

# STAKEHOLDER INVOLVEMENT PLAN

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## 95<sup>th</sup> Street at Union Pacific Railroad (UPRR)

### Grade Separation Study



Version 2.0: November 2025

**VERSION HISTORY**

<b>VERSION</b>	<b>AUTHOR</b>	<b>DATE</b>	<b>CHANGES</b>
1.0 (Original)	CDOT/ Parsons Transportation Group	11/13/18	N/A
2.0	CDOT/ Parsons Transportation Group	11/26/25	Updated Section 5-1 to remove initial Public Meeting and add additional discussion on CAG meetings. Updated Table 5-1 to reflect current schedule and past activities. Updated Section 5.5 to reflect dates of CAG meetings held. Updated Section 6.2 for verb tense when noting past activities and modified the planned number of public meetings from 2 to 1. Updated Section 6.3.3 for verb tense when noting past activities and added project website address. Updated Appendix A (List of Stakeholders) and Appendix B (List of Project Study Group) to reflect known changes.

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# 1.0 Introduction

## 1.1 PROJECT BACKGROUND

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The purpose of the 95<sup>th</sup> Street Grade Separation at Union Pacific Railroad (UPRR) railway tracks near Eggleston Avenue is to reduce roadway congestion and improve safety at the at-grade crossing. This project will consider eliminating the at-grade crossing of 95<sup>th</sup> Street by two UPRR railway tracks. Amtrak also operates on these tracks. This will be accomplished by creating either an overpass or underpass for vehicles using 95<sup>th</sup> Street at this location.

The existing UPRR at-grade crossing creates delays at 95<sup>th</sup> Street and interruptions to traffic thus increasing the potential for conflicts between automobile and freight traffic. The Chicago Department of Transportation (CDOT) recognizes improvements to the existing infrastructure are required to address these issues to help improve traffic flow and improve safety.

Grade Separation benefits:

- Reduce roadway congestion and improve safety at this location.
- Increase safety and movement of 24 freight trains and 2 Amtrak trains daily at this location.
- Eliminate delay to the 24,000 vehicles, 2,800 trucks, and more than 700 CTA and Pace buses (95W, 108, 112, 352, 359, and 381) that pass through the crossing each day.
- Eliminate the potential for collisions between vehicles and trains.
- Eliminate access issues related to emergency vehicles. This crossing is designated a City of Chicago “911 Critical Crossing.” This is a critical location for emergency services to access communities that have a high frequency of train movements or delays.
- Improve the Chicago – Washington Heights and Roseland Community areas.

The Phase I Study of the 95<sup>th</sup> Street crossing at the UPRR (CREATE Project GS21a) is one of the many projects identified in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a historic public-private partnership between the nation’s freight railroads, Amtrak, Metra, Federal, state, and local governments to improve the efficiency of rail and roadway infrastructure. It will be conducted to provide for the necessary design services (analysis/investigations, preliminary engineering, etc.) and reports to obtain design approval from the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Illinois Department of Transportation (IDOT), CDOT and affected railroads, and to provide CDOT with an estimate of probable cost.

## Project Location Area



## Existing Conditions



## 1.2 REGULATORY REQUIREMENTS

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The process for this project will meet state and Federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), National Historic Preservation Act, and Fixing America's Surface Transportation Act, or "FAST Act" and follow the principles of the Context Sensitive Solutions (CSS).

### 1.2.1 NATIONAL ENVIRONMENTAL POLICY ACT

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The project team is tasked with preparing the environmental documentation for 95<sup>th</sup> Street and UPRR Crossing Project (GS21a) in accordance with NEPA. CDOT and IDOT anticipate preparation of a Categorical Exclusion (CE) for the 95<sup>th</sup> Street and UPRR Crossing project to satisfy NEPA. The FHWA is the Federal Agency responsible for final approval of the environmental document because the project involves improvements or changes to the roadway. This study and the supporting environmental documents will be governed by the NEPA and state regulatory requirements. Opportunities for the public to provide input will be provided at key NEPA decision points: Purpose and Need, Alternatives to be Carried Forward, and Preferred Alternative.

