracks in order to repair deteriorating elements. Improvements would include new ADA-compliant hand rails, masonry repairs, foundation repairs, and replacement of wood panels and window/door frames. The existing access on the south side of the station building, adjacent to the Police Station, would be removed. The existing shelter on the south platform would be removed and replaced with a new shelter that would include ADA-compliant benches.

2.0 Section 106 Scope of Work and Methodology

The UP-West Third Mainline – Eastern Section Project is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP), and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. The ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented.

When a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the US Department of the Interior, be notified and invited to participate in the consultation involving NHLs.

The Area of Potential Effects (APE) is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Above-ground resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property was determined eligible for the NRHP during the Section 106 process of this Project.

To comply with Section 106 of the NHPA and its implementing regulations (36 CFR 800), this report documents the following:

1. Identification and survey of above-ground resources in the APE,
2. NRHP determinations of eligibility for built resources and landscape features using the NRHP Criteria for Evaluation, and
3. Assessments of effects to NRHP-listed and eligible historic properties.

The report does not document archaeological resources. The Project is located in an urban environment, within existing and previously disturbed railroad and roadway rights-of-way, and has little to no potential for major disturbance or damage to archaeological resources. The Project would have little potential to adversely affect significant archaeological sites.

2.1 Area of Potential Effects

The APE for above-ground resources includes the railroad right-of-way and cross streets with planned improvements, plus at least one tax parcel adjacent to the railroad right-of-way and those cross streets. The APE was expanded by at least one tax parcel to accommodate potential indirect effects to historic properties by the Project. The APE boundary is irregularly shaped because it follows the tax parcel boundaries provided by Cook County.

FTA provided the APE boundary and Section 106 methodology to the Illinois SHPO for review and comment in a letter dated March 4, 2016. The SHPO had no comments and concurred with the APE boundary and Section 106 methodology on March 15, 2016.

No auditory impacts are anticipated as a result of project implementation. Additional project planning analysis indicated that no significant changes to land use, traffic patterns, or property access are anticipated. A general location map depicting the APE, the Project corridor, and NRHP-listed and surveyed above-ground resources can be seen in Figure 2-1. More detailed maps are appended to this report (Appendix A).

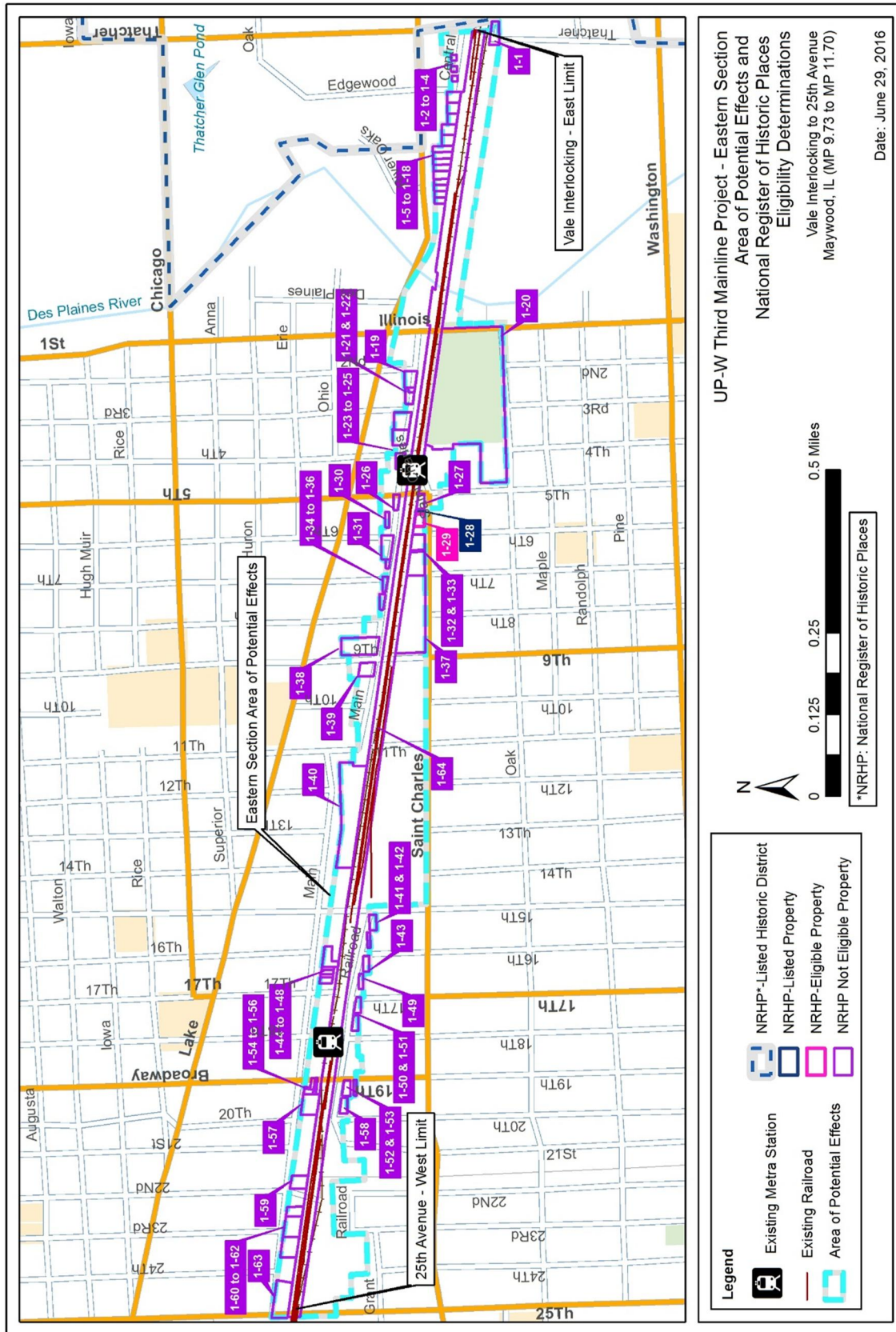


Figure 2-1. Area of Potential Effects and National Register of Historic Places Eligibility Determinations Map

2.2 Identification of Historic Properties

The content of this report fulfills Section 106 studies for built resources and landscape features in the APE. All work completed as part of this effort follows established state standards, requirements, and guidelines.

2.2.1 Literature Review

Architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards conducted research to review the published literature and to identify and obtain sources of information pertinent to the history and architecture of Cook County, and specifically, River Forest, Maywood, and Melrose Park. Architectural historians consulted and obtained relevant documentation from the following databases and repositories:

- NRHP-listed properties in the National Park Service records;
- City directories and United States Federal Census records available through HeritageQuest Online; and
- Historical collections housed at the Maywood Public Library and the Historical Society of Oak Park and River Forest.

The architectural historians also identified and researched a variety of sources to inform the documentation and evaluation of previously and newly surveyed properties. Current aerial imagery and property data as well as historic aerial photography and Sanborn Fire Insurance Maps aided in determining an individual property's development and past ownership. These sources included, but were not limited to, the following:

- Current property data, including year-built dates, from the Cook County Assessor's Office;
- NRHP nominations acquired from the SHPO's Historic Architectural and Archaeology Resources Geographic Information System (HARGIS);
- "Village Wide Architectural and Historical Survey Final Survey Report" (August 9, 2013) and individual property survey forms acquired from the Village of River Forest's Historic Preservation Commission;
- Historical newspaper articles from the Chicago Tribune Archives and Newspaper Archive of the Melrose Park Library;
- Sanborn Fire Insurance Maps;
- Historic aerial photographs; and
- Published histories of River Forest, Maywood, and Melrose Park.

To supplement the information on the qualities and characteristics of specific property types in order to evaluate eligibility for inclusion in the NRHP, the architectural historians consulted the following publications:

- National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*; and
- Virginia & Lee McAlester, *A Field Guide to American Houses*.

The information gathered from these sources was used to develop specific historic contexts as they apply to Cook County and is presented in the Historic Context section of this report. Particular attention focused on village histories of River Forest, Maywood, and Melrose Park to gather information on surveyed properties and provide interpretive contexts in order to evaluate NRHP eligibility. These interpretive contexts focused on the development of the villages within the county and the roles of potential historic properties in local, state, and regional history, as well as their architectural significance. These sources were also used to develop individual resource histories to evaluate a resource's historical and architectural significance for evaluation of NRHP eligibility. Specifically, the aerial photographs, Sanborn Fire Insurance Maps, city directories, local histories, newspaper articles, and the prior surveys of the study area were important to establishing an individual property's historic context and significance.

Section 6.0, Bibliography, provides a complete listing of sources consulted.

2.2.2 Fieldwork

Fieldwork was undertaken on December 4, 2015 and December 17, 2015 by a survey team to photograph all properties 50 years of age or older within the APE. Public records were utilized to identify all properties within the APE older than 50 years of age. The cut-off date for surveyed properties was 1966. For each property surveyed, the survey team conducted the survey of visible elevations from the public right-of-way, which included photographs and observations regarding the property's characteristics. The survey team took photographs of individual properties as well as representative viewscape and streetscape photographs. The location of each property was later verified through the Cook County Assessor's GIS database.

2.3 SHPO and Consulting Parties

As part of the historic properties identification effort, Metra consulted with FTA and the Illinois SHPO by providing the APE boundary, the locations of known NRHP-listed historic properties, and the Section 106 methodology for their review and comment on March 4, 2016. The SHPO had no comments on the APE boundary or known historic properties and concurred with the APE boundary on March 15, 2016 (see Appendix D).

Per the process outlined in the Section 106 implementing regulations, FTA, in cooperation with Metra, identified organizations with an interest in cultural resources in the Project vicinity, and invited them to participate as consulting parties during the Project study. In addition to the Illinois SHPO, the consulting parties included

representatives of municipal and county governments, and cultural resources and historic preservation organizations. FTA sent eight consulting party invitation letters on April 6, 2016 (see Appendix D). The consulting parties were invited to participate in the Section 106 process, share concerns about the project, and provide information about any known historic resources in the Project vicinity that may be affected by the Project. A list of consulting parties who received the consulting party invitation letter and their response status is included in Table 2-1.

Table 2-1. List of Invited Section 106 Consulting Parties

Invited Agency/Government	Involvement
Chicago & North Western Historical Society	Section 106 Consulting Party
Landmarks Illinois	Declined to Participate
Maywood Historic Preservation Commission	Section 106 Consulting Party
Melrose Park Historical Society	Declined to Participate ¹
River Forest Historic Preservation Commission	Section 106 Consulting Party
Village of Maywood	Declined to Participate ²
Village of Melrose Park	Declined to Participate ²
Village of River Forest	Declined to Participate ²

¹ Melrose Park Historical Society has disbanded and no longer exists as an organization.

² No reply to the consulting party invitation letter or follow-up communication efforts was received and this agency is not being included on further Section 106 coordination efforts for this Project.

The Maywood Historic Preservation Commission provided preliminary comments about potential historic resources near the Project, including the presence of the Maywood Fire Department Building and three architecturally significant buildings near it. The commission did not foresee any potential impacts to historic resources in Maywood based on the available information. Similarly, the River Forest Historic Preservation Commission concluded there would be no adverse effect to any historic resources in River Forest based on the available information.

The Chicago & North Western Historical Society (CNWHS) initially declined to participate as a Section 106 consulting party. However, as a result of a subsequent phone conversation in July 2016 to confirm the organization's authorized representative, the CNWHS requested to be included as a Section 106 consulting party. The Section 106 materials were provided again to the Chicago & North Western Historical Society in an email dated July 14, 2016. During and after the 15-day review period, multiple attempts were made to obtain a response from the CNWHS. The organization's lack of response indicates no comments or concerns with their review of the Section 106 materials.

FTA also identified federally recognized Indian tribes with potential interests in the Project vicinity. FTA initiated government-to-government consultation to identify the Indian tribes' interests in the Project and to participate as consulting parties in the Section 106 process. Consulting party invitation letters were sent to 11 tribal governments on April 6, 2016 (see Appendix D). A list of tribal governments who

received the consulting party invitation letter and their response status are included in Table 2-2.

The Miami Tribe of Oklahoma accepted the invitation to be a Section 106 consulting party. They provided preliminary comments, stating that they were unaware of any existing documentation linking a specific Miami cultural or historic site to the Project area. They also requested to be immediately consulted should any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence be discovered during any phase of the project.

Table 2-2. List of Invited Tribal Governments for Section 106 Consultation

Invited Tribal Government	Involvement
Citizen Potawatomi Nation	Declined to Participate ¹
Forest County Potawatomi	Declined to Participate
Ho-Chunk Nation	Declined to Participate
Miami Tribe of Oklahoma	Section 106 Consulting Party
Peoria Band of Indians of Oklahoma	Declined to Participate
Potawatomi Nation – Hannahville Indian Community	Declined to Participate
Pokagon Band of Potawatomi Indians	Declined to Participate
Prairie Band Potawatomi Nation	Declined to Participate
Sac and Fox Nation of Mississippi in Iowa	Declined to Participate
Sac and Fox Nation of Missouri	Declined to Participate
Sac and Fox Nation of Oklahoma	Declined to Participate

¹ All tribal governments listed as “Declined to Participate” did not reply to the consulting party invitation and are not being included on further Section 106 coordination efforts for this Project.

2.4 NRHP Determinations of Eligibility

Following the identification of properties in the APE, the historians evaluated each identified property for NRHP eligibility using established professional criteria and considerations set forth in *How to Apply the National Register Criteria for Evaluation* (U.S. Department of the Interior, National Park Service, 2002). Properties that appeared to be typical or mundane examples of their type and/or have been altered by unsympathetic additions or replacement materials that altered character-defining features were not considered eligible for inclusion in the NRHP. These properties have been documented in the Survey Data Summary Table in Appendix B of the report and an individual determination of NRHP eligibility form was not completed.

Eighteen of the properties identified in the APE were previously surveyed and documented in the River Forest “Village Wide Architectural and Historical Survey Final Survey Report” (2012). These properties primarily consisted of mid-twentieth century apartment buildings with Colonial Revival, Art Moderne, or Modern-era stylistic influences. Two of the properties were early twentieth century single family homes with

minimal French Eclectic and Prairie Style influences. The 2012 report found these properties to not be individually eligible for inclusion in the NRHP; however, they were identified as potentially contributing properties to the existing NRHP-listed River Forest Historic District if the district boundary were to be expanded in the future. As part of this study, none of these properties are being recommended as individually eligible for inclusion in the NRHP and are documented as such in the Survey Data Summary Table in Appendix B of this report. An evaluation of these 18 properties as potentially contributing properties to a historic district expansion is outside the scope of this Project.

Properties that were not listed in but appeared to be eligible for inclusion in the NRHP were documented in formal NRHP determination of eligibility forms and included in Appendix C of this report. This included properties that appear unique and/or exhibit moderate to high architectural integrity and/or significance, warranting further investigation. These properties have been documented on a survey data form that includes an architectural description, property history and context, NRHP determination of eligibility, sources consulted, relevant photographs, and mapping. Properties were evaluated under NRHP Criteria A, B, and C for their architectural and historical significance; Criterion D was not applied as part of this assessment because the surveyed properties do not have the potential to yield significant information. For properties determined to have historic or architectural significance, the historians completed integrity assessments. If the properties retained integrity, the historians determined periods of significance, and delineated historic boundaries.

2.5 Conclusions

The Project architectural historians surveyed 64 properties as part of this study. Of this number, there is one property already listed in the NRHP:

- Maywood Fire Department Building at 511 St. Charles Road, Maywood, NRHP-listed under Criterion C as the community's oldest building associated with fire prevention and its first public fire station. It is architecturally significant for combining the picturesque nature of Victorian architecture with the more literal historicism prevalent after the 1893 World's Columbian Exposition in the storefront type of fire station prevalent from the 1830s into the 1930s.

Of the 63 newly identified and evaluated properties, one historic property in the APE, the Maywood Water Works Complex, is recommended as eligible for listing in the NRHP for historic and architectural significance. The remaining 62 properties are not recommended eligible for listing in the NRHP due to a lack of architectural or historical distinction, and in some cases, significant alterations resulting in a lack of integrity.

A table of all surveyed properties in the APE is presented in Appendix B. The individual findings of NRHP eligibility for properties that warranted additional investigations are in Appendix C. Maps depicting the NRHP-listed property and all identified properties in the APE are presented in Appendix A.

3.0 Historic Context

The Project's historic context focuses on the historical development of the Project corridor from River Forest to Melrose Park by examining the historic patterns that have impacted the development of historical resources in Cook County, specifically River Forest, Maywood, and Melrose Park.

The following historic context presents the historical development of the Eastern Section Project corridor and describes the representative types of extant built resources surveyed in the APE. This context provides a background for their evaluation of NRHP eligibility by describing the area's larger patterns of development and consequently, the evolution of the built environment.

3.1 Village of River Forest

Located on the east bank of the Des Plaines River, River Forest was originally part of a larger area known as Noyesville, which also included the areas that would later become Maywood and Harlem (later Forest Park). The area was first occupied by the Menominees, Chippewas, and Potawatomi. These Native American tribes were still in the area through the early 1830s when European settlement began. The first permanent European settlement was the Bickerdike and Noble steam sawmill, erected in 1831 on the Des Plaines River, to service the Chicago market. The first permanent resident was Ashbelle Steele, who arrived from Chicago in 1836. Other settlers followed Steele over the next decade, though development remained slow.

Like many of Chicago's neighborhoods and suburbs, improved transportation was a key factor in River Forest's growth. The first of these improvements was the construction of a plank road along the present-day Lake Street by 1842. It was one of the earliest thoroughfares west from Chicago. The second major transportation improvement was the construction of the Galena & Chicago Union Railroad, which began in 1847 and was completed through River Forest in 1848. It was the first train to operate in or out of Chicago and connected the Galena Depot at Canal and Kinzie Streets in Chicago to the Harlem Station near Lathrop Avenue in present-day River Forest. Around this time, the area became known as River Forest.

Regular railroad service in 1849 led to increasing numbers of settlers through the Civil War, including a large number of German immigrants. Large tracts of land were purchased by David C. Thatcher (1854), two different Solomon Thatchers (1860), and John Henry Quick (ca. 1856). In 1851, the first highway bridge was constructed across the Des Plaines River at Lake Street, providing connections westward to what would later become Maywood. Through the 1850s and 1860s, most early development was concentrated near Lake Street, close to the railroad stations at Lathrop and Bonnie Braie as well as the Thatcher station, named for resident David C. Thatcher. Land was mostly subdivided for residential purposes due to reluctance from Henry Quick to sell land for commercial use. This prompted any major business activity to occur in neighboring Oak Park and contributed to River Forest's development as an almost purely residential

suburb. The post-Civil War boom led to more residential subdivision, including 500 acres in 1870 by Solomon Thatcher, Jr., George L. Thatcher, John Lathrop, and Roger Fowler. Mass relocations from Chicago to the western suburbs following the 1871 Great Fire of Chicago fueled further growth in River Forest.

In 1880, the village was formally incorporated, sparked by the temperance movement. Feeling threatened by nearby Harlem's (now Forest Park) saloonkeepers, River Forest's community leaders quickly held an election to vote for incorporation. Although the election's legality was questioned by opponents, the Illinois Supreme Court upheld the election results. Ironically, once the village was incorporated, the community trustees approved licenses for two saloons to help provide revenue for city improvements. These improvements included bricking of streets, electric streetcars and lights, the community waterworks, telephone service, and the public library.

With these amenities in place, River Forest experienced its greatest period of growth between 1894 and 1930 as its population grew from 1,000 to 8,829 people in approximately 40 years. The entire area south of Chicago Avenue reached residential maturity prior to World War I while the area north of Chicago Avenue began more intense residential development in the 1920s and 1930s. In 1917, the area north of Division Street and large tracts west of Thatcher Avenue, including the county forest preserve along the east bank of the Des Plaines River, were annexed to the village. Non-residential development included the establishment of Concordia and Rosary (later Dominican University) Colleges in 1913 and 1918, respectively.

Village growth slowed after the 1930s as the community built out to its borders. Any expansion since then has occurred through the subdivision of large estates. River Forest's population hit its peak of 13,402 in 1970 and has remained fairly constant since then.

3.2 Village of Maywood

Maywood was established in 1869 on the site of two Indian trails and 450 acres of several large farms along the west bank of the Des Plaines River, originally part of a larger area known as Noyesville. It was founded by the Maywood Company, a stock corporation formed by Colonel William T. Nichols and six other Vermont businessmen. The Maywood Company chose the new village's location for its proximity to Chicago, 5.5 miles from that city's west limits, and the presence of the Chicago and Northwestern Railway through the village. When Maywood was established, the Chicago and Northwestern Railway Company agreed to build a depot there and put in sidetracks to facilitate freight transportation. This directly contributed to the village's early boom period and development into a thriving suburban community by the turn of the twentieth century.

The village was named for Colonel Nichols' recently deceased daughter, May, and the 20,000 elm, maple, oak, and ash trees that were planted along all of the village's streets. Following incorporation, the Maywood Company immediately began subdividing the

land, made infrastructure improvements, and laid out wide streets in a grid pattern. Building commenced on the north side of the Chicago and Northwestern Railway tracks with no less than thirty houses built on speculation within the year. A post office, school, grocery store, hotel, churches, and a park soon followed. In 1881, the village was formally incorporated.

This suburb housed Chicago workers as well as its own industries, such as Chicago Scraper and Ditcher, an agricultural machinery manufacturer established in 1884, and the Norton Can Works, later the American Can Company, which moved to Maywood in 1885. Maywood's industries were primarily concentrated within the factory district along the north side of the railroad tracks. Public transportation, including the Chicago and Northwestern Railway line and Chicago's rapid transit system, provided service to Maywood's industries and residents and connected the village to Chicago.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veteran's Hospital was founded in Maywood. The American Can Company and various other industries prospered through the Depression and mid-twentieth century. In 1969, the community gained the Loyola University Medical Center. However, the village faced economic decline in the 1970s when the American Can Company, among others, moved out of Maywood and the village's main shopping street, Fifth Avenue, suffered from a declining retail base. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth and Maywood began to rebound from the economic decline of previous decades.

3.3 Village of Melrose Park

Melrose Park was established in 1873 as Melrose by the Melrose Land Company who subdivided a large tract of land west of Maywood. The Melrose Land Company was formed by Chicago developer Edward Cuyler and Allen Eaton. Initially, the company gave away a pair of 26-foot lots to anyone who agreed to build a dwelling valued at \$500 or more. Within a year, 50 people had accepted the offer. However, no city services were provided and settlement slowed. The Chicago and North Western Railroad was built through Melrose in 1874 with a station located in the center of Nineteenth Avenue. Through the 1880s, the village grew steadily, but slowly, becoming a village in 1882 and adding "Park" to its name in 1894. By the turn of the century, its population was 2,592 people.

Development again slowed through the early twentieth century, but boomed following World War I as the village evolved into an industrial suburb. This evolution was aided by the construction of the Harbor Beltline Railroad to intersect with the Chicago & North Western Railroad in 1902, the construction of the Chicago & North Western Railroad's maintenance shops in 1906, and additional railroad tracks to serve existing manufacturers. In the post-World War I period, many manufacturers established or expanded operations in the village, like National Malleable and Steel Castings, the American Brake Shoe and Foundry Company, and the Edward Hines Lumber Company. As a result, hundreds of homes were constructed to meet the local housing

demands for workers in the 1920s. In 1926, the opening of the Proviso freight yards firmly established the character of Melrose Park as an industrial, working-class suburb.

By 1940, two-thirds of jobs in Melrose Park were in manufacturing and offered 38 jobs for every 100 residents. World War II led to more industrial growth in Melrose Park during that period. The Aviation Engine Plant was constructed in the village to build Pratt-Whitney engines for the military. It was the largest national defense plant project in the Chicago area, employing more than 10,000 people. It was taken over by the International Harvester Company and the site is now occupied by Navistar. Other businesses to locate in Melrose Park in the 1940s and 1950s included a Buick airplane motor plant, a Zenith factory, Alberto-Culver, a Ford automobile parts facility, Benjamin Moore Paint Company, Henry Valve Company, and the headquarters of the Jewel Company, among many others. The village was also home to Kiddieland, the region's oldest amusement park, which was founded in 1929, closed in 2009, and demolished in 2010.

Early Melrose Park residents consisted primarily of Italians with smaller numbers of German, Irish, and Polish residents. The village is known for its annual Italian American Feast of Our Lady of Mt. Carmel, which started in 1894. In the latter part of the twentieth century, many Hispanic residents settled in Melrose Park becoming more than half of the population in 2000.

3.4 Chicago & Northwestern Railway

In 1836, the first railroad in Chicago was chartered by the State of Illinois to build tracks from the city to the lead mines at Galena in northwestern Illinois. It was called the Galena & Chicago Union (G&CU) Railroad. The first tracks were laid from the Galena Depot at Canal and Kinzie Streets in Chicago to Oak Park and River Forest in 1848. They reached Elgin by 1850 and Freeport in 1853, stopping just short of its original target destination at the Galena lead mines. Soon after, the railroad was redirected toward the Mississippi River in a direct line west out of Chicago. Also in 1853, a new station was constructed at Wells Street in Chicago.

In 1855, the G&CU Railroad laid a second track with left-hand main operation between Chicago and the Mississippi River at Fulton, Illinois, which later became a core route to the west. The left-hand operation of traffic being routed by default to the left track was a departure from the typical right-hand main operation practice in the United States. Originally, the G&CU arbitrarily placed stations on the left-hand side of their single-line trackage, particularly for inbound Chicago trains. When a second track was added, it was placed on the side away from the stations to avoid relocation of the station. As most passengers at the stations were headed to Chicago, the inbound track remained the one closest to the station platforms. Eventually, the line became known for its left-hand operations on double track mainlines, a practice that continues due to the expense of reconfiguring signals and switches to right-hand main operations.

The G&CU Railroad further expanded operations in 1862, leasing in perpetuity the Chicago Iowa & Nebraska Railroad and the Cedar Rapids & Missouri Railroad. The latter became the first railroad to reach Council Bluffs, Iowa and eventually became the mainline portion of the First Transcontinental Railroad. By this time, the G&CU Railroad operated passenger, freight, and postal service cars on the line.

In 1864, the G&CU Railroad merged with the Chicago & North Western (C&NW) Railroad, which was originally chartered by Illinois and Wisconsin in 1859. The C&NW also acquired the Peninsula Railroad in Upper Michigan at this time. After the formation of the C&NW, the company rapidly expanded through the acquisition and mergers of other lines as well as the construction of its own lines throughout the Midwest. This included the completion of an important line in the late 1860s connecting Council Bluffs, Iowa to Chicago. Between the mid-nineteenth century and early twentieth century, the C&NW acquired additional routes throughout Illinois as well as routes to Milwaukee, Wisconsin, Nebraska, and Wyoming.

Commuter service developed gradually on the C&NW Railroad through the mid-nineteenth century and increased in the years following the Great Chicago Fire of 1871. The fire pushed many residents west out of Chicago into the suburbs as the city rebuilt. Passenger service on the C&NW Railroad facilitated this western movement and suburban growth, allowing residents to commute into the city while living further away. The first Wells Street Station was destroyed by the fire and replaced temporarily by a wooden structure through the 1870s until the new Wells Street Station opened in 1881.

By the turn of the century, the C&NW Railroad had outgrown the Wells Street Station at the southwest corner of Wells and Kinzie Streets in Chicago as the number of commuters and intercity passengers continued to increase. A new three-story station, called the Chicago and North Western Terminal, was constructed on a site west of the original station bounded by Madison, Lake, Clinton, and Canal Streets and opened on June 4, 1911. The station featured numerous amenities, including a large main waiting room, dining room, women's rooms with writing desks and hairdressing services, smoking rooms, a barber shop, hospital rooms, and other features.

The C&NW Railroad eventually operated three commuter lines—the Northwest Line, West Line, and North Line—from the Chicago station, terminating in Harvard, Illinois; Geneva, Illinois; and Kenosha, Wisconsin, respectively. Through the early-to-mid-twentieth century, the C&NW continued Chicago area commuter and passenger service, periodically making improvements to suburban depots, modernizing and adjusting operations, and introducing new commuter cars in the 1920s and again in the 1950s. The C&NW also introduced its "400" intercity trains during the 1930s, one of the few improvements made during its Depression era bankruptcy. These trains traveled 400 miles in 400 minutes between Chicago and Minneapolis. They were later known as the *Twin Cities 400* for their final stops in St. Paul and Minneapolis. The increasing popularity of the automobile and airplane travel, however, led to declining ridership numbers during that period.

In the 1950s and 60s, the C&NW expanded its network again through the acquisition of several short railroads, including the Chicago, St. Paul, Minneapolis and Omaha Railway (Omaha Road), the Litchfield and Madison Railway, the Minneapolis and St. Louis Railway, the Chicago Great Western Railway. Despite these acquisitions, the C&NW continued to struggle with declining numbers and losses through the 1960s and 70s. In 1972, it was sold to an employee-led investment group. In 1974, the Illinois Regional Transit Authority (RTA) was established and began to subsidize the region's commuter trains. The C&NW entered a purchase-of-service agreement with the RTA; it is continued today between Metra (formed in 1984) and the Union Pacific Railroad, which purchased the C&NW Railroad in 1995.

The Chicago & North Western Terminal in Chicago underwent significant changes in the mid-1980s when the old head house was demolished in 1984 for the 42-story Citigroup Center, which was completed in 1987. It now serves as the main station entrance. In 1992, the station's passenger platforms and adjoining facilities were renovated after Metra purchased them from the C&NW. Once completed, the station was renamed the Richard B. Ogilvie Transportation Center for the former governor who championed mass transit in Illinois. The station is now Union Pacific's Metra terminus.

In 1995, the Union Pacific Railroad acquired the C&NW Railroad, merging lines and operations. Throughout their histories, C&NW and Union Pacific had collaborated on connections to the West Coast; the merger provided Union Pacific with a connection to Chicago and helped it to compete with other railroads. Union Pacific continues to operate the C&NW lines, including its pioneer 1848 G&CU line, which also includes Metra commuter operations on the Northwest Line, West Line, and North Line.

3.5 Architecture

The following sections discuss the architectural styles and vernacular forms of resources in the APE.

3.5.1 Architectural Styles

3.5.1.1 *Tudor Revival*

The Tudor Revival style was the dominant style of domestic buildings in the early twentieth century, particularly in the 1920s and 1930s. Loosely based on a variety of early English building traditions, the American interpretations emphasized steeply-pitched, front-facing gables as the dominant facade element; about half have ornamental false half-timbering. The earliest American examples date from the late nineteenth century, tended to be architect-designed landmarks, and closely copied late Medieval English buildings with Renaissance Revival detailing. More modest examples from 1900 to 1920 incorporated steep gables, half-timbering, or other typical detailing on otherwise symmetrical facades; most commonly, these were full-front gable facades. These earlier examples were usually clad with weatherboard, shingles, or stucco, while post-World War I examples more commonly used brick and stone cladding. These later examples sometimes incorporated Craftsman-style decorative detailing.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style house.

3.5.1.2 Neoclassical

The Neoclassical style was a common and popular building style for mid-sized downtown commercial buildings, and specifically banks, after the turn of the century. The Neoclassical style became popular after the 1893 World's Colombian Exposition in Chicago. The large, classical Exposition structures featured colonnades, pediments, and other classical details. Following the Exposition, many large commercial and public buildings were designed using these same elements. The smaller Exposition buildings inspired Neoclassical residential construction. In 1907, McKim, Mead & White designed the Knickerbocker Trust Company in New York in the Neoclassical style, with massive Corinthian columns, pilasters, and a large, decorated entablature. This bank building set a precedent for bank architecture in the coming decades. The Neoclassical style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Neoclassical architecture often included a masonry veneer, columns, pediments, elaborate classical door surrounds, pronounced cornices featuring dentils and other ornamentation, rectangular windows, and decorative details. Post-war Neoclassical architecture was much simpler, alluding to columns with simple posts and simplified pediments without additional classical motifs.

3.5.1.3 Beaux Arts

Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth-century American architects were trained at the École des Beaux Arts in Paris, France, where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World's Columbian Exposition, and were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

3.5.1.4 Renaissance Revival

The Renaissance Revival style was popular from 1890 to 1935, with details borrowed directly from original Italian Renaissance architecture, such as recessed entry porches and full-length, first-story arched windows. Prominent American architect Richard

Morris Hunt helped popularize the style, which was seen at the 1893 World's Columbian Exposition in Chicago. The style was used as a dramatic contrast to the Gothic-inspired Shingle or Queen Anne styles. Prior to World War I, it was primarily applied to architect-designed landmarks in major cities throughout the country. After, vernacular and residential interpretations spread widely due to the perfection of masonry veneering techniques. The Renaissance Revival style is characterized by stucco, masonry, or masonry-veneered walls; a low-pitched hipped roof covered by ceramic tiles; a symmetrical facade; upper-story windows that are smaller and less elaborate than those below; and an entrance area accented by small classical columns or pilasters. Some examples have flat roofs with a roofline parapet or balustrade. Common decorative details include quoins, pedimented windows, classical door surrounds, molded cornices, belt courses, and roof eaves brackets.

3.5.1.5 *Prairie Style*

Developed by a group of Chicago architects known as the Prairie School, the Prairie Style originated in Chicago as one of the few indigenous American styles in the early twentieth century. The Prairie School grew out of the Arts and Crafts movement, profoundly affecting the development of the Chicago bungalow and early twentieth-century housing styles. The style's low proportions were meant to harmonize with Midwestern prairies and the surrounding landscape. Frank Lloyd Wright was the acknowledged master of the Prairie Style house and his and Louis Sullivan's examples influenced many of Chicago's important architects. Landmark examples of the Prairie Style are located throughout Chicago and its suburbs, particularly in Oak Park and River Forest, as well as in major Midwestern cities. Pattern books and popular magazines spread vernacular examples throughout the Midwest and, to a lesser degree, other regions.

A short-lived style, most Prairie buildings were constructed between 1905 and 1915, fading quickly from fashion after World War I. The Prairie Style house is typically square or rectangular in form, two stories with one-story wings or porches, and topped by a low-pitched, hipped roof with widely overhanging eaves and a broad, flat chimney. Appearing low to the ground, the style is defined by strong horizontal lines emphasized by multiple banks of windows that sometimes wrap around corners, belt courses, horizontal patterns in the wall materials, and details at the facade, cornices, and eaves. Most were clad in some combination of brick, stone, wood, or stucco materials; the use of contrasting wall materials or trim emphasized the top half of the house's upper story. The porches often have massive, square porch supports constructed of masonry in high-style examples while vernacular examples more commonly have square wooden imitations. Though lacking in ornamentation, the Prairie Style incorporated a variety of geometric and nature-inspired Wrightian and Sullivanesque forms and shapes through window arrangements and glazing, columns, cornices, low walls, and planters. Some examples also incorporated Mission Revival or Renaissance Revival details like tiled roofs or cornice brackets.

3.5.1.6 Craftsman

The Craftsman style, applied to the bungalow house form, emerged during the early twentieth century in southern California. The style was popularized by architects Charles and Henry Greene, as their designs spread across the United States via pattern books and architectural magazines. The name bungalow, originating in India, refers to a low house surrounded by galleries or porches. By the 1920s, the Craftsman-style bungalow had risen to prominence as the most popular domestic style in the country.

The bungalow was especially popular amongst the country's burgeoning middle class in rural and urban areas, because it was inexpensive to build, fashionable, and modest in scale. Because the style is rooted in the Arts and Crafts movement, the bungalow features simple details and massing, along with low-pitched, gabled roofs with exposed rafters. A front porch is often located beneath the main roof on the facade of the house, supported by tapered square columns typically extending to ground level. The bungalow was most commonly clad in wood clapboard or wood shingles, though stucco, stone, brick, and concrete block were also used. The Craftsman-style bungalow was sometimes also included secondary stylistic influences, such as Tudor Revival-style false half-timbering, Swiss balustrade, or Oriental roof forms.

3.5.1.7 Art Deco

The Art Deco style flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen's second place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 Exposition des Arts Decoratifs in Paris further popularized the style. Since the new style was seen as a rejection of historic precedents because of its use of new construction technologies, it became a popular design for the emerging skyscraper buildings. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers or other vertical projections to give emphasis to the vertical aspect of a building.

3.5.1.8 Modern-Era

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low

massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

3.5.2 Vernacular Building Types

3.5.2.1 Gable-Front

The principal facade of the gable-front house is located at the gable end of the building. The rectangular plan house is often one-and-one-half stories in height. During the Greek Revival era in the United States from 1825 to 1860, the gable-front house emerged as the preferred building form. Because the principal facade of the building formed a triangle beneath the gable front, the facade mimics the classical pediment of a Greek temple. In cases where the facade is fully adorned in Greek Revival ornamentation, the gable-front house is instead referred to as a "Temple-Front." As settlers moving westward adopted the gable-front form, stylistic characteristics began to diminish.

3.5.2.2 American Foursquare

In the early twentieth century, the American Foursquare became a popular house form in urban and rural areas. The American Foursquare is also sometimes classified as vernacular Prairie, cornbelt cube, or Midwest box for its prevalence in rural locations. The two-story American Foursquare typically had a low-pitched, hipped roof with attic dormers; wide, enclosed eaves; and a one-story, full-width porch at the facade. It was frequently distinguished by Prairie or Craftsman influenced stylistic detailing, unlike its rural counterparts, which remained relatively plain; Colonial Revival, Neoclassical, and Tudor Revival influences were also sometimes incorporated. In Chicago and the surrounding suburbs, the American Foursquare often incorporated Prairie and Craftsman-style elements and shared a similar interior floor plan with the bungalow form. The American Foursquare's boxy shape provided a maximum amount of interior space while making the most of small city lots.

3.5.3 Multifamily Building Types

Multifamily residences proliferated in Chicago and its suburbs in the early twentieth century in response to a rapidly growing population, the physical limitations of city lot

sizes, the existing street layout with service alleys, and the passage of Chicago's Tenement House Ordinance in 1902. The ordinance was enacted to prevent overcrowding and improve multifamily housing sanitation by providing minimum dwelling unit standards. A tenement house or multifamily housing was defined as any building intended or designed to be occupied as a home for two or more families, which included two, three, or six flats and courtyard apartment buildings.

The Tenement House Ordinance established multifamily building height, size, and materials standards; permissible courtyard types and dimensions; fireproof construction requirements; and interior fixtures. Buildings were to occupy no more than 65 percent of the lot; corner buildings were allotted 80 percent of the lot. Multifamily buildings taller than five stories would have to be of fireproof construction with a steel and concrete structure, while those between three and five stories would be of "slow-burning construction" with a fireproof cellar or basement, perimeter walls constructed of solid fireproof masonry, and interior construction of combustible dimensional lumber. The ordinance also specified that every unit would have at least one operable window opening in every occupied room to facilitate ventilation and lighting, as well as garbage-burning furnaces and toilets. Due to these requirements and the costs associated with fireproof construction, the majority of courtyard apartment buildings were no more than three-and-one-half-stories above grade. Additionally, most were walkups, with no elevators, making a height of more than four stories impractical. The existing two-, three-, and six-flat buildings easily accommodated the ordinance's requirements.

3.5.3.1 Flats

In the Chicago area, "flats" refers to a specific apartment building type characterized by stacked identical single-family units on two or three floors. Primarily constructed between 1900 and 1920, flats first appeared in Chicago in the late nineteenth century to meet the housing demands of a growing working-class, immigrant population who worked in nearby industries. The two- and three-flat buildings provided denser housing on narrow Chicago city lots and extra rental income to owners, who occupied the first floor and rented the other unit(s). On the west side of Chicago, two flats were built by the dozens on spec by architects, many of whom were Bohemian, in the heavily Eastern European neighborhoods of North Lawndale, South Lawndale, and Pilsen in the late nineteenth century. Two flats became even more popular in the early twentieth century as immigrant populations moved further west and those who immigrated to Chicago as children in the late nineteenth century now had the means to purchase flat buildings instead of renting like their parents. Referred to as the workhorse of Chicago housing, they were also a means of upward social mobility as a bridge between apartment living and single-family homeownership. By the 1920s, many flats were occupied by second generation Czech, German, and Polish immigrants.

The two flat was a two-story, flat-roof building with an identical apartment unit on each floor; the three flat added one floor and one apartment unit. The buildings were usually designed with a raised basement and steps leading to a small first-story porch. Clad in brick or greystone, the facade tended to have a bay window or projecting bay on one side while the other side had a front door leading to a public stair hall, which ran along

one side of the building to provide access to each unit. Flats varied in ornamentation from modest, utilitarian facades to more decorative facades with applied ornamentation in the Queen Anne, Craftsman, Prairie, or revival styles.

A four or six flat was a mirrored version of the two or three flat, centered on a common stair hall. They were typically similar in appearance and materials to the two or three flats. The six flat had an enclosed public stair hall on the building's street side and an open but covered service stair on the building's rear. When repeated along three sides of a courtyard, the six flat became a module for the courtyard building type.

