



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET, SUITE 1500
CHICAGO IL 60604

December 12, 2017

Planning Branch

Dear Recipient:

The U.S. Army Corps of Engineers (USACE), Chicago District is preparing a National Environmental Policy Act (NEPA) document to evaluate the potential effects of repairing the Chicago Lock's North Pier Wall located on Lake Michigan in downtown Chicago, Illinois. As part of the NEPA scoping process, the Chicago District would appreciate any comments or concerns you might have associated with this type of work. Comments could include potential effects to lacustrine habitats, threatened and endangered species, cultural resources and social resources.

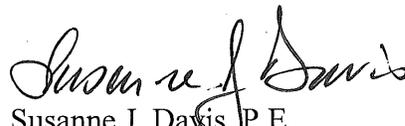
The Chicago Harbor was originally constructed by the USACE beginning in 1833 under the River and Harbor Acts of 1870, 1880, 1912, 1919, 1962, Public Law 98-63, Section 107 of Public Law 97-88, and Water Resources Development Act 1988. The Chicago Lock is located at 108 North Streeter Drive in Chicago, Illinois or approximately 327.2 river miles above the confluence of the Illinois Waterway and the Mississippi River at Grafton, Illinois. The Chicago Harbor Lock and its controlling works were designed and constructed by the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) to control the diversion of water from Lake Michigan and to prevent the backflow of the Chicago River into Lake Michigan. Between 1938 and 1984, the lock and its controlling works were operated and maintained by the MWRDGC. In 1984, the operational and maintenance responsibility for the lock was officially transferred to the U.S. Army Corps of Engineers.

This project is intended to help stabilize the existing crib structure for the Chicago Lock's North Pier. The current 450 foot sheet pile wall on the river side is supported by tie rods that are corroding and tied to a failing structure. This project may include, but is not currently limited to: drive sheet pile on the lake side, remove and replace stone as needed, install tie rods from the new sheet pile wall to existing wall on the river side, and add a 12 foot wide concrete traffic lane on the lake side of the pier wall.

As part of the NEPA scoping process, the Chicago District would appreciate your comments on potential effects or concerns associated with this regular type of maintenance associated with shoreline protection and navigation structures. Enclosure 1 is a list of State and Federal Agencies and Tribal Nations receiving this request. A map of the study area is included in Enclosure 2. Enclosure 3 provides the project's specific work limits.

Comments should be received no later than 08 January 2017 for incorporation into the draft NEPA document. Questions, comments and information may be sent to Mr. Frank Veraldi at U.S. Army Corps of Engineers, 231 South La Salle Street, Suite 1500, Chicago, Illinois 60604, via email at Frank.M.Veraldi@usace.army.mil or by phone (312) 846-5589.

Sincerely,


Susanne J. Davis, P.E.
Chief, Planning Branch

Enclosures as stated

Enclosure 1

DISTRIBUTION LIST:

Senator Dick Durbin
United States Senate
230 S. Dearborn Street
Suite 3892
Chicago, Illinois 60604

Senator Dick Durbin
United States Senate
711 Hart Senate Office Building
Washington, DC 20510

Senator Tammy Duckworth
United States Senate
230 S. Dearborn Street
Suite 3900
Chicago, Illinois 60604

Senator Tammy Duckworth
United States Senate
524 Hart Senate Office Building
Washington, DC 20510

Congressman Danny K. Davis
House of Representatives
2159 Rayburn House Office Building
Washington, DC 60604

Congressman Danny K. Davis
2815 W. 5th Ave.
Chicago, IL 60612

Mayor Rahm Emanuel
121 N LaSalle Street
Chicago City Hall 4th Floor
Chicago, IL 60602

Environmental Review Branch (Mail code E-19J)
U.S. Environmental Protection Agency
77 W. Jackson Boulevard
Chicago, Illinois 60604
ATTN: Kenneth A. Westlake

US Fish and Wildlife Service
Chicago Illinois Field Office
230 S. Dearborn, Suite 2938
Chicago, Illinois 600604
ATTN: Louise Clemency

Illinois DNR
One Natural Resource Way
Springfield, IL 62702-1271
ATTN: Director Wayne Rosenthal

Illinois DNR
Office of Resource Review
One Natural Resource Way
Springfield, IL 62702-1271
ATTN: Keith Shank

IDNR, Office of Realty and Environmental Planning
One Natural Resource Way
Springfield, IL 62702

Illinois DNR/OWR
160 N. LaSalle St,
Suite S-700
Chicago, Illinois 60601

Illinois EPA, Water Pollution Division
1001 N. Grand
Springfield, IL 62794

Illinois DNR – Realty/Planning
One Natural Resource Way
Springfield, IL 62702-1271
ATTN: Pat Malone

Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701
ATTN: Rachel Leibowitz

Federal Aviation Administration
Chicago Airports District Office, CHI-ADO-600
2300 East Devon Avenue
Des Plaines, Illinois 60018
ATTN: Mr. Bobb Beauchamp
Environmental Program Manager

USDA APHIS Wildlife Services
3430 Constitution Drive, Suite 121
Springfield, Illinois 62711
ATTN: Scott Beckerman, State Director
TWS-Certified Wildlife Biologist

Tribal List:

Kickapoo Tribe of Oklahoma
P.O. Box 70
McCloud, OK 74851

Kickapoo of Kansas
1107 Goldfinch Road
Horton, KS 66439

Kickapoo Tribe of Texas
2212 Rosita Valley Road
Eagle Pass, TX 78853

Miami Nation in Indiana
P.O. Box 41
Peru, IN 46970

Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355
Attn: Ms. Diane Hunter

Citizen Potawatomi Nation
1901 S. Gordon Cooper Drive
Shawnee, OK 74801

Forest County Potawatomi Exec. Council
P. O. Box 340
Crandon, WI 54520

Nottawaseppi Huron Potawatomi Tribal Office
2221 One-and-a-half Mile Road
Fulton, MI 49052

Hannahville Potawatomi Comm., Council
N 14911 Hannahville Road
Wilson, MI 49896-9728

Prairie Band Potawatomi Tribal Council
16281 Q Road
Mayetta, KS 66509

Pokagon Band of Potawatomi Indians
P.O. Box 180
Dowagiac, MI 49047

From: [Casey, James](#)
To: [Veraldi, Frank M CIV \(US\)](#)
Cc: [Rawe, Adam](#)
Subject: [EXTERNAL] U.S. Army Corps of Engineers proposed repair of the Chicago Lock"s north pier wall
Date: Friday, January 5, 2018 8:12:59 AM
Attachments: [image003.png](#)



Illinois Department of Natural Resources

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

Bruce Rauner, Governor

Wayne A. Rosenthal, Director

Dear Mr. Veraldi,

Thank you for the letter dated December 12, 2017 concerning the above referenced project. As the proposed project is a federal activity located within the boundaries of the Illinois Department of Natural Resources, Coastal Management Program a federal consistency determination will be required. Instructions for submitting a federal consistency determination can be found at [Blockedhttps://www.dnr.illinois.gov/cmp/Documents/ICMPFederalConsistencyReviewProcedures.pdf](https://www.dnr.illinois.gov/cmp/Documents/ICMPFederalConsistencyReviewProcedures.pdf).

If you have any questions, feel free to contact me.

Sincerely,

James P. Casey
Illinois Department of Natural Resources
Coastal Management Program
160 N. LaSalle Street, Suite S-703
Chicago, IL 60601
312 793-5947
James.casey@illinois.gov

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Illinois Department of Natural Resources

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

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

January 3, 2018

Mr. Frank Veraldi
U.S. Army Corps of Engineers, Chicago District
231 South LaSalle Street, Suite 1500
Chicago, IL 60604

RE: Stabilization of Existing Crib Structure for the Chicago Lock's North Pier, NEPA Scoping Comments. County: Cook

Dear Mr. Veraldi:

The Illinois Department of Natural Resources has received your request for comments in preparation of a NEPA document regarding stabilization of the existing crib structure for the Chicago Lock's North Pier. The current 450-foot sheet pile wall on the river side is supported by tie rods that are corroding and tied to a failing structure. The project may include, but is not currently limited to: driving sheet pile on the lake side, removal and replacement of stone as needed, installation of tie rods from the new sheet pile wall to the existing wall on the river side, and addition of a 12-foot wide concrete traffic lane on the lake side of the pier wall.

State-listed species are known to occur near the project. Species include the Mudpuppy (*Necturus maculosus*), Longnose Sucker (*Catostomus catostomus*), and the Banded Killifish (*Fundulus diaphanus*). The scope of described work could adversely affect these species. Mudpuppies could be taken as a result of rock removal, rock installation, or other construction related activities occurring in the water. However, seasonal timing of construction activities would reduce the likelihood of adverse impacts to the mudpuppy as this species is believed to move to deeper water during the summer months. Concussive impacts from pile driving could adversely affect fish species.

If project plans change significantly, the USACE is advised to consult with the IDNR.