The NEPA process requires Federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The environmental document will assess the social, economic and environmental impact of the proposed project as part of the NEPA and transportation decision-making process. NEPA also encourages early and frequent coordination with the public and resource agencies throughout the project development process. Environmental factors such as socio-economic, agricultural, cultural, air quality, noise, natural resources, water resources and aquatic habitats, groundwater, floodplains wetlands, special waste, special lands, Section 4(f), permits/certifications required, and other issues will be assessed. Public comments that are received during all phases of the project are considered in the environmental document.

### 1.2.2 NATIONAL HISTORIC PRESERVATION ACT

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Section 106 of the National Historic Preservation Act requires Federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historical properties, commencing at the early stages of project planning. The goal of consultation is 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.

This Phase I Federally funded project is deemed a Federal undertaking and must comply with Section 106. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements. Section 3.0 provides more information on the Section 106 coordination activities.

### 1.2.3 CONTEXT SENSITIVE SOLUTIONS (CSS)

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This project is being developed using the principles of CSS consistent with Bureau of Local Roads and Streets (BLRS) Manual (Section 21-7) and IDOT Bureau of Design and Environment (BDE) Manual (Section 19-5).

*"CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." Through frequent communication with stakeholders, and a flexible approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass."*

The CSS approach will provide stakeholders with the tools and information required to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs), and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, in addition to improving the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process. Additional public outreach will be conducted for this project to be consistent with other CREATE grade separation CE projects currently being led CDOT. This will include a Community Advisory Group as later discussed in Section 4.2.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Strike a balance between cost, safety, mobility, community needs, and the environment.
- Involve stakeholders in the decision-making process early and continuously, throughout the development of the project.
- Address all appropriate modes of transportation in the plan and design of the project, including mass transit, pedestrians and bicyclists.
- Use all appropriate disciplines to help plan for and design the project.
- Apply the flexibility inherent in the design standards to fit the project into its surroundings. Incorporate aesthetics as part of basic "good design."

A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. This SIP was developed using the principals of CSS within the context of the NEPA process.

## 2.0 Goals and Objectives

The purpose of the SIP is to provide a guide for implementing a stakeholder involvement plan for the 95<sup>th</sup> Street at UPRR Grade Separation project. This SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

### 2.1 STAKEHOLDER INVOLVEMENT PLAN GOALS

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The Stakeholder Involvement Plan will:

- Identify stakeholders.
- Identify the Project Study Group (PSG).
- Identify the Community Advisory Group (CAG).
- Establish the timing and type of involvement with all stakeholders.
- Establish stakeholder requirements for providing timely input to the project study process.
- The goal of the SIP is to actively seek participation of groups (communities, agencies, etc.) and to build consensus on the project.

Involving the public in the project development process will help address community concerns and help the project proceed smoothly. The SIP will be updated and revised as needed throughout the process.

## 2.2 STAKEHOLDER IDENTIFICATION PROCESS

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It is important that all parties affected by the project and have a stake in the outcome are identified through this process. Stakeholders will be identified through databases and input from local community leaders. Stakeholders may include, but not be limited to, the following:

- Residents
- Business owners
- Community representatives
- Churches and schools within the area
- Neighborhood groups
- Elected officials
- Railroads
- Government and transportation agencies
- Utilities
- Emergency services
- Bicycle groups
- Special interest groups
- Others outside the study area with an interest in the project

Early coordination will occur with local officials to help identify stakeholders to the project. A search of prior stakeholder lists for projects in the area will also be used. It is anticipated the list of stakeholders will grow throughout the process.

The list of project stakeholders can be found in Appendix A.

## 2.3 STAKEHOLDER INVOLVEMENT GROUND RULES

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The PSG will establish ground rules under which the SIP will operate. They will be the basis for respectful interaction of all parties.

These rules include the following:

- Stakeholder input will be duly considered to yield the best solutions to problems identified by the process.
- Participant input in the process is valued and will be considered.
- All participants must keep an open mind and participate openly and honestly.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process was fair.
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- The role of the stakeholders is to advise the Project Study Group. A consensus of stakeholder concurrence on project choices is sought, but the final project decisions will be made by CDOT.
- CDOT decisions must be arrived at in a clear and transparent manner and stakeholders should agree their input has been duly considered.
- Members of the media are welcome at all stakeholder meetings; however, they must remain in the role of observers, not participants in the process.