3.5.3.2 Greystones

Greystones are a style of construction defined by a stone facade of either rock-faced or smooth-faced limestone or buff sandstone. The secondary elevations were clad in brick. The greystone construction style was applied to the two- or three-flat building form, which consisted of two or three stories with a raised basement and stairs leading up to a prominent front porch on the first story. The facade had stacked bay windows or a projecting bay on one side while the other side had a front door, leading to a public stair hall running along one side of the building to provide access to each unit, topped by a small window. The greystone's flat roofline often was elaborated by a continuous ornamental limestone parapet. Most were distinguished by Queen Anne, Romanesque Revival, Beaux Arts, and Renaissance Revival ornamentation.

Greystones were expensive to construct. A significant and substantial collection of greystones are found on Chicago's southwest side in the North Lawndale community area bound by Taylor Street, Arthington Street, the Chicago and Burlington Quincy tracks, the Belt Railway, and Northwestern Railway in the NRHP-listed K-Town Historic District.

3.5.3.3 Courtyard Buildings

Typically U-shaped, courtyard apartment buildings were built around interior landscaped courtyards open to the street. The courtyards ranged in size from narrow to wide and tended to be simple with sidewalks, landscaping, and the occasional fountain. Courtyard entrances tended to reflect the building's style and ornamentation, varying from elaborate brick and stone gateway entrances to more modest brick piers with decorative ironwork or low brick walls with minimal, if any, ornamentation. The building's U-shaped configuration provided residents with access to some green space, cross-ventilation, and light. Generally constructed between 1900 and 1930, the majority of courtyard apartment buildings in Chicago, Oak Park, and other suburbs were typically three to four stories, clad in brick with stone or terra cotta trim, and had multiple entrances at various points around the courtyard. Each entrance typically provided access to two apartments on each floor, serving no more than six apartments. The first-floor units were usually a half-story above grade to increase street level separation and allow a service basement to house the boiler, utility rooms, laundry rooms, and storage units. In rare instances, the basement had apartment units, which were limited to the front of the courtyard. A variety of architectural styles were applied or integrated into the building's design, including Classical Revival, Tudor Revival,

Gothic Revival, Craftsman, Spanish Revival, and Renaissance Revival. Although the courtyard apartment building is usually found in a U-shaped configuration in Chicago and its suburbs, it was also constructed in L-shaped, S-shaped, and double U-shaped forms.

4.0 Effects Assessment

This section discusses the assessment of effects to NRHP-listed and NRHP-eligible properties within the APE.

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

To determine if any historic properties would be affected by the Project, documentation was reviewed for all NRHP-listed and eligible properties within the APE and the Project plans were reviewed. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Project would alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity.

For each historic property, a finding was made regarding the Project's potential to affect its aspects of integrity. The findings correspond to the guidelines set forth 36 CFR 800 and are supported by information on integrity in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*. The following findings were used to assess Project effects to individual historic properties and to make an overall Project finding of effect:

- *No Effect*: Per 36 CFR 800.4(d)(1), an undertaking may have "No Effect" to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale will be used to assess effects to historic properties within the APE for which there would be no direct physical impact and there would be no visual impact due to distance and intervening elements, such as topography, vegetation, and structures.
- *No Adverse Effect*: Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- *Adverse Effect*: An "Adverse Effect" is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

Because the Project would occur within existing railroad right-of-way, no direct effects (i.e. physical impacts) to historic properties were identified. No proposed improvements are located within the NRHP boundaries of historic properties.

The historic properties were also assessed for indirect effects from the Project. No auditory, vibratory, or atmospheric effects to any historic properties were identified. Project effects are limited to changes to historic properties' visual settings, an indirect

effect, due to the addition of a third mainline track within the existing railroad right-of-way, minor improvements to at-grade street/rail crossings, and minor improvements to the existing Metra stations at Maywood and Melrose Park. All changes to historic properties' settings would be minor and not adverse. Furthermore, no cumulative effects were identified. Therefore, no adverse effects were identified for any historic properties.

The following effects assessment for the NRHP-listed Maywood Fire Department Building and NRHP-eligible Maywood Water Works Complex include a detailed narrative assessment and photographs to and/or from the Project for each historic property. Although each historic property has been considered individually, per Section 106 regulations, an overall finding of No Adverse Effect is recommended for the proposed Union Pacific West Third Mainline – Eastern Section Project.

4.1.1 Maywood Fire Department Building

See Appendix A, APE Map Exhibit 2 and Figure 4-1 to Figure 4-3.

Near the Maywood Fire Department Building, project activity would include the addition of a third mainline track, at-grade street/rail crossing improvements, and improvements to the existing Maywood Metra Station. The third mainline track would be added north of the existing two mainline tracks within the existing UP right-of-way. No additional right-of-way is required. The new third mainline track would be located approximately 65 feet north of the Maywood Fire Department Building's north rear elevation and approximately 60 feet north of the north NRHP boundary. On the north side of the tracks, the at-grade street/rail crossing improvements would include the full-depth pavement reconstruction of 5th Avenue and Main Street within the existing roadway right-of-way to accommodate the third mainline track. The 5th Avenue improvements would be located approximately 140 feet northeast of the building's northeast corner while the Main Street improvements would be located approximately 105 feet north of the building's north rear elevation. The Maywood Metra Station improvements would include new platforms, a new warming house, replacement parking along the south side of Main Street east of the station, and accessible commuter parking moved closer to the station at the northeast corner of 5th Avenue and Main Street. The new platforms and warming station would be located approximately 300 feet northeast of the building's northeast corner.

No physical impacts to the Maywood Fire Department Building would occur; no project activity is proposed within the property's historic boundary. Therefore, no effects to the property's integrity of location, design, workmanship, or materials would occur.

Project implementation would not adversely affect the Maywood Fire Department Building's integrity of setting. The building is oriented south to St. Charles Road, away from the Project. Although the Project would introduce a new third mainline track into the property's setting, the track would be installed at-grade north of and identical to the existing two mainline tracks and would only be visible from the building's north rear elevation and portions of its east side elevation. Similarly, the proposed improvements to the existing Maywood Metra Station and the 5th Avenue and Main Street at-grade

street/rail crossing would only be visible from the building's north rear elevation and portions of its east side elevation. The third mainline track and proposed improvements would represent a minor alteration to the property's setting and would not obstruct any historically significant views to or from the building. Because no historically significant views to or from the property would be obscured by the Project, no adverse visual effects to this property were identified. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the Maywood Fire Department Building's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a picturesque Queen Anne and Colonial Revival-style storefront type fire station, or its association as Maywood's first public fire station and oldest building associated with fire prevention. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the UP-W Third Mainline – Eastern Section would have no adverse effect to the Maywood Fire Department Building.



Figure 4-1. View southeast from Main Street, west of 5th Avenue, to Maywood Fire Department Building's north rear and east side elevations (at right), existing two mainline railroad tracks, and proposed street/rail crossing improvements on Main Street and 5th Avenue



Figure 4-2. View southwest from Main Street and 5th Avenue to existing rail crossing at 5th Avenue and Maywood Fire Department Building's east side and north rear elevations (red arrow)



Figure 4-3. View southwest from Main Street and Maywood Metra Station (at left) to Maywood Fire Department Building (red arrow)

4.1.2 Maywood Water Works Complex

See Appendix A, APE Map Exhibit 2 and Figure 4-4 to Figure 4-6.

Near the Maywood Water Works Complex, consisting of the Maywood Water Softening Plant to the east and the Maywood Water Works Building to the west, project activity would include the addition of a third mainline track, at-grade street/rail crossing improvements, and improvements to the existing Maywood Metra Station. The third mainline track would be added north of the existing two mainline tracks within the

existing UP right-of-way. No additional right-of-way is required. The new third mainline track would be located approximately 75 feet north of the Maywood Water Softening Plant's north rear elevation, approximately 60 feet north of the Maywood Water Works Building's north rear elevation, and approximately 55 feet north of the Maywood Water Works Complex's north NRHP boundary. On the north side of the tracks, the at-grade street/rail crossing improvements would include the full-depth pavement reconstruction of 5th Avenue and Main Street within the existing roadway right-of-way to accommodate the third mainline track. The 5th Avenue improvements would be located approximately 175 feet northeast of the complex's northeast NRHP boundary while the Main Street improvements would be located approximately 95 feet north of the complex's north NRHP boundary. The Maywood Metra Station improvements would include new platforms, a new warming house, replacement parking along the south side of Main Street east of the station, and accessible commuter parking moved closer to the station at the northeast corner of 5th Avenue and Main Street. The new platforms and warming station would be located approximately 335 feet northeast of the complex's northeast NRHP boundary.

No physical impacts to the Maywood Water Works Complex would occur; no project activity is proposed within the property's historic boundary. Therefore, no effects to the property's integrity of location, design, workmanship, or materials would occur.

Project implementation would not adversely affect the Maywood Water Works Complex's integrity of setting. The buildings are oriented south to St. Charles Road, away from the Project. Although the Project would introduce a new third mainline track into the property's setting, the track would be installed at-grade north of and identical to the existing two mainline tracks and would only be visible from the buildings' north rear elevations and a portion of the Maywood Water Works Building's west side elevation. Similarly, the proposed improvements to the existing Maywood Metra Station and the 5th Avenue and Main Street at-grade street/rail crossing would only be visible from some portions of the buildings' north rear elevations. The third mainline track and proposed improvements would represent a minor alteration to the property's setting and would not obstruct any historically significant views to or from the buildings. Because no historically significant views to or from the property would be obscured by the Project, no adverse visual effects to this property were identified. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the Maywood Water Works Complex's integrity of setting.

Furthermore, no project activity would alter the property's feeling as representative examples of local vernacular interpretations of the Dutch Colonial Revival and Art Deco styles applied to public works buildings, or its association with Maywood's locally-significant early twentieth-century expansion of municipal services, the village's establishment of a municipal-owned water system, and the continued investment into that system through the mid-twentieth century. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the UP-W Third Mainline – Eastern Section would have no adverse effect to the Maywood Water Works Complex.



Figure 4-4. View south from Main Street to Maywood Water Works Complex's north rear elevation (at left, center) and existing two mainline railroad tracks



Figure 4-5. View southeast to Maywood Water Works Complex's north rear elevation (at right, center), existing two mainline railroad tracks, and proposed street/rail crossing improvements on Main Street and 5th Avenue



Figure 4-6. View southwest from Main Street and 5th Avenue to existing rail crossing at 5th Avenue and Maywood Water Works Complex's north rear elevation (red arrow)

5.0 Survey and Research Personnel

Architectural historians who meet the Secretary of Interior's Professional Qualifications Standards (36 CFR 61) completed the field investigations and property research, and prepared the determinations of NRHP eligibility in this report, as shown in Table 5-1.

Table 5-1. Survey and Research Personnel

Name	Qualification	Primary Responsibilities
WSP Parsons Brinckerhoff		
Aimee D. Paquin Architectural Historian	M.S., Historic Preservation B.A., History and American Studies 8 years of experience	Principal Investigator Report Methodology Field Investigations Property Research Determinations of NRHP Eligibility
Stephanie S. Foell Senior Supervising Architectural and Landscape Historian	M.H.P., Historic Preservation B.S., History and Psychology 20 years of experience	Technical guidance and review
Melinda Schmidt Architectural Historian	M.S., Historic Preservation B.A., History 3 years of experience	Property Research Determinations of NRHP Eligibility
Meghan Hamilton	B.S., Civil Engineering 8 years of experience	APE Map Set

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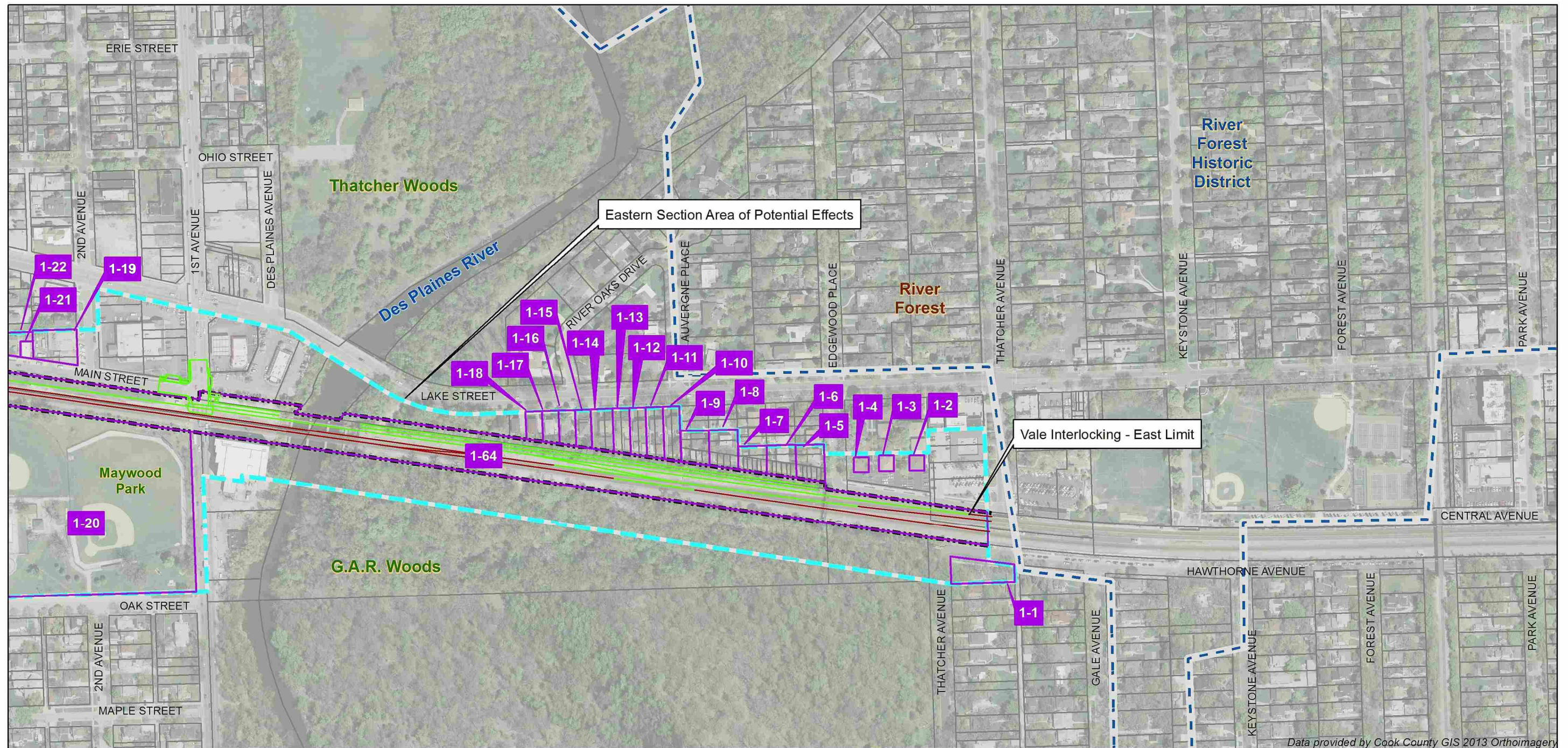
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Appendix A

Area of Potential Effects Map

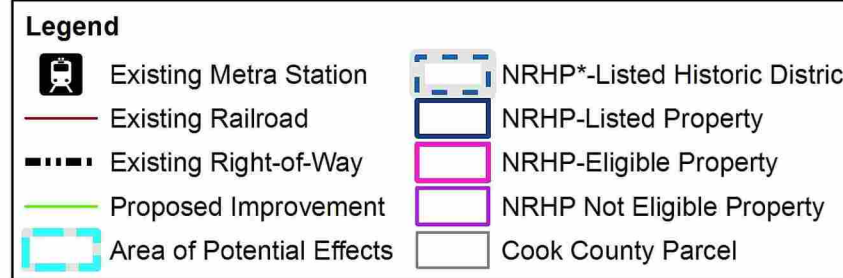


Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet

0 250 500 1,000 Feet



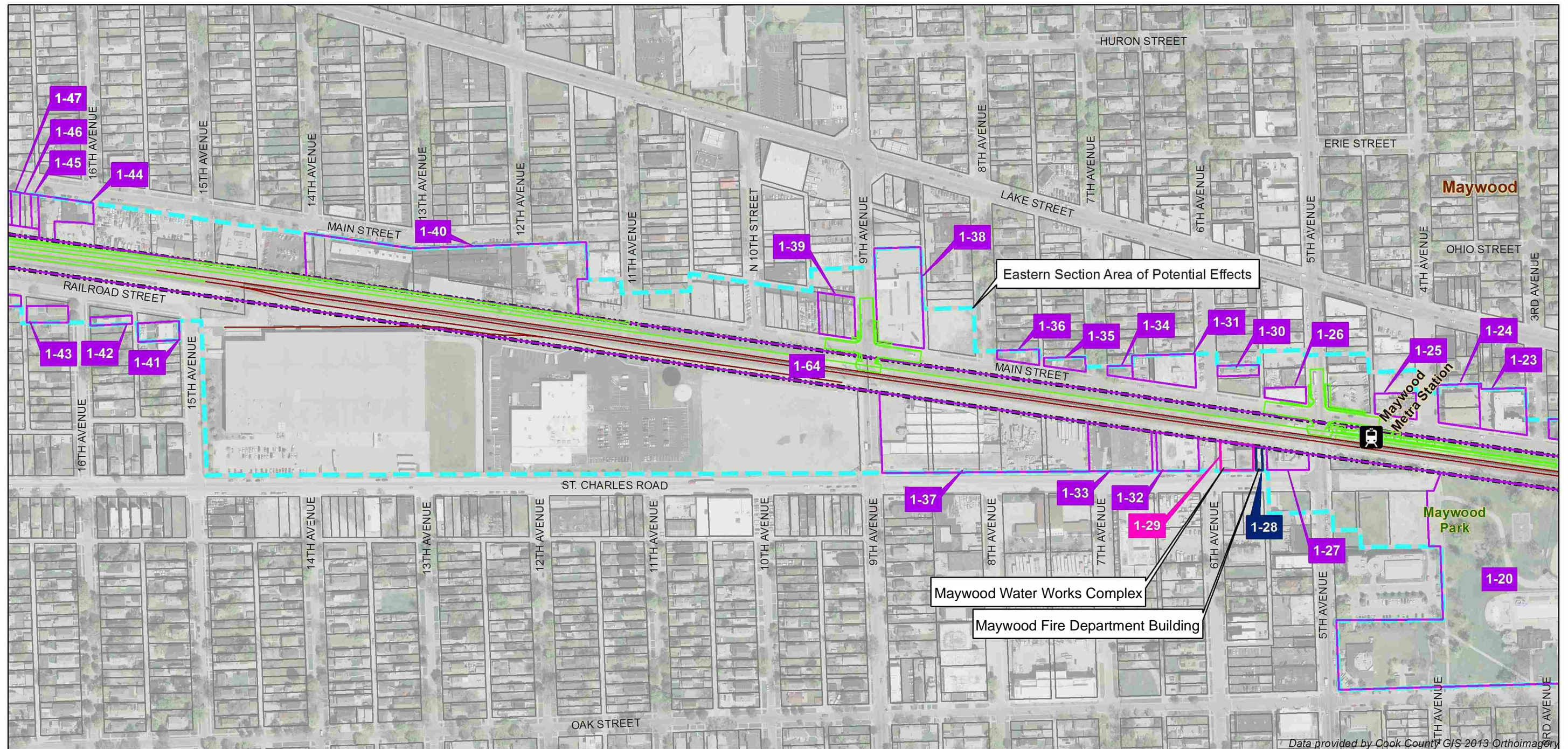
*NRHP: National Register of Historic Places

UP-W Third Mainline Project - Eastern Section Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

Exhibit 1 of 3

Date: January 29, 2016



Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet

0 250 500 1,000 Feet



Legend

- | | |
|---------------------------|--------------------------------|
| Existing Metra Station | NRHP*-Listed Historic District |
| Existing Railroad | NRHP-Listed Property |
| Existing Right-of-Way | NRHP-Eligible Property |
| Proposed Improvement | NRHP Not Eligible Property |
| Area of Potential Effects | Cook County Parcel |

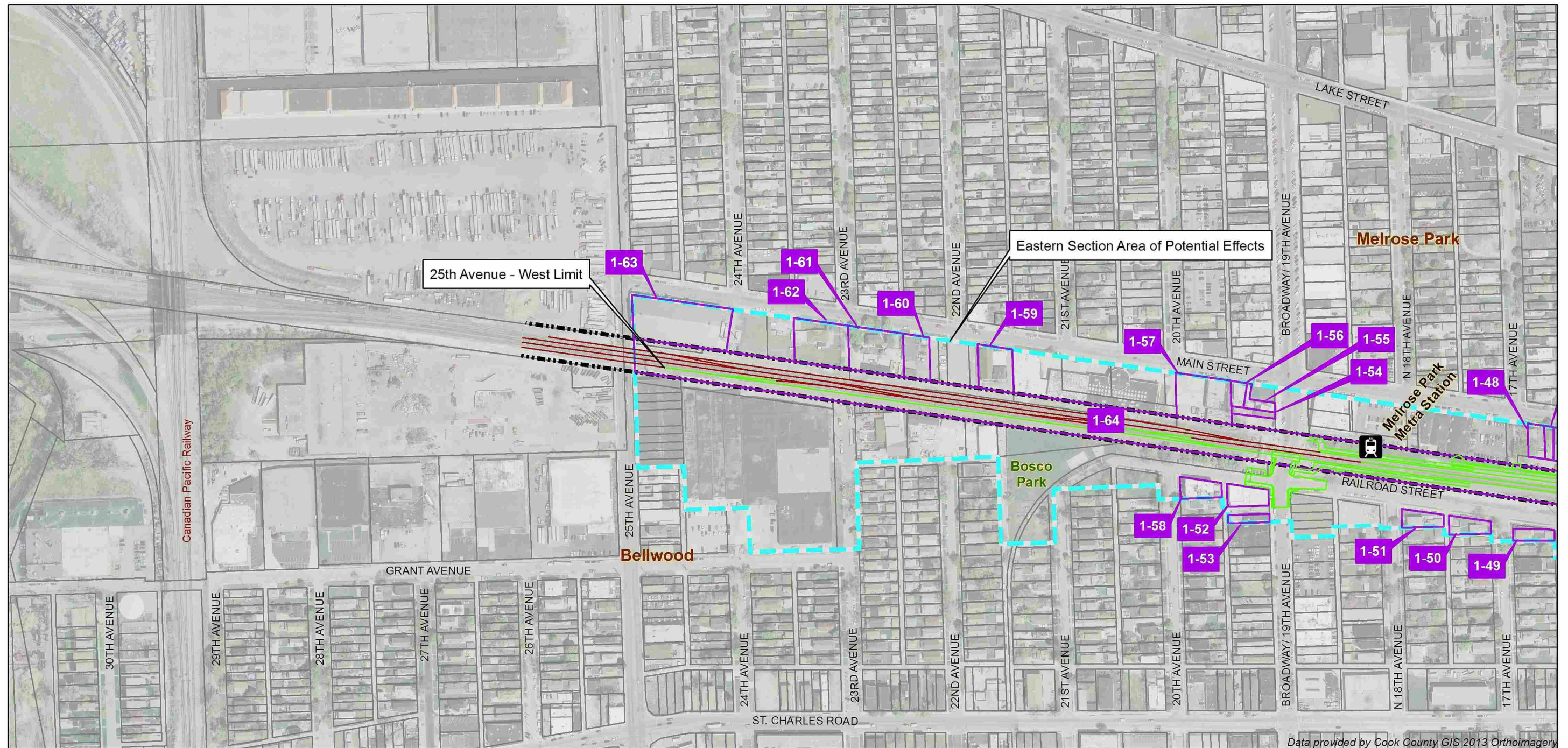
*NRHP: National Register of Historic Places

UP-W Third Mainline Project - Eastern Section Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

Exhibit 2 of 3

Date: January 29, 2016



Legend

- | | |
|---------------------------|--------------------------------|
| Existing Metra Station | NRHP*-Listed Historic District |
| Existing Railroad | NRHP-Listed Property |
| Existing Right-of-Way | NRHP-Eligible Property |
| Proposed Improvement | NRHP Not Eligible Property |
| Area of Potential Effects | Cook County Parcel |

*NRHP: National Register of Historic Places

UP-W Third Mainline Project - Eastern Section Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)




Exhibit 3 of 3

Date: January 29, 2016

Appendix B




Survey Data Summary Table

Appendix B – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type, Style, and/or Form	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-1	355 Thatcher Avenue	355 Thatcher Avenue, River Forest	1941	House, French Eclectic	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century French Eclectic house lacking architectural or historical significance. Although it appears to retain its original form, appearance, and materials, they are common of houses of this period and do not indicate architectural significance.								
1-2	8025-27 Lake Street	8025-27 Lake Street, River Forest	1955	Apartment Building, Art Moderne	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Art Moderne stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the facade and south side elevation contribute to diminished integrity of design, workmanship, and materials.								
1-3	8041-43 Lake Street	8041-43 Lake Street, River Forest	1955	Apartment Building, Art Moderne	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Art Moderne stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the facade and south side elevation contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-4	413-15 Edgewood Place	413-15 Edgewood Place, River Forest	1952	Apartment Building, Art Moderne	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Art Moderne stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the facade and south side elevation contribute to diminished integrity of design, workmanship, and materials.								
1-5	412-14 Edgewood Place	412-14 Edgewood Place, River Forest	1955	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the facade contribute to diminished integrity of design, workmanship, and materials.								
1-6	8117-19 Lake Street	8117-19 Lake Street, River Forest	1950	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Although it appears to retain its original form, appearance, and materials, they are common of buildings of this period and do not indicate architectural significance.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-7	8129-31 Lake Street	8129-31 Lake Street, River Forest	1950	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the east-facing facade and north side elevation contribute to diminished integrity of design, workmanship, and materials.								
1-8	8137-39 Lake Street	8137-39 Lake Street	1950	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the east-facing facade and south side elevation contribute to diminished integrity of design, workmanship, and materials.								
1-9	8145-47 Lake Street	8145-47 Lake Street, River Forest	1954	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the east-facing facade contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-10	8201-03 Lake Street	8201-03 Lake Street, River Forest	1950	Apartment Building, Modern-Era	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century Modern-era apartment building lacking architectural or historical significance. Replacement vinyl windows on the north-facing facade contribute to diminished integrity of design, workmanship, and materials.								
1-11	8205-07 Lake Street	8205-07 Lake Street, River Forest	1950	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the north-facing facade contribute to diminished integrity of design, workmanship, and materials.								
1-12	8209-11 Lake Street	8209-11 Lake Street, River Forest	1950	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the north-facing facade contribute to diminished integrity of design, workmanship, and materials.								


Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-13	8213-15 Lake Street	8213-15 Lake Street, River Forest	1950	Apartment Building, Colonial Revival	Not Eligible	N/A	2012, 2016	
<p>Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century apartment building with Colonial Revival stylistic influences lacking architectural or historical significance. Replacement vinyl windows on the north-facing facade contribute to diminished integrity of design, workmanship, and materials.</p>								
1-14	8217-19 Lake Street	8217-19 Lake Street, River Forest	1955	Apartment Building, Art Moderne	Not Eligible	N/A	2012, 2016	
<p>Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century Art Moderne-style apartment building lacking architectural or historical significance. Replacement vinyl windows and front doors on the north-facing facade contribute to diminished integrity of design, workmanship, and materials.</p>								
1-15	8225 Lake Street	8225 Lake Street, River Forest	1913	House, Prairie Style, American Foursquare	Not Eligible	N/A	2012, 2016	
<p>Integrity/Notes Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of an early twentieth century American Foursquare house lacking architectural or historical significance. Non-historic stucco cladding and replacement vinyl windows on the north-facing facade and east and west side elevations contribute to diminished integrity of design, workmanship, and materials.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-16	8229 Lake Street	8229 Lake Street, River Forest	1957	Apartment Building, Modern-Era	Not Eligible	N/A	2012, 2016	
<p>Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century Modern-era apartment building lacking architectural or historical significance. Replacement vinyl windows on the north-facing facade and east and west side elevations contribute to diminished integrity of design, workmanship, and materials.</p>								
1-17	8233 Lake Street	8233 Lake Street, River Forest	1957	Apartment Building, Modern-Era	Not Eligible	N/A	2012, 2016	
<p>Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century Modern-era apartment building lacking architectural or historical significance. Although it appears to retain its original form, appearance, and materials, they are common of apartment buildings of this period and do not indicate architectural significance.</p>								
1-18	8237 Lake Street	8237 Lake Street, River Forest	1957	Apartment Building, Modern-Era	Not Eligible	N/A	2012, 2016	
<p>Integrity/Notes: Previously surveyed in <i>River Forest Village Wide Architectural and Historical Survey</i> as not individually NRHP-eligible but potentially contributing to the existing NRHP-listed River Forest Historic District if the district boundary was expanded. Modest, basic example of a mid-twentieth century Modern-era apartment building lacking architectural or historical significance. Replacement vinyl windows on the north-facing facade and east and west side elevations contribute to diminished integrity of design, workmanship, and materials.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-19	Wigits Truck Center	6 North 2 nd Avenue, Maywood	1950-1955	Commercial Building, Warehouse	Not Eligible	N/A	2016	
<p>Integrity/Notes: Basic, altered example of a mid-twentieth century commercial warehouse building lacking architectural or historical significance. Although it appears to retain its overall form, appearance, and materials with some vinyl window replacements, they are common of commercial warehouse buildings of this period.</p>								
1-20	Veterans Memorial Park (Maywood Park)	Bound by UPRR, South 1 st Avenue, and Oak Street, Maywood	1869-1972	Park Aquatic Center, Modern-Era	Not Eligible	N/A	2016	
<p>Integrity/Notes: Established as part of the original Maywood Company village plans in 1869, the park has undergone numerous changes throughout its history. A review of historic and aerial photography indicates the park no longer retains its original or subsequent landscaping features, such as a lagoon, fountain, trees, etc. Although it is associated with the original village plat in 1869 and village design intent of the founding Maywood Company, the park no longer retains its integrity of design, workmanship, materials, feeling, or association as a mid-to-late nineteenth century park. Additions like the 1972 Fred Hampton Aquatic Center, baseball diamonds, and other non-historic features further contribute to a lack of architectural or historical significance.</p>								
1-21	211 Main Street	211 Main Street, Maywood	Ca. 1920	House, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest, basic example of an early twentieth century stone-faced house lacking architectural or historical significance. The 1951 Sanborn Fire Insurance Map indicates it was originally a dwelling; it appears to now be used as offices. It retains its overall form, stone facing, and facade mansard roof, but replacement vinyl and glass block windows contribute to diminished integrity of design, workmanship, and materials.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-22	3 North 3 rd Avenue	3 North 3 rd Avenue, Maywood	1879	House, Gable-Front	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest and basic example of a late nineteenth century gable-front house lacking architectural or historical significance. Its overall form and appearance is common of gable-front houses of this period. Replacement vinyl siding and vinyl windows and the removal of the original wraparound front porch contribute to diminished integrity of design, workmanship, and materials.</p>								
1-23	Swan Apartments	8-10 North 3 rd Avenue, Maywood	1921	Courtyard Apartment Building, Classical Revival	Not Eligible	N/A	2016	
<p>Integrity/Notes: See determination of eligibility form. Modest and typical example of a 1920s classically inspired U-shaped courtyard apartment building lacking architectural or historical significance. Although research indicates it may have been the first courtyard apartment building constructed in Maywood, this was a common multifamily building type constructed during this period and does not indicate historical significance. Its overall form and appearance is common of apartment buildings of this period. Replacement windows contribute to diminished integrity of design, workmanship, and materials.</p>								
1-24	7 North 4 th Avenue	7 North 4 th Avenue, Maywood	1965	Apartment Building, Modern-Era	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest, basic example of a mid-twentieth century Modern-era apartment building lacking architectural or historical significance. Its overall form and appearance is common of apartment buildings of this period. Replacement vinyl windows on the west-facing facade and south side elevation contribute to diminished integrity of design, workmanship, and materials.</p>								



Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-25	Ted's Auto Repair	401 Main Street, Maywood	1912	Auto Repair Shop, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Basic example of an early twentieth century commercial building lacking architectural or historical significance. The 1951 Sanborn Fire Insurance Map indicates it was a general storage facility. The building appears to retain its overall form and some of its original multi-pane metal windows, but many of its original window openings have been infilled with brick and glass block and the original brick cladding painted. These alterations contribute to diminished integrity of design, workmanship, and materials.</p>								
1-26	2 North 5 th Avenue	2 North 5 th Avenue, Maywood	1930	Commercial Building, Classical Revival	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest, altered example of an early twentieth century commercial building with Classical Revival stylistic influences and ornamentation lacking architectural or historical significance. A stone plaque on the south-facing Main Street elevation indicates the General Teamsters, Chauffeurs and Helpers Union of Maywood and Vicinity (Local 782) either constructed the building or had offices there in the early twentieth century. The building retains its original modest terra cotta ornamentation (belt courses, quoins, cornice, and decorative floral and festoon panels) and many of its original second story wood-sash windows, but its original 5th Avenue and Main Street storefronts have non-historic replacements or infill materials that alter the original appearance and contribute to diminished integrity of design, workmanship, and materials.</p>								
1-27	Maywood Express	2 South 5 th Avenue, Maywood	1936	Restaurant, Tudor Revival	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest, altered example of a 1930s former filling station with Tudor Revival stylistic influences lacking architectural or historical significance. Its overall form and appearance (steeply pitched gas station roof, service bay wing with gable, and rough-faced facade) indicate it was originally a Pure Oil English Cottage-style gas station. The entire building has been painted one color, obscuring the original blue tile roof typical of Pure Oil stations. The original storefront appears to have been somewhat reconfigured for the restaurant conversion, and many of the original service bay door and window openings have been infilled, contributing to diminished integrity of design, workmanship, and materials. A more intact example of this type is the NRHP-listed Pure Oil Station in Geneva, Illinois.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-28	Maywood Fire Department Building	511 St. Charles Road, Maywood	1904	Fire Station, Dutch Colonial Revival	Listed	C	1992	
<p>Integrity/Notes: Listed in the NRHP under Criterion C as the community's oldest building associated with fire prevention and its first public fire station. It is architecturally significant for combining the picturesque nature of Victorian architecture with the more literal historicism prevalent after the 1893 World's Columbian Exposition in the storefront type of fire station prevalent from the 1830s into the 1930s.</p>								
1-29	Maywood Water Works Complex	515 and 519 St. Charles Road, Maywood	Ca. 1904; 1937	Waterworks, Pumping Station, Dutch Colonial Revival Water Purification Facility, Art Deco	Eligible	A, C	2016	
<p>Integrity/Notes: See determination of eligibility form. The Maywood Water Works Complex consists of the ca. 1904 Maywood Water Works Building and 1937 Maywood Water Softening Plant. The Maywood Water Works Building was the first pumping station constructed in Maywood during a period of rapid population growth and an expansion of public services in the early twentieth century. The construction of the Maywood Water Softening Plant in 1937 allowed the village to provide safe, clean drinking water to its residents, operating in conjunction with the adjacent pumping station to chemically treat the water before it was pumped into the system. The complex is eligible under Criterion A for its association with Maywood's locally-significant early twentieth-century expansion of municipal services, the village's establishment of a municipal-owned water system, and the continued investment into that system through the mid-twentieth century. The complex is also eligible under Criterion C as a representative example of local vernacular interpretations of high-style architecture applied to public works buildings. The Maywood Water Works Building is a good example of a vernacular interpretation of the Dutch Colonial Revival style applied to a modest pumping station, while the Maywood Water Softening Plant is a good example of an Art Deco-style public works building, particularly the style as it was applied to Public Works Administration (PWA) projects during the New Deal era. Both buildings have replacement glass block windows in original openings, but they appear appropriate given their original utilitarian use, and do not substantially detract from the buildings' original symmetrical design intent and overall appearance.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-30	5 North 6 th Avenue	5 North 6 th Avenue, Maywood	1897	House, Gable-Front	Not Eligible	N/A	2016	
<p>Integrity/Notes: Altered, basic example of a late nineteenth century gable-front house lacking architectural and historical significance. Its overall form and appearance is common of gable-front houses of this period. The house has been entirely clad in non-historic stucco and the original front porch was enclosed. Replacement vinyl windows and non-historic window surrounds and sills further contribute to diminished integrity of design, workmanship, and materials.</p>								
1-31	8 North 6 th Avenue	8 North 6 th Avenue, Maywood	1914 1946	Storage Warehouse, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: The 1951 Sanborn Fire Insurance Map indicates it was the Jackson Storage & Van Co. Constructed in 1914, the original three-story building's north and west elevations were enclosed by a four-story L-shaped portion in 1946. It is now used as an auto service shop. Although the building retains its overall form, appearance, and many of its original windows and has minimal ornamentation, it is a common example of an early twentieth century storage warehouse lacking architectural or historical significance.</p>								
1-32	605 St. Charles Road	605 St. Charles Road, Maywood	1965	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: This property was originally occupied by one of the American Can Company's finished stock warehouses, a large building that occupied the block between 6th and 7th Avenues. It appears to have been demolished ca. 1965 for the construction of this building and the one at 611 St. Charles Road. This building is a basic example of a mid-twentieth century office and warehouse building lacking architectural and historical significance. Although it retains its overall form, appearance, and materials, it is a common building of this type of this period.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-33	611 St. Charles Road	611 St. Charles Road, Maywood	1965	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: This property was originally occupied by one of the American Can Company's finished stock warehouses, a large building that occupied the block between 6th and 7th Avenues. It appears to have been demolished ca. 1965 for the construction of this building and the one at 605 St. Charles Road. This building is a basic example of a mid-twentieth century office and warehouse building lacking architectural and historical significance. Although it retains its overall form, appearance, and materials, it is a common building of this type of this period.</p>								
1-34	1 North 7 th Avenue	1 North 7 th Avenue, Maywood	1894	House, Gable-Front	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest and basic example of a late nineteenth century gable-front house lacking architectural or historical significance. Its overall form and appearance is common of gable-front houses of this period. An enclosed front porch and replacement vinyl siding, vinyl windows, and glass block windows contribute to diminished integrity of design, workmanship, and materials.</p>								
1-35	2 North 7 th Avenue	2 North 7 th Avenue, Maywood	1894	House, Gable-Front	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest and altered example of a late nineteenth century gable-front house lacking architectural or historical significance. Its overall form and appearance has been altered by a non-historic full-width shed roof dormer on the south side elevation, non-historic front porch, replacement aluminum and vinyl siding, replacement windows, and metal window awnings. These alterations contribute to diminished integrity of design, workmanship, and materials.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-36	1 North 8 th Avenue	1 North 8 th Avenue, Maywood	1889	House, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of a late nineteenth century house lacking architectural or historical significance. Replacement vinyl siding, vinyl windows, and an enclosed front porch contribute to diminished integrity of design, workmanship, and materials.								
1-37	American Can Company – Packers Can Factory	37 North 9 th Avenue, Maywood	1922-1949	Factory, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Originally used as the American Can Company's Packers Can Factory, the north ca. 1922 brick-clad portion was used as a factory and storage while the south 1949 brick and wood-clad portion was used as a train shed and storage. It is now occupied by Try Our Pallets, Inc. Basic example of an early twentieth century factory building lacking architectural and historical significance. The building retains its original sawtooth roof over the ca. 1922 factory portion and its original south elevation windows on the 1949 portion, but many of the ca. 1922 portion's original window and door openings have been infilled with brick, smaller replacement windows, and non-historic doors. It is one of the few remaining buildings associated with the American Can Company, a prominent former manufacturing company in Maywood, but was a later addition to its extensive complex of buildings and is not representative of the company's significant contributions to the community.								
1-38	Seaway Supply Company	15 North 9 th Avenue, Maywood	1965	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of a mid-twentieth century commercial building lacking architectural or historical significance. Its overall form and appearance are common of commercial buildings of this period. Replacement windows across the the east-facing facade and south side elevation contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-39	6 North 9 th Avenue	6 North 9 th Avenue, Melrose Park	1965	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of a mid-twentieth century commercial building lacking architectural or historical significance. Although it appears to retain its original materials and overall form and appearance, these are common of commercial buildings of this period.								
1-40	American Brake Shoe & Foundry Co. Melrose Park Plant	1240 Main Street, Melrose Park	1910	Factory, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Originally constructed as the American Brake Shoe & Foundry Co. Melrose Park Plant in the early twentieth century, it was one of many manufacturers who established operations in the village in that period. It is now occupied by several businesses, including Special Event Rentals Ltd., Able Barmilling & Manufacturing, Inc., and Romero Steel Company. Although it appears to retain its original form, it is a basic example of an early twentieth century factory building lacking architectural or historical significance and altered by replacement and/or infilled windows.								
1-41	6-8 South 15 th Avenue	6-8 South 15 th Avenue, Maywood	1899	Flats Apartment Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of a late nineteenth century two-family flats apartment building lacking architectural or historical significance. Though it appears to retain its original cladding, front porch, and cornice, the painted facade, replacement windows, and enclosed two-story rear porch contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-42	7 South 16 th Avenue	7 South 16 th Avenue, Maywood	1912	Two-Flat Apartment Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century two-flat apartment building lacking architectural or historical significance. Its overall form and appearance is common of two-flats constructed in Chicago and its suburbs during this period. Replacement windows and front porch contribute to diminished integrity of design, workmanship, and materials.								
1-43	6 South 16 th Avenue	6 South 16 th Avenue, Maywood	1924	House, American Foursquare	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century American Foursquare house lacking architectural or historical significance. Its overall form and appearance is common of American Foursquare houses of this period. Although it retains many of its original wood windows on the facade and north side elevation, replacement aluminum siding and asphalt shingles on the roof dormer contribute to diminished integrity of design, workmanship, and materials.								
1-44	1610 Main Street	1610 Main Street, Melrose Park	1894	House, Gable-Front	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of a late nineteenth century gable-front house lacking architectural or historical significance. Its overall form and appearance is common of gable-front houses of this period. A large two-story addition on the west side elevation, replacement aluminum siding and windows contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-45	1612 Main Street	1612 Main Street, Melrose Park	1929	House, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century hipped roof house lacking architectural or historical significance. Its overall form and appearance is common of houses of this period. Although it retains its original wood windows, the enclosed front porch, reorientation of the facade entrance to the west side elevation, and replacement aluminum siding contribute to diminished integrity of design, workmanship, and materials.								
1-46	1614 Main Street	1614 Main Street, Melrose Park	1894	House, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century hipped roof house lacking architectural or historical significance. Its overall form and appearance is common of houses of this period. Although it retains its original wood windows, the replacement aluminum siding and front door contribute to diminished integrity of design, workmanship, and materials.								
1-47	1616 Main Street	1616 Main Street, Melrose Park	1894	House, Gable-Front	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century gable-front house lacking architectural or historical significance. Its overall form and appearance is common of gable-front houses of this period. The replacement aluminum siding, windows, and front door contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-48	1618 Main Street	1618 Main Street, Melrose Park	1905	House, Gable-Front	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century gable-front house lacking architectural or historical significance. Its overall form and appearance is common of gable-front houses of this period. The enclosed front porch, replacement stone cladding and aluminum siding, and replacement windows contribute to diminished integrity of design, workmanship, and materials.								
1-49	7 South 17 th Avenue	7 South 17 th Avenue, Maywood	1914	House, Dutch Colonial Revival	Not Eligible	N/A	2016	
Integrity/Notes: Modest and basic example of an early twentieth century house with Dutch Colonial Revival influences lacking architectural or historical significance. Its overall form and appearance is common of houses of this period. Replacement vinyl siding and vinyl windows contribute to diminished integrity of design, workmanship, and materials.								
1-50	2 South 17 th Avenue	2 South 7 th Avenue, Maywood	1956	House, Minimal Traditional	Not Eligible	N/A	2016	
Integrity/Notes: Modest and altered example of a mid-twentieth century Minimal Traditional house lacking architectural or historical significance. Its overall form and appearance has been altered by a large second story addition, replacement vinyl siding, and replacement vinyl windows, which contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-51	5 South 18 th Avenue	5 South 18 th Avenue, Maywood	1959	Apartment Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest, basic example of a mid-twentieth century apartment building lacking architectural and historical significance. Its overall form and appearance is common of apartment buildings of this period. Though the building is relatively intact and retains its original materials, it is not a distinctive example of its type and does not exhibit any architectural significance.</p>								
1-52	2 South 19 th Avenue	2 South 19 th Avenue, Maywood	1925	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Basic, altered example of an early twentieth century commercial building lacking architectural or historical significance. Its overall form and appearance is common of commercial buildings of this period. Except for a garage door opening on the east-facing facade and a pedestrian door on the north side elevation, all of the building's original window and door openings have been infilled with brick or concrete block. This alteration significantly diminishes its integrity of design, workmanship, and materials.</p>								
1-53	10 South 19 th Avenue	10 South 19 th Avenue, Maywood	Ca. 1910	Residential Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Although the building appears to be an early twentieth century commercial building, the 1951 Sanborn Fire Insurance Map indicates it was originally a dwelling as does the 1910-1940 US Census records and the 1918 Oak Park Telephone Directory. Along with the adjacent 14 South 19th Avenue, it currently forms the New Hope Christian Center. Although the building has a decorative brick facade of alternating shades of brown brick headers and stone accents, it lacks architectural significance and its form is common of early twentieth century buildings. Replacement vinyl windows, infilled arched window openings, and infilled door and window openings contribute to diminished integrity of design, workmanship, and materials.</p>								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-54	4 Broadway Street	4 Broadway Street, Melrose Park	1909	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Basic, altered example of an early twentieth century commercial building lacking architectural and historical significance. Its overall form and appearance is common of commercial buildings of this period. Its replacement storefront windows and entry contribute to diminished integrity of design, workmanship, and materials.								
1-55	6 Broadway Street	6 Broadway Street, Melrose Park	1891	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Basic, altered example of a late nineteenth century commercial building lacking architectural and historical significance. The facade's replacement storefront and replacement second story vinyl windows in altered window openings contribute to diminished integrity of design, workmanship, and materials.								
1-56	1910 Main Street	1910 Main Street, Melrose Park	1913	House and Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
Integrity/Notes: Basic and substantially altered example of an early twentieth century hipped roof house lacking architectural and historical significance. Its original form and appearance has been altered by the conversion of the first story facade into a commercial storefront and by a one-story addition on its east side elevation. Replacement vinyl siding and vinyl windows further contribute to diminished integrity of design, workmanship, and materials.								




Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-57	1918 Main Street	1918 Main Street, Melrose Park	1921	Factory, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Basic, altered example of an early twentieth century factory building lacking architectural and historical significance. Its overall form and appearance is common of factory buildings of this period. Altered and infilled window and door openings on the facade and west side elevation and replacement glass block windows contribute to diminished integrity of design, workmanship, and materials.</p>								
1-58	1-3 South 20 th Avenue	1-3 South 20 th Avenue, Maywood	1924	Apartment Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest, basic example of an early twentieth century apartment building lacking architectural and historical significance. Its overall form and appearance is common of modest, minimally ornamented apartment buildings of this period. Replacement vinyl windows, glass block-infilled windows, and non-historic doors contribute to diminished integrity of design, workmanship, and materials.</p>								
1-59	First Baptist Church of Melrose Park	2114 Main Street, Melrose Park	1966	Church, Modern-Era	Not Eligible	N/A	2016	
<p>Integrity/Notes: See determination of eligibility form. Modest and altered example of a mid-twentieth century Modern-era religious building. The building utilizes simple, restrained mid-century Modern-era forms on its facade and has several additions from 1978, ca. 1980, and ca. 2002. It does not appear to be architecturally significant. The building is associated with the death of Black Panther leader, Fred Hampton, as it held his funeral, but it is one of several locations associated with him and does not have a significant association with his productive life.</p>								



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UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-60	2208 Main Street	2208 Main Street, Melrose Park	Ca. 1951	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Basic, altered example of a mid-twentieth century commercial building lacking architectural and historical significance. The 1951 Sanborn Fire Insurance Map indicates the west half was used for automobile storage during that period. Altered and infilled window and door openings on the facade and replacement vinyl and glass block windows contribute to diminished integrity of design, workmanship, and materials.</p>								
1-61	9 North 23 rd Avenue	9 North 23 rd Avenue, Melrose Park	1905	House, American Foursquare	Not Eligible	N/A	2016	
<p>Integrity/Notes: Modest and basic example of an early twentieth century American Foursquare house lacking architectural or historical significance. Its overall form and appearance is common of American Foursquare houses of this period. The facade's original front porch has been enclosed and the original entry reconfigured with two doors. In addition to these changes, it has replacement vinyl siding, vinyl windows, and glass block windows. These alterations contribute to diminished integrity of design, workmanship, and materials.</p>								
1-62	Melrose Park Waterworks Building	2300 Main Street, Melrose Park	1913	Waterworks, Pumping Station, Mission Revival	Not Eligible	N/A	2016	
<p>Integrity/Notes: See determination of eligibility form. The Melrose Park Water Works Building was the second pumping station in the village associated with its municipally-run, village-wide water system in the early twentieth century. Although it continues to operate as a pumping station, research did not indicate any historically significant associations. Further, the building's lack of integrity of design and materials due to window replacements that alter the original appearance of the building's primary elevations, diminish its ability to convey its association with the water system. The replacements also contribute to a lack of architectural significance. The building's Mission Revival-style details are minimal and do not exemplify the style. Research did not indicate any of its engineering components or water-pumping technology were innovative for the era.</p>								

Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-63	2400 Main Street	2400 Main Street, Melrose Park	1923	Commercial Building, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Basic, altered example of an early twentieth century industrial building lacking architectural and historical significance. The building's overall basic form is common of industrial buildings of this period. Replacement aluminum siding and brick cladding as well as small additions contribute to diminished integrity of design, workmanship, and materials.</p>								
1-64	Chicago & Northwestern Railway	Approximately 1.7 miles between the Vale Interlocking, River Forest and 25 th Avenue, Melrose Park	1848-1966	Railroad, No Discernible Style	Not Eligible	N/A	2016	
<p>Integrity/Notes: Only the short segment of the Chicago & Northwestern Railway in the APE is being evaluated for NRHP eligibility. An evaluation of the greater rail line is out of the scope of this evaluation effort and should be completed in the future to determine the NRHP eligibility of the greater Chicago & Northwestern Railway. Although it was the first rail line through this area, connecting it to Chicago in the mid-nineteenth century and preceding and helping the establishment of Maywood and Melrose Park, this segment of the Chicago & Northwestern Railway does not convey this association within the scope of this determination of eligibility. Further, though this segment retains its double trackage, it no longer retains integrity of design, materials, or workmanship because it has been modernized with new rails, track ballast, and modern equipment at railroad crossings.</p>								

Appendix B – Survey Data Summary Table

UP-W Third Mainline – Eastern Section

Appendix C

NRHP Determinations of Eligibility

NAME
Swan Apartments

OTHER NAME(S)
N/A

STREET ADDRESS
8-10 North 3rd Avenue

CITY
Maywood

OWNERSHIP
Various (Condominiums)

TAX PARCEL NUMBER
15111370210000

YEAR BUILT
1921

SOURCE
Redfin.com Real Estate Listing, 2015

DESIGNER/BUILDER
Unknown

STYLE
Tudor Revival, Beaux Arts

PROPERTY TYPE
Domestic

FOUNDATION
Concrete

WALLS
Brick

ROOF
Built-up

DESCRIPTIVE NOTES

The Swan Apartments is a three-story, brick-clad U-shaped courtyard apartment building with an eclectic blend of classically inspired stylistic details. The building is located at the northwest corner of North 3rd Avenue and Main Street in Maywood. Constructed in 1921 in a residential neighborhood, the building faces east to North 3rd Avenue. It has a concrete foundation and a built-up flat roof. The primary east-facing facade features revival-style details, such as a castellated parapet with stone coping, stone tiles and details, and decorative brick. The building's U-shaped plan comprises two L-shaped wings forming a large U-shaped courtyard opening east to North 3rd Avenue. The south side elevation faces Main Street and the north side elevation faces the neighboring apartment building. The west rear elevation faces a parking lot and alley. A small grassy lawn with several bushes is located along the east, north, and south elevations.

The primary east-facing facade along North 3rd Avenue and south side elevation along Main Street are clad in face brick. The basement level features four rows of projecting brick, giving the appearance of the rusticated first story often found on Beaux Arts-style buildings. A short stone water table runs along the foundation and a stone belt course runs above the basement story. A row of soldier brick runs above the third story along both elevations, and projecting stone coping runs along the cornice under the parapet. The east-facing facade has a crenellated parapet and the south elevation has a simple parapet. Unless otherwise noted, all windows are replacement one-over-one, double-hung, vinyl-sash windows with stone sills and soldier brick lintels.

The courtyard has a simple entrance comprising a decorative metal fence between two brick piers with flared stone coping. Gates are located at the north and south ends of the fence and concrete sidewalks are located along the north and south ends of the courtyard. A classically inspired lamppost is located just behind the fence in the grassy space between the sidewalks,

and ornamental bushes are planted at the northeast and southeast corners and along the east-facing courtyard wall.

The U-shaped courtyard facade comprises a central wing parallel to North 3rd Avenue and flanking perpendicular south and north wings. Facing the courtyard and parallel to North 3rd Avenue, the central wing's facade comprises four bays. The identical first and fourth bays have a first story entrance consisting of a replacement wood-and-glass door with sidelights. The entrance is framed by a stone door surround and hood molding. Scroll brackets support the entablature on either side of the door. "SWAN" is engraved in the middle of the lintel, which is topped by a projecting cornice. A stepped stone parapet tops the cornice. Replacement classically inspired lights flank the doorways. A short brick knee wall with stone coping projects from the interior side of the doorways. Above each door, a single window is located between the first and second story and between the second and third story to light the stairwell. A square panel comprised of slightly projecting bricks is located between the two windows. Above the uppermost window, a keystone tops the brick lintel, flanked by a stone tile at the corners.

The identical middle two bays have basement-level windows hidden behind a bush. The first to third stories have identical windows. They consist of a row of four narrow rectangular windows divided at each story by rectangular panels of slightly projecting bricks. A large brick chimney projects over the roofline behind the central wing.

The courtyard's perpendicular south and north wings are identical and feature two full-height bay windows in the middle of the elevation. The south wing's north-facing courtyard elevation and the north wing's south-facing courtyard elevation are divided into five bays east to west across the elevation. The first bay comprises a basement window behind a bush and a single-pane rectangular window on the first to third stories. The identical second and fourth bays comprise a full-height bay window. Along the first to third stories, the bay wall corners resemble an engaged column with stone molding at the base of the first story and the top of the third story. A set of three stone tiles is located just above the bottom stone molding and just below the top stone molding. A row of header brick outlines the corners of the bay wall. The front bay wall has a row of four square basement-level windows and a row of four rectangular, narrow windows on the remaining stories, which are separated by rectangular panels comprised of slightly projecting bricks. The identical side bay walls have a single window on the first, second, and third story, separated by a square panel comprised of slightly projecting bricks.

The south and north wings' courtyard elevation third, middle bay is set back between the bay window walls. It is identical to the first and fourth entrance bays of the courtyard's central wing. The fifth bay has a single window on each story separated by square panels comprised of slightly projecting bricks.

Facing east to North 3rd Avenue, the identical facades of the north and south wings are divided into three bay. The identical first and third bays have paired square basement-level windows. The remaining floors feature identical pairs of rectangular windows. A rectangular brick panel outlined by a row of header bricks with a stone tile at each corner is located between the floors. The middle bay is a full-height bay window. The bay windows are similar in form and ornamentation to the courtyard's bay windows, but have paired windows on the side walls and a row of five narrow windows on the front wall at each story.

Facing Main Street, the building's south side elevation comprises ten bays from east to west. The first two easternmost bays have a narrow rectangular window at each story. The third bay has a square window at each story. The fourth bay consists of a gated open integrated stairwell. The black metal gate at street level is flanked by brick kneewalls with stone coping. A black metal fence runs along the stairwell opening at each story. The fifth bay is identical to the third bay except for a rectangular window on the first story and a glass block window on the basement level. The identical sixth and ninth bays have two, square, wood-sash windows on the basement level. The remaining floors have a set of three, narrow rectangular windows. The seventh bay has a square, double-hung, wood-sash window on the basement level and a rectangular window on each of the remaining stories. The eighth bay has a small rectangular window on each story. The tenth bay has a square, double hung-wood-sash window on the basement level and a square window on all remaining stories.

The building's north side elevation and west rear elevation are clad in common brick. The windows on these elevations have arched brick lintels and stone sills. Replacement rectangular windows fill the original arched window openings. A metal fence projects from the north side elevation along an alley between Swan Apartments and the neighboring apartment building to the north. The north side elevation comprises nine bays from east to west. The first bay has a small square window on each story. The second and fourth bays have square basement windows and a rectangular window on the remaining stories. The third bay is an open integrated stairwell. The fifth and eighth bays have a row of three rectangular windows on each story. The sixth bay has a rectangular window on each story. The seventh and ninth bays have a square window on each story. The basement level was not visible on the fifth through ninth bays during survey.

The west rear elevation was not completely accessible during survey. It is comprised of at least ten bays and includes at least two stairwells and a central chimney. The bays at either end of the elevation have no openings, and are flanked by a gated, open integrated stairwell. From south to north, the third bay has a one-over-one window on each story; the fourth bay has a row of three, rectangular one-over-one windows; and the fifth bay has an unidentifiable window on each story. The chimney is located on the sixth bay. It is not clear how many bays are located between the chimney and north stairwell, however one bay has a row of three windows on each story and another bay has a single window on each story.

HISTORY/DEVELOPMENT

Swan Apartments was built in 1921 at 8-10 North 3rd Avenue in Maywood. In his book *Maywood*, Douglas Deuchler claims the Swan Apartments was the first courtyard apartment building built in Maywood. It was one of many apartment buildings and homes constructed within walking distance of trains and streetcars during the 1920s. A 1936 ad for an apartment at Swan Apartments highlights its proximity to the Chicago and North Western Railroad station. *The Herald*, a local newspaper, often printed ads for available rooms at Swan Apartments and sometimes mentioned Swan Apartments in articles about local citizens throughout the 1930s and 1940s. Though research did not reveal who constructed the apartment building, a pharmacist named John Clyde Swan lived just north of Swan Apartments in 1921, and could have been the owner of the building. John Clyde Swan owned Swan's Pharmacy in Maywood for approximately twenty years, closing his store in 1928.

Swan Apartments housed a variety of middle class tradesmen and professionals and their families. The 1930 Census lists Harry Gibson, his wife Leonie, and son Robert; construction foreman Harry Baxter and his wife Freda; and baker Valentin Ruthalen, his wife Violet, and

their sons living at 8 North 3rd Avenue. Railroad clerk Menzo McMaster, his wife Alice, a dressmaker, and their son Francis, a clerk; chauffeur George Barth and his wife Dorothy; salesman Henry Neice, his mother Eva, and his daughter Betty; manager Robert Hill and his wife Aileen, a stenographer; electrician William Parks and his wife Ella; and Frigidaire salesman William Boucher lived in 10 North 3rd Avenue.

The 1940 Census lists radio engineer Alex Gorbunoff, his wife Hilda, and their son Harry; assistant engineer Joseph Kossal, his wife Nell, and their sons; machinist Herman Larson, his wife Thyna, and their daughter Jaime; bacteriologist Glen Hayo, his wife Corinne, and their sons; assistant engineer Robert B. Edgar and his wife Urda; and research engineer Marshall Switzes and his wife Virginia at 8 North 3rd Avenue. Bookkeeper Geraldine Bube; Gladys Suimann and her father John Riley, a watchman; press operator Edward Glade, his wife Helen, and their daughter Jaqueline; research engineer Leslie Meskimen, his wife Lucille, and their daughter Sharon; clerk Edwin Haick and his wife Mayatte, a stenographer; Mary Masschalk, her sons, her mother, and her mother-in-law; and Jamie Collins and her son lived at 10 North 3rd Avenue.

Research did not reveal further information regarding the history of Swan apartments. Today, Swan Apartments has been converted to condominiums.

Maywood

Constructed in 1921, Swan Apartments was built during a period of population expansion due to increased industry and growth in Maywood and Chicago's suburbs. Vermont businessman Col. William T. Nichols and several partners incorporated a planned community outside of Chicago on April 6, 1869. The land, on the site of two Native American trails and several large farms, is located 5.5 miles west of Chicago. The Company named the new community after Col. Nichols' recently deceased daughter May. The Maywood Land Company platted the town in a grid pattern around a central park along the Des Plaines River, planting thousands of elm, maple, oak, and ash trees along the streets. After the Chicago and Northwestern Railroad passed through the area later that year, Maywood rapidly expanded and incorporated as a village in 1881. The Maywood depot and sidetracks allowed the rural community to quickly grow into a suburb housing Chicago workers and its own industries, such as Chicago Scarper and Ditcher and the American Can Company in 1884 and 1885.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial veteran's hospital was founded in Maywood. Maywood's residents could commute to Chicago by way of the Chicago and Northwestern railroad and electric street railways, and had local amenities including grocery stores, a library, a hospital, schools, and parks. The American Can Company and various other industries prospered through the depression and mid-twentieth century. However, the American Can Company, among others, moved out of Maywood in the 1970s, and the village faced economic decline. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth.

Courtyard Apartment Buildings

Swan Apartments is a typical example of a courtyard apartment building constructed in the 1920s. Courtyard apartment buildings were typically U-shaped and built around interior landscaped courtyards open to the street. The courtyards ranged in size from narrow to wide and tended to be simple with sidewalks, landscaping, and the occasional fountain. Although

the courtyard apartment building is usually found in a U-shaped configuration in Chicago and its suburbs, it was also constructed in L-shaped, S-shaped, and double U-shaped forms. Courtyard entrances tended to reflect the building's style and ornamentation, varying from elaborate brick and stone gateway entrances to more modest brick piers with decorative ironwork or low brick walls with minimal, if any, ornamentation. The building's courtyard configuration provided residents with access to some green space, cross-ventilation, and light. Generally constructed between 1900 and 1930, the majority of courtyard apartment buildings in Chicago, Maywood, and other suburbs were typically three to four stories, clad in brick with stone or terra cotta trim, and had multiple entrances at various points around the courtyard. Each entrance typically provided access to two apartments on each floor, serving no more than six apartments. The first floor units were usually a half-story above grade to increase street level separation and allow a service basement to house the boiler, utility rooms, laundry rooms, and storage units. In rare instances, the basement had apartment units, which were limited to the front of the courtyard. A variety of architectural styles were applied or integrated into the building's design, including Classical Revival, Tudor Revival, Gothic Revival, Craftsman, Spanish Revival, and Renaissance Revival.

Style History

Swan Apartments incorporates a blend of classically inspired details indicative of the Classical Revival, Tudor Revival, and Beaux Arts styles. These styles were popularized during and after the 1893 World's Columbian Exposition when revival styles of architecture referencing earlier styles or international precedents were executed by American architects. These styles were commonly applied to residential, commercial, institutional, and other types of buildings between 1885 and 1940.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style building. The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; rusticated stone along the first story and wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

Swan Apartments is a modest example of a U-shaped courtyard apartment building incorporating aspects of the classically inspired styles, such as the Tudor Revival and Beaux Arts styles, in Maywood. Tudor Revival elements include the castellated parapet, decorative limestone tiles, and brick facade. Beaux Arts elements include rows of projecting brick along the first story alluding to the rusticated stone often found along the first story of Beaux Arts buildings. Maywood, Chicago, and the Chicago suburbs are home to many courtyard apartment buildings. Specifically, Pangea Apartments at 1010 South 2nd Avenue is a good example of a U-shaped Tudor Revival apartment building in Maywood, and features crenellation, steeply-pitched cross gables, and towers.

The overall form and appearance of Swan Apartments has not been significantly altered since its construction and retains many of its original cladding materials and ornamentation. The

most substantial alteration has been the replacement of its original windows with double-hung, vinyl-sash windows across the majority of the building.

NRHP STATUS
Not Eligible

DATE LISTED
N/A

NRHP CRITERIA
N/A

NRHP CRITERIA
CONSIDERATIONS
N/A

NRHP EVALUATION/JUSTIFICATION

Swan Apartments was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Swan Apartments is one of many extant apartment buildings constructed during a time of rapid growth in Maywood. Although Swan Apartments may have been the first courtyard apartment building in Maywood, the courtyard apartment building type is common in Maywood neighborhoods and that alone does not constitute eligibility. Although Swan Apartments is associated with the development of Maywood in the early twentieth century, background research did not indicate any significant contributions to the broad patterns of United States history and therefore, Swan Apartments is not eligible under Criteria A. Research did not reveal any significant tenants at Swan Apartments, and a variety of middle class professionals rented apartments. It is not clear if John Clyde Swan was associated with Swan Apartments, or what his contribution to Maywood history entails. Background research did not indicate any associations with the lives of persons significant in the past, and therefore, Swan Apartments is not eligible under Criterion B.

Swan Apartments is a modest and typical example of a classically inspired U-shaped courtyard apartment building in Maywood. Maywood's rapid early twentieth century population growth gave rise to the construction of many courtyard apartment buildings incorporating various architectural styles; numerous examples are located throughout Maywood, Chicago, and the surrounding suburbs. Swan Apartments retains many of its original features, such as the U-shaped form and courtyard, brick veneer with stone details, and blend of classically inspired stylistic elements; however, its overall form and appearance are typical of modest classically inspired apartment buildings in the early twentieth century and do not indicate architectural or artistic significance. Furthermore, nearly all of the building's original windows have been replaced with vinyl-sash units. The apartment building does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master, and therefore, Swan Apartments is not eligible under Criterion C.

Swan Apartments was not evaluated for eligibility under Criterion D as part of this evaluation.

NRHP BOUNDARY
N/A

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Photo 1 – Swan Apartments



Facing southwest to the east-facing facade from North 3rd Avenue

Photo 2 – Swan Apartments



Facing northwest to the east-facing facade and south side elevation from North 3rd Avenue

Photo 3 – Swan Apartments



Facing west to the east-facing facade from North 3rd Avenue

Map – Swan Apartments



NAME

Maywood Water Works Complex

OTHER NAME(S)

Maywood Water Works Building and Maywood Water Softening Plant

STREET ADDRESS

515-519 St. Charles Road

CITY

Maywood

OWNERSHIP

Unknown (515 St. Charles Road),
Bogdan Lodyga (519 St. Charles
Road)

TAX PARCEL NUMBER

15-11-143-009-0000, 15-11-
143-006-0000

YEAR BUILT

1904-1937

SOURCE

National Register of Historic Places, Maywood Fire
Department Building, 1994
Sanborn Fire Insurance Map, 1951

DESIGNER/BUILDER

Unknown

STYLE

Art Deco, Dutch Colonial Revival

PROPERTY TYPE

Water and Power

FOUNDATION

Limestone

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

The Maywood Water Works Complex consists of two adjacent water works buildings—the Maywood Water Works Building and the Maywood Water Softening Plant—located on the north side of St. Charles Road, in a block of former public works buildings that also includes the National Register of Historic Places (NRHP)-listed Maywood Fire Department Building. The Maywood Water Works Building at 519 St. Charles Road is a two-story, brick-clad Dutch Colonial Revival-style former water pumping station constructed ca. 1904. To the east, the Maywood Water Softening Plant at 515 St. Charles Road is a two-story, brick-clad Art Deco-style former water treatment facility constructed in 1937. The two buildings co-operated for approximately 50 years until they were decommissioned from the Maywood water system in the mid-to-late 1980s. The buildings are set close to the road and a wide paved sidewalk is located in front of them with no vegetation or landscaping. A paved lot next to the water works building's west side elevation is enclosed by chain link fencing and rolling gates open to St. Charles Road.

Maywood Water Works Building

The two-story Maywood Water Works Building is a vernacular interpretation of the Dutch Colonial Revival style, nearly identical in style and form to the nearby Maywood Fire Department Building that was also constructed in 1904. The building has an L-shaped footprint; the two-story south half is rectangular and the one-story north half is L-shaped. Its south-facing facade and west side elevation have a limestone-clad foundation and buff brick cladding. Alternating stretcher rows of brown bricks on the first and second stories give these elevations a striped appearance. The building is modestly ornamented with stepped brick corbel tables and limestone trim. All of the building's windows have been replaced with glass block units in the

original openings and have limestone sills. The facade is topped by a stepped brick gable, projecting above the roofline. The stepped gable is attached to a triangular gabled half-story, clad in vinyl siding and asphalt shingles. The building is topped by a built-up flat roof with several vent pipes varying in size.

Facing south to St. Charles Road, the nearly symmetrical facade comprises seven bays. All of the facade door and window openings are topped by a rectangular limestone sill. The middle three bays have a window opening in each bay at each story; the first story windows have a center metal vent. These bays are framed by two-story projecting brick piers topped by a projecting brick entablature alluding to the Classical order. A stepped brick corbel table runs below the entablature and a simple limestone cornice tops the entablature above a row of brick dentils. To the east, the easternmost bay has no openings on the first story and the second bay has a former door opening infilled with a replacement glass and metal door, a sidelight window, and transom window on the first story. Above these bays are second-story paired windows. To the west of the middle bay, the westernmost bay has a window opening on the first story and the sixth bay has a former door opening infilled with a wood panel and glass block on the first story. Above these bays are paired windows identical to the two east bays.

The facade is framed by projecting brick piers that extend up into the stepped gable end, which consists of four steps on each side of the gable. Each step has a projecting brick corbel table ending in a projecting stepped brick corbel bracket and capped by a limestone cornice above a row of brick dentils. Two limestone panels carved with "WATER" and "WORKS" are centered within the gable end, above the three middle bays. A limestone bracket is centered above and in the space between the limestone panels.

The building's west side elevation comprises the building's two-story south half and one-story north half. The two-story portion is two bays framed and divided by projecting brick piers and cornice. Each bay has two openings at the first and second story. The south bay's first story has a brick-infilled door opening topped by a rectangular limestone lintel. The remaining openings have glass block windows with a rectangular limestone lintel. The two-story portion's cornice consists of stepped corbeled brick, a single row of brick dentils, and a limestone cornice capping the roofline. The one-story portion comprises six openings. At the west side elevation's one-story portion, from south to north, there is a glass block-infilled window opening with a limestone sill; a replacement rolling aluminum overhead door; one brick-infilled arched window opening; one glass block and brick-infilled arched window opening; a steel door; and one glass block and brick-infilled arched window opening. The one-story portion terminates in a stepped brick parapet wall above a course of decorative brick corbeling and coffer-like bricks.

The building's east side elevation is not visible and abuts the adjacent Maywood Water Softening Plant at 515 St. Charles Road. The building's north rear elevation faces the Union Pacific West Railroad line. A brick chimney is located in the ell formed by the building's L-shaped footprint. The east half consists of a single off-center door and a metal vent at the roofline. The projecting west half has no window or door openings.

Maywood Water Softening Plant

The two-story Maywood Water Softening Plant is an Art Deco-style former water treatment facility. The building has a rectangular footprint and a vertical emphasis. The south-facing facade has a limestone-clad foundation, red brick cladding, and limestone block ornamentation. Typical of the Depression-era interpretation of the Art Deco style, the building's Art Deco details

are restrained and simple, consisting of geometric designs carved in limestone. The facade is topped by a limestone-clad stepped parapet, projecting above a built-up flat roof.

Facing south to St. Charles Road, the symmetrical facade comprises five bays delineated by projecting two-story brick piers that emphasize the building's vertical orientation. Each of the brick piers are topped by limestone blocks and coping. The outermost piers have stepped limestone blocks at the building's southeast and southwest second-story corners. The piers flanking the middle bay have concave corners clad in rectangular limestone blocks and larger stepped rectangular limestone blocks cladding a portion of the first story.

The facade's middle bay comprises the facade entrance, consisting of a single-pane glass door topped by a square transom with a metal zig-zag patterned grate. A concrete Americans with Disabilities Act (ADA)-accessible ramp with a metal railing leads to the facade entrance. Above, a sign for the Youth Empowerment Center is affixed to the flanking brick piers, partially blocking a geometric metal panel with a central chevron pattern, dividing the first and second story. The second-story glass block-infilled window is topped by limestone blocks extending to the limestone-clad stepped parapet. The second-story window has a plain limestone lintel.

The facade's outer four bays contain windows at each story. All of the facade's original rectangular window openings are infilled with replacement glass block; the second-story windows also have center metal vents. The first-story windows have limestone sills and are topped by tall, rectangular rusted metal panels with a central chevron pattern, dividing the first and second stories. The second-story windows rest on the metal panels and are topped by limestone lintels with a carved chevron pattern.

The building's east and west side elevations are not visible and abut the adjacent Maywood Fire Department Building at 511 St. Charles Road and the Maywood Water Works Building at 519 St. Charles Road. The building's north rear elevation faces the Union Pacific West Railroad line. It consists of three bays. The first story's two easternmost bays have brick-infilled window openings with a stone sill; the westernmost bay has a door opening infilled with a replacement door topped by vinyl siding. The second story has a glass block-infilled window with a stone sill in each bay.

HISTORY/DEVELOPMENT

Between the late 1890s and 1910, Maywood grew considerably and nearly doubled its population. This was prompted by the annexation of additional land west of the original village in 1894, the construction of a new Norton Bros. Can Company (later the American Can Company) factory in 1894, the commencement of electric railway service between Maywood and Chicago by the Chicago, Aurora & Elgin Railroad in 1902, and the construction of over two hundred homes in 1903 and 1904. As a result, village services were greatly expanded and the area near the intersection of 5th Avenue and St. Charles Road emerged as the permanent municipal center of the village. In 1904, ten miles of brick streets were laid and the Maywood Fire Department Building was constructed on St. Charles Road. Shortly thereafter, also in 1904, the village-owned Maywood Water Works Building was constructed in the same block on St. Charles Road. A new village hall was also constructed around this time at the southeast corner of 5th Avenue and St. Charles Road and a new Carnegie library was constructed just south of the village hall on 5th Avenue in 1905. Additionally, the village had gas, electric lights, phone service, and free mail delivery.

The Maywood Water Works Complex began with the construction of the Maywood Water Works Building ca. 1904 by the Village of Maywood as a municipally-run water pumping station. The building's architect is unknown. It was designed as a vernacular interpretation of the Dutch Colonial Revival style, similar in appearance to the nearby NRHP-listed Maywood Fire Department Building, which was also constructed in 1904. Both buildings share a similar stepped facade gable and brick ornamentation, though the former fire station also incorporates Queen Anne-stylistic elements. It is possible the same architect designed the buildings. These buildings were originally separated by a vacant lot and connected by a brick ornamental fence extending along the lot's south side.

When it was constructed in 1904, the Maywood Water Works Building was equipped with two Worthington duplex pumps of 750,000 gallons daily capacity each to supply the village water system. A 75'-tall, 16'-wide steel standpipe near the building's northeast corner maintained a 35-pound pressure, except during fires. The standpipe capacity was 120,000 gallons. Water was supplied by two artesian wells emptying into a 28,000-gallon reservoir, which was located just southwest of the water works building across St. Charles Road. By 1908, the village had 36 miles of 4" to 12" water mains, 417 fire hydrants, and 127 valves. The Maywood Water Works Building's daily pumpage was about 500,000 gallons and a recent meter plan monitored water usage and set water rates.

By the mid-1930s, Maywood had three water pumping stations. The Maywood Water Works Building at the village center appears to have been the first pumping station. Research did not reveal the location of Pumping Station No. 2, however Pumping Station No. 3 was located on 9th Avenue, just south of North Maywood Drive. The latter was replaced between 1962 and 1972 and continues to operate as the village's main and only pumping station.

The Maywood Water Works Complex was completed in 1937 with the village's construction of the Maywood Water Softening Plant next to the Maywood Water Works Building in the village center. The purpose of the new plant was to chemically treat the water before it was pumped into the water mains by the adjacent pumping station. The building was funded by a Public Works Administration (PWA) grant and a village water revenue bond issue approved by Maywood citizens. The building's architect is unknown, though the 1951 Sanborn Fire Insurance Map indicates it was constructed from plans.

Established in June 1933, the PWA was one of the first public works agencies of the New Deal programs. Its mission was to build large-scale projects, such as dams, bridges, courthouses, hospitals, university buildings, and schools, among other buildings. PWA grant project proposals originated at the local level with the community deciding what it wanted and hiring an architect or engineer to design it. In Washington, D.C., the PWA reviewed the grant proposals and most were reviewed by the president. Initially, if grant funding was approved, 30 percent came from the PWA and the remaining 70 percent was funded by the project sponsor. The PWA would loan the 70 percent if the sponsor could not come up with money. In 1935, the shared split changed to 45 percent from the PWA and 55 percent from the sponsors as the bond markets recovered and more communities were able to sell bonds to be approved in local elections. Interest from PWA loans went into a revolving fund to provide more grants. Once projects were approved, they were executed by local contractors using local labor.

The Maywood Water Softening Plant is an example of a PWA grant-funded project originating at the local level. Plans for a water softening plant in Maywood came about in 1936 when the South Side Community Club of Maywood petitioned the village board of trustees. The project

plans called for the construction of water softening plants at each of the village's three pumping stations to chemically treat water before it passed into the mains. Water treatment would eliminate lime-clogged pipes in homes equipped with hot water systems and the difficulty of using hard water for drinking and cleaning purposes. It would also represent a cost savings for homeowners on soap bills. In August 1936, the board approved the project and applied to the PWA for a grant to offset the estimated cost of \$323,637. In September 1936, presidential approval of a \$145,637 grant (or 45 percent of the estimated total cost) was given for the construction of two water softening plants and other improvements to the water works, including cleansing 40 miles of water mains and the replacement and repair of valves and leakage. The village's 55 percent share of the project cost was paid by a \$177,870 water revenue bond issue, which was approved by Maywood citizens on November 24, 1936. It was anticipated that the annual maintenance cost of the system would be \$30,000 and citizens would experience a slight increase in water rates to pay interest on the bond issue. The Maywood Water Softening Plant was constructed the following year in 1937 on a vacant lot between the Maywood Fire Department Building and the Maywood Water Works Building.

By 1951, the village's water facilities consisted of four deep wells supplying water, two reservoirs, two pumping stations, 600 hydrants, and 45 miles of 4" to 12" water mains. The water system was interconnected with the nearby Melrose Park system. One of the village's two reservoirs was located in the block immediately southwest of the Maywood Water Works Complex. It had a 1,000,000 gallon capacity, a small pump house, and was connected by underground pipes to the Maywood Water Works Building. The Maywood Water Works Building had two 1,000-gallon-per-minute Worthington electric centrifugal pumps and one 2,000-gallon-per-minute DeLaval electric centrifugal pump. Research indicates Maywood's public works department also occupied the building in the 1950s and 1960s.

The Maywood Water Works Complex operated as a water pumping station and treatment facility for approximately 50 years, from the water softening plant's construction in 1937 through at least the mid-1980s. A review of historic aerial photographs shows the nearby reservoir was demolished between 1974 and 1988; based on research, it is likely the water works and the water softening plant were decommissioned around 1987. By 1987, Windows Incorporated owned and occupied the Maywood Water Works Building, while the owner of the Maywood Water Softening Plant is unknown. By 1996, the Maywood Water Softening Plant was occupied by the Proviso Leyden Council for Community Action (PLCCA) Youth Empowerment Center, which continues to use the building today. The center provides youth and family services such as school-based services, case management, after-school programs, re-entry services, and gang intervention/prevention. By 2002, Window Systems Unlimited Inc. occupied the Maywood Water Works Building.

The Maywood Water Works Building was designed in the Dutch Colonial Revival style, a common architectural style in the early twentieth century when revival styles of architecture referencing early international precedents were executed by American architects. From about 1895 to 1915, the most common Dutch Colonial Revival domestic form had a front-facing gambrel roof, occasionally with a cross gambrel at the rear, that was influenced by the typical gambrels of the earlier Shingle style. Some examples also included separate dormer windows or a continuous shed dormer with several windows. Commercial examples more often utilized a stepped-gable facade that extended above the roofline and recalled the earlier historical and Flemish precedents. The stepped gable, also called a crow-stepped gable, was a stair-step type of design executed in brick or stone at the top of the triangle gable-end of a building. In Maywood, around the turn of the century, many buildings employed Classical ornamentation or

were simplified versions of the earlier Queen Anne style.

The Maywood Water Works Building is a modest vernacular interpretation of the Dutch Colonial Revival style. The stepped-gable facade, simple brick ornamentation, and alternating rows of darker brick on the first and second stories give the building its Dutch Colonial Revival appearance. The building retains its original massing, but its appearance has been somewhat altered by replacement materials. Originally, the building had two-over-one, wood-sash windows. Historic photographs indicate these were replaced with glass block units as early as ca. 1976. The two facade doors and west side elevation doors have also been replaced or infilled with brick, likely around the same time as the window replacements. Several window and door openings were also located across the building's east side elevation, but these were removed when the Maywood Water Softening Plant was constructed in 1937 on the adjacent vacant lot. The original ornamental brick fence connecting the water works building to the fire department building was also removed at this time. A metal pole affixed to the center of the facade parapet has also been removed; only the stone base remains. Brick infill is also present along the west side elevation's one-story portion. The original 75'-tall standpipe is also gone, likely removed when the building ceased pumping operations.

The Maywood Water Softening Plant was designed in the Art Deco style, a popular style applied to public buildings, particularly PWA projects, during this period. The Art Deco style flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen's second-place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 Exposition des Arts Decoratifs in Paris further popularized the style. Since the new style was seen as a rejection of historic precedents because of its use of new construction technologies, it became a popular design for the emerging skyscraper buildings. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers or other vertical projections to give emphasis to the vertical aspect of a building. Many Depression and New Deal-era buildings utilized the Art Deco style, but in a simpler and more restrained manner, and in combination with a classical facade and a simplified entablature and columns. As many PWA building projects were constructed in this manner, it is also sometimes referred to as PWA Moderne.

The Maywood Water Softening Plant is a modest example of Art Deco-style public works buildings, and particularly PWA projects, constructed during this period. The building does not appear to have been substantially altered since its construction. It also retains many of its original materials, except for its original windows, which appear to have been multi-pane, steel-sash windows with a central awning unit, based on a review of historic photographs. They were replaced with glass block units in the early 1980s. The original facade door consisted of a glass and metal chevron design; it was replaced at an unknown date. The ADA-compliant ramp is a non-historic recent addition.

