



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
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January 27, 2026

Carol Wallace
Illinois Department of Natural Resources
Illinois State Historic Preservation Office
Attn: Review & Compliance/Old State Capitol
1 Natural Resources Way
Springfield, IL 62702

Bill Marzella
Advisory Council on Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001

RE: Federal Transit Administration, Region 5, Annual Programmatic Agreement Reporting As Required By Stipulation VII.B of the *PROGRAMMATIC AGREEMENT AMONG THE FEDERAL TRANSIT ADMINISTRATION REGION V & VII, ILLINOIS STATE HISTORIC PRESERVATION OFFICER AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION FOR THE ADMINISTRATION OF SECTION 106 FOR CERTAIN ACTIVITIES OF THE FEDERAL TRANSIT PROGRAM IN THE STATE OF ILLINOIS.*

Greetings, Signatories.

The Federal Transit Administration (FTA) Region 5 is submitting the annual Programmatic Agreement (PA) report to Signatories which summarizes undertakings which were applicable for use of Appendix A (Covered Activities), carried out between October 1, 2024, and September 30, 2025 (federal fiscal year). Appendix A was utilized a total of five (5) times between October 1, 2024, and September 30, 2025, on the following projects:

- Chicago Transit Authority (CTA) 103rd Garage Charging Infrastructure, 1702 E. 103rd Street, Chicago IL. Lat/Long: 41.709568, -87.582566
- CTA Halsted and 79th Street Bus Turnaround Project. W 79th St, between S Halsted St and S Emerald Ave, Cook County, Chicago, IL. Lat/Long: 41.750009, -87.643390

- CTA Bus Priority Zone Street Treatments. Forty-four (44) Locations Throughout the City of Chicago, Cook County, IL
- Madison County MTD, Alton Driver Relief Facility Project at Alton Transit Station Project. 601 Belle Street, Alton, Illinois 62002
- Bi-State Metro Transit on behalf of Saint Clair County Transit (SCCT). Thirty-nine (39) Locations Throughout St. Clair County, IL

No new historic properties were present or identified.

Standard Section 106 Consultative Efforts & Results for Projects Not Eligible For the Use of Appendix A

The annual report also includes the presentation of a list of historic properties discovered in the standard Section 106 review process with a summary of the location, a brief description of the property, and any consultation outcomes. Again, these are projects that were identified as not being applicable for utilization of Appendix A and were subject to standard Section 106 consultation. A list of twenty (20) projects is attached in an excel spreadsheet with corresponding data.

If you have questions or comments related to the report, please contact Dan DiGiuseppe of the FTA Regional Office at the address above, by telephone at 312-705-1286 or by email at Daniell.digiuseppe@dot.gov. We look forward to an annual meeting after the circulation of this Annual Report.

Sincerely,

Anthony W. Greep
Director, Office of Planning and Program Development
Federal Transit Administration, Region 5

cc: Anshu Singh, FTA Region 5
Gerri Doyle, FTA Region 7

Attachment: PA Annual Report & Excel Sheet Summary of Consultative Efforts



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January 28, 2026

Illinois Programmatic Agreement Annual Report for Fiscal Year Oct 2024-Sept 2025

Appendix A was utilized a total of five (5) times between October 1, 2024, and September 30, 2025, on the following projects:

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Project Summaries - All Utilized Appendix A, No SHPO Consultation Conducted

Project 1

Chicago Transit Authority (CTA) 103rd Garage Charging Infrastructure, 1702 E. 103rd St, Chicago, Cook County, IL. GPS Lat/Long: 41.709568, -87.582566

Proposed SOW

An existing storage facility planned to be refurbished to accommodate two (2) slow chargers supporting six (6) pantographs. To accommodate power and equipment scalability, the project includes provisions for an expansion to the existing structure to provide a new electrical room for the Battery Electric Bus (BEB) dedicated service including the installation of a concrete duct bank(s) from the right-of-way (ROW) to the new electrical room for the ComEd feeds. Duct bank(s) will be sized to accommodate the full upgrades if CTA elects to go with a full BEB fleet at the garages.