## 3.0 Joint Lead Agencies/Section 106 Consulting Parties

CDOT will act as the non-Federal lead agency for the 95<sup>th</sup> Street at UPRR Grade Separation Study in cooperation with IDOT, FRA, and FHWA. CDOT will be responsible for making final recommendations and decisions in coordination with the FHWA and FRA.

FHWA is responsible for involving consulting parties in findings and determinations made during the Section 106 process. The Section 106 regulations identify the following parties as having a consultative role in the Section 106 process:

- State Historic Preservation Officer
- Indian Tribes and Native Hawaiian Organizations
- Representatives of local governments
- Applicants for Federal assistance, permits, licenses and other approvals
- Individuals with organizations with a demonstrated interest in the undertaking

If necessary, FHWA will work with CDOT and the Illinois State Historic Preservation Office (SHPO) to identify potential Section 106 consulting parties. Consulting parties may provide input on key decision points in the Section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

IDOT and FHWA will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

## 4.0 Stakeholder Group Organization

### 4.1 PROJECT STUDY GROUP (PSG)

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The PSG is a working group consisting of a multidisciplinary team of representatives from CDOT, IDOT, FHWA, FRA and the project consultant team (Parsons Transportation Group and sub-consultants). This is a CREATE Program and CREATE representatives will be part of the PSG and will assist in sharing information with CREATE partners. The PSG will also work closely with the UPRR regarding the crossing of their railroad. This group is tasked with determining the ultimate project recommendations and decisions on this project. The PSG has primary responsibility of the project development process. This group will meet regularly as the project progresses to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for making sure they are in compliance with the SIP.

A list of the PSG members can be found in Appendix B

### 4.2 COMMUNITY ADVISORY GROUP (CAG)

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To assist in the development of the environmental and engineering studies for the 95<sup>th</sup> Street at UPRR Grade Separation Study, CDOT has proposed the establishment of a Community Advisory Group (CAG). The CAG group consists of community leaders that are directly affected by the study and have authority to enter into intergovernmental agreements, as well as any member of the community that has interest in the project. The CAG will represent the views of the communities and county within the project area. The responsibilities of this group include providing input to the study process and reaching a consensus at key project milestones.

The meeting program will be designed to encourage timely and meaningful opportunities for input, and to encourage information sharing and collaboration between the CAG and the PSG.

Any community outside the study area that shows interest in the project, that is not part of the CAG, will be added to the stakeholder list, ensuring they will receive meeting invitations, and project updates. The project team will also be available to meet with organizations on a one-on-one basis throughout the project. A list of the CAG members can be found in Appendix C.

### **4.3 DISPUTE RESOLUTION**

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CDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus on disagreements.

CDOT is committed to building stakeholder consensus for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, CDOT may proceed to the next step of project development without achieving consensus. In the case of an unresolved dispute between the agencies, CDOT will notify stakeholders of their decision and proposed course of action. CDOT maintains the final word.

CDOT is the agency responsible for the safety and integrity of the study. As such, there will be considerations that cannot be compromised. For each project there will be many different stakeholders, such as local elected officials, other agencies, special interest groups, property owners, business owners, and the general public; each will have differing views and interests. Although conflict resolution is a tool to resolve these differences, CDOT is held ultimately responsible and, therefore, makes the final decision. For deliverables specified in the cooperative agreement, final decision will be made by CDOT, in coordination with the FRA and FHWA.

### **4.4 IMPLEMENTATION**

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Public involvement in the planning process begins as soon as the study starts and continues well after the ending date of a study contract. The SIP serves as a guide for public involvement in Phase I of this study but includes strategies that can be used throughout all phases, including construction. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience that each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes the expected actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation and coordination of the SIP.

## **5.0 Tentative Schedule of Project Development/Stakeholder Involvement**

This section describes the general project development process, project activities, and associated stakeholder involvement activities.

### **5.1 STAKEHOLDER IDENTIFICATION, DEVELOPMENT OF SIP, PROJECT INITIATION**

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This stage of the project development process begins with various agency notifications, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Develop and circulate the draft SIP.
- Assemble and organize the internal PSG and identify participants for the external project working group referred to as the CAG.
- Identify project cooperating agencies.
- Organize and hold initial meetings with agency stakeholders and CAG.

- Hold three CAG meetings to display existing conditions, explain CSS process, identify issues and concerns, discuss project alternatives and the Preferred Alternative.