NRHP STATUS
Eligible

DATE LISTED
N/A

NRHP CRITERIA
A, C

NRHP CRITERIA CONSIDERATIONS

N/A

NRHP EVALUATION/JUSTIFICATION

The Maywood Water Works Complex was evaluated for the NRHP under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The Maywood Water Works Complex is associated with the village's establishment of a municipally-run, village-wide water system in the early twentieth century and the continuation of those services into the mid-twentieth century. The Maywood Water Works Building was the first pumping station constructed in Maywood during a period of rapid population growth and an expansion of village services ca. 1904. A village-wide water system, among other public services, was a necessary service to adequately supply Maywood residents and businesses, and ensure continued village growth through the twentieth century. The pumping station was one of several municipal buildings constructed in the 1904-05 period in the village center near the St. Charles Road and 5th Avenue intersection. Located on the same block as the village's first fire department building, and later, the 1937 Maywood Water Softening Plant, the building housed the village's main pumping station and Water Department offices. The construction of the Maywood Water Softening Plant in 1937 represented the village's further investment in the water system to provide safe, clean drinking water to its residents. Together, the water pumping station and water treatment facility provided a valuable public service to the village residents for approximately 50 years. Although the buildings no longer operate as they were intended, they collectively continue to convey Maywood's locally-significant early twentieth-century expansion of municipal services, the village's establishment of a municipal-owned water system, and the continued investment into that system through the mid-twentieth century. Therefore, the Maywood Water Works Complex is eligible under Criterion A.

Background research did not indicate any associations with the lives of persons significant in the past, and therefore, the Maywood Water Works Complex is not eligible under Criterion B.

The Maywood Water Works Complex is representative of the local vernacular interpretations of high-style architecture applied to public works buildings. Utilitarian by nature, these types of public buildings often incorporated the popular architectural styles or ornamentation of the period to elevate their appearance. Though constructed at different times, the water works building and water softening plant are good examples of their respective styles, interpreted from high-style examples for a small town application. The Maywood Water Works Building is a good example of a vernacular interpretation of the Dutch Colonial Revival style applied to a modest early twentieth-century water pumping station. The building employs modest and simple Dutch Colonial Revival forms on its facade through the stepped gable that was more commonly used for commercial buildings as well as brick stretcher courses giving the facade a striped appearance. Some of the building's ornamentation also alludes to the Classical Revival styles with its brick corbelling and facade entablature and cornices. Similarly, the Maywood Water Softening Plant is a good example of an Art Deco-style public works building, particularly the style as it was applied to PWA projects during the New Deal era. The building retains many of its original materials, ornamentation, and overall form and appearance. Although both buildings have replacement glass block windows, the replacements appear appropriate given their original utilitarian use, and do not substantially detract from the buildings' original symmetrical design intent and overall appearance. Therefore, the Maywood Water Works Complex is eligible under Criterion C as a good example of the vernacular interpretation of the Dutch Colonial Revival and Art Deco styles applied to a water pumping station and water treatment facility,

respectively.

The Maywood Water Works Complex was not evaluated for eligibility under Criterion D as part of this evaluation.

The Maywood Water Works Complex retains integrity of location, feeling, and association. The buildings are in their original locations and continue to convey their historic associations as municipal water-service buildings. The complex retains a moderate level of integrity of design, materials, workmanship, and setting due to window replacements that have somewhat altered the original design intent of the buildings and some demolitions and building replacements that have occurred in the vicinity of the complex. However, important character-defining features and materials of the Dutch Colonial Revival and Art Deco styles remain in place. The period of significance for the Maywood Water Works Complex is 1904-1987, which spans the time the Maywood Water Works Building was constructed until the complex ceased operating to supply and treat the village's water.

NRHP BOUNDARY

The NRHP boundary for the Maywood Water Works Complex is parcels 15-11-143-009-0000 and 15-11-143-006-0000, the legal parcels on which the Maywood Water Works Building and Maywood Water Softening Plant are located and contain all associated historic features.

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Photo 1 – Maywood Water Works Complex



Facing northwest from St. Charles Road to Maywood Water Works Complex (at left) and NRHP-listed Maywood Fire Department (at right)

Photo 2 – Maywood Water Works Complex



Facing north to Maywood Water Works Building's south-facing facade from St. Charles Road

Photo 3 – Maywood Water Works Complex



Facing northeast to Maywood Water Works Building's south-facing facade and west side elevation from St. Charles Road and South 6th Avenue

Photo 4 – Maywood Water Works Complex



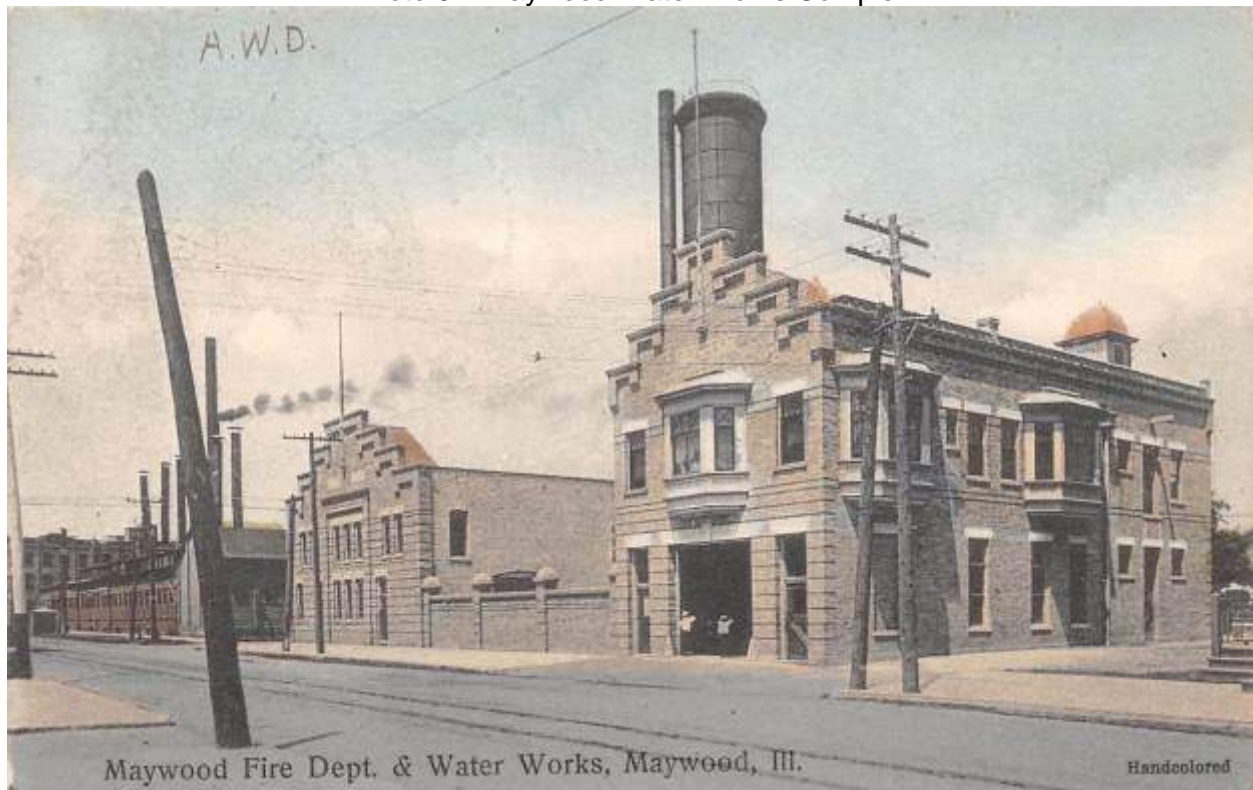
Facing north to Maywood Water Softening Plant's south-facing facade from St. Charles Road

Photo 5 – Maywood Water Works Complex



Close-up view of Maywood Water Softening Plant's Art Deco-style chevron designs and limestone ornamentation on facade's second-story westernmost bays

Photo 6 – Maywood Water Works Complex

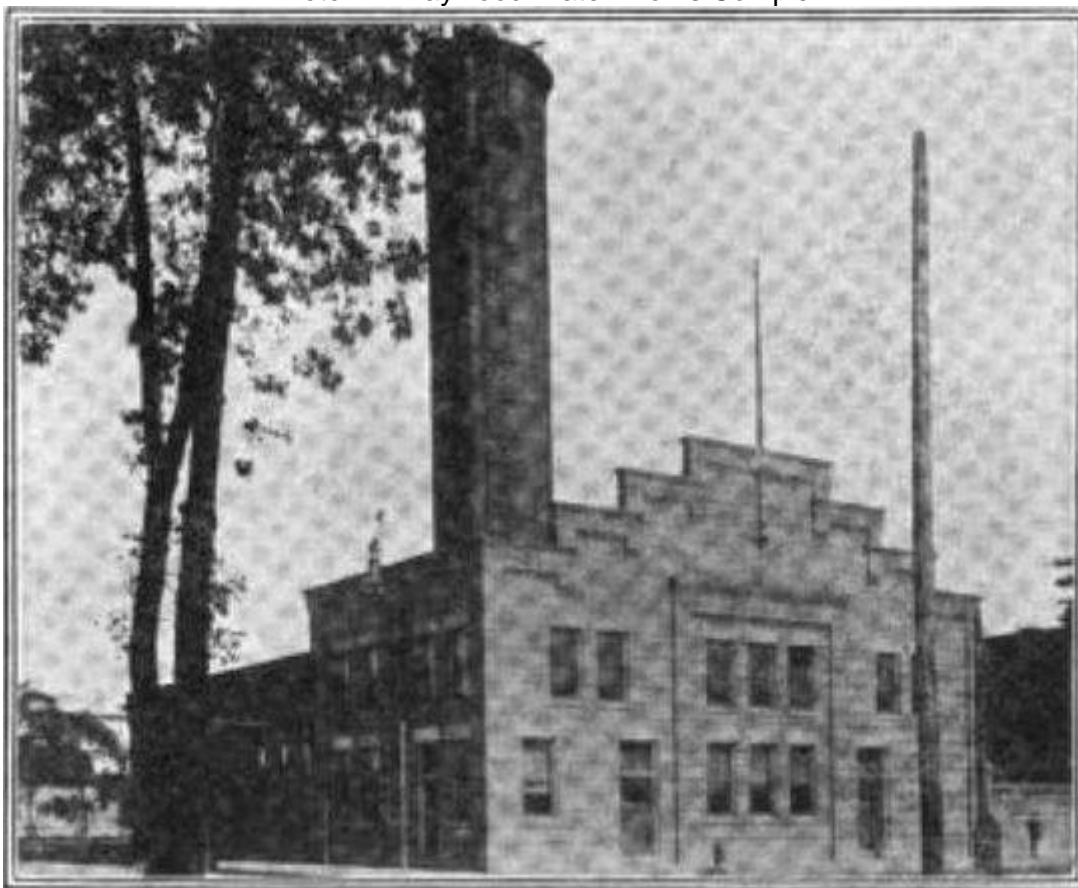


1907 hand-colored postcard of the Maywood Fire Department Building (at right) and the Maywood Water Works Building (at left). Note the presence of the pumping station's former standpipe (at center).

Source: Sonya2112. "Maywood Fire Department." Photographs, 1895-2015.

<https://sonya2112.smugmug.com/MaywoodFireDepartment>.

Photo 7 – Maywood Water Works Complex



1908 photograph of the Maywood Water Works Building. Note the presence of the pumping station's former standpipe (at center).

Source: Gondon, Harvey James, Arthur W. Park, James Blythe Wootan. "Raising Rates 166 2-3 Per Cent." Public Service Management, Volume IV, May 1908.

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Photo 8 – Maywood Water Works Complex



1910s photograph of the Maywood Water Works Building (at left).
Source: Sonya2112. "Maywood Fire Department." Photographs, 1895-2015.
<https://sonya2112.smugmug.com/MaywoodFireDepartment>.

Photo 9 – Maywood Water Works Complex



1930s photograph of the Maywood Water Softening Plant (at left) and the Maywood Fire Department Building (at right). Note the original facade windows and door.

Source: Sonya2112. "Maywood Fire Department." Photographs, 1895-2015.

<https://sonya2112.smugmug.com/MaywoodFireDepartment>.

Photo 10 – Maywood Water Works Complex



1980 photograph of Maywood Water Softening Plant (at left) and Maywood Fire Department Building (at right). Note the original facade windows.

Source: Sonya2112. "Maywood Fire Department." Photographs, 1895-2015.
<https://sonya2112.smugmug.com/MaywoodFireDepartment>.

Photo 11 – Maywood Water Works Complex



1984 photograph of the Maywood Water Works Building (at left). Note the glass block-infilled windows.

Source: Sonya2112. "Maywood Fire Department." Photographs, 1895-2015.
<https://sonya2112.smugmug.com/MaywoodFireDepartment>.

Map – Maywood Water Works Complex



NAME

First Baptist Church of Melrose Park

OTHER NAME(S)

First Colored Baptist Church of Melrose Park

STREET ADDRESS

2114 Main Street

CITY

Melrose Park

OWNERSHIP

First Baptist Church of
Melrose Park

TAX PARCEL NUMBER

15101100160000

YEAR BUILT

1966

SOURCE

First Baptist Church of Melrose Park website

DESIGNER/BUILDER

Unknown

STYLE

Mid-Century Modern-era

PROPERTY TYPE

Religion/Funerary

FOUNDATION

Concrete

WALLS

Brick

ROOF

Asphalt

DESCRIPTIVE NOTES

First Baptist Church of Melrose Park is a mid-century Modern-era building located at 2114 Main Street in a residential and industrial neighborhood. The church faces north to Main Street and the Union Pacific West Railroad tracks run behind the church property. The brick-clad building has an overall rectangular footprint, consisting of a two-story, steeply pitched front-facing gable sanctuary constructed in 1966 and a single-story, flat roof wing projecting east from the sanctuary constructed in 1978. A two-story, square addition constructed between 1978 and 1988 (ca. 1980) and a two-story, rectangular addition constructed between 2001 and 2005 (ca. 2002) are located behind the wing. The 1966 sanctuary roof, parapet along the 1978 wing, and modern mansard roof on the ca. 1980 addition are covered with asphalt shingles. The 1978 addition, flat top of the ca. 1980 addition mansard roof, and ca. 2003 addition have flat, built-up roofs. A modest parking lot is located west and south of the building. Modest landscaping includes a small grassy lawn and small bushes along the north-facing facade and east side elevation of the church. A simple brick sign with a concrete cap is located southeast of the building.

The north-facing facade comprises the two-story, gabled sanctuary (1966) flanked to the east by a one-story, flat roof wing (1978). The middle of the sanctuary facade is distinguished by a rusticated stone veneer extending from the porch to the gable and flanking either side of a column of simple stained glass windows. A single-story, shallow-gable, cantilevered porch projects over a central double-door entrance accessed by concrete steps with modern metal railings. A large metal cross is affixed to the facade east of the entrance. A cornerstone located at the east end of the sanctuary facade reads "First Baptist Church of Melrose Park" along with several names. A gradually projecting eve with a box cornice outlines the sanctuary's steeply-pitched facade gable. A small cross is located on the roof at the apex of the gable.

The single-story wing (1978) projects east of the sanctuary and comprises three bays of evenly-spaced glass block basement windows with stone sills below two-pane rectangular aluminum windows. Metal panels are located between the basement and first story windows and above the first story windows. A cornerstone is located at the east end of the facade and reads "1977." A projecting gable is located over each window along the parapet, forming a zig-zag pattern along the facade. The zig-zag pattern ends with an upward angled member at the east end of the facade that projects over a portion of the west elevation. The parapet between each gable is clad in metal panels.

The building's east side elevation is clad in brick and consists of the east elevations of the 1978 addition, ca. 1980 addition, and ca. 2002 addition. Seven glass block basement windows are located along the 1978 and ca. 1980 additions below two-pane aluminum windows with stone sills. Columns of raised header brick outline the wall between the basement windows and first story windows. The southernmost and northernmost portions of the elevations have no openings. The 1978 addition's facade angled parapet end projects above the northern portion of the east elevation. The cornice along the remainder of the 1978 addition is covered in metal sheathing. The two-story ca. 1980 rear addition has a large, modern mansard roof that covers the second story. Four windows pierce the mansard roof along the second story. The ca. 2002 addition was not visible during survey.

The building's west side elevation faces the parking lot and comprises the west elevation of the 1966 sanctuary. The elevation has four replacement glass block windows with stone sills evenly spaced along the elevation, a thick boxed roof cornice, and a small, windowless shed roof projection at the southwest corner of the building. A brick chimney projects from the southwest slope of the roof.

The building's south rear elevation consists of the south elevation of the sanctuary and south elevation of the ca. 2002 addition. It was not accessible during survey.

HISTORY/DEVELOPMENT

First Baptist Church of Melrose Park was founded in 1917 at 110 North 22nd Avenue, just around the corner from the current building. Though the church met at various locations over its history, it has always been located near the railroad tracks in Melrose Park. Historically, the African American population of Melrose Park and Maywood clustered along the railroad corridor. Since the tracks formed the boundary between Maywood and Melrose Park, the church was close enough to Maywood to serve both communities. In the 1920s, the church adopted the name First Colored Baptist Church of Melrose Park. Though the church purchased land to construct its first church building, construction never happened. A few years later, the name was changed to First Baptist Church of Melrose Park. In 1946, the church constructed its first building at 2112 Main Street. The first church building was a brick, gabled house-like building with an open floor plan. Once the building was completed, First Baptist Church of Melrose Park was able to hold weekly services.

Pastor Harry McNelty became pastor of First Baptist Church of Melrose Park in 1959, and oversaw the construction of a new church building directly west of the original church in 1966. The new building at 2114 Main Street consisted of the two-story, steeply-pitched sanctuary hall.

In December of 1969 the church hosted the funeral of Black Panther leader Fred Hampton, who was killed during a police raid. The funeral brought almost 4,000 mourners, many of

whom had to stand outside during the final rites. Reverend Jesse Jackson, Russ Meek, and Reverend Ralph Abernathy were among leaders that attended the funeral. The church also hosted community events, brought in South Side Community Arts Center artist-in-residence Douglas R. Williams to create artwork for the sanctuary, and was involved in local Civil Rights efforts and groups. For several years following the death of Fred Hampton, First Baptist Church hosted a memorial service to raise money for a scholarship that would benefit a local African American student.

In 1977-1978, as the congregation continued to grow, the church demolished the original 1945 church building at 2112 Main Street. In its place, a one-story wing was constructed adjacent to the sanctuary hall's east side elevation. That year, the church purchased more property around the building. The church constructed a two-story addition ca. 1980 behind the 1978 wing addition. Between 2002 and 2005, First Baptist Church of Melrose Park church expanded again and the church constructed a small addition behind the ca. 1980 addition.

In 1985, First Baptist Church of Melrose Park founded and constructed the H. McNelty School next to the church building at 2100 Main Street. Five years later, the church constructed a physical plant wing east of the school. In 2001, the school constructed a second addition adjacent to the physical plant's east side elevation.

Melrose Park

In 1871, Allen Eaton and Edward Cuyler founded the Melrose Realty Company to develop the Melrose Subdivision west of Chicago. Melrose Park was named after Melrose Abbey in Scotland, a prominent Catholic institution. Several years later, the Melrose Park Land Company platted the town of Melrose Park. However over the next few years population grew slowly and reached only 200 by 1880. Due to growing industry, however, twenty years later its population was over 2,500. After World War I, the Melrose Park grew as manufacturing companies moved to the area. This led to an increase in home construction during the 1920s. Growth continued through World War II, especially after the construction of a Buick airplane motor plant in Melrose Park. After World War II, Melrose Park was home to a Ford automobile parts factory and the headquarters of Jewel Food Stores.

Fred Hampton

Melrose Park and neighboring Maywood were a part of the Chicago-wide and nationwide civil rights movement of the 1960s and 1970s. Notably, Fred Hampton promoted civil rights reforms in the area in the 1960s. Hampton moved to Maywood with his family in 1958 and attended Proviso East High School. There, he advocated against racist practices that affected students and teachers, and his efforts led to reform. After graduation, he became president of the Maywood branch of the NAACP, aided additional reforms at Proviso East High School, and advocated for local reforms in education, employment, recreation, and housing. In 1966, he organized a petition to construct a pool in Maywood open to African Americans, since they were not allowed at the Melrose Park aquatic center. His campaign resulted in the construction of the Fred Hampton Aquatic Center in Maywood in 1970. He invited national civil rights leaders to speak in Maywood, and in 1968 he helped found the Illinois Chapter of the Black Panther Party (ILBPP) and became its deputy chairman. Under his leadership, the ILBPP created community service programs to aid the poor throughout Chicago and Illinois. The ILBPP joined with other minority organizations in the area under the Rainbow Coalition,

led by Hampton. The Rainbow Coalition advocated for civil rights and provided services to the poor in the community.

A year later, Fred Hampton was assassinated by the FBI because of the socialist tendencies of the Rainbow Coalition and ILBPP. However, both organizations continued the work Hampton had started. First Baptist Church of Melrose Park was part of the Maywood Community Organization, an offshoot of the Rainbow Coalition formed in 1970 as a multi-institution collaboration that advocated for civil rights and provided aid in the community.

Modern-era Architecture

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, the use of several modern materials, and the use of glass to take advantage of natural light.

Mid-Century Modern-era Religious Architecture in Chicago

In the 1950s and 1960s, mid-century Modern-era religious buildings were constructed in Chicago suburbs to serve populations moving from the city to the suburbs. Today, some of these mid-century Modern-era buildings continue to house their original congregations. Melrose Park is home to several mid-century Modern-era religious structures, including the modest Cosmopolitan United Presbyterian Church; the more decorative Lighthouse of Hope Assembly Church, which has a steeply pitched entrance gable reflecting the pitch of the main sanctuary; and the architect-designed St. Paul Lutheran Church. St. Paul Lutheran Church was designed by Jensen and Halstead and constructed in 1958. The four-story, barrel-roof sanctuary has symbolic decoration, facade-height windows with a cantilevered entryway, and an adjacent bell tower that echoes the sanctuary architecture.

The greater Chicago area is home to excellent examples of mid-century Modern-era religious architecture. Mount Calvary Lutheran Church in Franklin Park is comparable in size to First Baptist Church of Melrose Park, and features a steeply pitched roof with a wide overhang and exposed steel buttresses. The church has an asymmetrical facade with a cantilevered flat-roof porch over the entrance. Liberty Baptist Church is another intact mid-century Modern-era religious buildings in the Chicago area. Liberty Baptist Church was designed by architect William Alderman and constructed for a growing African American Baptist congregation in 1955-56. The church consists of a large, parabolic structure and a flanking flat-roof wing. It retains many of its original features, including stained glass windows, a rusticated stone facade, entrance surrounds, modern materials, and parabolic form. Besides providing an intact example of Modern-era architecture, the church has historical significance as the base for Martin Luther King, Jr. during his 1966 Chicago visits and civil rights marches. Even after his death, it remained a center of continued civil rights rallies and campaigns. North Shore

Congregation Israel is another example of Chicago-area mid-century Modern-era architecture. The large and elaborate synagogue, located north of Chicago in Glencoe, was designed by Minoru Yamasaki. The congregation, founded in 1920, constructed and dedicated the current building in 1964. The large building consists of a tall sanctuary hall, single-story, flat-roof wing, and modern addition. The main hall consists of repeating soaring parabolic arches and a titanium finish. The flat-roof lobby has full-height glass window walls.

Comparatively, First Baptist Church of Melrose Park is a modest example of mid-century Modern-era religious architecture in the Chicago suburbs. It encompasses Modern-era elements such as a steeply pitched gable roof with a wide overhang; simple stained glass; a brick facade and rusticated stone veneer; a shallow-pitched cantilevered porch; a zig-zag motif along the parapet of the single-story flat-roof wing; and modern materials. The west wing addition was constructed to complement the mid-century Modern-era architectural style of the original sanctuary building, and the rear additions are not visible from Main Street and do not detract from the integrity of the original sanctuary and 1978 wing. The church retains much of its ca. 1978 appearance and alterations are limited to replacement windows along the east elevation and basement level. However, its features are modest interpretations of mid-century Modern-era architecture in comparison to other mid-century Modern-era religious structures in Melrose Park and the Chicago area.

NRHP STATUS	DATE LISTED
Not Eligible	N/A

NRHP CRITERIA
N/A

NRHP CRITERIA
CONSIDERATIONS
N/A

NRHP EVALUATION/JUSTIFICATION

First Baptist Church of Melrose Park was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C and Criteria Consideration A using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

First Baptist Church of Melrose Park was constructed in conjunction with the growth of the congregation. It continues to house its original congregation and has hosted various events benefitting the Melrose Park and Maywood communities, including the funeral of Black Panther leader Fred Hampton. However, First Baptist Church is one of several locations associated with Fred Hampton and the civil rights movement in the area, including the Fred Hampton Aquatic Center in Maywood and Proviso East High School, which have greater association with his life work. Background research did not indicate any significant contributions to the broad patterns of United States history or any associations with the lives of persons significant in the past, and therefore, First Baptist Church is not eligible under Criterion A or Criterion B.

First Baptist Church is a modest and typical example of a mid-century Modern-era religious building. Its overall form and appearance is typical of mid-century Modern-era religious buildings constructed throughout the Chicago area that utilized mid-century Modern-era stylistic elements. The building employs modest and simple mid-century Modern-era forms on its facade including a steeply-pitched gable with overhanging eaves, a brick and rusticated

stone facade, simple stained glass windows, a simple cantilevered porch overhang, and a zig-zag motif along the parapet of the single-story flat-roof wing. While the building appears to retain most of its original materials and ornamentation, alterations include the construction of the 1978 wing, the ca. 1980 rear addition, and the ca. 2002 rear addition. All basement windows and east elevation windows have been replaced by glass block units. The building does not display important design merit and does not indicate architectural or artistic significance. Therefore, First Baptist Church of Melrose Park is not eligible under Criterion C.

Since First Baptist Church of Melrose Park is not architecturally, artistically, or historically significant, it does not meet Criteria Consideration A.

First Baptist Church of Melrose Park was not evaluated for eligibility under Criterion D as part of this evaluation.

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N/A

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Photo 1 – First Baptist Church of Melrose Park



Facing south to the north-facing facade from Main Street

Photo 2 – First Baptist Church of Melrose Park



Facing southwest to the west side elevation from Main Street

Map – First Baptist Church of Melrose Park



NAME

Melrose Park Water Works Building

OTHER NAME(S)

N/A

STREET ADDRESS

2300 Main Street

CITY

Melrose Park

OWNERSHIP

Village of Melrose Park

TAX PARCEL NUMBER

15-10-109-003-0000

YEAR BUILT

1913

SOURCE

Building Parapet Date Stone

DESIGNER/BUILDER

Unknown

STYLE

Mission Revival

PROPERTY TYPE

Water and Power

FOUNDATION

Stone

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

The Melrose Park Water Works Building is a one-story, brick-clad, hipped-roof water pumping station with Mission Revival-stylistic elements. The building's primary elevations face north to Main Street and east to 23rd Avenue. The building has a rectangular footprint with two one-story, rectangular additions projecting from the west side and south rear elevations. The building sits on a limestone-clad foundation, clad in brown brick. The building is minimally ornamented with stepped brick corbel tables, limestone trim, and a shaped Mission Revival-style dormer on the north-facing facade. The building is topped by an asphalt-shingle hipped roof with overhanging eaves. Cross-gable dormers pierce the roof's north and south elevations.

Facing north to Main Street, the facade comprises four bays of windows. Slightly projecting brick piers frame the outermost bays, extending to the stepped brick corbel table below the hipped roof's eaves. The brick piers between the first and second bays and the third and fourth bays (from east to west) are topped by limestone panels with an inset octagonal star shape. Each bay's window sits on a stone bulkhead and consists of a replacement two-over-two, metal-sash window; the lower windows are short awning units and the upper windows are tall fixed panes. Above the middle two bays, there is a limestone panel carved with the words "WATER WORKS." Above this, the shaped Mission Revival-style cross dormer rises above the hipped roof. A semi-circular opening with a stone sill and buff brick trimming the arch is located within the dormer. It is infilled with vinyl siding and has a central octagonal vent. A 1913 date stone is located above the opening.

Facing 23rd Avenue, the east side elevation comprises three bays of replacement windows and doors. The north bay has a single-pane glass and metal door surmounted by a fixed single-pane, metal-sash window. The middle bay contains single-pane glass and metal double doors topped by a fixed single-pane, metal-sash window. The south bay has paired windows on a stone sill, each with six stacked metal-sash awning windows and topped by a fixed single-pane, metal-sash window. This elevation is framed by slightly projecting brick piers extending to the

roofline. Between them, a stepped brick corbel table comprises the cornice. The area in front of this elevation is paved with concrete and a narrow concrete sidewalk leads to the street from the north bay.

Facing the Union Pacific West Railroad line, the south rear elevation primarily comprises a smaller one-story addition to the east and a paired window at the westernmost end. The one-story addition was originally a transformer house and appears to still be used in that capacity. It is brick-clad with a rectangular footprint and flat roof. It has a vented metal door on its east elevation and a multi-pane awning window on its south elevation; the west elevation was not accessible during survey. The water works building's south rear elevation has a stepped brick corbel table along the cornice below the hipped roof eave. The cross-gable dormer is centered on the south rear elevation. It has a semi-circular opening on a stone sill and is infilled with vinyl siding and a central octagonal vent.

The west side elevation comprises two one-story, stone and brick-clad, flat-roof additions with a rectangular footprint. The north addition appears to be of more recent construction. It is slightly taller and is clad in rusticated stone blocks with stone coping at the roofline. Its north elevation has three evenly spaced infilled openings; the westernmost opening has two paired metal doors. Its west elevation has an infilled opening. The brick-clad south addition dates to at least 1938 and possibly earlier. Its west elevation has a single metal door near its south end; the south elevation was not accessible during survey.

The Melrose Park Water Works Building is located at the southwest corner of Main Street and 23rd Avenue, just north of the Union Pacific West Railroad line. A non-historic metal fence encloses the property. The property is minimally landscaped with a grass lawn and a deciduous tree at the building's northeast corner. An underground reservoir is also located on the property, south of the building, and various pipes denoting its presence are interspersed throughout the property.

HISTORY/DEVELOPMENT

The Melrose Park Water Works Building was constructed in 1913 by the Village of Melrose Park as a municipally-run, electric-powered water pumping station on the village's south end. The building's architect is unknown. The contract to construct the pumping station was awarded to W.T. McCaskey & Company of Lansing, Michigan, for \$12,999 in May 1913. The pumping station plans included an air lift system, three horizontal single-stage turbine pumps and motors, and switchboards, among other elements. W.T. McCaskey & Company specialized as public utilities builders and contractors in the early twentieth century. The engineer was C.C. McLain of Oak Park, Illinois.

The Melrose Park Water Works Building replaced an earlier 1898 pumping station in the same location. Around the turn of the twentieth century, many cities across the United States were installing their first municipal water and electrical systems. Melrose Park installed its water system and first water works building in 1898. The water works at the southwest corner of Main Street and 23rd Avenue consisted of a well, a pumping station, and mains running through the principal streets of the village. It cost \$45,000. The system was supplied by a deep rock artesian well, 1,620'-deep and 15" in diameter. Water was raised by an air lift and discharged into a concrete collecting reservoir with a 175,000 gallon capacity. It was then pumped into the distribution system by two compound duplex steam pumps of 750,000 gallon and 1,500,000 gallon capacities. A large portion was used by the Chicago & North Western Railroad and a large iron works. A 110'-tall water tower was also located next to the water works. In 1908, an

additional well was drilled with approximately the same measurements as the 1898 well. Research did not reveal why the 1898 water works was replaced in 1913 or when the water tower was demolished.

In 1935, the pumping equipment at the Melrose Park Water Works was not strong enough to provide a reliable water supply. Several businesses, including the Chicago & North Western Railroad tapped into the same underground water supply, straining the system. The water works standpipe was also considered too old and too small to handle the load. A new covered reservoir of concrete construction and equipment was installed to get a greater proportion of water out of the south wells. It was anticipated that the new water system would supply three times the 1935 population. The 1950 Sanborn Fire Insurance Map indicates the reservoir had a 1-million-gallon capacity.

The 1950 Sanborn Fire Insurance Map also shows the south rear elevation addition and the west side elevation additions. The former was and still likely is a transformer house. The west side elevation additions consist of a south section that was originally used as an automobile garage and dates to at least 1938 or earlier, based on historic aerial imagery. The north section was added at a later unknown date, obstructing the earlier addition's garage openings.

The reservoir at the Melrose Park Water Works Building was replaced again in 1951 with construction starting in late 1950. The new water reservoir had a 1.5 million gallon capacity and was constructed at a cost of \$175,000. The village had a second reservoir at 23rd Avenue and Division Street with a 1-million-gallon capacity. Together, the two reservoirs provided the village a reserve of twenty-four to forty-eight hour supply in the event of an emergency. By this time, the water supply was sourced from the Chicago system. The Melrose Park Water Works Building was one of two water pumping stations built in the village and continues to be used in this capacity. Research did not reveal the location of Pumping Station No. 2.

The Melrose Park Water Works Building is a modest early twentieth-century water works building with minimal ornamentation. Its shaped parapet dormer is a common Mission Revival-style detail; the building does not incorporate any other elements of the style. The Mission Revival style was applied to buildings from about 1890 to 1920. Originating in California, the highest concentration of Mission Revival-style buildings is located there and throughout the southwest United States, though the style spread eastward. Scattered examples are located in early twentieth-century suburbs throughout the country. These often borrowed features from the contemporary Craftsman and Prairie styles. The style is characterized by Mission-shaped dormers or roof parapets, red tile roof covering, widely overhanging eaves, porch roofs supported by large square piers, and generally smooth stucco surfaces. The Melrose Park Water Works Building does not exemplify the style. While the building retains its overall original massing, its appearance has been altered by the replacement of all its original windows and doors.

NRHP STATUS
Not Eligible

DATE LISTED
N/A

NRHP CRITERIA
N/A

NRHP CRITERIA CONSIDERATIONS
N/A

NRHP EVALUATION/JUSTIFICATION

The Melrose Park Water Works Building was evaluated for the NRHP under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The Melrose Park Water Works Building is associated with the village’s municipally-run, village-wide water system in the early twentieth century. The Melrose Park Water Works Building was the second pumping station in the Village of Melrose Park, constructed to replace the first 1898 pumping station in the same location. Although the building continues to operate as a pumping station and is associated with the village’s municipally-operated water system, background research did not indicate any historically-significant associations. Further, the building’s lack of integrity of design and materials due to window replacements that alter the original appearance of the primary elevations, diminish the building’s ability to convey its association with the village’s water system. Therefore, the Melrose Park Water Works Building is not eligible under Criterion A.

Background research did not indicate any associations with the lives of persons significant in the past, and therefore, the Melrose Park Water Works Building is not eligible under Criterion B.

The Melrose Park Water Works Building is a modest and altered example of an early twentieth-century water pumping station with Mission Revival-stylistic details. The Mission Revival-style details are a vernacular interpretation applied to a utilitarian public works building, a common practice during the early twentieth century. The building’s Mission Revival-style shaped parapet dormer and simple limestone and brick details are its only ornamentation and the building’s form and massing appears typical of buildings of this period. The building does not exemplify the Mission Revival style and its features do not indicate architectural or artistic significance or the work of a master. Furthermore, all of the building’s original windows and doors have been replaced with non-historic two-light units and single-pane glass and metal doors, giving the building a more modern appearance than its original shaped-parapet dormer suggests. The window openings comprise the majority of the primary elevations (north-facing facade and east side elevation) and these modern replacements detract from the building’s overall appearance and original design intent. Research did not indicate that any of the engineering components or water-pumping technology used in the building were innovative for the era. Therefore, the Melrose Park Water Works Building is not eligible under Criterion C.

The Melrose Park Water Works Building was not evaluated for eligibility under Criterion D as part of this evaluation.

NRHP BOUNDARY

N/A

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Photo 1 – Melrose Park Water Works Building



Facing southwest to the north-facing facade and east side elevation from Main Street

Photo 2 – Melrose Park Water Works Building



Facing south to the north-facing facade from Main Street

Appendix D

SHPO and Consulting Parties Coordination

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SHPO and Consulting Parties Coordination

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U.S. Department
of Transportation
**Federal Transit
Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
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March 4, 2016

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capital Plaza
Springfield, IL 62701

RE: FTA Section 106 Historic Review Initiation and Area of Potential Effects Concurrence
Metra Union Pacific-West Line Third Mainline Track Project, Cook County, Illinois

Dear Dr. Leibowitz,

As part of its responsibilities under 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating a Section 106 Consultation Process for the Metra Union Pacific-West Line Third Mainline Track Project (the “Project”) in Cook County, Illinois through the villages of River Forest, Maywood, and Melrose Park. As part of its responsibilities under 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) has determined that the proposed project will be a Federal undertaking as defined in 36 CFR § 800.16(y), and that it is a type of activity that has the potential to cause effects on historic properties. Therefore, FTA is initiating a Section 106 Consultation Process for the Project and requesting Illinois Historic Preservation Agency (IHPA) concurrence on the Project’s Area of Potential Effects (APE).

The undertaking, proposed by Metra would add a third mainline track within the Union Pacific (UP) Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The existing UP right-of-way for this section ranges from approximately 100 to 125 feet wide. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of an approximate 2,300 foot section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at 1st, 5th, 9th, and 19th Avenues to accommodate the addition of the third mainline track. All roadway improvements would occur within the existing right-of-way.

FTA has determined the APE for the Project, based on the scope and nature, to include the railroad right-of-way, cross streets with planned improvements, Metra stations, and at least one tax parcel adjacent to the railroad right-of-way and those cross streets. The APE was expanded by at least one tax parcel to accommodate potential indirect visual effects to historic properties along the railroad corridor. The APE boundary is irregularly shaped because it follows the tax parcel boundaries provided by Cook County. Enclosed for your review are the proposed Section 106 Methodology and APE maps.

RECEIVED

MAR 08 2016

GRANT MANAGEMENT

Pursuant to 36 C.F.R. § 800, FTA is seeking State Historic Preservation Officer concurrence with the above APE determination within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effect. If FTA can provide any assistance or additional information that would aid in your prompt reply, please feel free to contact Tony Greep of the FTA Region 5 Office at (312) 353-1646 or anthony.greep@dot.gov. Thank you for your assistance on this Project.