Installation of new switchgear, branch circuit breakers, and disconnect switches for new chargers in the new electrical room. Installation of alternating current (AC) cabling and conduit from the ComEd transformer to the switchgear. Switchgear to be connected to the Supervisory Control and Data Acquisition (SCADA) system with new cabinet and equipment tied to the existing system. Installation of conduits and cabling for AC power from the switchgear to the charging cabinets.

Provide a dedicated space within the electrical room expansion for a communications room and system upgrades to provide garage-wide communications and monitoring.

New charging cabinets will be installed within the former trash compactor room within the 103rd Garage which will require removal of the existing equipment, cleaning/painting, addition of a second door, heating-ventilating-air-conditioning (HVAC) systems, fire alarm upgrades, and other miscellaneous improvements for conversion to an electrical room. All charger cabinets will require wired or wireless communications with integration to the power demand meter system.

Inverted pantographs on structural steel frames will be installed in all four (4) fueling lanes. Cabling from the cabinets to the pantographs will be run through the existing trash tunnel to avoid additional weight on the overhead structure.

Slow charging dispensers will be installed in twenty-two (22) lanes with the preferred methodology still open. Each dispenser will have a charging control module, electric cable reel, and disconnect system.

Emergency shut off devices will be located throughout the storage area with high visibility signage.

Installation of a kiosk, whether inside or outside the garage, will provide protection and connection to a computer console tied to the BEB monitoring system and will assist with parking and lane sorting.

Upgraded maintenance areas to accommodate the different inspection and repair needs associated with BEB.

Commissioning of the system including confirmation of the bus interface with the pantograph, controls, and safety.

No work will take place outside of CTA ROW.

An FTA Secretary of the Interior (SOI) Qualified Architectural Historian has reviewed the property and area of potential effects (APE) and determined that given the information provided, there are no properties within the APE that are over forty-five (45) years of age, listed or eligible to be listed, on the National Register of Historic Places (NRHP). There are no historic properties

present. An FTA SOI-qualified archaeologist has reviewed the provided project scope and determined that all work will occur within previously disturbed CTA ROW. After reviewing the project scope as well as current and historic aerials and soil maps, it has been confirmed that all ground-disturbing actions will occur entirely within areas of previously disturbed ground as defined by Stipulation II.B the PA (Disturbed Soils).

The FTA has determined that the proposed undertaking meets the requirements in Stipulation III, Appendix A, Covered Activity D.1: Minor alterations or additions to existing transit-related maintenance, storage, and office facilities that are less than forty-five (45) years old. Therefore, no further review or consultation with SHPO is required.

Project 2

CTA Halsted and 79th Street Bus Turnaround Project. W. 79th St, between S. Halsted St. and S. Emerald Ave, Cook County, Chicago, IL. GPS: Lat/Long: 41.750009, -87.643390

Proposed SOW

Currently, the site lacks curb ramps, making it impossible for individuals in wheelchairs to access the bus island. The Project will introduce comprehensive accessibility improvements to provide a continuous accessible path from the existing sidewalk to the island platform. These upgrades will include American with Disabilities Act (ADA)-compliant ramps at the platform and curb ramps at the bus driveway. Additional features include a push button with audio announcements for upcoming buses and Red Line trains, a tactile path for those with low vision, a touch screen or light-emitting diode (LED) display with upcoming bus arrivals, braille and tactile signage, and a push button for assistance from the Control Center. The existing shelter structure will remain intact, with the new features seamlessly integrated into the shelter and island design. Together, these improvements will make the facility more accessible and user-friendly for pedestrians, seniors, and people with disabilities.

The current structures at the terminal were built after 1980, supporting its role in connecting bus routes and accommodating modern transit needs. While the Project includes upgrades and replacements, the materials and design aim to be consistent with the existing character of the site where feasible. The planned improvements are minor in scale and focus on functionality, safety, and accessibility enhancements.