## **5.2 PROJECT PURPOSE AND NEED DEVELOPMENT**

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This stage of the project consists of the identification of transportation problems in the study area. This information will be used as the basis for the development of the project Purpose and Need Statement. Activities in this stage include:

- Analysis of existing and future transportation performance; opportunities for stakeholder input will be provided to ensure that findings represent both technical analysis findings as well as stakeholder perspectives.
- Develop Section 106 Area of Potential Effect and coordinate with Section 106 consulting parties.
- Development of the project Purpose and Need Statement. Opportunities for stakeholder and public review will be provided prior to FHWA approval of the Purpose and Need Statement through the NEPA process.

## **5.3 IDENTIFICATION OF PREFERRED ALTERNATIVE**

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A range of project alternatives will be considered to address the project's Purpose and Need. These alternatives will be coordinated with the CAG and evaluated to identify potential impacts, costs, and any other issues. This milestone will conclude with identification of the Preferred Alternative. Steps in this process include the following:

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Identify historic properties within the project's Area of Potential Effect and coordinate with Section 106 consulting parties.
- Organize and hold CAG meeting to discuss and identify initial alternatives.
- Achieve stakeholder consensus on the range of alternatives.
- The number of alternatives will be reduced as the project progresses.
- Evaluation of the initial alternatives.
- Organize and hold additional CAG meetings to discuss alternatives that meet Purpose and Need.
- Identification of the Preferred Alternative.
- Agency update on the Preferred Alternative.
- Organize and hold a public meeting to present and solicit input on the project's Purpose and Need, Range of Alternatives identified, and the Preferred Alternative, and present the next steps of the study.

## **5.4 PROJECT TENTATIVE SCHEDULE & STAKEHOLDER INVOLVEMENT ACTIVITIES**

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The Project Development Schedule and Stakeholder Involvement Activities are shown in Table 5-1.

**Table 5-1: Project Development Schedule and Stakeholder Involvement**

DATE	ACTIVITY
January – April 2019	<ul style="list-style-type: none"> <li>• Stakeholder identification</li> <li>• Development of the Stakeholder Identification Plan</li> <li>• Develop project Purpose and Need</li> <li>• CAG #1 (April 2019)</li> </ul>
May 2019 – July 2020	<ul style="list-style-type: none"> <li>• Develop range of alternatives</li> <li>• Identify historic properties within the project’s Area of Potential Effect</li> <li>• CAG #2 (June 2019)</li> <li>• Evaluate initial alternatives</li> <li>• Preliminary identification of Preferred Alternative</li> <li>• CAG #3 (July 2020)</li> </ul>
August 2020 – September 2021	<ul style="list-style-type: none"> <li>• Preferred Alternative Refinement and Documentation</li> <li>• CAG #4 (September 2021)</li> </ul>
October 2021 – Summer 2026	<ul style="list-style-type: none"> <li>• Additional stakeholder meetings. Last stakeholder meeting was held 1/16/23</li> <li>• Public Meeting (target January 2026)</li> <li>• Project Development Report</li> <li>• NEPA Documentation</li> </ul>

## 5.5 SCHEDULE OF COMMUNITY ADVISORY GROUP MEETINGS

- CAG #1 – Initial Meeting – Grade Separation Project Overview, Preliminary Purpose and Need, CAG input and comments. This meeting was held on April 16, 2019.
- CAG #2 – Introduction of Grade Separation Alternatives, CAG input and comments. This meeting was held June 27, 2019.
- CAG #3 – Discuss Range of Grade Separation Alternatives, Preliminary Preferred Alternative, CAG input and comments. This meeting was held July 28, 2020.
- CAG #4 – Additional detail on the Preferred Alternative, CAG comments and input. This meeting was held September 27, 2021.

## 6.0 Public Involvement Plan

The following public involvement activities are proposed for the 95<sup>th</sup> Street at UPRR Grade Separation Study. Unless otherwise noted, the PSG is the responsible party for activities and coordination, and all activities will be approved by CDOT before proceeding.

### 6.1 STAKEHOLDER ACTIVITIES

There are two key groups of stakeholders identified in this study: those with decision-making capabilities related to implementing transportation investments; and those with public standing who speak for the general public and can influence a broader spectrum of public opinion. These representatives, divided into two groups, include:

- Local, regional, state, Federal elected/appointed officials, and agency representatives with jurisdiction over the transportation planning process that are associated with environmental, historical, cultural, and economic resources.