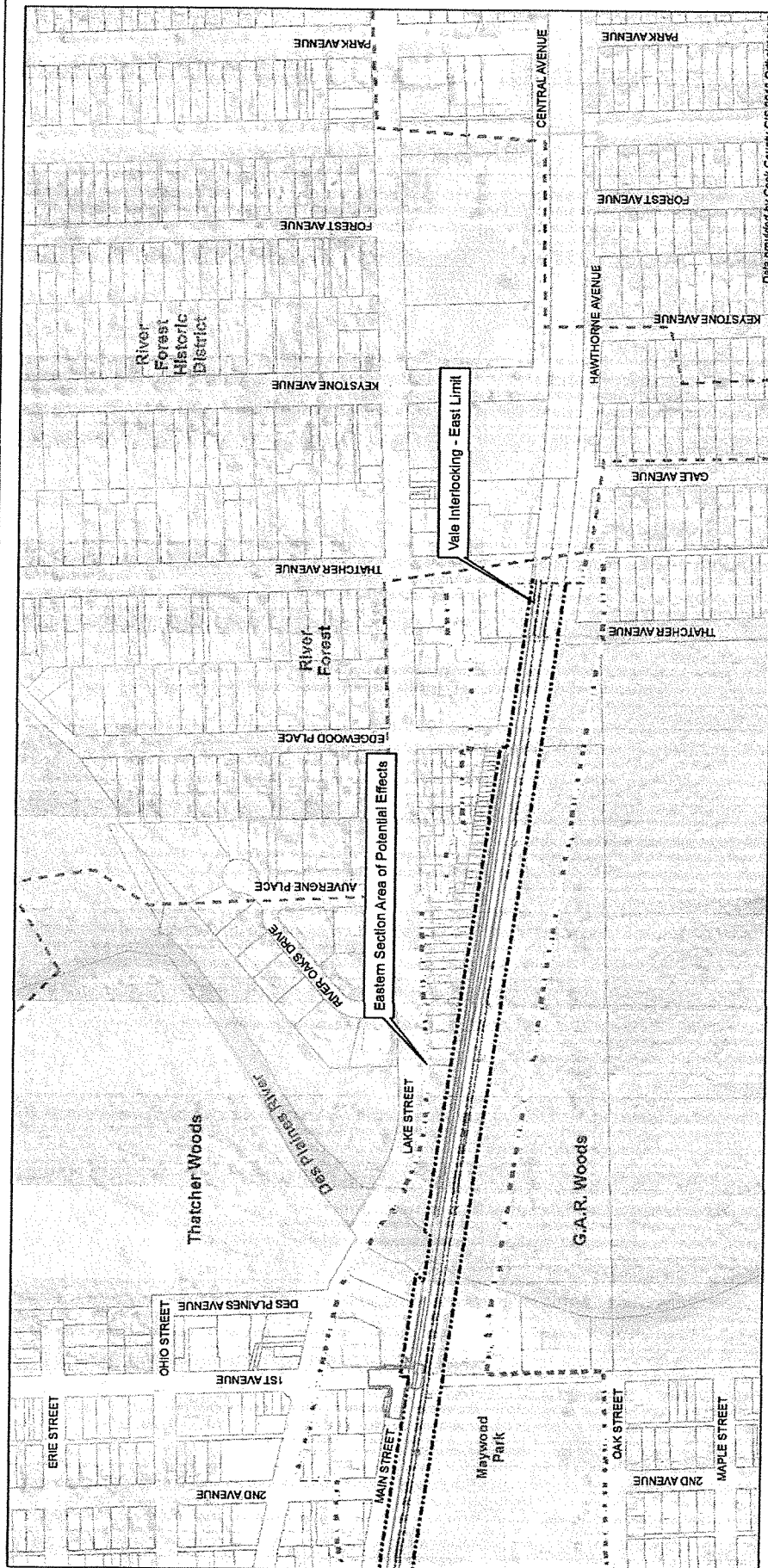
Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5

Enclosures: UP-W Third Mainline East – APE Maps and Section 106 Methodology



**UP-W Third Mainline Project - Eastern Section
Area of Potential Effects Map**

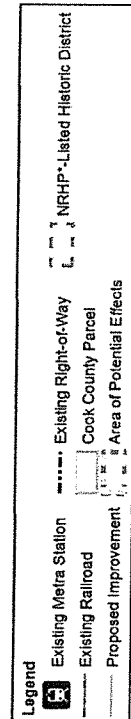
Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

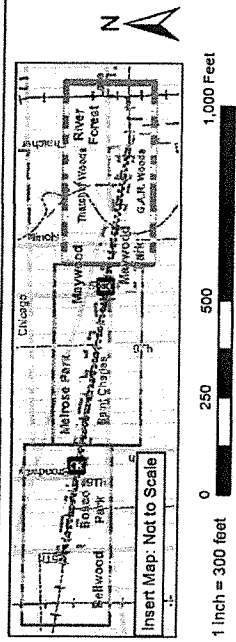
Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

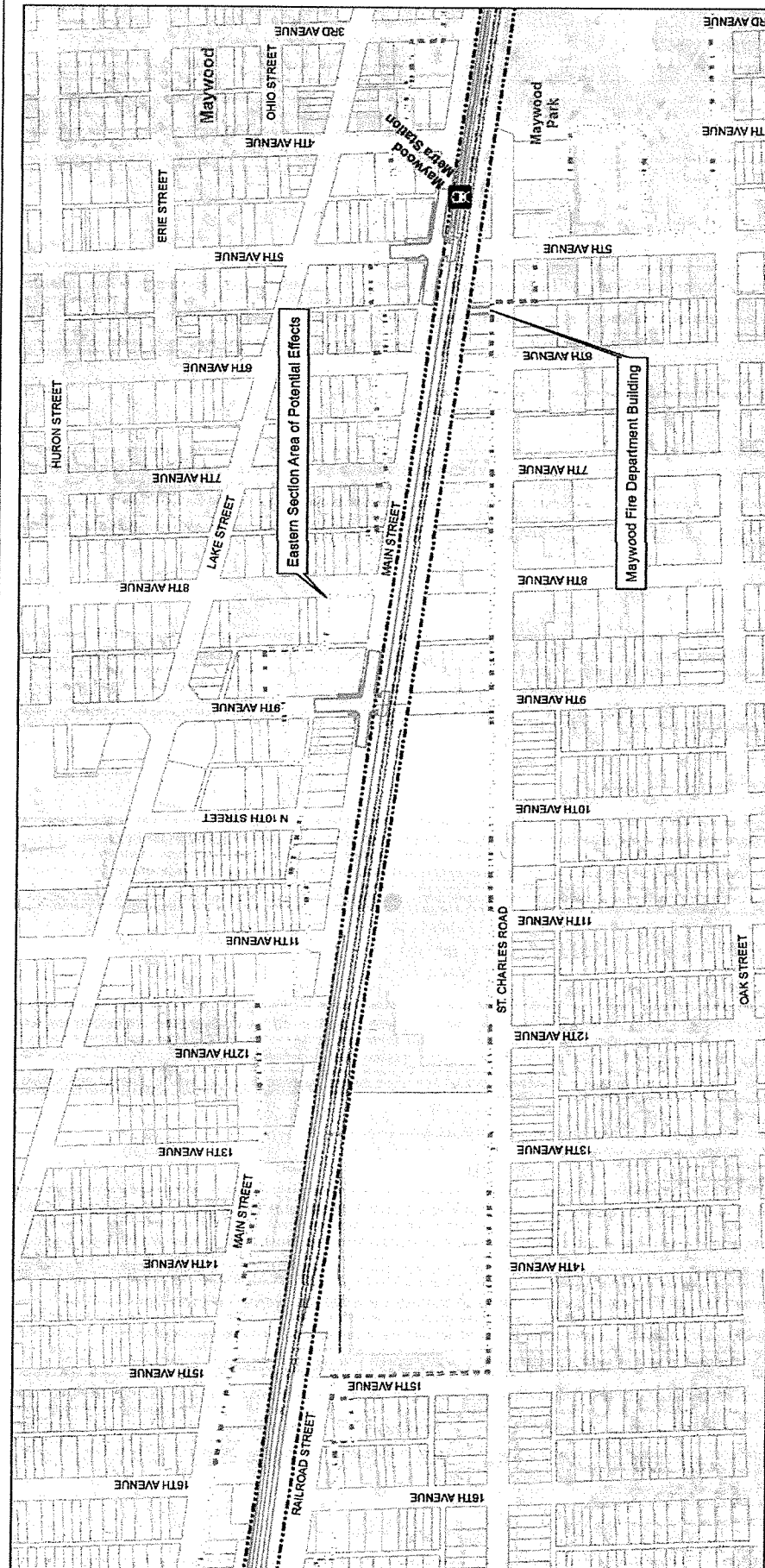
Exhibit 1 of 3

Date: December 17, 2015



*NRHP: National Register of Historic Places





UP-W Third Mainline Project - Eastern Section
Area of Potential Effects Map

Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)







Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)


Exhibit 2 of 3

Date: December 17, 2015

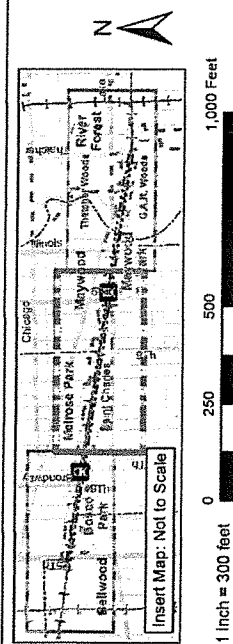
Legend

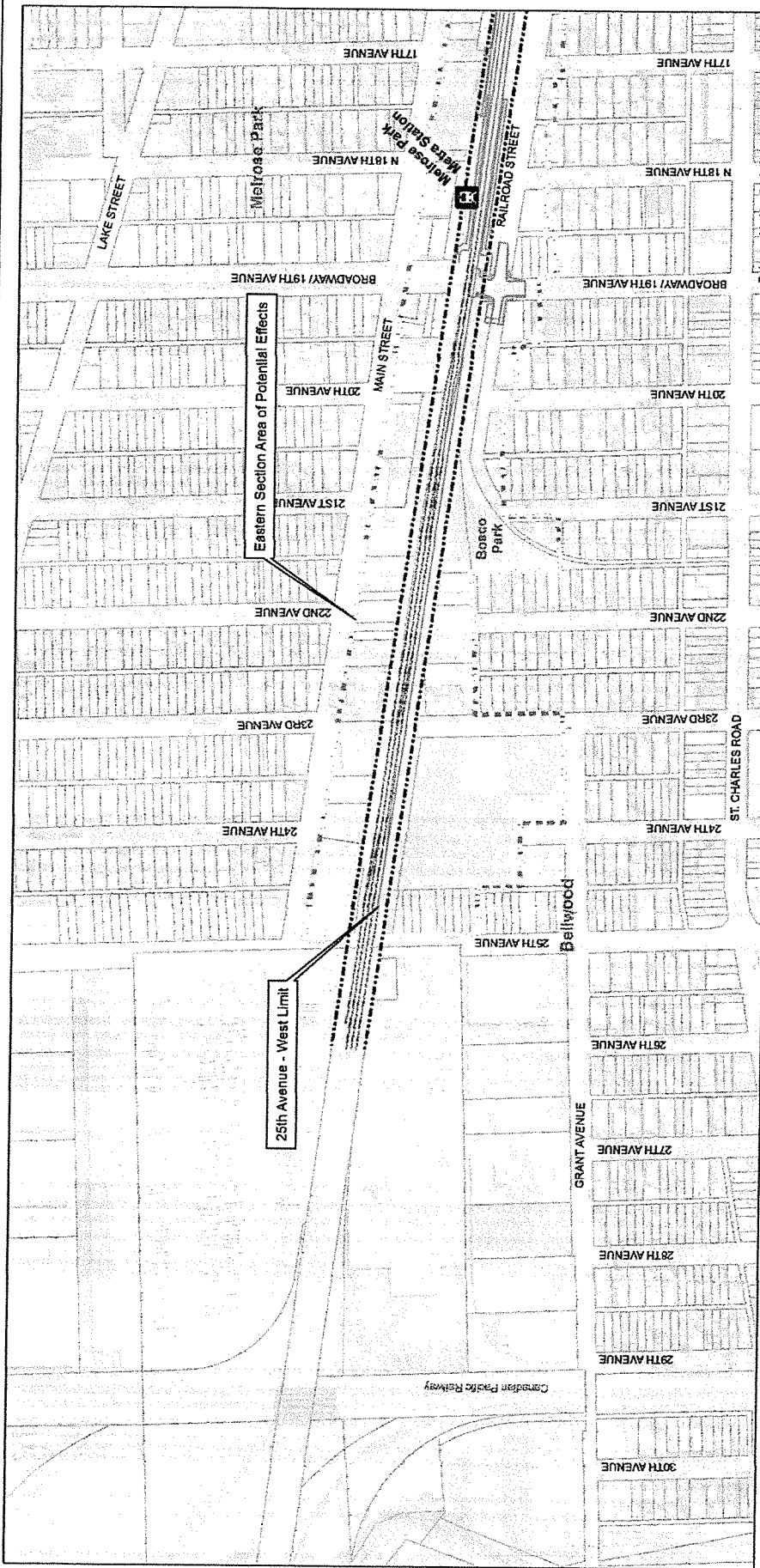
	Existing Metra Station
	Existing Railroad
	Proposed Improvement
	Existing Right-of-Way
	Cook County Parcel
	Area of Potential Effects

NRHP: National Register of Historic Places

Listed on the NRHP: 

***NRHP: National Register of Historic Places**



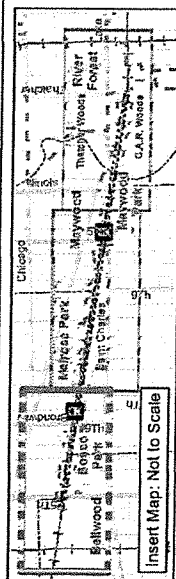


Data provided by Cook County GIS 2013. Unpublished

**UP-W Third Mainline Project - Eastern Section
Area of Potential Effects Map**
Vale Interlocking to 25th Avenue
Maywood, IL (MP 9.75 to MP 11.46)

Legend

- Existing Meira Station
- Existing Right-of-Way
- Existing Railroad
- Proposed Improvement
- Cook County Parcel
- Area of Potential Effects



1 Inch = 300 feet
0 250 500 1,000 Feet

Exhibit 3 of 3
Date: December 17, 2015

**UP-West Third Mainline – Eastern Section
Section 106 Methodology
March 2016**

Introduction

This technical memorandum describes the proposed Section 106 methodology that will be followed for the UP-West Third Mainline – Eastern Section project. The project proposes to construct a third mainline track along the Union Pacific West (UP-W) line through the villages of River Forest, Maywood, and Melrose Park in Cook County, Illinois for approximately 1.7 miles.

Because the Federal Transit Administration (FTA) may provide funding for this proposed project, the project is a federal undertaking subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP), and afford the Advisory Council on Historic Preservation (ACHP) and consulting parties a reasonable opportunity to comment on the undertaking. Historic properties are defined in 36 CFR part 800.16(1)(1) as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the NRHP.”

All Section 106 work will be conducted by professional architectural historians who meet or exceed the *Secretary of the Interior’s Professional Qualification Standards*.

Project Description

The UP-West Third Mainline – Eastern Section Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The existing UP right-of-way for this section ranges from approximately 100 to 125 feet wide. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of an approximate 2,300 foot section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River, a part of proposed improvements.

The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. It would also help create a more fluid railroad operation, decrease commuter and freight train delays, reduce motorist wait times at grade crossings, decrease the number of idling freight trains, preserve Metra performance times, and eliminate commuter curfews for freight trains. No additional commuter train service would be added as part of this project.

Minor improvements to at-grade street/rail crossings are proposed at 1st, 5th, 9th, and 19th Avenues to accommodate the addition of the third mainline track. All roadway improvements would occur within the existing right-of-way. On the north side of the tracks, 1st, 5th, and 9th Avenues would be reconstructed for accommodating the third mainline track with minor improvements to Main Street, as a consequence of the associated improvements at each respective crossing. The reconstruction of 19th Avenue would occur on the south side of the

tracks and include minor improvements to West Railroad Avenue, in order to tie-in to the 19th Avenue improvements.

Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. This would include new platforms to replace the old platforms affected by the location of the new third mainline track and improving platform access and related station facilities. At the Maywood Station, a new warming house will be located in the area that is now parking and replacement parking would be constructed along the south side of Main Street eastward from the station. Additionally, accessible commuter parking would be moved closer to the station at the northeast corner of 5th Avenue and Main Street. At the Melrose Park Station, this would include new fully Americans with Disabilities Act (ADA) compliant access at the west end of each of the two platforms, new connections to the 19th Avenue sidewalk at these locations, and a sidewalk path connecting to the commuter parking lot. The existing commuter parking spaces on the north side of the UP tracks would be reconfigured, but there would be no reduction in parking spaces and no additional right-of-way acquired.

Agency Coordination

Per Section 106 requirements, FTA will identify organizations with an interest in cultural resources in the project vicinity, and invite them to participate as consulting parties during the project study. These include the State Historic Preservation Officer (SHPO), representatives of municipal and county governments, and cultural resources and historic preservation organizations. Consulting parties can provide comments on eligibility, effects, and mitigation as part of the Section 106 process. Table 1 provides a list of the consulting parties identified for the UP-West Third Mainline – Eastern Section project.

FTA will also identify federally recognized Indian tribes with potential interests in the study area and seek government-to-government consultation to identify the tribes' interests in the proposed project and to participate in the Section 106 process. All consultation with the Indian tribes will be undertaken by FTA.

As the project progresses, a consulting parties meeting may be held to address common concerns or discuss project effects should FTA determine one is necessary based on the scope of the project and responses received from consulting parties.

Area of Potential Effects

Per Section 106 requirements, the lead federal agency, in consultation with the SHPO, develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. The APE is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Based on the scope and nature of the project, the proposed APE for the UP-W Third Mainline – Eastern Section Project includes the railroad right-of-way, cross streets with planned improvements, Metra stations, and at least one tax parcel adjacent to the railroad right-of-way and those cross streets. The APE was expanded by at least one tax parcel to accommodate potential indirect visual effects to historic properties along the railroad corridor. The APE boundary is irregularly shaped because it follows the tax parcel boundaries provided by Cook County. Maps depicting the proposed APE are attached to this memorandum.

Identification of Historic Properties

Although this project will be completed as a Documented Categorical Exclusion under the National Environmental Policy Act (NEPA) process, Section 106 of the National Historic Preservation Act (NHPA) requires standard eligibility and effects assessments for all undertakings, regardless of project size or anticipated impacts.

Literature Review

Prior to initiating the field survey, the project architectural historians will conduct research to review the published literature and to identify and obtain sources of information pertinent to the history and architecture of Cook County, and specifically, the villages of River Forest, Maywood, and Melrose Park. A variety of databases and sources will be consulted to inform the documentation and evaluation of previously and newly surveyed properties. This may include, but will not be limited to, a review of the NRHP, local landmarks and districts, HABS/HAER, NHL, properties previously surveyed through historic survey reports and survey forms, assessor data, published county and city histories, and Sanborn Fire Insurance maps. Project architectural historians will also review available records in the Illinois Historic Preservation Agency (IHPA) Historic Architectural Resources Geographic Information System (HARGIS). The information gathered from these sources will be used to develop historic contexts and individual resource histories for evaluating a resource's historical and architectural significance for evaluation of NRHP eligibility.

Field Survey

Project architectural historians will make several site visits to the project area and utilize public property records to identify all properties within the APE older than 50 years of age. The cut-off date for surveyed properties is 1966.

A field survey will be completed of the entire APE to identify, photograph, and record field notes for all properties within the APE meeting the age criteria. Project architectural historians will take photographs of individual properties, as well as representative viewscape and streetscape photographs. At least one photograph of each building will be taken; where possible, multiple photographs of each building will document all accessible elevations. Observations regarding the physical characteristics of properties in the APE will be recorded. Any NRHP-listed or previously determined NRHP-eligible properties, including individually listed properties and historic districts in the APE, will be field reviewed to determine if existing documentation remains adequate and/or valid and will be photographed to document their state at the time of review. Based on research and field review, properties may be documented individually or in groups (i.e., districts).

Following the completion of the survey, project architectural historians will evaluate the potential of each resource to meet one or more of the NRHP Criteria for Evaluation and will conduct an appropriate level of research to determine the NRHP eligibility of each resource.

NRHP Determinations of Eligibility

The most recent NRHP listings will be consulted and the status of NRHP-listed properties and districts located within the APE will be reviewed using previous NRHP documentation to determine if any properties have changed to the extent that they are no longer eligible for the NRHP or that NRHP boundaries should be altered.

All identified properties in the APE will be evaluated for NRHP eligibility, using established professional criteria and considerations set forth in *How to Apply the National Register Criteria*

for Evaluation (U.S. Department of the Interior, National Park Service, 2002). Properties that are not listed in, but appear to be eligible for inclusion in the NRHP, will be documented and recommended as such; this includes properties that appear unique and/or exhibit moderate to high architectural integrity and/or significance. These properties will be documented using a historic resources survey form based on the Ruskin field form. The form will include an architectural description, property history and context, NRHP evaluation, sources consulted, relevant photographs, and mapping. For NRHP-eligible properties, an assessment of integrity, periods of significance, and proposed historic boundaries will be determined. For any potential historic districts with boundaries extending beyond the APE, only resources within the APE will be evaluated for NRHP eligibility.

Properties that appear to be typical or mundane examples of their type and/or have been altered by unsympathetic additions or replacement materials will be considered not eligible for inclusion in the NRHP. These properties will be documented in a property table in the Section 106 Technical Report and an individual determination of NRHP eligibility form will not be completed for them.

Section 106 Technical Report

A Section 106 Technical Report will be completed to document the project methodology, project description, APE, identified historic properties, NRHP Determinations of Eligibility, and assessment of effects. A final report will be submitted to the SHPO and consulting parties for review. Each property identified or documented in the APE and its NRHP status will be listed in a property table. NRHP-listed and eligible properties will be described. Potential project effects to each NRHP-listed and NRHP-eligible property, or the lack thereof, will be documented. The report will include historic context on the UP-W corridor and surrounding villages as appropriate; relevant architectural styles and building types; significant people; and associated historic events. The report will include relevant mapping and photography, as well as supporting materials. Appendices will be attached, as necessary.

One (1) hard copy and one (1) electronic copy will be submitted to the SHPO for review and one (1) electronic copy will be submitted to each Section 106 consulting party.

Determination of Effect

Effects assessments are based on the Criteria of Adverse Effect as defined in 36 CFR 800.5 "Assessment of adverse effects." According to this portion of the Section 106 regulations, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects include physical destruction of or damage to all or part of the property, alteration of a property not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68), a change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance, and an introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

To determine if any historic properties will be affected by the project, architectural historians will review project plans and documentation for all NRHP-listed and eligible properties within the APE, as well as make additional field visits, if needed. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property will be evaluated to determine if implementation of

the project will alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity.

For each historic property, a recommended finding will be made regarding the project's potential to affect its aspects of integrity. The recommended findings will correspond to the guidelines set forth in 36 CFR 800 and are supported by information on integrity in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*. If no aspect of integrity for an individual historic property is altered, the finding indicates that the historic property is not affected by the undertaking. If implementation of the project would alter one or more aspects of integrity for an individual historic property, but the effect would not alter a characteristic that qualifies that property for inclusion in the NRHP, then the finding for the property is "No Adverse Effect." If implementation of the UP-West Third Mainline Project would alter a characteristic that qualifies a property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity, then the finding for that property would be "Adverse Effect." Indirect and cumulative effects to historic properties will also be considered; such effects may include reasonably foreseeable land use changes.

Identification of Archaeological Resources

The proposed project is located in an urban environment within existing railroad and roadway right-of-ways. So the potential for a major disturbance or damage to archaeological resources in the existing railroad and roadway right-of-ways, where the project is proposed, is not assumed.

Table 1
UP-West Third Mainline – Eastern Section
Section 106 Consulting Parties¹

Name/Title	Organization	Address	Phone/Email
Dr. Rachel Leibowitz Deputy State Historic Preservation Officer	Illinois Historic Preservation Agency	1 Old State Capitol Springfield, IL 62701	217-785-5031 rachel.leibowitz@illinois.gov
Mike Lenzen President	Chicago & North Western Historical Society	PO Box 1068 North Riverside, IL 60546	president@cnwhs.org
Lisa DiChiera Director of Advocacy	Landmarks Illinois	30 N. Michigan Avenue, Suite 2020 Chicago, IL 60602	312-922-1742 DiChieraL@lpci.org
Tom Kus Chairman	Maywood Historic Preservation Commission	Village of Maywood 40 Madison Street Maywood, IL 60153	708-450-4405
N/A	Melrose Park Historical Society	Melrose Park Library 801 N. Broadway Melrose Park, IL 60160	708-343-3391
David Franek Chairman	River Forest Historic Preservation Commission	Village of River Forest 400 Park Avenue River Forest, IL 60305	708-366-8500
Edwenna Perkins Mayor and President of the Village Board	Village of Maywood	40 Madison Street Maywood, IL 60153	708-450-6300
Ronald M. Serpico Mayor	Village of Melrose Park	1000 N. 25 th Avenue Melrose Park, IL 60160	708-343-4000
Cathy Adduci Village President	Village of River Forest	400 Park Avenue River Forest, IL 60305	708-366-8500

¹ FTA to initiate consultation with the federally recognized Indian tribes



U.S. Department
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**Federal Transit
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Michigan, Minnesota,
Ohio, Wisconsin

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Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Cathy Adduci
Village President
Village of River Forest
400 Park Avenue
River Forest, IL 60305

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Ms. Adduci:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, the project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the project,
2. Assess project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

Participation in this process is voluntary and open to anyone “with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places.” This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is available online at <http://www.achp.gov/citizensguide.html>.

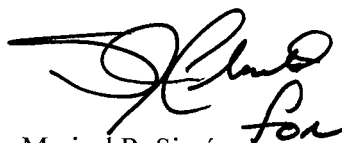
Please respond in writing or by email within **15 days** of receipt of this letter indicating whether or not you would like to participate as a Section 106 Consulting Party. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
of Transportation
**Federal Transit
Administration**

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April 6, 2016

Lisa DiChiera
Director of Advocacy
Landmarks Illinois
30 N. Michigan Avenue, suite 2020
Chicago, IL 60602

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Ms. DiChiera:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, the project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the project,
2. Assess project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

Participation in this process is voluntary and open to anyone “with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places.” This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is available online at <http://www.achp.gov/citizensguide.html>.

Please respond in writing or by email within **15 days** of receipt of this letter indicating whether or not you would like to participate as a Section 106 Consulting Party. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Paquin, Aimee

From: Lisa DiChiera <DiChieraL@lpci.org>
Sent: Tuesday, April 26, 2016 11:55 AM
To: Paquin, Aimee
Cc: Selover, Timothy; SReddivari@METRARR.COM
Subject: RE: Metra UP-W Third Mainline, Eastern Section

Aimee,

Thank you for taking the time to talk to me this morning about the project. Based on our discussion I don't think Landmarks Illinois needs to participate. But as I told you, I did reach out to the chair of the Maywood Historic Preservation Commission and another local Maywood preservation advocate about it so thank you for following up with them about their possible participation.

Lisa DiChiera
Director of Advocacy
Landmarks Illinois

30 N. Michigan Avenue, Suite 2020, Chicago, IL 60602
O: 312-922-1742 Landmarks.org [Facebook](https://www.facebook.com/landmarksillinois) [Twitter](https://twitter.com/landmarksillinois)
People saving places. [Join us today](http://Landmarks.org). Memberships begin at \$35.

From: Paquin, Aimee [mailto:PaquinA@pbworld.com]
Sent: Tuesday, April 26, 2016 10:26 AM
To: Lisa DiChiera
Cc: Selover, Timothy; SReddivari@METRARR.COM
Subject: RE: Metra UP-W Third Mainline, Eastern Section

Lisa, thank you for the contact information and additional information.

Based on our phone conversation this morning about the project, its location in the existing ROW, and the potential for impacts to historic properties in the project's vicinity, can you please confirm that Landmarks Illinois does not plan to participate as a Section 106 consulting party for the Metra UP-W Third Mainline Project, Eastern Section?

Thank you,
Aimee

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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From: Lisa DiChiera [<mailto:DiChieraL@lpci.org>]
Sent: Tuesday, April 26, 2016 10:55 AM
To: Paquin, Aimee <PaquinA@pbworld.com>
Subject: FW: Metra UP-W Third Mainline, Eastern Section

Amy – see below. Feel free to reach out to Tom and Vicki for a follow up. Lisa

From: victoriahaas@cs.com [<mailto:victoriahaas@cs.com>]
Sent: Tuesday, April 19, 2016 4:30 PM
To: TKusTKT@aol.com; Lisa DiChiera
Subject: Re: Metra UP-W Third Mainline, Eastern Section

Lisa -

By the way, for the station to require more space, - I believe that's why they would eliminate the existing parking on the north side of the tracks and I believe mentioned moving the parking to the size area east of 4th on the north side of the tracks.

An Idea I've wondered about for location of the station is what if they put it on the SOUTH side of the tracks - where there is village owned green space, south of the tracks and north of the now blocked off St. Charles Road from 5th to 4th. In fact, it could go large and utilize the street way there with retail opportunities. Just want to alert you in case UP/Metra is only looking in the direction of historic properties.

Vicki

-----Original Message-----

From: TKusTKT <TKusTKT@aol.com>
To: victoriahaas@cs.com; DiChieraL <DiChieraL@lpci.org>
Sent: Tue, Apr 19, 2016 4:23 pm
Subject: Re: Metra UP-W Third Mainline, Eastern Section

I concur with Vicki's observations on this. I was at the hearing (and to speak my piece at public comment) and the RR did agree to leave the station at 5th, however if I recall they would need a bit more space to build the station going on to the Street that parallels the track on the north side. I don't think the buildings Vicki referenced on St Charles would be affected, however would like to be appraised of when any hearing is held. Thanks

Tom Kus

In a message dated 4/19/2016 4:06:34 P.M. Central Daylight Time, victoriahaas@cs.com writes:

This came up last summer (June?) at a village board meeting where UP/Metra presented a great idea - Be more generous in building Maywood a nice new train station - but move the stop from 5th Avenue (where our traditional commercial avenue is) to 9th Avenue (industrial) which would consolidate the Maywood and Melrose Park stops. So make 2 stops into 1. They would then increase the number of stops in Maywood as well.

As I understood it then, they needed to do this quickly (last summer) because the 3rd line was on calendar for January '16.

The Village Board gave lots of push back, not having been included in the discussion heretofore. Generally, the village is opposed to moving the station from 5th Avenue. There was no mention by UP/Metra about Melrose Park's reaction to eliminating their stop at 19th.

We were led to believe the 3rd line is for freight. It exists east of River Forest, and west of a fairly close village - but is only 2 lines for this relatively short distance. Also only 2 lines past Wheaton I believe, where they will also be doing this. I was of the impression that it would not require additional land, but would fit within their existing right of way. It will eliminate the bottle neck of freight trains due to having to squeeze onto the 2 lines for this section, and let them pass on through without interrupting passenger service.

If in fact all the work occurs within what appears to be Metra property, I'm not sure why the 106 review. Immediately south of the line is the NR and VOM landmark Fire Station. And the area is surrounded by properties nearby that could be landmarked and were light noted on the village's survey in the late 80s. We would very much like to know and be included in any consideration of impact on our historic resources.

I believe Trustee Mike Rogers is more knowledgeable about the 3rd line.

Hope this helps and please keep us posted on what you learn.

Vicki

-----Original Message-----

From: Lisa DiChiera <DiChieraL@lpci.org>

To: victoriahaas (victoriahaas@cs.com) <victoriahaas@cs.com>; TKusTKT <TKusTKT@aol.com>

Sent: Tue, Apr 19, 2016 3:13 pm

Subject: Metra UP-W Third Mainline, Eastern Section

Vicki and Tom,

LI received an invitation for consulting party status in the Section 106 review by IHPA of this project – a proposed third mainline east of Union Pacific West for Metra. Do you know of the project? It will go through River Forest, Maywood and Melrose Park. You all should be invited to participate too if you haven't. Has the village? Lisa

Lisa DiChiera
Director of Advocacy
Landmarks Illinois

30 N. Michigan Avenue, Suite 2020, Chicago, IL 60602

O: 312-922-1742 Landmarks.org [Facebook](#) [Twitter](#)

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**Federal Transit
Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

David Franek
Chairman
River Forest Historic Preservation Commission
400 Park Avenue
River Forest, IL 60305

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Mr. Franek:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

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Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Paquin, Aimee

From: Lisa Scheiner <lscheiner@vrf.us>
Sent: Thursday, May 05, 2016 7:33 AM
To: Paquin, Aimee
Cc: Jonathan Pape
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Ms. Paquin,

They concluded that there would be no negative impact based on the limited information available. It will be a few days but I will be sending over an official letter from the Commission with that information.

Thanks,
Lisa Scheiner

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Paquin, Aimee" <PaquinA@pbworld.com>
Date: 5/2/16 10:14 AM (GMT-06:00)
To: Lisa Scheiner <lscheiner@vrf.us>
Cc: Jonathan Pape <jpape@vrf.us>
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Hi Ms. Scheiner,

The River Forest HPC had planned to discuss their participation as consulting parties for the UP-W Third Mainline project at their meeting last Thursday (4/28). Did they reach a decision?

Thank you,

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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From: Paquin, Aimee
Sent: Thursday, April 21, 2016 4:31 PM

To: 'Lisa Scheiner' <lscheiner@vrf.us>
Cc: Jonathan Pape <jpape@vrf.us>; Selover, Timothy <Selover@pbworld.com>
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Ms. Scheiner,

Please find attached the Section 106 Methodology and the Project Location Map. Let me know if you have any further questions.

Thank you,

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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From: Lisa Scheiner [mailto:lscheiner@vrf.us]
Sent: Wednesday, April 20, 2016 5:18 PM
To: Paquin, Aimee <PaquinA@pbworld.com<mailto:PaquinA@pbworld.com>>
Cc: Jonathan Pape <jpape@vrf.us<mailto:jpape@vrf.us>>; Selover, Timothy <Selover@pbworld.com<mailto:Selover@pbworld.com>>
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Ms. Paquin –

Thank you for your quick response. I didn't receive the additional enclosures so a PDF copy of them would be much appreciated.

Thanks,
Lisa Scheiner
Assistant Village Administrator
Village of River Forest
400 Park Avenue
River Forest, IL 60305
(708) 714-3554
www.vrf.us<<http://www.vrf.us>>

From: Paquin, Aimee [mailto:PaquinA@pbworld.com]
Sent: Wednesday, April 20, 2016 4:10 PM
To: Lisa Scheiner
Cc: Jonathan Pape; Selover, Timothy
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Ms. Scheiner,

I apologize – I attached the wrong letter for the River Forest HPC. Please find attached the correct letter.

Yes, they have 15 days following receipt of the letter to respond.

The letter that was sent via mail had two enclosures – a project location map and Section 106 methodology. I will follow-up tomorrow with this additional information.

Thanks,

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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From: Lisa Scheiner [mailto:lscheiner@vrf.us]
Sent: Wednesday, April 20, 2016 4:57 PM
To: Paquin, Aimee <PaquinA@pbworld.com<<mailto:PaquinA@pbworld.com>>>
Cc: Jonathan Pape <jpape@vrf.us<<mailto:jpape@vrf.us>>>
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Ms. Paquin –

As a follow-up, when I looked again at the notice I see that it was addressed to the Maywood HPC. The River Forest HPC chairman has asked me to confirm that they have 15 days following its receipt to respond. Also, I should clarify that they are meeting on 4/28/16. Finally, is there a website or additional information that can be found online to help determine the specific impact on River Forest properties?

Thanks,

Lisa Scheiner
Assistant Village Administrator
Village of River Forest
400 Park Avenue
River Forest, IL 60305
(708) 714-3554
www.vrf.us<<http://www.vrf.us>>

From: Lisa Scheiner
Sent: Wednesday, April 20, 2016 3:22 PM
To: 'PaquinA@pbworld.com'
Cc: Dawn Haney; Jonathan Pape
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Ms. Paquin –

Good afternoon. Thank you for the email as I hadn't seen this item come through previously. The Village's HPC will be meeting Thursday night and will discuss the matter at that time. Staff will follow-up with you after the meeting and advise.

Thanks,

Lisa Scheiner
Assistant Village Administrator
Village of River Forest
400 Park Avenue
River Forest, IL 60305
(708) 714-3554
www.vrf.us<<http://www.vrf.us>>

From: Dawn Haney
Sent: Wednesday, April 20, 2016 2:50 PM
Subject: UP-W Third Mainline Section 106 Consulting Party Letter

From: Paquin, Aimee [mailto:PaquinA@pbworld.com]
Sent: Wednesday, April 20, 2016 2:46 PM
To: Dawn Haney
Cc: SReddivari@METRARR.COM<mailto:SReddivari@METRARR.COM>; Selover, Timothy
Subject: UP-W Third Mainline Section 106 Consulting Party Letter

On behalf of the Federal Transit Administration and Metra, I'm following up with the River Forest Village President and the River Forest Historic Preservation Commission to confirm that they received the Section 106 Consulting Party invitation letter dated April 6, 2016 for the Metra UP-W Third Mainline Project in Cook County. The letters are attached to this email.

I also am trying to confirm whether the Village President and HPC plans to respond to the letter as to whether or not they would like to participate as a Section 106 Consulting Party. I appreciate your help in passing along these letters and email to the appropriate people.

Thank you,
Aimee

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

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www.river-forest.us

June 2, 2016

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606

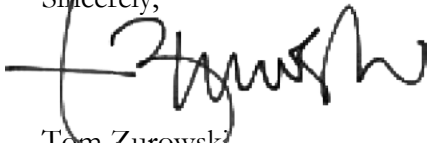
Dear Mr. Greep,

On behalf of the Historic Preservation Commission of the Village of River Forest, I am writing to you in response to the letter sent regarding a Section 106 Consulting Party for the planning of a potential Metra UP-W Third Mainline in the Eastern Section of Cook County, IL.

The Commission reviewed the materials and discussed this issue at the April 2016 meeting. The Commission has determined that this project has no anticipated adverse impact on the Village based on the information that was made available.

If you have any further questions, you may contact the Assistant Village Administrator, Lisa Scheiner at her contact information found below. Thank you for the opportunity to provide input as a part of this planning process.

Sincerely,



Tom Zurowski
Historic Preservation Commission Chairperson

cc: Lisa Scheiner
Assistant Village Administrator
lscheiner@vrf.us



U.S. Department
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**Federal Transit
Administration**

REGION V
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Michigan, Minnesota,
Ohio, Wisconsin

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312-353-2789
312-886-0351 (fax)

April 6, 2016

Tom Kus
Chairman
Maywood Historic Preservation Commission
40 Madison Street
Maywood, IL 60153

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Mr. Kus:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

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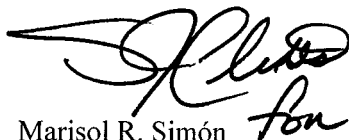
Please respond in writing or by email within **15 days** of receipt of this letter indicating whether or not you would like to participate as a Section 106 Consulting Party. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
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(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Paquin, Aimee

From: TKusTKT@aol.com
Sent: Wednesday, April 27, 2016 4:24 PM
To: Paquin, Aimee; victoriahaas@cs.com
Cc: dichieral@lpci.org; Selover, Timothy; SReddivari@METRARR.COM
Subject: Re: UP-W Third Mainline Section 106 Consulting Party Letter

OK, great, thanks Aimee. I must have misinterpreted what I read below, and I thought the meeting was tomorrow night April 28. Count us in for when it happens as we will plan to have someone there.

Tom

In a message dated 4/27/2016 2:55:43 P.M. Central Daylight Time, PaquinA@pbworld.com writes:

Hi Tom,

Thank you for your assessment and information about historic resources in the project vicinity.

At this time, we do not have a Section 106 Consulting Parties meeting planned for this project. The letter I had attached in my previous email invited the Maywood Historic Preservation Commission to participate in the Section 106 process. A Section 106 Technical Report will be released to the consulting parties for review and comment at a later date that documents the identification of historic properties and potential project effects.

Based on your response, it sounds like you do intend to participate in the consultation process. I will add the Maywood Historic Preservation Commission to our list of confirmed consulting parties.

Thank you,

Aimee

Aimee D. Paquin

Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900

Detroit, MI 48226

Tel: 313.963.4921

Fax: 313.963.6910

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From: TKusTKT@aol.com [mailto:TKusTKT@aol.com]
Sent: Wednesday, April 27, 2016 12:52 PM
To: Paquin, Aimee <PaquinA@pbworld.com>; victoriahaas@cs.com
Cc: dichieral@lpci.org; Selover, Timothy <Selover@pbworld.com>; SReddivari@METRARR.COM
Subject: Re: UP-W Third Mainline Section 106 Consulting Party Letter

Hi Aimee,

Thanks for the invite, and sorry just now getting back; I was supposed to be out of town on business tomorrow but that now changed although I'm still now tentatively committed for in town tomorrow night so schedule is still touch and go. Where is the meeting to be held? I didn't see that in the accompanying letter. I won't know if I can make it until later tomorrow. I'm not sure what Vicki's schedule is either, but perhaps she can respond separately.

I did sit in on some of the presentations to the Trustees, including the final one, and can make the statement that from what I saw, I don't see any impact to any historic resources, although the south side of the right of way does touch the back of the Maywood Fire House, and that the 3 other buildings next to it are architecturally significant (although not officially listed properties) Every other building within the red dotted line is well over 50 years old, although few are of significance. Again, perhaps Vicki can give her inputs as well, but that is my initial observations for now.

Again, if you could let me know the location of the meeting I will try to be there, but unfortunately can't confirm until tomorrow. Thanks

Tom Kus

Maywood HPC

847-542-5930(cell)

In a message dated 4/26/2016 10:23:51 A.M. Central Daylight Time, PaquinA@pbworld.com writes:

Hello Tom and Vicki,

On behalf of FTA and Metra, I'm following up on the Section 106 Consulting Party Invitation letter dated April 6, 2016 for the Metra UP-W Third Mainline Project in Cook County. It was sent to the village offices, but I've also attached a copy of the letter and its enclosures for your review.

I spoke with Lisa DiChiera at Landmarks Illinois this morning. Based on our conversation, she suggested I follow up with you directly on the Maywood Historic Preservation Commission's participation in the project's Section 106 process. As I informed Lisa, the River Forest Historic Preservation Commission is planning to address the project and their participation as Section 106 consulting parties at their next meeting, Thursday, April 28. Can you confirm whether the Maywood Historic Preservation Commission plans to do the same and/or participate a Section 106 Consulting Party?

Please let me know if you have any questions.

Thank you,

Aimee

Aimee D. Paquin

Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900

Detroit, MI 48226

Tel: 313.963.4921

Fax: 313.963.6910

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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Mike Lenzen
President
Chicago & North Western Historical Society
PO Box 1068
North Riverside, IL 60546

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Mr. Lenzen:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, the project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the project,
2. Assess project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

Participation in this process is voluntary and open to anyone “with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places.” This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is available online at <http://www.achp.gov/citizensguide.html>.

Please respond in writing or by email within **15 days** of receipt of this letter indicating whether or not you would like to participate as a Section 106 Consulting Party. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Paquin, Aimee

From: lenzenfour@cox.net
Sent: Thursday, May 05, 2016 6:50 PM
To: Paquin, Aimee
Cc: SReddivari@METRARR.COM; Selover, Timothy
Subject: Fwd: UP-W Third Mainline Section 106 Consulting Party Letter
Attachments: 20160407_Section 106 Consulting Party Invitation_Metra UP-W Third Mainli....pdf

Dear Aimee,

As a follow-up to our phone conversation last week. The Chicago and North Western Historical Society will not participate as a Section 106 consulting party for the Metra UP-W Third Mainline Project in Cook County. Thank you for reaching out to us.