The current structures at the 79th Street and Halsted Bus Terminal were constructed after 1980, making them forty-six (46) years of age or younger. An FTA SOI Qualified Architectural Historian has reviewed the property and APE and determined that given the information provided, there are no properties within the APE that are over fifty (50) years of age, listed or eligible to be listed, on the NRHP. There are no historic properties present. While the project includes upgrades and replacements, the materials and design aim to be consistent with the existing character of the site

where feasible. The planned improvements are minor in scale and focus on functionality, safety, and accessibility enhancements. These updates align with the requirements of the PA, ensuring the scope remains appropriate for projects of this nature.

An FTA SOI-qualified archaeologist has reviewed the provided project scope for the project. It is the professional opinion that the project area consists entirely of Disturbed Soils, as defined in the PA. Based on aerial imagery, the project area appears to have been impacted by prior construction associated with the existing terminal and bus turnaround area (pavement) that has been present since at least 1970. Additionally, as-built plans from 1986 indicate the approximate location of existing utilities slated for improvement. The project sponsor has stated the depth of these existing utilities at ten (10)' below grade, with expected ground disturbance not to exceed this depth. Based on this information, these prior ground-disturbing activities extend beyond the depth where cultural materials are likely to be present. As a result, such soils are not likely to possess intact and distinct soil horizons and have minimal potential of possessing archaeological artifacts and features within their original depositional contexts that may be eligible for listing on the NRHP. Additionally, there does not appear to be reasonable potential to expect human remains may be present.

The FTA has determined that the proposed undertaking meets the requirements in Stipulation III of the PA, Appendix A, Covered Activities: A.5, B.1 through 5, C. 1 & 2, and D.1 & 2

Project 3

CTA Bus Priority Zone Street Treatments. Forty-four (44) Locations Throughout the City of Chicago

Proposed SOW

The CTA proposes to improve bus performance and safety by targeting specific road locations owned by the Chicago Department of Transportation (CDOT). Targeted road areas will be treated by a variety of treatments that will help buses travel faster throughout the CTA bus network. As part of the Bus Priority Zone (BPZ) program, CTA is proposing several key BPZ infrastructure treatments along eight (8) corridors at “*bus slow zone*” locations across the City of Chicago, Illinois (Project). BPZ intersection treatments will be developed at locations on the following eight (8) corridors:

- *North/South BPZ Corridors*
 - Pulaski Road (4000 W) – Route #53
 - Western Avenue (2400 W) – Routes #49, #49B, and #X49
 - Ashland Avenue (1600 W) – Routes #9 and #X9
 - Halsted Street (800 W) – Route #8

- *East/West BPZ Corridors*
 - 79th Street (7900 S) – Route #77
 - 63rd Street (6300 S) – Route #63
 - “Chicago Plus,” including Chicago Avenue (800 N) – Route #66
 - Belmont Avenue (3200 N) – Route #77

BPZ Corridors and Treatment Locations

Bus Route	Improvement ID	Locations
#79 - 79 th	1	Ashland Avenue
	2	Stony Island Avenue
#63 - 63 rd	3	Pulaski Road
	4	Kedzie Avenue
	5	Western Avenue
	6	Ashland Avenue
	7	Wentworth Avenue and Yale Avenue
	8	State Street
	9	Martin Luther King Drive
	10	Cottage Grove Avenue
#66 - Chicago	11	Michigan Avenue
	12	Fairbanks Court
	13	Ohio Street
#77 - Belmont	14	Central Avenue
	15	Milwaukee Avenue to Pulaski Road
	16	Kimball Avenue
	17	Campbell Avenue
#53 - Pulaski	18	Lawrence Avenue
	19	Elston Avenue
	20	Irving Park Road
	21	Armitage Avenue
	22	Division Street
	23	Madison Street
	24	Cermak Avenue
	25	Ogden Avenue
#49 - Western #49B North - Western #X49 - Western Express	26	Chicago Avenue
	27	Fulton Street
	28	Ogden Avenue to Roosevelt Road
	29	26th Street to 28th Street
	30	Pershing Road
#9 - Ashland #X9 - Ashland	31	54th Street
	32	Fullerton Avenue
	33	Milwaukee Avenue and Division Street
	34	Chicago Avenue
	35	From Lake Street to Harrison Avenue