- Area businesses, professional associations, and local, regional community, civic and environmental organizations.

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## **6.2 PUBLIC INFORMATION MEETINGS**

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Public outreach and stakeholder involvement are essential parts of the 95<sup>th</sup> Street at UPRR Grade Separation Study and will be ongoing throughout the process. This section summarizes the methods for stakeholders to be involved. These outreach methods will be used by the project team to keep the public informed of the project study and solicit input from stakeholders.

### **6.2.1 AGENCY COORDINATION**

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The preparation of environmental analysis requires compliance with many local, state and Federal rules, regulations, and laws. To ensure compliance, coordination with resource agencies will occur periodically throughout the study process. As the project progresses, meetings will be held with individual resource agencies to discuss environmental findings and compliance with local, state, and Federal requirements. This coordination is typically completed by IDOT through their Environmental Survey Request process.

### **6.2.2 ELECTED OFFICIALS BRIEFINGS**

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Briefings were conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings were held at major milestones in the project or as requested. Appropriate project summary materials were prepared for distribution at these meetings.

### **6.2.3 STAKEHOLDER AND COMMUNITY ADVISORY GROUP MEETINGS**

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Stakeholder and CAG meetings were held with identified and agreed upon representatives from the project area communities, organizations, and businesses. At these meetings, the project team introduced the project, discussed potential issues, and solicited input from potential stakeholders that have an interest in the project.

### **6.2.4 PUBLIC MEETING**

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One public meeting in the form of an open house will be held during the planning process. The meeting will encourage public attendance and raise public awareness of the project and the alternatives being evaluated. The meeting will be held at a location in the project study area that is convenient and accessible to the public, possibly at a local church or high school. The meeting will provide a forum for general public input, including concerns and comments regarding the project. Meeting attendees will have the opportunity to discuss the project with team members, view project displays, and submit written and verbal comments. The meetings will be advertised through postcard notifications, media releases, and the project website.

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## **6.3 COMMUNICATION TOOLS**

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Various communication tools will be used throughout the 95<sup>th</sup> Street at UPRR Grade Separation Study to engage project stakeholders and the local community. Communication tools will include a project website, a project brochure, and media outreach. Public meetings will be advertised through postcard notifications, media releases, and the project website.

### **6.3.1 PROJECT IDENTITY**

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A project identity, including a logo and presentation template, will be developed to provide a consistent image for the project. The project identity will be used on all stakeholder involvement materials.

### **6.3.2 PROJECT BROCHURE**

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A project brochure will be designed including an overview of the study and its alternatives and benefits of each.

### **6.3.3 PROJECT WEBSITE**

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A project website was developed and will be maintained throughout the project. The website supports broader outreach and provides access to project information. It will serve as a comprehensive information resource for the project. Project and meeting materials are and will be available on the website, including public meeting announcements and a place to provide public comment. Updates will be made as the study progresses at key project milestones.

The project website is in addition to the CREATE Program website, [www.createprogram.org](http://www.createprogram.org). There is a link between the CREATE Program website and the 95<sup>th</sup> Street at UPRR website ([95thuprr.com](http://95thuprr.com)).

### **6.3.4 MEDIA STRATEGIES**

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Information about the project, particularly the public meetings, will be distributed to local media in the form of press releases and media alerts through the CDOT Public Information Officer.

### **6.3.5 PUBLIC COMMENT DATABASE**

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A comment summary database will be developed to record comments received from the public. Comments may be obtained through the website, email, and comment forms from the public meetings. It is important to address public comments so that the public understands that its concerns and opinions are being heard. Responses will be handled by the PSG and CDOT as directed. Comment summaries will be used to incorporate public comments into the planning process.

### **6.3.6 MAILING LIST**

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A mailing list will be developed that will include such recipients as landowners; Federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. The mailing list will include government and business leaders and addresses in the immediate area. This list will be updated throughout the project through various means of communication, such as sign-in sheets and the project website.

### **6.3.7 REVIEW AND UPDATE OF STAKEHOLDER INVOLVEMENT PLAN**

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The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary.

## **7.0 Availability of the Stakeholder Involvement Plan and Updates**

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. The PSG will make the SIP available to stakeholders for review at public meetings and on the project website.