With kind regards,

Mike Lenzen
President - C&NWHs

> From: "Paquin, Aimee" <PaquinA@pbworld.com>
> To: "president@cnwhs.org" <president@cnwhs.org>
> CC: "SReddivari@METRARR.COM" <SReddivari@METRARR.COM>, "Selover, Timothy" <Selover@pbworld.com>
> Subject: UP-W Third Mainline Section 106 Consulting Party Letter
> Date: Wed, 20 Apr 2016 19:53:45 +0000
>
> Mr. Lenzen,
>
> On behalf of the Federal Transit Administration and Metra, I'm following up with the Chicago & North Western Historical Society to confirm that your organization has received the Section 106 Consulting Party invitation letter dated April 6, 2016 for the Metra UP-W Third Mainline Project in Cook County. The letter is attached to this email.
>
> Can you also confirm whether the Chicago & North Western Historical Society plans to respond to the letter or participate as a Section 106 Consulting Party?
>
> Thank you,
>
> Aimee D. Paquin
> Architectural Historian
>
> WSP | Parsons Brinckerhoff
>
> 500 Griswold Street, Suite 2900
> Detroit, MI 48226
> Tel: 313.963.4921
> Fax: 313.963.6910
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Paquin, Aimee

From: lenzenfour@cox.net
Sent: Friday, July 08, 2016 6:20 PM
To: Paquin, Aimee
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter

Dear Aimee,

This is a follow-up to our phone conversation of July 7th.

Mr. Mark F. Rendak is NOT a member of the Chicago & North Western Historical Society, nor is he authorized to speak for us or represent us in any way. In addition, prior to the receipt of your e-mail, Mr. Rendak was barred from our archives facility due to suspected theft activity. Thank you for contacting me on this matter.

As we spoke on the phone, we request to be included as a Section 106 consulting party to the extent of receiving and reviewing any historic / technical reports. Please send to:

Mike Lenzen
President, CNWHS
4531 South 163rd Street
Omaha, NE, 68135

Thank you.

With kind regards,
Mike Lenzen
cell - 402-630-7970

---- "Paquin wrote:
> Hi Mr. Lenzen,

FTA recently received communications from Mark Rendak with the Chicago & North Western Historical Society, after we had spoken about your organization's participation and received your email declining participation. He requested to be a consulting party for your organization. Can Mr. Rendak speak on the group's behalf? We would provide the historic technical report documentation for review and comment.

Please let me know at your earliest convenience.

Thank you,

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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-----Original Message-----

From: lenzenfour@cox.net [mailto:lenzenfour@cox.net]
Sent: Thursday, May 05, 2016 6:50 PM
To: Paquin, Aimee <PaquinA@pbworld.com>
Cc: SReddivari@METRARR.COM; Selover, Timothy <Selover@pbworld.com>
Subject: Fwd: UP-W Third Mainline Section 106 Consulting Party Letter

Dear Aimee,

As a follow-up to our phone conversation last week. The Chicago and North Western Historical Society will not participate as a Section 106 consulting party for the Metra UP-W Third Mainline Project in Cook County. Thank you for reaching out to us.

With kind regards,

Mike Lenzen
President - C&NWHs

> From: "Paquin, Aimee" <PaquinA@pbworld.com>
> To: "president@cnwhs.org" <president@cnwhs.org>
> CC: "SReddivari@METRARR.COM" <SReddivari@METRARR.COM>, "Selover, Timothy" <Selover@pbworld.com>
> Subject: UP-W Third Mainline Section 106 Consulting Party Letter
> Date: Wed, 20 Apr 2016 19:53:45 +0000
>
> Mr. Lenzen,
>
> On behalf of the Federal Transit Administration and Metra, I'm following up with the Chicago & North Western Historical Society to confirm that your organization has received the Section 106 Consulting Party invitation letter dated April 6, 2016 for the Metra UP-W Third Mainline Project in Cook County. The letter is attached to this email.
>
> Can you also confirm whether the Chicago & North Western Historical Society plans to respond to the letter or participate as a Section 106 Consulting Party?
>
> Thank you,
>
> Aimee D. Paquin
> Architectural Historian
>
> WSP | Parsons Brinckerhoff
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Paquin, Aimee

From: Paquin, Aimee
Sent: Thursday, July 14, 2016 1:53 PM
To: 'lenzenfour@cox.net'
Cc: Selover, Timothy; SReddivari@METRARR.COM
Subject: UP-W Third Mainline Section 106 Methodology and APE Map Set
Attachments: 4846_APEand106Methodology Maps.pdf; UP-W Third Mainline East_Section 106 Methodology 030216.pdf

Hi Mr. Lenzen,

Per our conversation last week and your follow-up email, we've added the Chicago & North Western Historical Society to the list of Section 106 consulting parties for this project. Attached is the Section 106 methodology and Area of Potential Effects (APE) Map Set, which were originally provided in the Section 106 consulting parties letter dated April 6, 2016.

Please review this previously provided documentation and confirm by email or phone whether you have any concerns about the project methodology or APE boundary. Given the tight schedule and late addition of your organization to the list of Section 106 consulting parties, we would appreciate you completing your review by next Tuesday, July 19 and providing us with your concerns, if any, at that time.

We will be following up with the Section 106 Technical Report in the near future for a 30-day review period.

Thank you,

Aimee D. Paquin
Architectural Historian

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500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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www.pbworld.com

Paquin, Aimee

From: Paquin, Aimee
Sent: Friday, July 29, 2016 5:37 PM
To: 'lenzenfour@cox.net'
Cc: 'Sainath Reddivari'; Mike Rowe; Brian Stepp; ceanders@up.com; Selover, Timothy
Subject: RE: UP-W Third Mainline Section 106 Methodology and APE Map Set

Hi Mr. Lenzen,

Since we have not received a response to our emails, we assume no response means the Chicago & North Western Historical Society does not have any comments or concerns about the project's Section 106 methodology or the APE boundary.

We will be following up soon with a Section 106 Technical Report for a 30-day review period.

Thank you,

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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www.pbworld.com

From: Paquin, Aimee
Sent: Wednesday, July 27, 2016 10:43 AM
To: 'lenzenfour@cox.net' <lenzenfour@cox.net>
Subject: RE: UP-W Third Mainline Section 106 Methodology and APE Map Set

Hi Mr. Lenzen,

I'm following up on the email I sent July 14, 2016. Do you have any comments or concerns about the project methodology or APE boundary after your review of the provided materials?

Thank you,

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

From: Paquin, Aimee
Sent: Thursday, July 14, 2016 1:53 PM
To: 'lenzenfour@cox.net' <lenzenfour@cox.net>
Cc: Selover, Timothy <Selover@pbworld.com>; SReddivari@METRARR.COM
Subject: UP-W Third Mainline Section 106 Methodology and APE Map Set

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Thank you,

Aimee D. Paquin
Architectural Historian

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Ohio, Wisconsin

200 West Adams Street
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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Melrose Park Historical Society
801 N. Broadway
Melrose Park, IL 60160

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

To Whom it May Concern:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, the project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the project,

2. Assess project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

Participation in this process is voluntary and open to anyone “with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places.” This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is available online at <http://www.achp.gov/citizensguide.html>.

Please respond in writing or by email within **15 days** of receipt of this letter indicating whether or not you would like to participate as a Section 106 Consulting Party. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Paquin, Aimee

From: maielloc@mpplibrary.org
Sent: Friday, April 22, 2016 3:02 PM
To: Paquin, Aimee
Subject: RE: UP-W Third Mainline Section 106 Consulting Party Letter - Melrose Park Historical Society

We currently do not have any members of the Melrose Park Historical Society

Cindy

Cynthia Maiello Gluecklich
Executive Director/Administrative Officer/Circulation/Technical Services Manager

Melrose Park Public Library
801 N Broadway
Melrose Park, IL 60160
708-649-7483
www.mpplibrary.org

----- Original Message -----

Subject: UP-W Third Mainline Section 106 Consulting Party Letter -
Melrose Park Historical Society
From: "Paquin, Aimee" <PaquinA@pbworld.com>
Date: Thu, April 21, 2016 1:09 pm
To: "maielloc@mpplibrary.org" <maielloc@mpplibrary.org>

Hi Cindy,

Per our phone conversation this afternoon, can you confirm and reply to this email that the Melrose Park Historical Society has disbanded and no longer exists?

Thank you,
Aimee

Aimee D. Paquin
Architectural Historian

WSP | Parsons Brinckerhoff

500 Griswold Street, Suite 2900
Detroit, MI 48226
Tel: 313.963.4921
Fax: 313.963.6910

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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Edwenna Perkins
Mayor and Village Board President
Village of Maywood
40 Madison Street
Maywood, IL 60153

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Ms. Perkins:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

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Community Planner
US DOT – FTA Region 5
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anthony.greep@dot.gov

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Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



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of Transportation
**Federal Transit
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REGION V
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Ohio, Wisconsin

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312-886-0351 (fax)

April 6, 2016

Ronald M. Serpico
Mayor
Village of Melrose Park
1000 N. 25th Avenue
Melrose Park, IL 60160

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern Section, Cook County, IL

Mr. Serpico:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. Enclosed is a map of the project area showing the area of potential effect, as well as a more detailed project description and methodology for identifying historic resources and determining effect.

Section 106 of the *National Historic Preservation Act* requires federal agencies to take into account the effects of their undertakings on historic properties. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In accordance with 36 CFR § 800.2(c), you are invited to participate in the Section 106 process as a Consulting Party. As part of the process, the project team will work through a three-step process with consulting parties to:

1. Identify historic properties that could be potentially affected by the project,
2. Assess project effects on these resources, and
3. If there are adverse effects, develop ways to avoid, minimize, or mitigate adverse effects on historic properties.

Participation in this process is voluntary and open to anyone “with a demonstrated interest in the effect of the undertaking on properties listed on or eligible for listing on the National Register of Historic Places.” This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is available online at <http://www.achp.gov/citizensguide.html>.

Please respond in writing or by email within **15 days** of receipt of this letter indicating whether or not you would like to participate as a Section 106 Consulting Party. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Please include contact information for a single point-of-contact within your organization for future coordination efforts. If you indicate that you do not desire to be a Consulting Party or if you do not reply at all, you will not be included on further Section 106 coordination efforts for this project.

Thank you for your cooperation and interest in the Metra UP-W Third Mainline, Eastern Section Project. 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 Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Again, thank you for your cooperation and interest in this project.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Mr. John A. Barrett
Chairperson
1601 S. Gordon Cooper Drive
Shawnee, OK 74801

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Barrett:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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We are requesting your assistance in identifying any areas with potential cultural and/or religious significance to your tribe which may be impacted by this proposed project, and any treaties with provisions that may cover the area affected by the project.

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anthony.greep@dot.gov

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Sincerely,

A handwritten signature in black ink, appearing to read 'Marisol R. Simón'.

Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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312-353-2789
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April 6, 2016

Jonathan Buffalo
NAGPRA Representative
349 Meskwaki Road
Tama, IA 52339

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Buffalo:

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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April 6, 2016

Chago Hale
NAGPRA Representative
16281 Q Road
Mayetta, KS 66509

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Hale:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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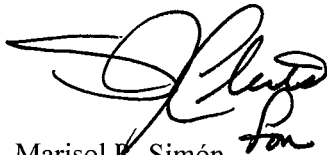
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Sincerely,

A handwritten signature in black ink, appearing to read 'Marisol R. Simón', with a stylized flourish at the end.

Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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312-353-2789
312-886-0351 (fax)

April 6, 2016

Mr. Frank Hecksher
Special Projects Manager
NAGPRA Representative
118 S. Eight Tribes Trails
Miami, OK 74335

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Hecksher:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



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April 6, 2016

Sandra Massey
Tribal Historic Preservation Officer
Route 2, Box 246
Stroud, OK 74079

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Ms. Massey:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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**Federal Transit
Administration**

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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Mr. Earl Meshiguad
N14911 Hannahville Blvd.
Wilson, MI 49896

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Meshiguad:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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April 6, 2016

Bill Quackenbush
Tribal Historic Preservation Officer
PO Box 667
Black River Falls, WI 54815

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Quackenbush:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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200 West Adams Street
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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Mr. Phillip Shopodock
Chairperson
PO Box 340
Crandon, WI 54520

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Shopodock:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

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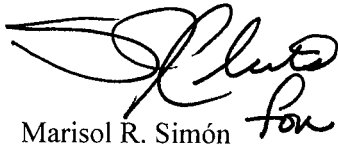
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Sincerely,

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
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**Federal Transit
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April 6, 2016

George Strack
Tribal Historic Preservation Officer
202 S. Eight Tribes Trail
Miami, OK 74354

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Strack:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project.

We are requesting your assistance in identifying any areas with potential cultural and/or religious significance to your tribe which may be impacted by this proposed project, and any treaties with provisions that may cover the area affected by the project.

We would appreciate your response to this invitation within *15 days* of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues related to your tribe for this project. Please direct your response to:

Tony Greep
Community Planner
US DOT – FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

We look forward to working with you on this project if it affects tribal interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact either of the following: Brian T. Stepp, Metra Manager, Grant Applications, 312-322-2805, bstepp@metrarr.com or Tony Greep at the contact information listed above. Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marisol R. Simón', with a stylized flourish at the end.

Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Subject: Meera UP-W Third Mainline, Eastern Section, Cook County, IL

From: Diane Hunter [<mailto:dhunter@miamination.com>]
Sent: Thursday, April 28, 2016 12:16 PM
To: Greep, Anthony (FTA)
Subject: Meera UP-W Third Mainline, Eastern Section, Cook County, IL

Dear Mr. Greep:

Aya, kikwehsitoole. My name is Diane Hunter, and I am the Acting Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966, by email at dhunter@miamination.com, or by mail at the address listed below to initiate consultation.

The Miami Tribe accepts the invitation to be a consulting party to the proposed project. In my capacity as Acting Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Acting Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Diana Weeks
NAGPRA Representative
305 N. Main Street
Reserve, KS 66465

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Ms. Weeks:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project.

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Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 6, 2016

Mr. Michael Zimmerman
Tribal Historic Preservation Officer
58620 Sink Road
Dowagiac, MI 49047

RE: Section 106 Consulting Party Invitation – Metra UP-W Third Mainline, Eastern
Section, Cook County, IL

Mr. Zimmerman:

The Federal Transit Administration (FTA) in cooperation with Metra is proposing the Union Pacific West (UP-W) Third Mainline East project (the “Project”) in Cook County, IL, specifically through the villages of River Forest, Maywood, and Melrose Park. This letter is to initiate consultation with your tribal government under the regulations for Section 106 of the National Historic Preservation Act. FTA and Metra will be preparing a Categorical Exclusion to evaluate the environmental impacts of the project. A map of the project area is enclosed and additional information is enclosed.

The Project proposes the addition of a third mainline track within the UP Railroad’s existing right-of-way between the Vale Interlocking in River Forest on the east end and 25th Avenue in Melrose Park on the west end. The third track would be added primarily on the north side of the existing two mainline tracks with the exception of a section near the Melrose Park Station west to 25th Avenue, which will be located along the south side of the existing tracks. No additional right-of-way is required. New bridge spans will be constructed on existing piers and abutments to carry the third mainline track over the Des Plaines River. Minor improvements to at-grade street/rail crossings are proposed at several streets and would occur within the existing right-of-way. Minor improvements are also proposed to the existing Metra stations at Maywood and Melrose Park. The proposed third mainline track would address UP-W line rail traffic congestion issues and remove bottlenecks along the corridor while allowing Metra to relieve high levels of congestion and better serve commuters. No additional commuter train service would be added as part of this project.

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Sincerely,

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Marisol R. Simón
Regional Administrator

cc: Tony Greep, FTA Region 5
Brian Stepp, Metra

Enclosure: Project Location Map and Section 106 Methodology

Appendix B-3
U.S. Army Corps of Engineers, Chicago District Coordination
Pre-Application Meeting Minutes



Project Name: UP-W 3rd Mainline, Engineering Design Services
Project #: HG-4846 & HG-0599 Contract #: K42018 Task #: NA

USACOE Pre-Application Meeting

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
12/09/15	10:30 am	12:30 pm	N/A	N/A	R. Conrath	Benesch

Purpose	Location	Next Location
USACOE Pre-Application Meeting	USACOE Chicago District Offices	TBD

Attended By	Non-Attendees
USACOE – Kathy Chernich USACOE – Melyssa Nevis UPRR – Claire Anderson UPRR – Ken Freimuth (phone) UPRR – Mike Gilliam (phone) UPRR – Liisa Stark (phone) UPRR – Bryon Thiesse (phone) Metra – Sainath Reddivari Metra – Mike Rowe Huff & Huff – Evan Markowitz PB – Tim Selover TY Lin – Anna Dukes TY Lin – Joe Lorenzini Benesch – Bill Schmanski Benesch – Rick Conrath	

Discussion Notes

The exhibits that were presented at the meeting are available for download from the Benesch ftp site.

www.benesch.com/ftp

Password: Metra-USACOE

General Discussion and Requirements

1. The meeting opened with introductions of everyone in attendance and on the conference line, and a brief description of their roles on the project.
2. Benesch presented an overview of Project 1: Vale to 25th Avenue. Huff & Huff then presented the environmental findings within the Project 1 limits.
3. The USACOE wanted to understand:
 - i. Project basics and if the project segments are being considered as one project or two;
 - ii. What agencies/companies are working on the projects; and,
 - iii. Ensuring open lines of communication as permit applications are submitted for review.
4. The design team explained that 25th to Vale and Kress to Peck are stand-alone projects with separate utility, separate NEPA documents, and can (and will be) constructed independently.

5. The permit application will need to thoroughly explain why the two projects are separate, given that the projects are scheduled for construction within a relatively short window along the same rail corridor.
6. The USACOE will provide a letter regarding the project, which will initiate the project environmental review by the North Cook County Soil and Water Conservation District. The USACOE has delegated the responsibility of the review to NCCSWCD for projects in this area. The main contact (Rick McCanilis) will do all of the inspections during the project for the waterway and the erosion and sediment control. This will help in getting the review moving forward.
7. The railroads must decide if the UPRR will be the permit applicant, with Metra as co-applicant, or vice-versa. (Metra has some governmental waivers on the percentage of area that needs to be mitigated. So this needs to be investigated and it may be determined to be in the best interest of the project that Metra be listed as the applicant and the UPRR as the co-applicant.
8. Regional permits can be issued relatively quickly (60 to 90 days after the submittal of a complete and correct application package). The time for permit approval is extended significantly for Individual permits because significant coordination and clearance is required from other agencies, including the Illinois EPA (IEPA) and the US Fish & Wildlife Service (USFWS). Sign-off from the IEPA will typically take one year.
9. The USACOE advised that for a project to be eligible for a Regional Permit (RP 3 or RP 7), the total impact (temporary or permanent) needs to be limited to 0.25 acres.
10. Benesch presented an overview of Project 2: Kress to Peck. Huff & Huff then presented their environmental findings in the Project 2 limits.
11. Specific to Project 2 (Kress to Peck), the project currently impacts four (4) ADID wetlands, a FEN, Waters of the U.S., and potentially a significant number of trees.
12. The USACOE requested that water flow be shown as continuous on our exhibits.
13. The different environmental sites (Sites 1-20) have varying plant life and water qualities and thus can't be combined. But showing that they do connect will help to show how each can be affected by any sediment or water quality issues from the project as a whole. (This would be showing the waterways through the area as a continuous stream and not as individual streams).
14. The project team inquired why a FEN is such a big deal and what impacts it has on a project. The USACOE responded that it rarely receives applications that impact a FEN wetland, so the review will be looked at based on the level of impact and how much acreage is affected. The USACOE level of review is going to be high based on the nature of impacts to ecological resources.
15. The Project Team inquired about potential solutions to impacting the FEN area. The USACOE is not able to comment at this time as they have not reviewed the wetland delineation reports and have not made a field investigation. So it is still premature for them to try and fully understand the impacts at this time.

16. The USACOE expressed concerns regarding the following potential impacts:
 - i. The bridge over the Fox River (based on previous experience);
 - ii. Tree impacts (This will involve the USFWS); and
 - iii. The FEN area.
17. The USACOE recommended that permit applications should be submitted sooner rather than later. Also, applications should be submitted to all agencies now rather than one by one, which should help expedite review, or at least avoid lengthy delays. The project team should also request pre-application meetings with the other agencies involved (i.e., IEPA, IDNR, and USFWS). The USACOE will assist in setting those meetings up.
18. Benesch advised that the applications will not be submitted until sometime in January.
19. The USACOE advised that they understand that railroad projects are linear and that some impacts just may not be avoidable. They suggested that information should be included in the project narrative and alternatives analysis.
20. The submitted mitigation package will drive the USACOE's decision on impacts to environmental wetlands. However, the design team should explore reducing impacts where we can, such as through the construction of retaining walls.
21. The USACOE also stated that another form of mitigation could be required. This may include off-site mitigation, if it can't be accomplished on-site due to the linear nature of the project. Depending on what the wetland impacts and mitigations are, if we are impacting ADID and FEN areas, then there is a high likelihood that we will need off-site mitigation. The USACOE mentioned that this is very common with linear projects. There may also be credits available for this, which we will explore further with the USACOE.
22. The USACOE suggested that we should propose what we believe is appropriate for mitigation in the mitigation package, and the USACOE will either accept or reject our proposal. However, we should consider off-site mitigation within the same watershed. Forest Preserves may have some projects that could be proposed for off-site mitigation. [Note: In the past people have worked with Forest Preserves and either purchased property to create a wetland mitigation area or given them money to do it for them on their property.] The USACOE advised that they anticipate such mitigation would be required for this project. Alternatively, local jurisdictions may have property that could be used for the same purpose.
23. Thirty (30) days after the permit application is submitted, it will go out for public notice. The Project Team commented that the application will be submitted sometime in January.
24. Next Steps with the USACOE:
 - i. Submit permit applications;
 - ii. The Project Team will work on scheduling a project site visit with the USACOE, IDNR, USFWS, DuPage County, and the North Cook County Soil and Water Conservation District.
 - iii. We can request that the USACOE participate in a corridor tour.
 - iv. The need for an additional meeting with the USACOE will be determined once the permit application is submitted.
 - v. The USFWS should participate in the next meeting as well.



25. The USACOE has seen mitigation ratios start at 3:1 and go as high as 20:1, for the types of ADID and FEN areas being impacted on Project 2. The project team will propose what they believe is appropriate, but the USACOE will specify what is actually required.
26. If the project would like to have a jurisdictional determination done, Benesch will have to formally request one.
27. There are also 3 to 4 wetland sites and a stream in DuPage County that will be affected. They are separate from the USACOE and will require all of these same meetings.



Meeting Minutes

Action Items List:

Item	Description	Resp. Party	Status	Entry Date Due Date Compl'd
01.000	Schedule			
02.000	Budget & Scope			
03.000	Submittals			
03.001	Benesch to submit permit applications for Projects 1 and 2 sometime in January.	Benesch	Open	12/9/2015 1/29/2016
04.000	Quality			
05.000	Permits / Agreements			
06.000	Environmental			
07.000	Operations / Coordination			
08.000	Safety			
09.000	Other Issues & Concerns			
09.001	The USACOE shall provide a letter regarding the project, which will initiate the environmental review by the North Cook County Soil and Water Conservation District.	USACOE	Open	12/9/2015 1/29/2016
09.002	The project team should request pre-application meetings with the other agencies involved (i.e., IEPA, IDNR, and USFWS).	Benesch/PB	Open	12/9/2015 2/26/2016
09.003	Schedule a project site visit with all interested agencies (walking and/or hi-rail tour).	Benesch/PB	Open	12/9/2015 3/31/2016
10.000	Design Criteria			
11.000	Data Collection			
12.000	Land Acquisition			

Any comments, additions, or corrections shall be made, in writing, within five (5) business days of the issue date of these minutes. If no comments, additions, or corrections are received within the five (5) business days period, these minutes shall be deemed approved and shall be binding on all parties.



Meeting Attendance Sheet

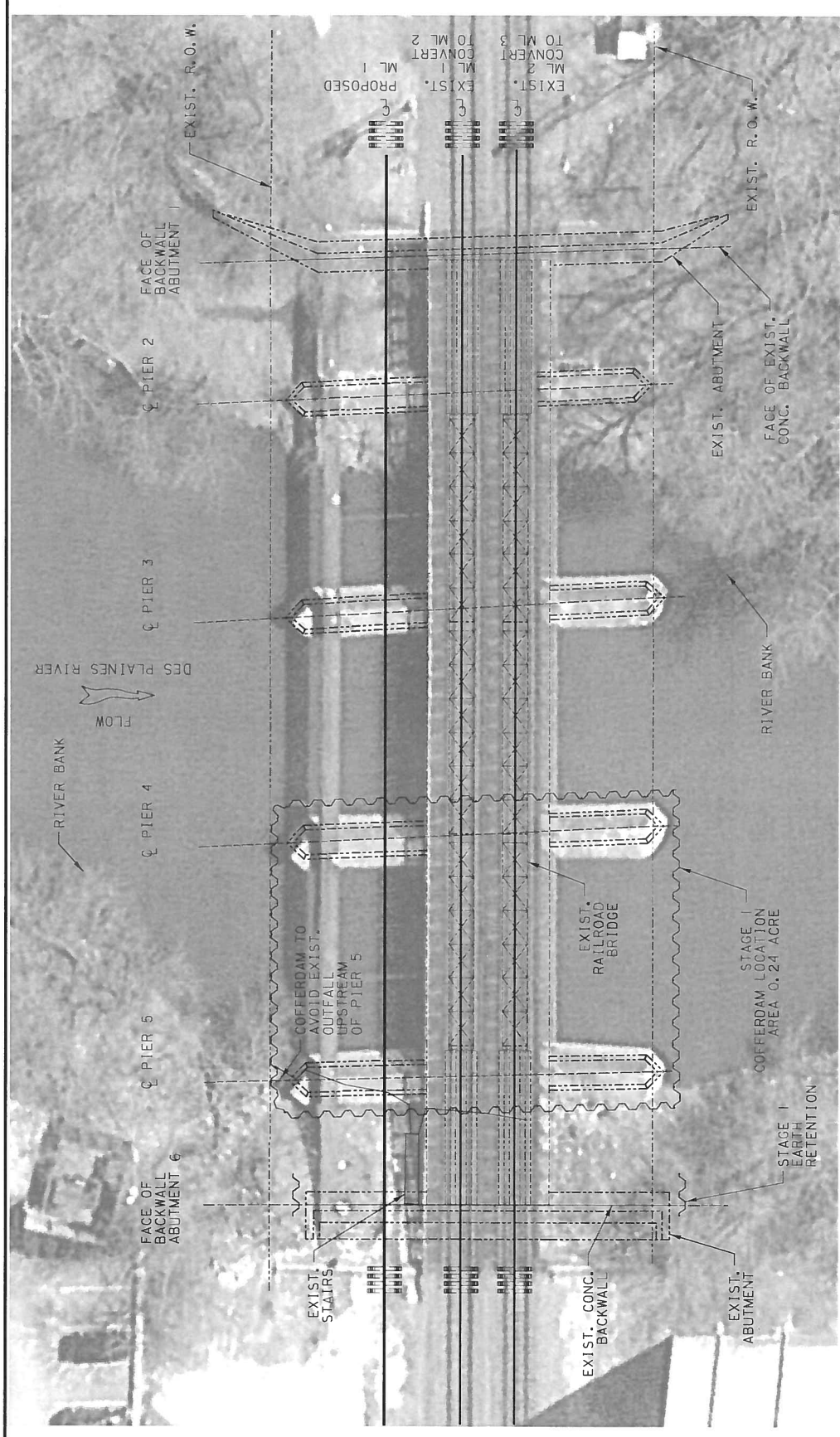
Project Name: Design/Structural/Civil/Architectural/ Electrical/Track Engineering Design Services for Metra's UP-West 3rd Main Line
 Project #: HG-4846 & HG-0599 Contract #: K42018 Task #: NA
 Consultant: Alfred Benesch & Company

[illegible]

UP-W 3rd Mainline Project
Benesch - Contract No. K42018

US Army Corps of Engineers - Pre-application Meeting - Agenda
December 9, 2015
10:30 am

1. Introductions
2. Project 1 - Vale to 25th Avenue
 - A. NEPA Classification – Documented Categorical Exclusion
 - B. Project Overview – Benesch
 - C. Wetland & Waters of the US Overview – Huff & Huff
 - D. Anticipated Impacts
 - E. Anticipated Permit Processing – Regional Permit 3 or 7
3. Project 2 - Kress to Peck
 - A. NEPA Classification – Documented Categorical Exclusion
 - B. Project Overview – Benesch
 - C. Wetland & Waters of the US Overview – Huff & Huff
 - D. Anticipated Impacts
 - E. Anticipated Permit Processing – Individual Permit
4. USACOE Process Going Forward
 - A. Submittal requirements
 - B. “Things to Avoid”
 - C. Typical Process Durations
 - i. Regional Permit
 - ii. Individual Permit
5. Site Visit
6. Next Meeting

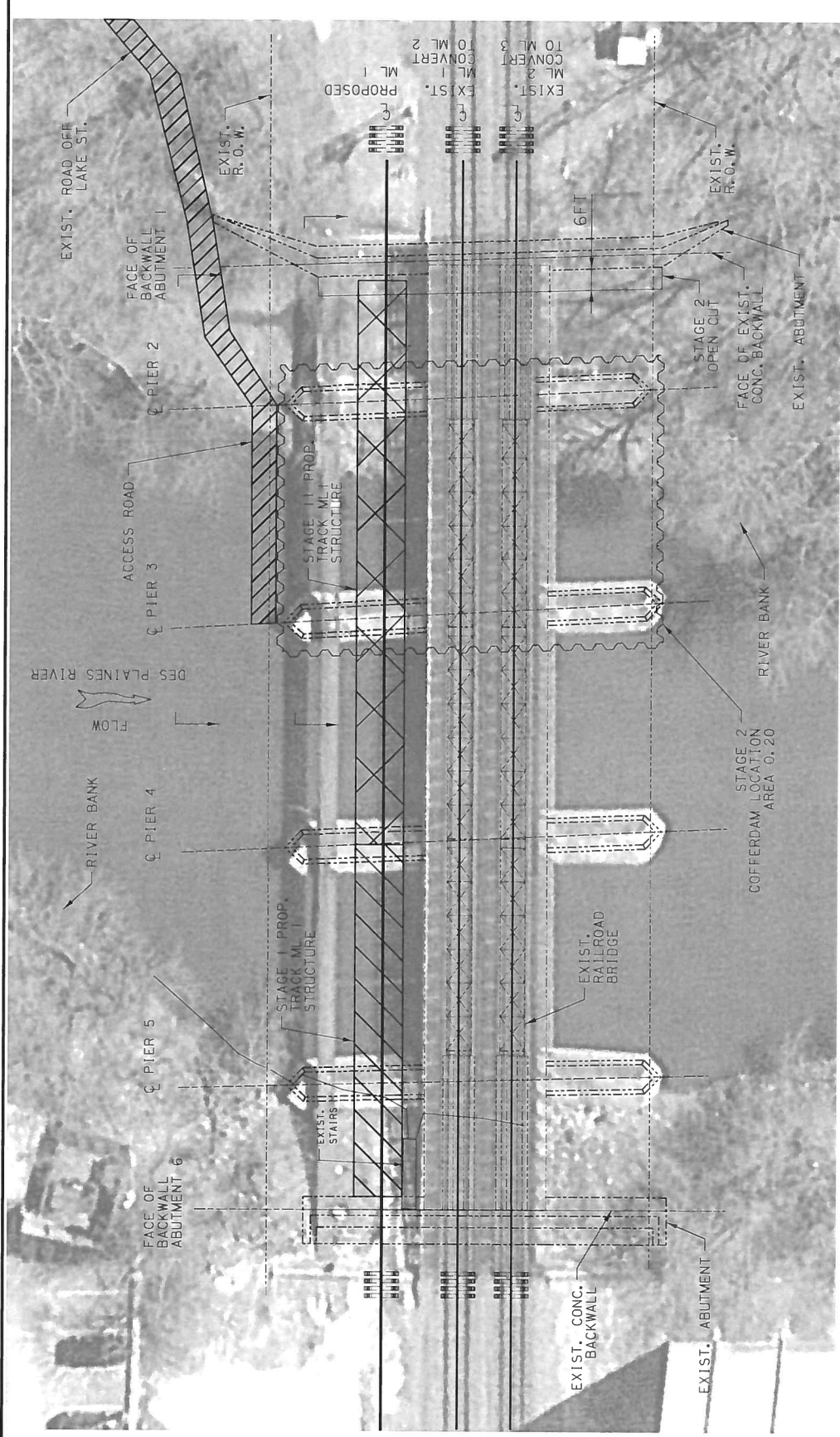


STAGE I

SEQUENCE OF CONSTRUCTION - IN STREAM WORK

- 1) CONSTRUCT IN-STREAM COFFERDAM AROUND PIERS 4 AND 5. DEWATER AND EXCAVATE TO EXPOSE PIER WALLS AND ABUTMENT FACE.
- 2) REFACE WALLS AND RECONSTRUCT UPSTREAM AND DOWNSTREAM NOSES AT PIERS 4 AND 5. REFACE ABUTMENT 6 UNDER PROPOSED TRACK ML 1.
- 3) RECONSTRUCT BRIDGE SEAT UNDER PROPOSED TRACK ML 1 ONLY AT PIERS 4 AND 5 AND ABUTMENT 6.
- 4) INSTALL PROPOSED TRACK ML 1 SUPERSTRUCTURE FROM PIER 4 AND ABUTMENT 6.
- 5) REMOVE TEMPORARY COFFERDAM.

TYLIN INTERNATIONAL 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL. 312-777-2900	DRAWN BY: MJA	UNION PACIFIC RAILROAD	Office of Assistant Vice President Engineering Design/Construction
	CHECKED BY: JMD	LOCATION: DES PLAINES RIVER	CONSTRUCTION IN-STREAM WORK FOR STAGE I
	DATE: 10/09/2015	SHEET NUMBER	SHEET TITLE
	1 of 5	1 of 5	EXHIBIT 1: PLAN VIEW STAGE I



STAGE II

SEQUENCE OF CONSTRUCTION - IN STREAM WORK

- 1) CONSTRUCT ACCESS ROAD ON TEMPORARY EASEMENT, NORTHEAST OF EXIST. BRIDGE EXTEND ACCESS ROAD INTO CHANNEL TO LIMITS SHOWN.
- 2) CONSTRUCT IN-STREAM COFFERDAM AROUND PIERS 2 AND 3. DEWATER AND EXCAVATE TO EXPOSE PIER WALLS AND ABUTMENT FACT.

- 3) REFACE WALLS AND RECONSTRUCT UPSTREAM AND DOWNSTREAM NOSES AT PIERS 2 AND 3. REFACE ABUTMENT 1 UNDER PROPOSED TRACK M1 ONLY.

- 4) RECONSTRUCT BRIDGE SEAT UNDER PROPOSED TRACK M1 ONLY AT PIERS 2, 3, AND ABUTMENT 1.
- 5) INSTALL NEW TRACK M1 SUPERSTRUCTURE FROM ABUTMENT 1 TO PIER 4.

TYLIN INTERNATIONAL 200 S. WACKER DR. SUITE 1400 CHICAGO, IL 60606 TEL: 312-777-2900	DRAWN BY: MIA CHECKED BY: JAB DATE: 10/09/2015	UNION PACIFIC RAILROAD OFFICE OF ASSISTANT VICE PRESIDENT ENGINEERING DESIGN/CONSTRUCTION
	DATE: 10/09/2015 SHEET NUMBER: 3 of 5	DES PLAINES RIVER BRIDGE SEQUENCE OF CONSTRUCTION IN-STREAM WORK FOR STAGE II SHEET TITLE: EXHIBIT 3. PLAN VIEW STAGE II

Appendix B-4

Illinois Department of Natural Resource Coordination

EcoCAT Tool

Consultation under 17 Ill. Adm. Code Part 1075 Termination

Office of Water Resources Joint Application Form for Illinois; IDNR-OWR Permit

Applicant: Huff & Huff, Inc.
Contact: Evan Markowitz
Address: 915 Harger Road
Suite 330
Oak Brook, IL 60523

IDNR Project Number: 1602646
Date: 09/02/2015

Project: METRA UP West 3rd Main Line
Address: Bellwood, Maywood, Melrose Park and River Forest, Bellwood, Maywood, Melrose Park and River Forest

Description: The Union Pacific (UP) Railroad and METRA are proposing the install a 3rd Main Line rail along the METRA UP West line in the Villages of Bellwood, Maywood, Melrose Park and River Forest, Cook County, Illinois. The proposed project consists of installing a 3rd Main Line railroad track south of the existing two main line railroad tracks and a new combined Maywood/Melrose Park station. In-stream work may be required for the work on the existing Des Plaines River bridge and piers.

Natural Resource Review Results

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Thatcher Woods Prairie INAI Site
Nodding Trillium (*Trillium cernuum*)

An IDNR staff member will evaluate this information and contact you to request additional information or to terminate consultation if adverse effects are unlikely.

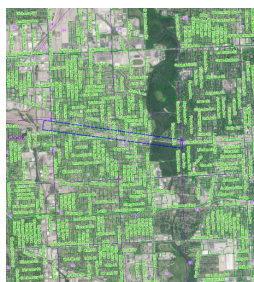
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

39N, 12E, 9
39N, 12E, 10
39N, 12E, 11
39N, 12E, 12



IL Department of Natural Resources Contact

Nathan Grider
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction

U.S. Army Corps of Engineers

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

June 29, 2016

Evan Markowitz
Huff & Huff, Inc.
915 Harger Road
Suite 330
Oak Brook, IL 60523

RE: Reconstruction of Railroad Bridge, Des Plaines River
Project Number(s): 1602646
County: Cook

Dear Mr. Markowitz:


The Illinois Department of Natural Resources has reviewed the above-mentioned project proposed by the Union Pacific (UP) Railroad and METRA to install a 3rd Main Line rail along the METRA UP west line. This review includes the section in Bellwood, Maywood, Melrose Park and River Forest and Des Plaines River crossing. Instream work in the Des Plaines River includes extensive causeways and cofferdams to facility work on the bridge to accommodate the third track.

Given the scope of the project, the Division of Ecosystems and Environment (DEE) has determined that "common species" of aquatic life are in imminent danger of loss due to the proposed construction activities. The DEE recommends you seek a Salvage Authorization from the Office of Resource Conservation's Fisheries Division in accordance with 515 ILCS 5, Fish and Aquatic Life Code, Sec. 1-150. Please contact Dan Stephenson (Dan.Stephenson@illinois.gov) with the Fisheries Division regarding Salvage Authorizations.

Consultation under 17 Ill. Adm. Code Part 1075 is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

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

Please contact me if you have any questions regarding this review.

A handwritten signature in black ink, appearing to read "Nathan Grider". The script is cursive and somewhat stylized.

Nathan Grider
Impact Assessment Section
217-785-5500

cc: Dan Stephenson – IDNR, Fisheries
Melyssa Navis – USACE, Chicago District

Subject: Re: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

From: Stephenson, Dan [mailto:Dan.Stephenson@Illinois.gov]
Sent: Tuesday, August 09, 2016 12:41 PM
To: Evan Markowitz <emarkowitz@huffnhuff.com>
Cc: Grider, Nathan <Nathan.Grider@Illinois.gov>
Subject: Re: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Nothing if required of you

Sent from my iPhone

On Jul 6, 2016, at 7:06 AM, Evan Markowitz <emarkowitz@huffnhuff.com> wrote:

Thank you Mr. Grider.

Mr. Stephenson, can you please let me know what a Salvage Authorization consists of/what is required?

Thank you,
Evan Markowitz, PWS
Senior Project Manager/Scientist
Huff & Huff, Inc./GZA | 915 Harger Road, Suite 330 | Oak Brook, IL 60523
m: 630.684.9100 | o: 630.684.4416 | c: 224.423.3485
evan.markowitz@gza.com | www.huffnhuff.com | www.gza.com

<image001.png>

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From: Grider, Nathan [mailto:Nathan.Grider@Illinois.gov]
Sent: Wednesday, June 29, 2016 11:21 AM
To: Evan Markowitz <emarkowitz@huffnhuff.com>
Cc: Stephenson, Dan <Dan.Stephenson@Illinois.gov>; melyssa.r.navis@usace.army.mil; Grider, Nathan <Nathan.Grider@Illinois.gov>
Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Hello Evan,

The consultation letter for project # 1602646 (Des Plaines crossing) is attached. I am referring you to Fisheries for salvage of aquatic life given the scope of the project. I have copied Dan Stephenson with Fisheries here.

Please contact me if you have any questions.

Thank you
Nathan Grider
Biologist
Impact Assessment Section

Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
(217) 524-0501
Fax: 217-524-4177
nathan.grider@illinois.gov

From: Evan Markowitz [<mailto:emarkowitz@huffnhuff.com>]
Sent: Wednesday, May 11, 2016 2:45 PM
To: Grider, Nathan
Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Mr. Grider,

Below please find a link to the 404 permit submittal per your request. Please let me know if you have any questions.