Bus Route	Improvement ID	Locations
Express	36	Roosevelt Road
	37	From Cermak Road/Blue Island Avenue to Chicago Sanitary and Ship Canal
	38	Archer Avenue
	39	Pershing Road
#8 - Halsted	40	North Avenue and Weed Street
	41	Blackhawk Avenue
	42	Grand Avenue
	43	From Hubbard Street to Fulton Street
	44	Orange Line Station

Treatments such as cul-de-sacs, dedicated bus lanes, bus stop relocation, and traffic signal modifications (e.g., retiming, queue jump, transit signal priority (TSP)) would affect how other vehicles travel through the BPZ corridors. These changes are anticipated to improve the speed and reliability of bus travel and is not anticipated to have substantial effects on other existing traffic. CTA plans to draw from a toolbox of street treatments at forty-four (44) locations along BPZ corridors to improve bus speeds and reliability. Proposed treatments include:

- Bus lane assignment
- Roadway restriping
- Bus stop relocation
- Add/remove curb extension
- Queue Jump Signal
- Traffic Signal Retiming
- Cul-de-sac/one-way conversion
- Bus bulb
- Driveway removal
- Left/right turn restriction
- Remove/install traffic signal

Temporary or permanent easements are not anticipated to be required to complete the Project. Construction limits would be minimized to the extent feasible to limit impacts and disturbances on surrounding locations. Surface impacts would primarily be related to installing, reconfiguring, and relocating infrastructure such as roadway pavement, curb and gutter, sidewalks, traffic signals, and bus stop amenities/signage. In most cases, ground disturbance would not extend beyond five (5)'. However, the depth of disturbance may be more extensive for foundations of traffic signal poles.

An FTA SOI Archaeologist has confirmed that the locations which involve ground disturbing activities qualify as Disturbed Soils as defined within the PA. A total of forty-four (44) locations where proposed improvements requires some level of ground disturbance were analyzed for their potential to contain intact archaeological remains. Improvements include roadway and pavement

removal/installation/resurfacing, sidewalk removal and/or installation, curb and gutter removal/installation, bus shelter removal and/or installation, traffic signal removal/installation, concrete median removal. The Limits of Disturbance (LOD) for these improvements was established as the footprint of improvements at each of the forty-four (44) locations, to a maximum depth of five (5)’.

The Illinois Inventory of Archaeological Sites was examined to identify the presence of previously recorded archeological sites and previously conducted archeological surveys within the LOD. As a result, no archaeological sites were identified within the LOD and one (1) survey was identified as intersecting the LOD at one (1) project site (Survey CK 3109082023A).

A soils analysis was performed to determine archaeological sensitivity in the LOD. Locations with low potential to contain archaeological deposits were defined as those areas where the soils in the LOD were classified by the USDA Web Soil Survey as having over 50% urban land, and/or excessive slope (6-12%) or moderately flooded. Locations with a moderate potential to contain intact archaeological deposits contained soil series consisting of less than 40% urban land, with less than 6% slope, with no erosion or flooding. A total of 99.76% of the LOD are urban land soil series classified as having 50% urban land or more (See below). Furthermore, most of the LOD has been leveled by human activity such as agricultural practices or construction of infrastructure.