## **Appendices**

**Appendix A - List of Stakeholders**

**Appendix B - List of Project Study Group**

**Appendix C - List of Community Advisory Group**

## Appendix A – List of Stakeholders

Agency	Contact/Title	Phone	Email and Mailing Address
Chicago Department of Transportation (CDOT)	Soliman Khudeira Section Chief – Major Projects	312-744-9605	<a href="mailto:soliman.khudeira@cityofchicago.org">soliman.khudeira@cityofchicago.org</a> 30 N. LaSalle Street Suite 400 Chicago, IL 60602
Chicago Department of Transportation (CDOT)	Jeffrey Sriver CREATE Program Manager	312-744-7080	<a href="mailto:jeffrey.sriver@cityofchicago.org">jeffrey.sriver@cityofchicago.org</a> 30 N. LaSalle Street Suite 500 Chicago, IL 60602
Illinois Department of Transportation (IDOT) District 1	Charles Riddle Local Roads	847-705-4200	<a href="mailto:Charles.Riddle@illinois.gov">Charles.Riddle@illinois.gov</a> 201 West Center Court Schaumburg, IL 60196-1096
Illinois Department of Transportation (IDOT) OIPI	Carrie Cooper Deputy Director of Rail	312-793-4222 (o) 312-590-7334 (c)	<a href="mailto:Carrie.Cooper@illinois.gov">Carrie.Cooper@illinois.gov</a> 69 W. Washington Street, Suite 2100 Chicago, IL 60602
Illinois Department of Transportation (IDOT) OIPI	Joanne Fehn Bureau Chief Freight Rail Management	312-793-2332 (o) 312-848-5903 (c)	<a href="mailto:Joanne.Fehn@illinois.gov">Joanne.Fehn@illinois.gov</a> 69 W. Washington Street, Suite 2100 Chicago, IL 60602
Illinois Department of Transportation (IDOT) OIPI	Velicia Goode-Moore, P.E. Section Chief Freight Rail	312-793-1472	<a href="mailto:Velicia.Goode@illinois.gov">Velicia.Goode@illinois.gov</a> 69 W. Washington Street, Suite 2100 Chicago, IL 60602
Union Pacific Railroad (UPRR)	Martin Kreifels		<a href="mailto:mwkreife@up.com">mwkreife@up.com</a>
Federal Highway Administration	CREATE Program Manager	312-886-1604	200 W Adams St, Suite 330 Chicago, IL 60606
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Chicago Department of Water Management	Sid Osakada		1000 E. Ohio Street Office 307 Chicago, IL 60611
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Active Transportation Alliance	Maggie Czerwinski Director of Community Building and Leadership	312-216-0475	<a href="mailto:maggie@activetrans.org">maggie@activetrans.org</a> 35 East Wacker Drive, Suite 1782 Chicago, IL 60601
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## Appendix B – Project Study Group Members

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## Appendix C – Community Advisory Group

*This is a historical document to list the Community Advisory Group members for meetings held through September 27, 2021.*

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PACE	Rocky Donahue Executive Director		<a href="mailto:R.Donahue@pacebus.com">R.Donahue@pacebus.com</a> 550 W. Algonquin Road Arlington Heights, IL 60005
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Rudyard Kipling Elementary School	Dedria Jackson Principal	773-535-3151	<a href="mailto:drjackson@cps.edu">drjackson@cps.edu</a> 9351 S. Lowe Avenue Chicago, IL 60620
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Be Whole Christian Center	Pastor Benton Hill and Prophetess Damita Hill, Senior Pastor		<a href="mailto:prophetessdhill@gmail.com">prophetessdhill@gmail.com</a> 502 W. 95 <sup>th</sup> Street Chicago, IL 60628
St. Matthew Gordon AME Zion Church		773-224-4350	9448 S. Eggleston Avenue Chicago, IL 60620
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South Point Senior Living (Nursing & Rehab Center)	Quintin Grimes	773-298-1177, Ext 235	1010 W. 95 <sup>th</sup> Street Chicago, IL 60643
Ivy Park Homes	Trent Jones Vice President	773-928-1650 773-264-3005	<a href="mailto:trent@mlcproperties.com">trent@mlcproperties.com</a> 9117 S. Stewart Avenue Chicago, IL 60620
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