ShareFile Attachments	
Title	Size
USACE_404PermitFullwithPlans_EastSegment.pdf	112.9 MB
<div>Download Attachments</div> <div>Evan Markowitz uses ShareFile to share documents securely. Learn More.</div>	

Thank you,
Evan Markowitz, PWS
Senior Project Manager/Scientist
Huff & Huff, Inc./GZA | 915 Harger Road, Suite 330 | Oak Brook, IL 60523
m: 630.684.9100 | o: 630.684.4416 | c: 224.423.3485
evan.markowitz@gza.com | www.huffnhuff.com | www.gza.com

<image001.png>

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From: Evan Markowitz
Sent: Thursday, February 25, 2016 9:25 AM
To: 'Grider, Nathan' <Nathan.Grider@Illinois.gov>
Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Mr. Grider,

Attached please find the a drawings depicting the three alternatives for a temporary causeway within the Des Plaines River. At this time there are three alternatives based on access to the river. Based on a pre-application meeting with the U.S. Army Corps of Engineers (USACE) the causeway footprint was re-evaluated to make sure the causeway footprint was under 0.25 acres. As part of this re-evaluation please note that the causeway perpendicular to the bridge piers is now on-structure. The temporary causeway within the Des Plaines River will be limited to width of 9 feet from the existing bridge piers. The only difference between the three alternatives is the footprint of the causeway that is on-structure.

In addition, this project is funded by the METRA (via Federal Transit Administration funds) and the Union Pacific Railroad and is not going through the Illinois Department of Transportation Environmental Survey Request (ESR) process.

At this time we are requesting the IDNR's review and approval of both projects (IDNR Project Numbers 1602646 & 1602648) in order to fulfill the requirements of the USACE Section 404 permit. Please note these projects are separate and are obtaining separate Section 404 permits. The project located in the Villages of Bellwood, Maywood, Melrose Park and River Forest, Cook County, Illinois (IDNR Project Number 1602646) is scheduled for construction in 2016/2017 pending permit approvals. The project located in the Cities of West Chicago and Geneva, Unincorporated Kane and DuPage counties, Illinois (IDNR Project Number 1602648) does not have a construction schedule at this time.

Please let me know if you require additional information or if you have any questions or comments.

Thank you,
Evan Markowitz, PWS
Project Manager/Senior Scientist
Huff & Huff, Inc./GZA | 915 Harger Road, Suite 330 | Oak Brook, IL 60523
m: 630.684.9100 | o: 630.684.4416 | c: 224.423.3485
evan.markowitz@gza.com | www.huffnhuff.com | www.gza.com

<image001.png>

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From: Grider, Nathan [<mailto:Nathan.Grider@Illinois.gov>]
Sent: Wednesday, January 13, 2016 11:13 AM
To: Evan Markowitz <emarkowitz@huffnhuff.com>
Cc: Kath, Joe <Joe.Kath@Illinois.gov>
Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Hi Evan,

Thanks for the update! I will hold for a final determination on the footprint.

Joe Kath is the only person I know of that has, or may conduct bat surveys for IDNR. We have limits to what we can do for projects outside of our missions, such as those involving construction. But you are welcome to talk to him and get some guidance. I copied Joe here.

Thanks
Nathan Grider
Biologist
Impact Assessment Section
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
(217) 524-0501
Fax: 217-524-4177
nathan.grider@illinois.gov

From: Evan Markowitz [<mailto:emarkowitz@huffnhuff.com>]
Sent: Wednesday, January 13, 2016 9:58 AM
To: Grider, Nathan
Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Sorry for the delay in getting back to you, based on the pre-application meeting we had with the COE the engineer is trying to reduce the area required for the temporary causeway. I am trying to get them to finalize the temporary causeway footprint to provide to you. The permanent footprint of the piers will not increase.

On a different subject, I was wondering if the IDNR was conducting acoustic or mist netting surveys for the Indiana Bat and/or the Northern Long-Eared Bat and if there was a point of contact at IDNR I could talk to about bat surveys?

Thank you,
Evan Markowitz, PWS
Project Manager/Senior Scientist
Huff & Huff, Inc./GZA | 915 Harger Road, Suite 330 | Oak Brook, IL 60523
m: 630.684.9100 | o: 630.684.4416 | c: 224.423.3485
evan.markowitz@gza.com | www.huffnhuff.com | www.gza.com

<image001.png>

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From: Grider, Nathan [<mailto:Nathan.Grider@Illinois.gov>]
Sent: Wednesday, January 06, 2016 11:55 AM
To: Evan Markowitz <emarkowitz@huffnhuff.com>
Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646 & 1602648

Hi Evan,

I wanted to touch-base with you on this project. I see that I sent an email on 10/22/15 asking for more information, then I found the below previous conversations we had.

Have you received any additional information from the engineers?

Thanks
Nathan Grider
Biologist
Impact Assessment Section
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
(217) 524-0501
Fax: 217-524-4177
nathan.grider@illinois.gov

From: Evan Markowitz [<mailto:emarkowitz@huffnhuff.com>]
Sent: Monday, October 05, 2015 1:48 PM

To: Grider, Nathan

Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646

Great, thanks! I am not sure the design is at a point yet where they know if they will be filling in more streambed. There are currently three piers that can accommodate the new track but I have asked the engineers and will get to you with answers.

Thanks,
Evan

From: Grider, Nathan [<mailto:Nathan.Grider@Illinois.gov>]

Sent: Monday, October 05, 2015 11:08 AM

To: Evan Markowitz <emarkowitz@huffnhuff.com>

Subject: RE: METRA UP West 3rd Main Line - IDNR Project Number 1602646

Hello Evan,

Sorry for the delay! I would not request a mussel survey for this location. They simply have not completely recovered in this area. Nearest records for state-listed are Kankakee/IL River confluence. I may ask the common mussel species be relocated before work begins if in harm's way. When is the work planned? Will they be affected?

Thanks

Nathan Grider

Biologist

Impact Assessment Section

Illinois Department of Natural Resources

One Natural Resources Way

Springfield, IL 62702

(217) 524-0501

Fax: 217-524-4177

nathan.grider@illinois.gov

From: Evan Markowitz

Sent: Friday, September 04, 2015 8:43 AM

To: 'Grider, Nathan' <Nathan.Grider@Illinois.gov>

Subject: METRA UP West 3rd Main Line - IDNR Project Number 1602646

Mr. Grider,

On Wednesday September 2, 2015, I submitted an EcoCAT (IDNR Project Number 1602646) for the proposed METRA Union Pacific (UP) West 3rd Main Line project. The proposed project includes work on the existing bridge over the Des Plaines River. At this stage of the engineering it is not clear whether in-stream work will be required for work on the existing bridge or piers. Per the EcoCAT the Illinois Natural Heritage Database shows the Thatcher Woods Prairie INAI Site and Nodding Trillium (*Trillium cernuum*) may be in the vicinity of the project location. I would like to get the IDNR's concurrence that a mussel survey would not be required for the proposed project. Please let me know your thoughts on whether a mussel survey would be required as the survey season is rapidly coming to an end.

There are no State Listed mussels from Cook County in the INHS database. The expected native mussel fauna within the Des Plaines River at the UP West line bridge is composed of Giant floaters (*Pyganodon grandis*) and Paper pondshells, (*Utterbackia imbecillis*). Both species are common and widespread in Illinois and are tolerant of silty and muddy conditions, which were prevalent at the bridge during the wetland delineation.

Thank you,
Evan Markowitz, PWS
Project Manager/Senior Scientist
Huff & Huff, Inc.
A Subsidiary of GZA GeoEnvironmental, Inc.
Office – (630) 684-4416
Cell – (224) 423-3485
Evan.Markowitz@GZA.com
<http://huffnhuff.com>
<http://www.gza.com/>

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For information about GZA GeoEnvironmental, Inc. and its services, please visit our website at www.gza.com.

June 10, 2016

Illinois Department of Natural Resources
Office of Water Resources
Region 2 Office
2050 W. Stearns Road
Bartlett, Illinois 60103

Subject: Reconstruction of the Des Plaines River Bridge over the Des Plaines River at Union Pacific Railroad mile post 10.11.
Union Pacific Railroad Bridge No. 10.11
Metra Project No. HG-4846/0599
USACE LRC #2015-805

Attention: Mr. Gary Jereb, PE
Northeastern Illinois Regulatory Programs Section Manager

Re: Joint Application Form for Illinois; IDNR-OWR Permit Requirement Determination

Dear Mr. Jereb,

On behalf of Union Pacific Railroad and Metra, we are submitting the Joint Application Form for Illinois for the proposed reconstruction of the Union Pacific Railroad Bridge No. 10.11 over the Des Plaines River in Cook County, Illinois. This letter and application form along with enclosures, constitute our request to the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) to review the project for the proposed construction over the waterway.

We note that the work within the Des Plaines River is a bridge maintenance project which lies upstream of the Hoffman Dam on the Des Plaines River, which exempts the project from requiring a permit due to being located upstream of the public waters limits. However, per phone conversation (May 2016), the IDNR-OWR has asked that the Joint Application and a narrative be submitted for review of the temporary work (cofferdams for the bridge maintenance work) to determine whether a permit will be required.

The existing bridge consists of four concrete piers and two concrete abutments supporting steel open deck plate girder spans. The primary proposed improvement is to add a third mainline track which will include proposed improvements to the Union Pacific Railroad Bridge over the Des Plaines River and maintenance of the bridge piers.

Enclosed herein please find the following:

- Regional Permit Application – U.S. Army Corps of Engineers LRC #2015-805
- 100% Design Plans – Maywood and Melrose Park, Illinois, Vale to 25TH Ave (MP 9.73 to MP11.70), Construct Third Main Track
- HES RAS Model – Des Plaines River, at Union Pacific Railroad Bridge No. 10.11

Your prompt attention to this application will be greatly appreciated. Should you have any questions or comments please feel free to contact Stephen Cheney (402-544-3227) at Union Pacific, or our agent as designated on the application form.

Sincerely,

A handwritten signature in cursive script, reading "Patricia Davidson". The signature is written in dark ink and is positioned above the printed name.

Patricia Davidson, PE
Senior Civil Engineer
TY Lin International

CC Melyssa Navis, US Army Corps of Engineers
Claire Anderson, Union Pacific Railroad
Stephen Cheney, Union Pacific Railroad
Mike Rowe, Metra
Rick Conrath, Benesch

JOINT APPLICATION FORM FOR ILLINOIS

ITEMS 1 AND 2 FOR AGENCY USE

1. Application Number	2. Date Received
-----------------------	------------------

3. and 4. (SEE SPECIAL INSTRUCTIONS) NAME, MAILING ADDRESS AND TELEPHONE NUMBERS

3a. Applicant's Name: Stephen Cheney Company Name (if any) : Union Pacific Railroad Address: 1400 Douglas Street Stop 0910 Omaha, NE 68179 Email Address: sicheney@up.com	3b. Co-Applicant/Property Owner Name (if needed or if different from applicant): Mike Rowe Company Name (if any): Metra Address: 547 W. Jackson Blvd, 5th Floor Chicago, IL 60661 Email Address: mrowe@metrarr.com	4. Authorized Agent (an agent is not required): Patricia Davidson Company Name (if any): TY Lin International Address: 200 South Wacker Drive, Suite 1400 Chicago, IL 60606 Email Address: patricia.davidson@tylin.com
Applicant's Phone Nos. w/area code Business: 402-544-3227 Residence: Cell: 402-238-8981 Fax: 402-501-0478	Applicant's Phone Nos. w/area code Business: 312-322-6623 Residence: Cell: Fax: 312-322-6600	Agent's Phone Nos. w/area code Business: 312-777-2900 Residence: Cell: Fax: 312-705-0305

STATEMENT OF AUTHORIZATION

I hereby authorize, Patricia Davidson to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

Michael P. Rowe
Applicant's Signature

3/29/2016
Date

5. ADJOINING PROPERTY OWNERS (Upstream and Downstream of the water body and within Visual Reach of Project)

Name	Mailing Address	Phone No. w/area code
a. Raymond A. Nelson	11 North 1st Avenue Maywood, IL 60153	
b. SP of Maywood LLC	101 North 1st Avenue Maywood, IL 60153	
c. Forest Preserve	301 Central Avenue River Forest, IL 60305	
d. Forest Preserve	300 Thatcher Avenue River Forest, IL 60305	

6. PROJECT TITLE:
Union Pacific West Third Mainline Project - Eastern Section

7. PROJECT LOCATION:

LATITUDE: 41.88771 °N LONGITUDE: -87.83307 °W	UTM's Northing: 4637576.68 Easting: 430885.03				
STREET, ROAD, OR OTHER DESCRIPTIVE LOCATION N/A	LEGAL DESCRIPT	QUARTER	SECTION 12	TOWNSHIP NO. 39N	RANGE 12E
<input checked="" type="checkbox"/> IN OR <input type="checkbox"/> NEAR CITY OF TOWN (check appropriate box) Municipality Name Maywood and River Forest	WATERWAY Des Plaines River				RIVER MILE (if applicable)
COUNTY Cook	STATE IL	ZIP CODE			

Revised 2010

☐ Corps of Engineers
 ☐ IL Dep't of Natural Resources
 ☐ IL Environmental Protection Agency
 ☐ Applicant's Copy

8. PROJECT DESCRIPTION (Include all features):

The project consists of constructing a third mainline track from UP's Vale Interlocking in River Forest, IL to 25th Avenue in Melrose Park, IL. The third mainline track would be added primarily on the north side of the existing tracks with the exception of an approximately 2,300-foot section from near the Melrose Park station west to 25th Avenue, which would be located along the south side of the existing tracks. As part of the new proposed improvements, new bridge spans would be constructed to carry the third mainline track over the Des Plaines River. Portions of the existing piers would be rehabilitated by removing approximately one foot of concrete from the top and sides of the piers. The piers would then be rebuilt to the original dimensions with reinforced concrete. See Project Description Tab for an in-depth description.

9. PURPOSE AND NEED OF PROJECT:

The purpose of the project is to accommodate a need for improved transportation services to sustain the existing activity centers along the UP-W Line and help the western suburbs grow in sustainable, transit-oriented patterns of development.

COMPLETE THE FOLLOWING FOUR BLOCKS IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

10. REASON(S) FOR DISCHARGE:

Not applicable. There is no dredged material to be discharged. All fill material will be temporary and shall be removed off site when construction activities are complete.

11. TYPE(S) OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS FOR WATERWAYS:

TYPE: N/A

AMOUNT IN CUBIC YARDS:

N/A

12. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED (See Instructions)

No permanent fill is proposed. Less than 0.25 acre of temporary impacts are proposed for the causeway.

13. DESCRIPTION OF AVOIDANCE, MINIMIZATION AND COMPENSATION (See Instructions)

Impact to the Des Plaines River has been minimized by proposed implementation of elevated work causeways, and proposed use of metal sheeting for temporary fill areas within Des Plaines River waters.

14. Date activity is proposed to commence
Winter 2016/2017

Date activity is expected to be completed
Spring 2018

15. Is any portion of the activity for which authorization is sought now complete?
Month and Year the activity was completed

Yes ☐

No ☒

NOTE: If answer is "YES" give reasons in the Project Description and Remarks section. Indicate the existing work on drawings.

16. List all approvals or certification and denials received from other Federal, interstate, state, or local agencies for structures, construction, discharges or other activities described in this application.

Issuing Agency	Type of Approval	Identification No.	Date of Application	Date of Approval	Date of Denial
US Fish & Wildlife	Section 7 Consultation				
IHPA	Historical Artifacts		March 4, 2015		
IDNR	State Threatened and Endangered Species	1602646		September 2, 2015	

17. CONSENT TO ENTER PROPERTY LISTED IN PART 7 ABOVE IS HEREBY GRANTED.

Yes ☒ No ☐

18. APPLICATION VERIFICATION (SEE SPECIAL INSTRUCTIONS)

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and that to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

Date

Signature of Applicant or Authorized Agent

Date

Signature of Applicant or Authorized Agent

Date

☐ Corps of Engineers
Revised 2010

☐ IL Dep't of Natural Resources

☐ IL Environmental Protection
Agency

☐ Applicant's Copy

SEE INSTRUCTIONS FOR ADDRESS



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor

Wayne A. Rosenthal, Director

July 21, 2016

Subject: Application No. N20160066

Applicants: Union Pacific Railroad and Metra Rail

Project: Union Pacific West Third Mainline Project – Eastern Section

Watercourse: Des Plaines River

Communities: Villages of Maywood and River Forest

Stephen Cheney
Union Pacific Railroad
1400 Douglas Street - Stop 0910
Omaha, Nebraska 68179

Mike Rowe
Metra Rail
547 W. Jackson Boulevard, 5th Floor
Chicago, Illinois 60606

Dear Mr. Cheney and Mr. Rowe:

Thank you for your March 29, 2016, received June 14, 2016, application for an Illinois Department of Natural Resources, Office of Water Resources permit for the above-referenced project. Application No. N20160066 has been assigned to the subject permit application. Please reference this number in future submittals for this project.

Effective January 15, 2014, the Office of Water Resources requires payment of an application review fee prior to the detailed review of an application for permit. Based on an initial review of your application and the type of work you propose, a fee of **\$3,050** is required to continue review of your application. Additional information or clarification may also be required during a detailed review to determine if the work you propose is acceptable for authorization. Fee payment may be in the form of a check or money order made payable to the Illinois Department of Natural Resources. Please reference Application No. N20160066 with your payment and mail it to: IDNR/Office of Water Resources, 2050 W. Stearns Road, Bartlett, Illinois 60103. Alternatively, for an additional service charge, fee payment may be made electronically via credit card or electronic check. To pay electronically, click on the Permit Application E-pay line under the Permit Information portion of the Office of Water Resources web site at <http://www.dnr.illinois.gov/WaterResources/Pages/default.aspx>. Permit application fee details, a listing of frequently asked questions related to the fees and a summary of the application review fees are also available on this web site.

Upon receipt of your payment, review of your project to ensure its compliance with the Rivers, Lakes and Streams Act will continue. Also, a copy of your application is being provided to IDNR's Division of Ecosystems and Environment (DEE) for their review under the Illinois Endangered Species Protection Act, 520 ILCS 10/11, the Illinois Natural Areas Preservation Act, 525 ILCS 30/17 and the Illinois State Agency Historic Resources Preservation Act, 20 ILCS 3420/4. DEE will contact you if further action is necessary under those statutes. No work on the project should be initiated until an IDNR/OWR permit has been issued.

Mr. Cheney and Mr. Rowe
July 21, 2016
Page 2

Thank you for your cooperation in this matter. If you have any questions please contact Gary Jereb or Kevin Hoobler of the IDNR/OWR Bartlett office at 847/608-3116.

Sincerely,

A handwritten signature in black ink, appearing to read "Loren A. Wobig". The signature is fluid and cursive, with the first name "Loren" written in a smaller, more compact script than the last name "Wobig".

Loren A. Wobig, P.E., CFM
Manager, Division of Resource Management

LAW/GJ/KH:

cc: Patricia Davidson, Ty Lin International
IDNR/DEE, (Nathan Grider) w/encl.

To: Mr. Gary Jereb
Mr. Kevin Hoobler
IDNR-OWR Region 2
2050 W. Stearns Road
Bartlett, IL 60103

Subject: **Re: Application# N20160066**
Metra/UP-W Third Mainline Track
Vale to 25th Ave (MP 9.73 to 11.70)

Date: August 24, 2016

Job #: 602726.00
Mr. Mike Rowe, Metra
Ms. Claire Anderson, UPRR
Copy: Ms. Melyssa Navis, USACE

From: Patricia Davidson, P.E.

TRANSMITTAL

Item/Description	Copies	Dated
UPRR Check # 2005813 for \$3050.00 (permit review fee)	1	8/19/2016

For Permit Review Fee

Transmitted via UPS/FEDEX



UP RAILROAD COMPANY

2005813

Payable through
US BANK, N.A.
56-503/422
MIAMISBURG, OH
800-872-2657

PAY IN THE AMOUNT OF

Date 08/19/2016

Not Valid After 6 Months

*** THREE THOUSAND FIFTY ***

\$3,050.00

PAY TO THE
ORDER OFILLINOIS DEPT OF NATURAL RESOURCES
ONE NATURAL RESOURCES WAY
SPRINGFIELD IL 62702-1271

Protected by Positive Pay



⑈ 2005813⑈ ⑆042205038⑆ 130103012956⑈



DETACH FROM CHECK AND KEEP FOR YOUR RECORDS

Check Number: 2005813

Vendor No: 100013286
ILLINOIS DEPT OF NATURAL RESOURCES
ONE NATURAL RESOURCES WAY
SPRINGFIELD IL 62702-1271Payment No: 2003828770
Payment Date: 08/19/2016
Page: 1 of 1

Invoice Number	Date	Remittance Text	Document Number	Net amount
IDNR0816	08/18/2016	Union Pacific West 3ML Project	1900452287	3,050.00
			Check	3,050.00
			Total.....	

For online assistance please go to <http://www.uprr.com/suppliers/account/inv-trace.shtml> or you may
call the UP Accounts Payable department at (402) 544-2729

REORDER SERIES 610

Appendix B-5
US Fish and Wildlife Service Coordination
Section 7 Consultation Letter



A Subsidiary of GZA



GEOTECHNICAL

ENVIRONMENTAL

ECOLOGICAL

WATER

CONSTRUCTION
MANAGEMENT

915 Harger Road
Suite 330
Oak Brook, IL 60523
T: 630.684.9100
F: 630.684.9120
www.huffnhuff.com
www.gza.com

August 1, 2016

Mr. Andrew Roth
Director, Design, Stations & Parking
METRA
547 W. Jackson Blvd.,
Chicago, IL 60661

**Re: U.S. Fish and Wildlife Service Section 7 Consultation Addendum
Union Pacific West Line – 3rd Main Line
Eastern Section: Vale to 25th Avenue
Cook County, Illinois
T39N, R12E, Sections 10 & 11
41.891222°lat./ -87.865038°long. To 41.886897°lat./ -87.825665°long**

Dear Mr. Roth:

The Union Pacific (UP) Railroad and METRA are proposing the installation of a third mainline rail along the UP West line in the Villages of Bellwood, Maywood, Melrose Park, and River Forest, Cook County, Illinois (R12E, Sections 10 & 11). Existing land use adjacent to the project area includes residential, commercial, industrial, and undeveloped land. The project is located within the Des Plaines River Watershed (HUC Code 07120004).

A Section 7 Consultation and endangered species review for the proposed project was previously completed in a letter dated May 20, 2016. This addendum updates the information relating to the eastern massasauga rattlesnake (*Sistrurus catenatus*) presented in the May 20, 2016 letter. In a phone conversation on July 25, 2016, Mr. Shawn Cirton of the U.S. Fish and Wildlife Service (FWS) and Mr. Brian Stepp from Metra, Mr. Cirton stated the May 20, 2016 statement of effect for the eastern massasauga should be changed to “No effect” as the FWS has not found historical evidence of this species occurring within a reasonable range of the project area. Therefore, the proposed project will have *no effect* on the eastern massasauga.

In addition, the USFWS does not provide concurrence on findings of no effect, instead the FWS will review the documentation. During the phone conversation on July 25, 2016, Mr. Cirton indicated the information presented in the May 20, 2016 Section 7 Consultation and endangered species review is sufficient and concludes consultation with the FWS.

Please do not hesitate to contact me at (630)-684-4416 should you need additional information, have any questions.

Very Truly Yours,
HUFF & HUFF, INC. (A SUBSIDIARY OF GZA)

Evan Markowitz
Senior Project Manager

cc: Sainath Reddivari, Metra (Electronic)
Timothy Selover, PB (Electronic)

June 14, 2016

Mr. Shawn Cirton
U.S. Fish and Wildlife Service
250 S Grove Ave #103
Barrington, IL 60010

**Re: U.S. Fish and Wildlife Service Section 7 Consultation
METRA Union Pacific West Line – 3rd Main Line
Eastern Section: Vale to 25th Avenue
Cook County, Illinois
T39N, R12E, Sections 10 & 11
41.891222°lat./ -87.865038°long. To 41.886897°lat./ -87.825665°long**

Dear Mr. Cirton:

The Union Pacific (UP) Railroad and Metra are proposing the installation of a third main line track along the UP West line in the Villages of Bellwood, Maywood, Melrose Park, and River Forest, Cook County, Illinois (R12E, Sections 10 & 11). Existing land use adjacent to the project area includes residential, commercial, industrial, and undeveloped land. The project is located within the Des Plaines River Watershed (HUC Code 07120004).

The third main line track would be added primarily on the north side of the existing tracks with the exception of an approximately 2,300-foot section from near the Melrose Park Station west to 25th Avenue, which would be located along the south side of the existing tracks. The third main line track addition would occur within UP's existing right-of-way along the entire length of the Project. No additional right-of-way is required.

A Section 7 Consultation and endangered species review for the proposed project was completed by Metra's project team consultant, Huff & Huff, Inc. (H&H) on May 20, 2016. Enclosed please find the Section 7 Consultation letter completed by H&H. In summary, Huff & Huff, Inc. (H&H) has made the following determinations regarding the presence of critical habitat for the following species which have been identified by the U.S. Fish and Wildlife Service (FWS) as potentially occurring in Cook County.

May affect, but not likely to adversely effect

- Eastern massasauga (*Sistrurus catenatus*),

Not affect

- Piping plover (*Charadrius melodus*)
- Northern long-eared bat (*Myotis septentrionalis*, NLEB)
- Hine's emerald dragonfly (*Somatochlora hineana*)
- Leafy-prairie clover (*Dalea foliosa*)
- Rufa red knot (*Calidris canutus rufa*)
- Eastern prairie-fringed orchid (*Platanthera leucophaea*),

- Prairie bush clover (*Lespedeza leptostachya*)
- Mead's milkweed (*Asclepias meadii*)
- Rattlesnake-master borer moth (*Papaipema eryngii*).

For the NLEB, as the lead Federal Agency, the Federal Transit Administration (FTA) has reviewed the determinations and the documentation prepared per the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), FTA, and FWS informal programmatic consultation agreement. The scoping worksheet, project submittal form, and bridge inspection form is attached as required for consultation under the informal programmatic consultation agreement.

At this time Metra, in conjunction with the FTA, is requesting FWS review of the project and concurrence with the above finding within 30 days.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. F. Simmons", with a stylized flourish at the end.

David F. Simmons
Director, Grant Administration

Enclosures

Brian Stepp

From: Greep, Anthony (FTA) <anthony.greep@dot.gov>
Sent: Monday, June 13, 2016 4:13 PM
To: Brian Stepp
Cc: Assam, Mark (FTA)
Subject: RE: UP-W Third Main Eastern Section: Section 7 Documentation
Attachments: image005.jpg; image006.png; image007.png; image008.jpg; image009.jpg; image010.png; image011.png

Brian,
FTA has reviewed the letter and full package and finds the materials to be acceptable. Please proceed with sending them to USFWS as noted.
Thank you,

Tony Greep
Community Planner
US DOT - FTA Region 5
200 W. Adams, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov



From: Brian Stepp [mailto:BStepp@METRARR.COM]
Sent: Wednesday, May 25, 2016 1:57 PM
To: Greep, Anthony (FTA)
Cc: Assam, Mark (FTA)
Subject: RE: UP-W Third Main Eastern Section: Section 7 Documentation

Attached is a letter that will be used to transmit the full package to the USFWS from Metra. We believe that this letter outlines the request to USFWS and the response timeframe.

If you find this and the other materials to be acceptable, please provide an email stating that. We will include that email with the submittal to USFWS.

Please let me know if you have any questions or comments.

Thanks,
Brian

Brian T. Stepp
Manager, Grant Applications
Metra

P: (312) 322-2805 | bstepp@metrarr.com
547 W. Jackson Blvd., Chicago, IL 60661



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March 16, 2016

Mr. Timothy Selover, P.E., AICP
Parsons Brinckerhoff
30 North LaSalle Street, Suite 4200
Chicago, IL 60606

Re: **U.S. Fish and Wildlife Service Section 7 Consultation
Union Pacific West Line – 3rd Main Line
Eastern Section: Vale to 25th Avenue
Cook County, Illinois
T39N, R12E, Sections 10 & 11
41.891222°lat./ -87.865038°long. To 41.886897°lat./ -87.825665°long**

Dear Mr. Selover:

The Union Pacific (UP) Railroad and METRA are proposing the installation of a third Main Line rail along the UP West line in the Villages of Bellwood, Maywood, Melrose Park, and River Forest, Cook County, Illinois (R12E, Sections 10 & 11). Existing land use adjacent to the project area includes residential, commercial, industrial, and undeveloped land. The project is located within the Des Plaines River Watershed (HUC Code 07120004).

Enclosed please find a site location map and wetland and “Waters of the U.S.” (WOUS) location map as well as representative photographs from the field investigations.

This letter serves as the Section 7 Consultation and endangered species review for the proposed project. Based on the review of information provided by the U.S. Fish & Wildlife Service (FWS) website on February 16, 2016, as well as conditions observed in the field during the site visit, Huff & Huff, Inc. (H&H) has made the following determinations regarding the presence of critical habitat or the following species which have been identified by the FWS as potentially occurring in Cook County (Table 1).

Table 1. FWS Federally Listed Species in Cook County

Species	Status	Habitat	Habitat Present within Project Limits?	Determination
Piping plover (<i>Charadrius melodus</i>)	Endangered	Lakeshore beaches	No	No effect
Hine's emerald dragonfly (<i>Somatochlora hineana</i>)	Endangered	Spring fed wetlands, wet meadows and marshes	No	No effect
Leafy-prairie clover (<i>Dalea foliosa</i>)	Endangered	Prairie remnants on thin soil over limestone	No	No effect
Northern long-eared bat (<i>Myotis septentrionalis</i>)	Threatened ¹	Caves, mines (hibernacula); wooded areas surrounding hibernacula; upland forests (foraging)	Yes	No effect
Rufa red knot (<i>Calidris canutus rufa</i>)	Threatened	Only actions that occur along coastal areas or large wetland complexes during migratory window of May 1 - September 30	No	No effect
Eastern prairie fringed orchid (<i>Platanthera leucophaea</i>)	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie	No	No effect
Mead's milkweed (<i>Asclepias meadii</i>)	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil	No	No effect
Prairie bush clover (<i>Lespedeza leptostachya</i>)	Threatened	Dry to mesic prairies with gravelly soil	No	No effect
Eastern massasauga (<i>Sistrurus catenatus</i>)	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)	Yes	May affect, not likely to adversely effect
Rattlesnake-master borer moth (<i>Papaipema eryngii</i>)	Candidate	Undisturbed prairie and woodland openings that contain their only food plant, rattlesnake-master (<i>Eryngium yuccifolium</i>)	No	No effect

¹ On January 15, 2016 the FWS issued the Endangered and Threatened Wildlife and Plants; Threatened Species Status for the Northern Long-Eared Bat With 4(d) Rule; Final Rule. The final rule designates the northern long-eared bat as federally threatened and the species-specific 4(d) rule exempts certain activities from the Endangered Species Act (ESA) prohibitions. The Final 4(d) Rule went into effect February 16, 2016.

The following summarizes the determinations of the review. Detailed surveys for the above listed species have not been conducted for this project.

Piping Plover

This project will *not affect* the piping plover as its suitable habitat includes lakeshore beaches which are not present within the project limits.

Hine's Emerald Dragonfly

This project will *not affect* the Hine's emerald dragonfly as its suitable habitat of spring fed wetlands, wet meadows, and marshes are not present within the project limits in Cook County. The closest Hine's emerald dragonfly critical habitats (Critical Habitat Units 5 & 6; 50 CFR 17, September 5, 2007, Volume 72, No. 171/Wednesday) are located approximately 12.9 miles southeast of the proposed project limits. Larval habitat in the form of groundwater fed, shallow water slowly flowing through vegetation is not present within the project limits (USFWS, 2001 Hine's Emerald Dragonfly Recovery Plan). As the critical habitat is located approximately 12.9 miles from the project limits, outside the known adult dispersal range of up to 3.4 miles, foraging adults are not likely to be present. Therefore, due to the distance from known larval habitat direct impacts to the Hine's emerald dragonfly are not expected.

Leafy-prairie Clover

This project will *not affect* the leafy-prairie clover, as its suitable habitat of prairie remnants on thin soil over limestone, is not present within the project limits in Cook County. Critical habitat rules have not been published for the leafy-prairie clover.

Northern-long Eared Bat

This project will *not affect* the northern long-eared bat (NLEB). The proposed project is located within the NLEB white nose buffer zone as defined by the FWS. Suitable winter habitat of caves and mines are not present within the project limits. However, suitable summer habitat, which includes live trees and snags with cavities and crevices, as well as bridges are present within the project limits. At this time no habitat surveys have been completed and tree removal has not been determined. As of January 2016 the Federal Transit Administration (FTA) is part of the informal programmatic consultation agreement between the FWS, Federal Highway Administration (FHWA), and Federal Railroad Administration (FRA)¹.

The 2015 Range-wide Indiana Bat Summer Survey Guidelines (FWS, 2015), which may be used for the NLEB, states that suitable habitat for this species includes “a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥ 3 inches [diameter at breast height; DBH] that have exfoliating bark, cracks, crevices, and/or cavities), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested/wooded habitat. NLEB has also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses”.

The project limits consist of a riparian corridor associated with the Des Plaines River and upland wooded areas. However, the project limits mostly encompass existing railroad right-of-way.

¹ User's Guide for the Range-wide Programmatic Informal Consultation for Indiana Bat and Northern Long-eared Bat. Version 2.0, January 2016

Surveys were not performed to examine the trees for crack, holes, crevices, or other potentially suitable habitat, however they were noted during the site investigation.

Based on the 2015 Range-wide Indiana Bat Summer Survey Guidelines, which may be used for the NLEB, the FWS requires an assessment of the potential for adverse effects to the NLEB when the suitable habitat is present. If the project is not anticipated to result in adverse effects to the NLEB or adverse impacts can be adequately assessed and conservation measures can be designed to minimize those effects without additional presence/absence information, then no further summer surveys are necessary. Otherwise, if trees identified as potential habitat for the NLEB within the project limits would need to be removed, the following restrictions apply to avoid direct impacts to the bat:

- If the project receives funding from the FHWA, FTA, or FRA the project must comply with the FHWA, FTA, and FRA programmatic agreement with the FWS. In addition, FHWA has agreed to restrict tree removal to between October 15 and March 31.
- If the project receives federal funding (except from the FHWA, FTA, or FRA) and does not remove a known occupied maternity roost tree, any tree within 150 feet of a known occupied maternity roost tree, or trees within 0.25 mile of a NLEB hibernacula during the pup rearing season which is a two-month period from June through July (50 CFR Part 17), incidental take is not prohibited and the findings of the programmatic biological opinion for the final 4(d) rule can be used.
- If the project does not utilize federal funds and does not remove a known occupied maternity roost tree, any tree within 150 feet of a known occupied maternity roost tree, or trees within 0.25 mile of a NLEB hibernacula during the pup rearing season which is a two-month period from June through July (50 CFR Part 17), the project qualifies for exemption under the Final 4(d) rule.

The project *will not affect* the northern long-eared bat if suitable roosting habitat is removed between the dates listed above depending on project funding. It is anticipated that the project will adhere to the tree clearing restriction dates (June through July). Coordination with agencies is recommended prior to tree removal to confirm the determination of affect and whether tree clearing will be allowed. Attached please find the Project Submittal Form, Scoping Worksheet, and the Bridge/Structure Assessment Form to be submitted to the FWS.

On January 5, 2016, the USFWS issued the *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* (PBO) on their action of issuing the final 4(d) rule for the NLEB. The final 4(d) rule went into effect on February 16, 2016.

Rufa Red Knot

This project *will not affect* the Rufa red knot as its suitable habitat of coastal areas or large wetland complexes are not present within the project limits.

Eastern Prairie Fringed Orchid

This project *will not affect* the eastern prairie fringed orchid. FWS guidance on determination of whether the eastern prairie fringed orchid may be present in the action area of the proposed project was followed and is described below.

The action area defined by the FWS includes all areas to be affected directly or indirectly by the proposed construction, not just the immediate area involved in the action.

The action area within the project limits includes the Des Plaines River, upland forest, and mowed turf as delineated by H&H on August 21, 2015 for this project. The action area located outside, but immediately adjacent to the project limits includes undeveloped forested area, commercial, residential, recreational, and agricultural land.

The action area does not support moderate to high quality wetlands, sedge meadow, and mesic to wet prairie.

The Wetland Location Map and representative photographs are attached with this letter. A summary of the dominant vegetation and the floristic quality assessment (FQA) for wetlands within the project limits is provided in Table 2.

Table 2. Wetland and “Waters of the U.S.” Summary

Site #	Wetland Type	Dominant Vegetation (All Strata)	Native FQI/ Native Mean C- Value	Number of EPFO Associate Species
1	Des Plaines River (WOUS)	Box elder	2.5/1.3	0

Wetlands with a native floristic quality index of 20 or greater and/or a native mean C-value of 3.5 or greater are not present. Species listed on the “Associate Plant Species List for the Eastern Prairie Fringed Orchid in Northeastern Illinois” are not present within the project limits. Therefore, it was determined that wetlands within the project limits would not support the eastern prairie fringed orchid. Critical habitat rules have not been published for this species.

Mead’s Milkweed

This project will *not affect* Mead’s milkweed, as its suitable habitat, which includes late successional tallgrass prairies, tallgrass prairies converted to hay meadows, and glades or barrens with thin soil, are not present within the project limits. Critical habitat rules have not been published for Mead’s milkweed.

Eastern Massasauga

This project *may affect, but not likely to adversely effect* the eastern massasauga, as its suitable habitat of graminoid dominated plant communities are present within the project limits. However, the closest record of eastern massasauga population is located 18 miles north of the project limits, at the Portwine Forest Preserve. The FWS has not published “critical habitat” designated for this species.

Rattlesnake-master Borer Moth

This project will *not affect* the rattlesnake-master borer moth, as its suitable habitat of undisturbed prairie and woodland openings, are not present within the project limits. The host

plant, rattle-snake master (*Eryngium yuccifolium*) which prefers dry black soil prairies, clay prairies, sand prairies, thickets, typical savannas, sandy savannas, and limestone glades was not identified within the project area during the wetland delineation conducted on August 21, 2015. Critical habitat rules have not been published for the rattlesnake-master borer moth.

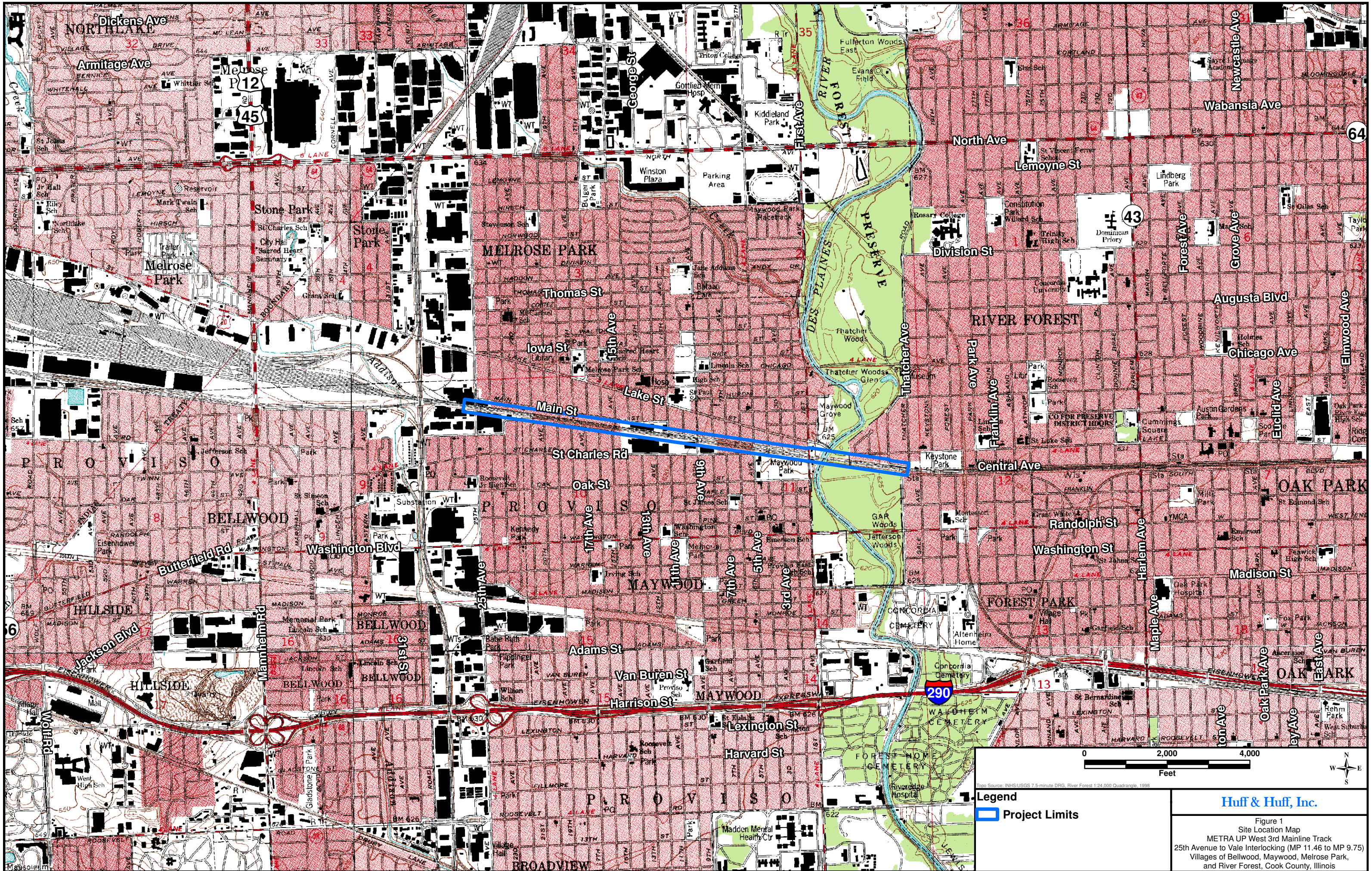
In summary, the proposed project *may affect, but not likely to adversely effect* the eastern massasauga, and will *not affect* the piping plover, NLEB, Hine's emerald dragonfly, leafy-prairie clover, rufa red knot, eastern prairie-fringed orchid, prairie bush clover, Mead's milkweed, and rattlesnake-master borer moth. Additional coordination with the FWS is necessary to make a final NLEB effect determination. Detailed surveys were not conducted. This determination is based on information provided by the FWS through their Section 7 Consultation website as well as recent aerial and site photographs. If you have questions or require additional information, please contact me at 630-684-4416 or Evan.Markowitz@gza.com.