Soil Series within the LOD

Soil Series Name	Map Unit Symbology (MUSYM)	Slope	Drainage Class	Percent of LOD	Percent Urban Land
Ashkum silty clay loam	232A	0-2%	Poorly drained	0.1%	0%
Urban land-Psamments complex	2800A	Nearly level	Excessively drained	0.6%	65%
Urban land-Orthents	392A	Nearly level	Well-drained	1.4%	70%
Urban land	533	Nearly level	--	93.3%	90%
Urban land-Orthents, clayey, complex	534A	Nearly level	Moderately well-drained	4.4%	70%
Milford silty clay loam	69A	0-2%	Poorly drained	0.1%	0%
Orthents, loamy	802A	Nearly level	Well-drained	0.1%	0%

Additionally, the LOD was visually reviewed, and all locations were confirmed to have low to no archaeological potential. All locations consisted of improvements along roadsides which proved

to be extensively disturbed by road and sidewalk construction or existing subsurface utilities (e.g., storm sewer, water, electrical lines). Because the horizontal and vertical impacts associated with the Project will be very limited and the substantial prior disturbances associated primarily to roadway construction, modernization, and maintenance; the installation, maintenance, and replacement of buried utility service lines in road ROWs; and the development of adjacent residential, commercial, and industrial properties, the potential for intact, potentially significant archaeological resources to be present in the LOD that could be affected by Project-related activities is low, and no archaeological survey is recommended.

An FTA SOI Architectural Historian has evaluated above ground scope proposals and confirmed that they conform to requirements set forth and agreed upon within the PA.

The FTA has determined that the proposed undertaking meets the requirements in Stipulation III of the PA, Appendix A, Covered Activities A.1 through 6, B. 1 through 5, C. 1 & 2, and E. 1 & 2. Therefore, no further review or consultation with SHPO is required.

Project 4

Madison County MTD, Alton Driver Relief Facility Project at the Alton Transit Station Project.
601 Belle Street, Alton, IL 62002

The Driver Relief Facility (DRF) will be attached to the existing restroom/ maintenance structure (Support Building) and provide a location for bus drivers to queue as they change shifts. It will be constructed of matching brick, cast stone banding/coping/windowsills, glass block, and slate roof to match the existing structures at the Alton Transit Station. The existing Alton Transit Station is situated on a 1.25-acre parcel in downtown Alton, Illinois, directly west of US Route 67 (Piasa Street). It consists of a passenger terminal with eight bus bays, a passenger lobby, a Support Building (that houses employee restrooms and mechanical room), landscaped plazas, and driver relief vehicle parking. The station was originally constructed in an architecturally sensitive manner utilizing brick, a slate roof, and other architectural elements to blend with the surrounding buildings. The Driver Relief Facility will be situated on the grounds of the Alton Station.

The primary components of the building addition include:

- Driver Break Room
- Storage/Mechanical/IT Room
- Circulation Corridor to connect to existing Support Building
- Reconfigured Driver Relief Vehicle Parking
- Video Surveillance (for entire site)

FTA SOI Archaeologists with have confirmed that the locations which involve ground disturbing activities qualify as Disturbed Soils. The ground has been previously disturbed over time by

multiple construction projects. An SOI Architectural Historian has evaluated above ground scope proposals and confirmed that there are no historic properties present within the APE for the project, as the buildings are less than forty-five (45)-years of age, and the APE does not fall within viewshed of any other buildings/structures or known historic resources. As such, the FTA has determined that the proposed undertaking meets the requirements in Stipulation III, Appendix A, Covered Activity D.1 as the facilities are less than forty-five (45) years old. Therefore, no further review or consultation with SHPO is required.

Project 5

Bi-State Metro Transit on behalf of Saint Clair County Transit (SCCT) includes upgrades at thirty-nine (39) bus stops across St. Clair County, Illinois.

Proposed SOW

Bi-State Metro proposed improvements to bus stops across the county. At each bus stop, the existing shelter and pad along with connecting sidewalk segments will be removed and replaced. In some locations, new sidewalk may be constructed to complete connections. This project will improve accessibility and security for customers. All work will occur within the public ROW.

Location #	GPS Locations of Proposed Project
1	38.617952, -90.163519
2	38.542279, -90.025921
3	38.554958, -90.166089
4	38.563498, -90.177383
5	38.592783, -89.966682
6	38.592878, -89.966739
7	38.514634, -89.98442
8	38.533514, -90.015945
9	38.606866, -90.101584
10	38.573206, -89.9292
11	38.565921, -90.166058
12	38.54159, -89.983881
13	38.618003, -90.163561
14	38.605532, -90.161079
15	38.619001, -90.13527
16	38.553646, -90.039522
17	38.600739, -90.080778
18	38.60456, -90.09447
19	38.621113, -90.141155
20	38.606726, -90.101521
21	38.559031, -90.160103
22	38.537795, -90.020162
23	38.515427, -89.984151
24	38.563203, -90.177147

Location #	GPS Locations of Proposed Project
25	38.585052, -89.984978
26	38.55057, -90.021201
27	38.592447, -90.066471
28	38.512577, -89.980386
29	38.512626, -89.979968
30	38.517099, -90.001117
31	38.541713, -90.023803
32	38.595275, -90.054762
33	38.591264, -89.939374
34	38.592706, -89.958531
35	38.51957, -89.977357
36	38.610452, -90.116611
37	38.61378, -90.157293
38	38.57636, -90.17657
39	38.528835, -90.034829

The construction limit is also the LOD at each stop location. Temporary or permanent easements are not anticipated to be required for the Project. Construction limits would be minimized to the extent feasible to limit impacts and disturbances on surrounding locations. Surface impacts would primarily be related to installing, reconfiguring, and relocating infrastructure such as bus stop amenities/signage. Ground disturbance will not extend beyond one (1)’.

An FTA SOI Archaeologist reviewed the project locations and confirmed that the locations in this project involve ground disturbing activities which qualify as Disturbed Soils as defined within the PA. Improvements include sidewalk removal and/or installation and bus shelter removal and/or installation.

An FTA SOI Architectural Historian has evaluated above ground scope proposals and confirmed that they conform to requirements set forth and agreed upon within the PA.

The FTA has determined that the proposed undertaking meets the requirements in Stipulation III of the PA, Appendix A, Covered Activities A.1 through 6 and B. 1 through 4. Therefore, no further review or consultation with SHPO is required.

Project Name	Date
Renovations to Rogers Park Station	10/29/2024
Cook County, Bridgeview Expansion and Electrification of Bus Maintenance Facility	11/7/2024
Bridge A6 Replacement	2/6/2025
Pace Bolingbrook Park-n-Ride Expansion	4/1/2025
BoO Improvements-MCMTD	4/7/2024
Metra Westmont	4/11/2025
Green Oaks Reconstruction and Extension of 2nd Mainline Track and New Bridge A318	4/16/2025
Wylie Transit Connect	5/27/2025
Metra Rock Island	7/7/2025
Metra Westmont Separated Grade	7/14/2025
CU-MTD Transfer Center	7/16/2025
Harris Bank for Monroe Hotel & Residences	7/17/2025
Metra Electric Bidirectional Signal Project	7/28/2025
Wash facility	7/29/2025
Pulse Cermak Line Project	9/9/2025
CTA Green Line Oak Park Station	9/12/2025
CTA Ridgeland Station	9/12/2025
CTA Pulaski Station Improvements	9/17/2025
CTA Belmont and Irving Park Blue Line Stations	9/22/2025
Cook Pedway Project	9/25/2025