Sincerely,



Evan Markowitz
Project Manager/Senior Scientist

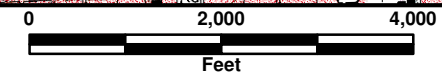
Enclosures



Top Source: INHS/USGS 7.5-minute DRG, River Forest 1:24,000 Quadrangle, 1998

Legend

Project Limits

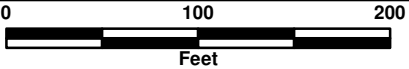
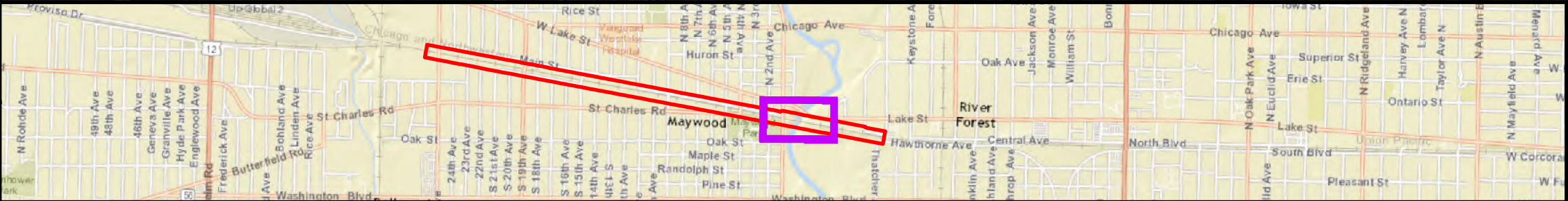


Huff & Huff, Inc.

Figure 1
Site Location Map
METRA UP West 3rd Mainline Track
25th Avenue to Vale Interlocking (MP 11.46 to MP 9.75)
Villages of Bellwood, Maywood, Melrose Park,
and River Forest, Cook County, Illinois



Site 1
WOUS: 1.06+ acres



Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

Legend

- Data Point
- ▭ Project Limits
- ▨ WOUS
- ▨ Wetland

Huff & Huff, Inc.

Figure 5
Wetlands and WOUS Location Map
METRA UP West 3rd Mainline Track
25th Avenue to Vale Interlocking (MP 11.46 to MP 9.75)
Villages of Bellwood, Maywood, Melrose Park,
and River Forest, Cook County, Illinois

**Photographic Log of the METRA Union Pacific (UP) West Line – 3rd Main Line
Villages of Bellwood, Maywood, Melrose Park, and River Forest, Cook County, Illinois
August 21, 2015**



Photo 1: Facing southeast towards the Des Plaines River on the north side of the Metra UP West line, approximately 210 feet south of Lake Street.



Photo 2: Facing south towards the Des Plaines River on the north side of the Metra UP West line, approximately 210 feet south of Lake Street.



Photo 3: Facing north towards the Des Plaines River on the north side of the Metra UP West line, approximately 210 feet south of Lake Street.



Photo 3: Facing east towards Metra UP West line, east of 11th Avenue.

**Photographic Log of the METRA Union Pacific (UP) West Line – 3rd Main Line
Villages of Bellwood, Maywood, Melrose Park, and River Forest, Cook County, Illinois
August 21, 2015**



Photo 4: Facing east towards the Metra UP West line, east of 17th Avenue.



Photo 5: Facing west towards the Metra UP West line, east of 25th Avenue.

SCOPING WORKSHEET

INDIANA BAT AND NORTHERN LONG-EARED BAT RANGE-WIDE PROGRAMMATIC INFORMAL CONSULTATION

Complete the following steps to determine whether a project is within the scope of the range-wide programmatic informal consultation and to identify potential project effects on either the Indiana bat or Northern long-eared bat. The following information is needed to complete this form: project scope (including any construction methods to be used), project location, habitat characterization, completed survey results, and Avoidance and Minimization Measures (AMMs) to be included in the project.

STEP 1: PROGRAMMATIC SCOPE (Users Guide p. 3)

If answers to any of these questions are “yes”, the project is NOT covered by the range-wide programmatic informal consultation. Proceed no further in completing this worksheet. Separate consultation with the appropriate Service field office is necessary. If answers to all of the questions are “no”, proceed with Step 2 of this Worksheet.

	Yes	No
1. Will the project construct a new road corridor (new alignment, not minor realignments)?		X
2. Will project activities impact suitable forest habitat for bats > 100 feet from existing road/rail surfaces <i>at any time of year</i> (unless summer bat Presence/Probable Absence (P/A) surveys are negative)?	X	
3. Will the project raise the road profile above the tree canopy within 1,000 feet of known summer habitat (based on documented roosts and/or captures)?		X
4. Is the project within 0.5 mile of hibernacula (including Indiana bat critical habitat) and 1) include construction activities extending outside the existing road/rail surface or 2) include construction activities wholly within the existing road/rail service but include percussive or other activities that increase noise above existing traffic/background levels?		X
5. Will the project clear suitable forest habitat at any distance from a road during the active season ¹ for bats (unless summer bat P/A surveys are negative)?	X	
6. Will the project remove documented roosts or foraging areas/travel corridors (based on radio telemetry) <i>at any time of year</i> or remove trees within 0.25 miles of documented roosts <i>at any time of year</i> ?		X
7. Bridge Projects <i>at any time of year</i> : (a) Will the project remove a bridge with bat colonies known to be roosting under the bridge? (b) Will the project modify a bridge with bat colonies known to be roosting under the bridge so that it is no longer suitable for roosting?		X
8. Will bridge or structure maintenance activities likely disturb bats while bats are documented to be present?		X

STEP 2: POTENTIAL PROJECT EFFECTS

No Effect (NE) (User's Guide p. 4)

If answers to any of the criteria below are “yes” the project will have “No Effect” on the Indiana bat and/or NLEB. Stop here. Document “no effect” on the Project Submittal Form (Appendix B of the User Guide) and retain for your files. No coordination with the Service is required. If answers to any of the criteria below are “no”, proceed with this Worksheet.

Check “NA” if the project will not involve the listed activity or condition.

	Yes	No	N/A
1. Is the project(s) outside the species range, based on USFWS IPaC database?		X	

¹ Coordinate with the local Service field office for active season dates.

2. Is the project inside the range and outside 0.5 mile of hibernacula, but no suitable summer habitat is present (e.g., high-density urban area or non-forested areas)?		X	
3. Are all project activities (anywhere, including within 0.5 miles of hibernacula) conducted completely within the existing road/rail surface and <u>do not involve</u> percussive or other activities that increase noise above existing traffic/background levels, such as blasting, use of pile drivers, rock drills, or hoe rams?		X	
4. Does the project involve maintenance, alteration, or demolition of bridge/structures and <u>the results of a bridge assessment indicate no signs of bats?</u>		X	
5. Does the project consist of non-construction activities (e.g., bridge assessment, property inspections, property sales, property easements, and equipment purchases?		X	

May Affect (MA) (User's Guide page 4)

If the answer to each of the criteria below is "true", assume the presence of Indiana bat and/or NLEB. Proceed with this Worksheet.

	True	False
1. Project is in range of species, and	X	
2. Suitable habitat is present (for foraging, roosting, traveling, hibernating, swarming, nursing or other bat activities), and	X	
3. No bat surveys have been conducted or surveys are positive for presence of Indiana bat or NLEB.	X	

If the answers to any of the criteria below are "yes" the project "May Affect" the Indiana bat and/or NLEB. Proceed with Step 3 of this Worksheet.

Does the project action involve any of the following activities?	Yes	No	Unknown
1. Tree removal within suitable habitat	X		
2. Percussive activities that will increase noise above existing traffic/background levels (e.g., blasting, use of pile drivers, rock drills, or hoe rams)	X		
3. Increased lighting, either temporary or permanent (e.g., construction lighting or permanent lighting installation as part of project)		X	
4. Smoke/heat associated with burning brush piles		X	
5. Impacts to water bodies/wetlands where suitable bat habitat is present (e.g., piping a section of stream)		X	
6. Bridge or structure maintenance, repair or replacement at sites with bat activity		X	

STEP 3: AVOIDANCE AND MINIMIZATION MEASURES (User's Guide page 5-6)

The next sets of questions will step through the process for determining whether a project "May Affect, but is Not Likely to Adversely Affect" the Indiana bat and/or NLEB. Avoidance and Minimization Measures (AMM's) may be required.

May Affect, Not Likely to Adversely Affect (NLAA)

If answers to any of the questions below are "Yes", the project "May Affect, but is Not Likely to Adversely Affect" the Indiana bat and/or NLEB, and is covered by the range-wide programmatic informal consultation. AMM's are not required for these activities. Document on the Project Submittal Form (Appendix B of the User Guide). If answers to any of these questions are "No" or "Unknown", proceed with this worksheet.

Do any of the conditions below describe the project?	Yes	No	Unknown
1. Project is inside the range and in or near suitable habitat, but		X	

with negative bat P/A surveys. *If no bat surveys have been performed check "no" - presence of bats is to be assumed and AMM's will be required.			
2. Work activities will be conducted completely within the existing road/rail surface and <u>involve</u> percussive activities such as blasting and use of pile drivers, rock drills, or hoe rams.	X		
3. Work activities will take place in areas that contain suitable forested habitat, but no tree removal or habitat alteration will occur (e.g., landscaping rest areas, mowing, brush removal, sign or guardrail replacement, storm water management).		X	
4. No slash pile burning will occur.	X		
5. Wetland or stream protection activities associated with mitigation that do not clear suitable habitat.		X	

May Affect, Not Likely to Adversely Affect - AMMs Required

*For the actions below, site-specific AMM(s) may be required to make the project NLAA for either bat species. If there is an applicable AMM, it **MUST** be implemented for the project to be eligible for use within the range-wide programmatic informal consultation. If an AMM listed below is not applicable (based on the type of action/effect), document why it is not applicable. For some projects, additional project-specific AMM(s) not listed below may be needed. If such additional AMM(s) are implemented, document them.*

	Yes	No
TREE REMOVAL		
Will the project remove trees that are suitable maternity, roosting, foraging, or traveling habitat for Indiana Bat or NLEB? <i>If "No", proceed to next activity.</i>		
1. Will tree removal <i>at any time of year</i> occur <u>entirely</u> within 100 feet of existing road surface? (Note: If "no", this action is not covered under the range-wide programmatic Informal consultation. Proceed no further with worksheet. Separate consultation with the appropriate Service field office is necessary.)		
2. Will documented roosts or foraging habitat (based on radio telemetry) be removed <i>at any time of year</i> ? (Note: If "yes", this action is not covered under the range-wide programmatic informal consultation. Proceed no further with worksheet. Separate consultation with the appropriate Service field office is necessary.)		
3. Will trees be removed within 0.25 miles of documented roosts <i>at any time of year</i> ? (Note: If "yes", this action is not covered under the range-wide programmatic informal consultation. Proceed no further with worksheet. Separate consultation with the appropriate Service field office is necessary.)		
Unless current surveys document that the species are not present, all of the AMMs listed below will be applied, unless not relevant (e.g., no bridge work will occur). Indicate on the project submittal form which of the following tree removal AMMs will be implemented.		
TREE REMOVAL AMM 1: Modify all phases/aspects of project (e.g. temporary work areas, alignments) to avoid tree removal in excess of what is required to implement project safely. (Note: If this cannot be applied, project can still be MANLAA as long as removal is in winter and avoids known roosts.)		
TREE REMOVAL AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present.		
TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans. Install bright orange flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand the clearing limits and how they are marked in the field.		

TREE REMOVAL AMM 4: Avoid cutting down documented bat roosts that are still suitable for roosting or documented foraging habitat <i>at any time of year</i> . Avoid cutting down trees within 0.25 miles of documented roosts <i>at any time of year</i> . Ensure that suitable roosts remain on the landscape rather than focusing on general forest loss.		
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*Note: "Trees" refers to trees that are suitable habitat for each species.

LIGHTING	Yes	No
1. Will the project involve the use of lighting during construction? <i>If "No", proceed to next activity.</i>		
2. Will the project action install permanent lighting? <i>If "No", proceed to next activity.</i>		
If the answer to either of above is "yes", indicate on the project submittal form which lighting AMM's will be implemented.		
LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during construction.		
LIGHTING AMM 2: Use downward-facing, full cut-off lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights.		

BRIDGE MAINTENANCE, ALTERATION OR REMOVAL	Yes	No
Does the project involve bridge maintenance, removal or other alteration? <i>If "No", proceed to next activity.</i>		
Unless current surveys or inspections document that the species are not present, the AMMs listed below will be applied, as appropriate. Indicate on the project submittal form which of the following AMMs will be implemented.		
BRIDGE AMM 1: Perform any bridge repair, retrofit, maintenance, and/or rehabilitation work outside of the active season. ²		
BRIDGE AMM 2: Bridge repair, retrofit, maintenance, and/or rehabilitation work outside of pup season (June 1 – July 31) will occur in the evening while the bats are feeding, starting one hour after sunset, and ending one hour before daylight excluding the hours between 10 pm and midnight. Lighting must be kept localized (See lighting AMM).		
BRIDGE AMM 3: If bridge repair, retrofit, maintenance, and/or rehabilitation work alters the bridge during the inactive season, then ensure suitable roosting sites remain after any bridge work. Suitable roosting sites may be incorporated into the design of a new bridge.		

STRUCTURE (ARTIFICIAL ROOSTS) MAINTENANCE, ALTERATION OR REMOVAL	Yes	No
Does the project involving any artificial roost such as a building, barn, shed, mobile home, telephone poles or other structure?		
Unless current surveys or inspections document that the species are not present, the AMMs listed below will be applied, as appropriate. Indicate on the project submittal form which of the following AMMs will be implemented.		
STRUCTURE AMM 1: If the goal of the project is to exclude bats, coordinate with the local Service field office.		
STRUCTURE AMM 2: Perform any maintenance and/or repair work outside of the active season.		
STRUCTURE AMM 3: If maintenance and/or repair work will be performed during the		

² Coordinate with the local Service field office for active season dates.

**Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and
Federal Transit Administration (FTA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat**

Project Submittal Form for FHWA, FRA, FTA, and
Transportation Agencies *Updated February 2016*

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this submittal form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the submittal form can be found by hovering your cursor over each text box.

1. Date: May 10, 2016

2. Lead Agency: FTA

This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate

3. Requesting Agency: FTA

a. Name: Anthony Greep

b. Title: Community Planner, FTA Region 5

c. Phone: (312) 353-1646

d. Email: anthony.greep@dot.gov

4. Consultation Code¹: N/A

5. Project Name(s): Union Pacific West Line – 3rd Main Line - Eastern Section:
Vale to 25th Avenue

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

The Union Pacific (UP) Railroad and METRA are proposing the installation of a third Main Line rail along the UP West line in the Villages of Bellwood, Maywood, Melrose Park, and River Forest, Cook County, Illinois (R12E, Sections 10 & 11). Existing land use adjacent to the project area includes residential, commercial, industrial, and undeveloped land. All work will be conducted within or immediately adjacent (less than 100 feet) to the existing track and UP right-of-way. A portion of the project involves the maintenance/rehabilitation of the UP bridge over the Des Plaines River. At this time there are three alternatives based on access to the river. Tree removal may be required to access the river. If tree removal is required it will be conducted outside of the pup season (June 1 through July 31). The remainder of the project involves installation of a third main line rail adjacent to an existing rail and within an urban area with no trees present.

7. Other species from Official Species List:

- ✓ No effect – project(s) are inside the range, but no suitable habitat – see additional information attached
- ✓ May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (submittal form complete)

No effect – project(s) are inside the range but no suitable summer habitat (submittal form complete)

No effect – project(s) are completely within existing road/rail surface and do not involve percussive or other activities that increase noise above existing traffic/background levels (submittal form complete)

No effect – project(s) includes maintenance, alteration, or demolition of bridge(s)/structure(s) and indicate(s) no signs of bats from results of a bridge/structure assessment (submittal form complete)

No effect – project(s) do not involve construction activities (e.g., bridge assessments, property inspections, development of planning and technical studies, property sales, property easements, and equipment purchases) (submittal form complete)

Otherwise, please continue below.

9. For Ibat/NLEB, if Applicable, Explain Your May Affect, Not Likely to Adversely Affect Determination (without implementation of AMMs)

NLAA – project(s) are inside the range but negative bat presence/absence (P/A) surveys (submittal form complete)

- ✓ NLAA – project(s) conducted completely within existing road/rail surface and involve percussive activities (submittal form complete)

NLAA – project(s) are within areas that contain suitable forested habitat but do not remove or alter trees (e.g., landscaping rest areas, mowing, brush removal, sign or guiderail replacement, and stormwater management) (submittal form complete)

NLAA – project(s) of slash pile burning (submittal form complete)

NLAA – wetland or stream protection activities are associated with wetland mitigation and do not clear suitable habitat (submittal form complete)

Otherwise, please continue below.

For Ibat/NLEB, if applicable, continue to complete the submittal form to explain your may affect, not likely to adversely affect determination (**with implementation of AMMs**)

10. Affected Resource/Habitat Type

- ✓ Trees

- ✓ Bridge

Other Non-Tree Roosting Structure (e.g., building)


Other (please explain):

11. For Tree Removal Projects:

- a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface:
- b. Please verify that all tree removal will occur during the inactive season²:
- c. Timing of clearing: August 1 through May 31.
- d. Amount of clearing: Undetermined at this time.

² Coordinate with local Service field office for appropriate dates.

12. For Bridge/Structure Work Projects:

- a. Proposed work:
- b. Timing of work:
- c. Evidence of bat activity on bridge/structure:
None
- d. If applicable, verify that superstructure work will not bother roosting bats in any way: 
- e. If applicable, verify that bridge/structure work will occur only in the winter months:

13. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0).

All applicable AMMs will be implemented, including³:

Tree Removal AMM 1:

Tree Removal AMM 2:

Tree Removal AMM 3:

Tree Removal AMM 4:

Bridge AMM 1:

Bridge AMM 2:

Bridge AMM 3:

Bridge AMM 4:

Structure AMM 1:

Structure AMM 2:

Structure AMM 3:

Structure AMM 4:

Lighting AMM 1:

Lighting AMM 2:

³ See AMMs Fact Sheet (Appendix C) for more information on the following AMMs.

APPENDIX D: Bridge/Structure Assessment Form

Bridge Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside, from activities above that bore down to the underside, or that could impact expansion joints, from deck removal on bridges, or from structure demolish. Each bridge/structure to be worked on must have a current bridge inspection. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the US Fish and Wildlife Service, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing structures prior to allowing any work to proceed.

DOT Project #	Water Body Des Plaines River	Date/Time of Inspection 8/21/2015 8:00am
----------------------	--	--

Route:	County:	Federal Structure ID:	Bat Indicators Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure.				Notes: (e.g., number & species of bats, if known. Include the results of thermal, emergent, or presence/absence summer survey)
			Visual	Sound	Droppings	Staining	
UP RR	Cook	UNK	None	None	None	None	No concrete cracks are present under the bridge and ledge between the railroad superstructure and abutment could serve as suitable roosting locations
							Steel I-beams could serve as suitable roosting habitat but no evidence of bats was observed.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	X	Crevices, rough surfaces or imperfections in concrete		Human disturbance or traffic under bridge/in culvert or at the structure	High	Low	None
All crevices >12" deep & not sealed	X	Spaces between walls, ceiling joists		Possible corridors for netting	None/poor	Marginal	excellent

All guardrails	N/A			Evidence of bats using bird nests, if present?	Yes	No	
All expansion joints	N/A						
Spaces between concrete end walls and the bridge deck	X						
Vertical surfaces on concrete I-beams	N/A						

Assessment Conducted By: Larissa Herrera & Evan Markowitz (H&H)

Signature(s): Evan Markowitz

District Environmental Use Only:

Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed a minimum of 1 year prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Informal Consultation, regardless of whether assessments have been conducted in the past. **Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.**
2. Legible copies of this document must be provided to the District Environmental Manager within two (2) business days of completing the assessment. Failure to submit this information will result in that structure being removed from the planned work schedule.
3. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the USFWS, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
4. Estimates of numbers of bats observed should be place in the Notes column.
5. Any questions should be directed to the District Environmental Manager.

Appendix B-6

Public Outreach

Village of Maywood Legal, License and Ordinance Committee Agenda and Meeting Minutes

Village of Melrose Park Agenda & Order of Business for the Public Hearing of the President &
Board of Trustees and Meeting Minutes



**LEGAL, LICENSE AND ORDINANCE
COMMITTEE
VILLAGE OF MAYWOOD
WEDNESDAY, FEBRUARY 10, 2016
AT 7:00 PM
125 SOUTH 5TH AVENUE
MAYWOOD, ILLINOIS**

AGENDA

1. Call to Order
2. Roll Call
3. Public Comments
4. Approval of minutes for the Legal, License and Ordinance Committee Meeting Wednesday, January 27, 2016.
5. Public Items:

A. Mayor's Report and Theme: "A SHIFT IS COMING, THINGS ARE CHANGING IN OUR FAVOR, WHEN THE PEOPLE GET A MIND TO WORK"

- 1) Discussion and consideration to appoint Vincent Fields to the Traffic and Safety Commission.
- 2) Discussion and consideration to appoint Jacqueline T. Fowler to the Traffic and Safety Commission.
- 3) Discussion and consideration to appoint Edwin H. Walker IV to the Economic Development Commission.
- 4) Discussion and consideration to appoint Rolando Villegas to the Maywood Housing Authority.

B. Village Manager's Reports

- 1) Presentation by Colin Fleming, AICP, Project Manager for Metro Strategies, Inc. regarding project for the Metra UP-West Line. Recipient is working with Metra and Union Pacific exploring the possibility of providing a project update to the community.
- 2) Discussion and presentation by Fire Chief, Craig Bronaugh regarding the Maywood Fire Department 2015 Annual Report.

- 3) Discussion and consideration for Vicki Haas to host a Civil War Living History Event on the grounds of the Village-owned Maywood Home for Soldiers' Widows, 224 North 1st Avenue Saturday, May 14, 2016 from 10:00 a.m. to 4:00 p.m.
- 4) Discussion and consideration regarding Lease covering use of Railroad Property between UNION PACIFIC RAILROAD COMPANY ("Lessor") and VILLAGE OF MAYWOOD whose address is 40 Madison Street, Maywood, IL 60153 ("Lessee").
- 5) Discussion and consideration regarding presentation by Angela Smith, Coordinator Business Development for the Tax Reactivation Sale located at 1318 St. Charles Road, Maywood, IL. Mr. Chavez of Progressive Roofing has submitted his application and Conceptual Plans (Exhibit 1). This property has been vacant for over 20 years.
- 6) Discussion and consideration regarding the implementation of the 2014 Comprehensive Plan updates. The current Zoning Ordinance was adopted in 2008 and updated in 2014.
- 7) Discussion and status of the Village of Maywood Blight Reduction Program ("BRP") application submitted to the Illinois Housing Development Authority ("IHDA") under the Hardest Hit Fund Program funded through the Troubled asset Relief Program ("TARP"). This presentation will be provided by the Community Development Department.m

C. Village Attorney's Reports

- 1) Discussion regarding Revisions to Village of Maywood Travel Policy, and a cover memorandum dated February 3, 2016 from Klein, Thorpe and Jenkins, Ltd.

6. New Business

7. Executive Session

A. Probable or Imminent Litigation, pursuant to 5 ILCS 120/2(c)(11).

B. Setting the Sale Price of Village Owned Land, pursuant to 5 ILCS/20/2(c)(6)

C. Collective Negotiating Matters between the Village of Maywood and its employees or their representatives, or deliberations concerning salary schedules for one or more classes of employees, pursuant to 5 ILCS 120/2(c)(2)

8. Adjournment

cc: Mayor

Edwenna Perkins

Trustees:

Toni Dorris
Henderson Yarbrough, Sr.
Melvin L. Lightford
Ronald Rivers
Michael Rogers
Isiah Brandon
Viola Mims
Willie Norfleet, Jr.

Village Clerk
Village Manager



Project Name: UP-W Third Mainline Project

Project #: HG-4846

Contract #: K51524

Task #: N/A

Progress Meeting

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
2/10/16	7:00pm	7:45pm	N/A	N/A	Colin Fleming	Metro Strategies

Purpose

Project update and presentation for the UP-W Third Mainline Eastern Section Project at the Village of Maywood's monthly Legal, License and Ordinance Committee meeting.

Location

Village of Maywood
Board Meeting Room
125 South 5th Avenue
Maywood, IL

Next Location

N/A

Attended By

Non-Attendees

Village of Maywood:

Edwenna Perkins, Mayor
Michael Rogers, Trustee
Isiah Brandon, Trustee
Willie Norfleet, Jr., Village Manager
David Myers, Assistant Village Manager
Chief Talley, Police Department
Viola Mims, Village Clerk

Project Team:

Liisa Stark, UP
Claire Anderson, UP
Mike Rowe, Metra
Michael Gillis, Metra
Rick Conrath, Alfred Benesch & Company
Clayton Weaver, T.Y. Lin
Colin Fleming, Metro Strategies

Public:

Approximately 25 members of the public were in attendance.

Discussion Notes

Meeting Call to Order:

The meeting was called to order at approximately 7:00 a.m. Due to a lack of quorum, the meeting was adjourned and the informal presentation portion of the meeting began at approximately 7:15 p.m. The Metra UP-West Third Mainline project update was the first presentation.

Metra UP-West Presentation:

W. Norfleet, Village Manager, introduced L. Stark from Union Pacific Railroad (UP). L. Stark thanked the Village for allowing UP and Metra to provide a project update for the UP-West Third Mainline Project Eastern Section. She handed out a project fact sheet to those in attendance. L. Stark provided a project update using a PowerPoint presentation.

L. Stark provided an overview of the UP-W Line, indicating the number of freight (50+) and commuter trains (60) that utilized the line on a daily basis. She indicated that the high volumes and mix of both freight and commuter trains often leads to delays and congestion on the UP-W line. L. Stark also described the current "curfew" in place during



morning and evening rush hour periods. She indicated that in order to improve congestion and maintain Metra's on-time performance, UP and Metra have been working together on a variety of projects to improve the corridor

L. Stark reviewed the first three improvement phases that UP and Metra have completed on the corridor, including safety and signal improvements. The fourth and final phase of work is the UP-West Third Mainline Project which will add an additional third mainline track from the area referred to Vale Interlocking near River Forest to 25th Avenue in Melrose Park. L.

L. Stark provided more detail regarding the third mainline improvements, referring to the project maps on the presentation slides. She indicated there are currently two gaps on the UP-W line where there are currently only two mainline tracks: 1.8 mile gap from 25th Avenue in Melrose Park to Vale Interlocking in River Forest, which is the focus of this meeting, and 6.1 mile gap in Geneva. L. Stark explained the various benefits of the third mainline track, including reduced gate down times, elimination of freight curfews, and reduced congestion.

L. Stark explained the proposed project timeline. The design team is currently working on final design and the environmental team is working on environmental review in accordance with the National Environmental Policy Act (NEPA). She indicated that construction could be begin in the fourth quarter of 2016 or the first quarter of 2017.

L. Stark thanked the Village and public for allowing UP and Metra to provide a project update. She then offered to answer questions from the public.

Questions from the Public:

There were a total of seven questions from the public. Ms. Stark and Mr. Rick Conrath, Alfred Benesch & Company (engineering design consultant), provided answers.

Question 1: Will the street closures be temporary?

Yes, the street closures will be temporary and will be staggered; all of the streets will not be closed at the same time for construction.

Question 2: What is the anticipated timeframe of the project?

Construction is scheduled to begin in the fourth quarter of 2016 or the first quarter of 2017 and is anticipated to occur for approximately 12 months.

Question 3: How long will the roads be closed?

While the overall project construction will occur over 12 months, the temporary road closures will last for a duration of approximately six weeks for each road. The project team will be working closely with the Village of Maywood on temporary closures and detour routes.

Question 4: Will there be any other infrastructure upgrades like sewers as part of this project?

UP and Metra are communicating with the utilities and will continue to do so through construction. UP and Metra are also working with the Illinois Department of Transportation (IDOT) regarding the improvements at 1st and 5th Avenues to accommodate the third mainline track as those are state-owned roadways. Similarly, UP and Metra are working with the Village regarding improvements at 9th Avenue, a village-owned street. The roadway improvements will comply with IDOT and village design standards such as American with Disability Act (ADA) requirements for sidewalk accommodations.

Question 5: Maywood has recently invested in our roads. How will the detour routes impact our roads and will UP/Metra help repave roads that may be damaged during detours?



Meeting Minutes

UP and Metra are working closely with IDOT and the Village on detour route planning and will continue to do so throughout the design process. Initial detour routes have been identified but further planning and analysis will be conducted. The public will be notified prior to any temporary closings and proper detour signage will be posted. At this time, there is no additional information regarding these routes but UP and Metra will continue to work with the Village.

Question 6: As a driver, how will this project improve traffic flow? After the freight curfew time expires, there seems to be a lot of back-ups at these intersections.

This project will alleviate two critical bottlenecks along the UP-West Line where three mainline tracks currently funnel into two mainline tracks. As the public is aware, this creates back-ups at road/rail crossings. After this project is completed, there will no longer be "freight curfew" times, as rail traffic will be able to utilize the third mainline track resulting in improved train traffic flow. It will also reduce "gate down time" or the length of time crossing gates are down.

Question 7: Will there be a town hall meeting about the temporary street closings?

UP and Metra will work closely with the Village on the temporary closings and detour routes and provide advance notification to the public through various means.

Item	Description	Resp. Party	Status	Entry Date Due Date Compl'd
01.000	Schedule			
02.000	Budget & Scope			
03.000	Submittals			
04.000	Quality			
05.000	Permits / Agreements			
06.000	Environmental			
06.001	C. Fleming to add meeting summary and materials to the Documented Categorical Exclusion for the Eastern Section.	Metro Strategies/C. Fleming	Open	02/17/16 03/1/16 3/10/16
07.000	Operations / Coordination			
08.000	Safety			
09.000	Other Issues & Concerns			
10.000	Design Criteria			
11.000	Data Collection			
12.000	Land Acquisition			

Any comments, additions, or corrections shall be made, in writing, within five (5) business days of the issue date of these minutes. If no comments, additions, or corrections are received within the five (5) business days period, these minutes shall be deemed approved and shall be binding on all parties.

VILLAGE OF MELROSE PARK

**AGENDA & ORDER OF BUSINESS FOR THE PUBLIC HEARING
OF THE PRESIDENT & BOARD OF TRUSTEES**

DATE OF HEARING: FEBRUARY 22, 2016
LOCATION: 1 N. BROADWAY, MELROSE PARK, IL

CALL TO ORDER: Mayor Ronald M. Serpico 5:45 p.m.

PLEDGE OF ALLEGIANCE:

ROLL CALL: TRUSTEES: () ITALIA () PRIGNANO () MOTA
() TACONI () ANGUIANO () ABRUZZO ALSO () CLERK
PAOLANTONIO () ATTORNEY VASSELLI ABSENT _____

PURPOSE:

The purpose of this Public Hearing is the Presentation of Union Pacific West Line (UP-W) Third Mainline Track Project - Eastern Section: UP and Metra Project Update regarding the Construction of the Third Mainline Track on the UP-W Line from UP's Vale Interlocking Facility in River Forest (just East of the Des Plaines River) to 25th Avenue in Melrose Park.

DISCUSSION/PRESENTATIONS:

PUBLIC PARTICIPATION:

ADJOURNMENT:

Project Update



BUILDING AMERICA®

Union Pacific West Line (UP-W) Third Mainline Track Project - Eastern Section

Project Update

Union Pacific Railroad and Metra will provide a brief project update at the Village of Melrose Park's Board Meeting on February 22 regarding the construction of a third mainline track on the UP-W Line from UP's Vale Interlocking Facility in River Forest (just east of the Des Plaines River) to 25th Avenue in Melrose Park.

What:

UP-W Third Mainline Project Update at the Melrose Park Village Board Meeting

Date/Time:

5:45 p.m., Monday, February 22, 2016

Where:

Board Meeting Room - First Floor of the Police Department located at 1 N. Broadway, Melrose Park, IL 60160

For questions, please contact:

Demetrios Skoufis
Metra Community Affairs
DSkoufis@metrarr.com
312-322-6754

www.metrupwest.com

For questions about accessibility or to request accommodations, contact DSkoufis@metrarr.com or call 312-322-6754. Advance notice of at least 72 hours is required.

VILLAGE OF MELROSE PARK

**AGENDA & ORDER OF BUSINESS OF THE
PRESIDENT & BOARD OF TRUSTEES
FOR THE MEETING OF**

DATE: FEBRUARY 22, 2016

CALL TO ORDER: Mayor Ronald M. Serpico 6:00 p.m.

PLEDGE OF ALLEGIANCE:

ROLL CALL: TRUSTEES: () ITALIA () PRIGNANO () MOTA
() TACONI () ANGUIANO () ABRUZZO ALSO () CLERK
PAOLANTONIO () ATTORNEY VASSELLI ABSENT _____

CONSENT AGENDA:

1. MINUTES & OATH OF OFFICE:

- Consideration of the February 8, 2016 President & Board of Trustees Meeting Minutes.

2. BUILDING PERMITS & VILLAGE LICENSES:

3. NEW BUSINESS:

4. LEGISLATION:

- **Ordinance No. 1992** – An Ordinance Amending Chapter 10.12, Vehicle License Tax of the Village of Melrose Park Municipal Code, for the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 1993** – An Ordinance Authorizing and Approving a Contract between the Village of Melrose Park and CREED Consulting, for the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 1994** – An Ordinance Amending Chapter 2.60 of the Village of Melrose Park Municipal Code regarding the Police Department, for the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 1995** – An Ordinance Amending Chapter 2.64 of the Village of Melrose Park Municipal Code regarding the Fire Department, for the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 1996** – An Ordinance Abating a Tax for General Obligation Bonds (Tax Increment Alternate Revenue Source), Series 2001A, of the Village of Melrose Park, County of Cook, State of Illinois.

- **Ordinance No. 1997** – An Ordinance Abating a Tax for General Obligation Bonds (Tax Increment Alternate Revenue Source), Series 2003C, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 1998** – An Ordinance Abating a Tax for General Obligation Tax Increment Bonds (Alternate Revenue Source), Series 2004A, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 1999** – An Ordinance Abating a Tax for General Obligation Refunding Bonds (Tax Increment Alternate Revenue Source), Series 2010A, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2000** – An Ordinance Abating a Tax for General Obligation Refunding Bonds, Series 2011A, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2001** – An Ordinance Abating a Tax for General Obligation Refunding Bonds, Series 2011B, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2002** – An Ordinance Abating a Tax for General Obligation Bonds, Series 2012, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2003** – An Ordinance Abating a Tax for General Obligation Refunding Bonds, Series 2015, of the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2004** – An Ordinance Authorizing and Directing the Sale of Certain Municipally Owned Real Estate Commonly Known as 1114 North Broadway, Melrose Park, Illinois 60160, in the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2005** – An Ordinance Authorizing and Approving a Contract between the Village of Melrose Park and the Indiana Harbor Belt Railroad Company, for the Village of Melrose Park, County of Cook, State of Illinois.
- **Ordinance No. 2006** – An Ordinance Amending Chapter 5.04, of the Village of Melrose Park Municipal Code regarding the Late Payment of License Fees, for the Village of Melrose Park, County of Cook, State of Illinois.
- **Resolution No. 07-16** – A Resolution Extending the Term of Certain Appointed Officers, Employees and Officials, for the Village of Melrose Park, County of Cook, State of Illinois.

5. **COMMUNICATION:**

- Misericordia's Request to hold their Annual Misericordia/Jelly Belly Candy Days Tag Day Fundraising Event on Friday and Saturday, April 29 & 30, 2016.

6. **COMMITTEE OR DEPARTMENT REPORTS:**

OLD OR UNFINISHED BUSINESS:

NEW BUSINESS:

BUILDING PERMITS & VILLAGE LICENSES:

ORDINANCES:

RESOLUTIONS:

PROCLAMATIONS:

COMMUNICATIONS:

COMMITTEE OR DEPARTMENT REPORTS:

PUBLIC PARTICIPATION:

ADJOURNMENT:



Project Name: UP-W Third Mainline Project – Eastern Section**Project #: HG-4846****Contract #: K51524****Task #: N/A****Progress Meeting ##**

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
2/22/16	5:45pm	6:15pm	N/A	N/A	Karyn Romano	Metro Strategies
Purpose					Location	Next Location
Project update presentation for the UP-W Third Mainline Eastern Section project at a public meeting prior to the Village of Melrose Park Board Meeting.					Village of Melrose Park Board Meeting Room 1 N. Broadway Melrose Park, IL	N/A

Attended By**Non-Attendees**Village of Melrose Park:

Village Clerk Mary Ann Paolantonio
Trustee Anthony Abruzzo
Trustee Cathleen Italia
Trustee Arturo Mota
Trustee Mary Ramirez Taconi
Village Attorney James Vasselli
Village Engineer Ed Stoelinga

Project Team:

Adrian Guerrero, UP
Claire Anderson, UP
Demetri Skoufis, Metra
Mike Rowe, Metra
Karyn Romano, Metro Strategies

Public:

Approximately five to eight members of the public were in attendance.

Discussion NotesMetra UP-West Presentation:

D. Skoufis from Metra thanked the Village for hosting this public meeting and allowing UP and Metra to present a project update for the UP-West Third Mainline Project Eastern Section. A project fact sheet was given to those in attendance. D. Skoufis provided the project introduction and summarized other corridor improvements that have occurred along the UP-West Line. D. Skoufis then introduced A. Guerrero from Union Pacific Railroad (UP) to provide more detail about the third mainline project. A. Guerrero proceeded to review with attendees an approximately ten-minute presentation regarding the project.

A. Guerrero discussed the number of freight (50+) and commuter trains (60) that utilized the line on a daily basis. He indicated that the high volumes and mix of both freight and commuter trains often lead to delays and congestion on the UP-W line. He indicated that in order to improve congestion and maintain Metra's on-time performance, a third track will be added at two current choke points along the corridor. This, in addition to the other improvements UP and Metra have already implemented, will improve the flow of traffic on the corridor and reduce conflicts between Metra and freight trains.

A. Guerrero provided detail regarding the third mainline improvements, referring to the project maps on the presentation slides. He indicated there are currently two gaps on the UP-W line where there are currently only two mainline tracks: 1.8-mile gap from 25th Avenue in Melrose Park to Vale Interlocking in River Forest and 6.1-mile gap in Geneva. A. Guerrero explained the various benefits of the third mainline track, including reduced gate down times, elimination of freight curfews, and reduced congestion.

The main focus of the presentation was the plan to add an additional third mainline track from the area referred to Vale Interlocking near River Forest to 25th Avenue in Melrose Park. The work to be done in this section is all within UP's right-of-way. A. Guerrero stressed that no property needs to be acquired.

A. Guerrero explained the proposed project timeline. The design team is currently working on final design and the environmental team is working on environmental review in accordance with the National Environmental Policy Act (NEPA). He indicated that construction could be beginning in the fourth quarter of 2016 or the first quarter of 2017.

Questions from the Public:

The presenting team was asked about the project schedule. The hope is to have construction begin in late 2016 with the project taking about 6 months to complete.

Another question asked was about closed crossings and how long they would be closed. C. Anderson of UP responded that only one crossing would be closed at a time. Closures will occur for between six to eight weeks. The Village will receive a schedule of the closures well in advance and emergency responders will be notified as well with close coordination occurring.

Item	Description	Resp. Party	Status	Entry Date Due Date Compl'd
01.000	Schedule			
02.000	Budget & Scope			
03.000	Submittals			
04.000	Quality			
05.000	Permits / Agreements			
06.000	Environmental			
06.001	C. Fleming to add meeting summary and materials to the Documented Categorical Exclusion for the Eastern Section.	Metro Strategies/C. Fleming	Open	02/25/16 04/25/16
07.000	Operations / Coordination			
08.000	Safety			
09.000	Other Issues & Concerns			
10.000	Design Criteria			
11.000	Data Collection			
12.000	Land Acquisition			

Any comments, additions, or corrections shall be made, in writing, within five (5) business days of the issue date of these minutes. If no comments, additions, or corrections are received within the five (5) business days period, these minutes shall be deemed approved and shall be binding on all parties.