Location(s)	SHPO Log #
Greenleaf Ave., UPN over Lunt Ave. (Railroad Bridge), UPN over Greenleaf Ave. (Railroad Bridge)	1102124
9889 S. Industrial Dr.; 9645, 9655, 9700, 9720, 9725, 9735, 9745, 9800, 9801, 9809, 9824, 9850, 9900, 9913, 9923, 9925, 9945, S. Industrial Dr.; 10000 S. Harlem Ave.; 7500 98th Pl.; 7400, 7402 W. 100th Pl.	2102124
A6 Bridge Over Grand Avenue Chicago, Cook County, Illinois	15012125
120 E. Old Chicago Drive, Bolingbrook, Will County, IL 60440	10032825
1 Transit Ln, Pontoon Beach, IL 62040	1032125
18 W Quincy St, Westmont, IL 60559	7120823
Milwaukee District North Line at Milepost 32.42 over the Middle Fork of the North Branch of the Chicago River	14040425
351 Wylie Drive, Normal, IL 61761	7051325
Multiple	13060925
30 W. Burlington Ave., 45 W. Quincy St., 8 W. Quincy St., 5 N. Grant St., 38 W. Burlington Ave., 32 W., Burlington Ave., and 37 W. Quincy St., Westmont, DuPage County, IL 60659	11071425
108 East Water Street, Urbana, IL 61801	1053124
111 W. Monroe St., Chicago, IL 60603	27040424
Between 11th and 65th Streets in Chicago, IL	12072825
555 East Wood Street, Decatur, IL 62523	9070325
Multiple	9081925
100 S. Oak Park Ave., Oak Park IL 60302	28032625
36 N Ridgeland Ave, Chicago, IL 60639	1032725
530 S. Pulaski Rd./531 S. Keeler Ave., Chicago, IL 60624	19082825
4131 W. Irving Park Rd./3900 N. Pulaski Rd. and 3355 W. Belmont Ave./3155 N. Kimball Ave., Chicago, IL 60618	7071224
118 N Clark St, Chicago, IL 60601	15101024

Effects Determination	Result
No Historic Properties Affected	Compliance
No Historic Properties Affected	Compliance
No Adverse Effect	Compliance
No Historic Properties Affected	Compliance
No Historic Properties Affected	Compliance
No Historic Properties Affected	Compliance
No Historic Properties Affected	Compliance
No Historic Properties Affected	Compliance
N/A - APE submittal	N/A
No Historic Properties Affected	Compliance
Adverse effect (to the Civic Center)	MOA in process
No Adverse Effect	Compliance
No Adverse Effect	Compliance
No Adverse Effect	Compliance
N/A - APE submittal	N/A
Adverse effect (to the station)	MOA in process
Adverse effect (to the station)	MOA in process
Adverse effect (to the station)	MOA in process
Adverse effect (to the stations)	MOA in process
Adverse effect	MOA in process

New Historic Properties Identified

N/A

N/A

Two properties: 1) The Clementsen Co. -3401-3443 W. Division St., 2) Poray, Inc. - 3403-3433 W. Grand Ave, 3)

N/A

N/A

N/A

N/A

N/A

N/A

N/A

Two properties : 1) 210 North Broadway, 2) 108 East Water Street, Civic Center

N/A

Two properties: 1) The Victorian /5326 S. Cornell Avenue, 2) Cornell Towers /5346 S. Cornell Avenue

N/A

N/A

Eight total: 1) 814-816 N. Boulevard, A.A. Knapp Livery and Apt Bldg., 2) 818 N. Boulevard, Turner Blacksmith Shop, 3) 36 N. Ridgeland Ave., Ridgeland Lake Line Station

Two properties : 1) 412 S. Keeler Ave., Genevieve Melody Elementary School, and 2) 530 S. Pulaski Rd./531 S. Keeler Ave.

4169 W. Belle Plaine Ave., Reformed Church of Irving Park/Presbyterian Church of Irving Park/African Community Methodist Church, 3) 3931-3945 N. Pulaski Rd./3946-3956 W. Dakin St., 4) 4131 W. Irving Park Rd./3900 N. Pulaski Rd. Blue Line O'Hare Branch Irving Park Station, 5) 3355 W. Belmont Ave./3155 N. Kimball Ave., Belmont Station (below-ground features only), 6) 3101 N. Kimball Ave., Anton Sowinsky Two-Flat, 7) 3055 N. Kimball Ave., C.R. Clausen Two-Flat

Chicago Central Loop Pedway System was previously determined eligible on October 10, 2024 for this project