Stabilization of Existing Crib Structure for the Chicago Lock's North Pier. Scoping Comments

This response to the USACE request for comments does not include the IDNR Office of Water Resources.

Thank you for the opportunity to provide comments regarding the proposed repair work on the Chicago Lock's North Pier Wall.

Sincerely,



Adam Rawe
Resource Planner
Impact Assessment Section
Department of Natural Resources
(217)785-4991
adam.rawe@illinois.gov

cc James Casey, IDNR Office of Water Resources
Vic Santucci, IDNR Fisheries



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



January 8, 2018

Mr. Frank Veraldi
U.S. Army Corps of Engineers
231 South LaSalle Street, Suite 1500
Chicago, IL 60604

Re: Chicago Lock's North Pier Wall on Lake Michigan – Comments of the Miami Tribe of Oklahoma

Dear Mr. Veraldi:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the 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 proposed 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 and due to the site's location near historically important sites, we request a copy of the SHPO's report and any archaeological surveys performed as the project moves forward. Please email all documentation to dhunter@miamination.com. 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 or by email at dhunter@miamination.com.

The Tribal List for this project includes the Miami Nation of Indians of the State of Indiana (MNI), a 501(c)(3) organization, along with federally recognized tribes. This inclusion of MNI is inappropriate. MNI as a non-profit organization should not be included in that list and most importantly should not be given the rights of consultation afforded federally recognized tribes, as consultation with tribes differs from consultation with other parties. The Bureau of Indian Affairs publishes an annual list of federally recognized tribes in the Federal Register. The most

recent list is available at <https://www.federalregister.gov/documents/2017/01/17/2017-00912/indian-entities-recognized-and-eligible-to-receive-services-from-the-united-states-bureau-of-indian>.

The Miami Tribe of Oklahoma recognizes that the Army Corps of Engineers has many consulting parties who receive notice of projects. If MNI, as a 501(c)(3) organization, is an interested party and is to receive project notifications, it should be considered in the Distribution List with other agencies, groups, and individuals, rather than in the Tribal List. We ask that this process be followed for all future notification of Army Corps projects.

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

Respectfully,



Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma



Illinois Department of Natural Resources

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

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

Cook County
Chicago
Lake Michigan/Chicago River south of Navy Pier
COEC
Maintenance repairs - Chicago Lock's North Pier Wall

PLEASE REFER TO: SHPO LOG #005121417

December 28, 2017

Frank Veraldi
U.S. Army Corps of Engineers, Chicago District
231 S. LaSalle St., Suite 1500
Chicago, IL 60604

Dear Mr. Veraldi:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no historic properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you are an applicant, please submit a copy of this letter to the state or federal agency from which you obtain any permit, license, grant, or other assistance. If further assistance is needed contact Joe Phillippe of my office at 217/785-1279 or joe.phillippe@illinois.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rachel", with a long, sweeping underline.

Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JAN 05 2018

REPLY TO THE ATTENTION OF:

Frank Veraldi
U.S. Army Corps of Engineers, Chicago District
231 South La Salle Street, Suite 1500
Chicago, Illinois 60604

RE: EPA's Scoping Comments – Chicago Lock's North Pier Wall Repair, Chicago, Cook County, Illinois

Dear Mr. Veraldi:

The U.S. Environmental Protection Agency has reviewed the U.S. Army Corps of Engineers' (USACE) scoping request dated December 12, 2017 concerning the above-mentioned project. Our comments in this letter are provided in accordance with our responsibilities under the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

USACE is planning to evaluate the potential effects of repairing the Chicago Lock's North Pier wall (North Pier) located in Chicago. The Chicago Harbor was originally constructed by USACE. The Chicago Harbor Lock (Lock) and its controlling works were designed and constructed by the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) to control the diversion of water from Lake Michigan and to prevent the backflow of the Chicago River (River) into Lake Michigan (Lake). Between 1938 and 1984, the Lock and its controlling works were operated and maintained by MWRDGC. In 1984, the operational and maintenance responsibility for the Lock was officially transferred to USACE.

The proposed project is intended to stabilize the existing crib structure for the North Pier. The current 450-foot sheet pile wall on the River side is supported by tie rods which are corroding and tied to a failing structure. The project may include:

- driving sheet pile on the Lake side,
- installing tie rods from the new sheet pile wall to the existing wall on the River side,
- removing and replacing stone as needed, and
- adding a 12-foot wide concrete traffic lane on the Lake side of the pier wall.

Based on the limited scoping information contained in USACE's mailing, EPA offers the following comments to aid in the preparation of an Environmental Assessment (EA).

PURPOSE AND NEED / PROJECT ALTERNATIVES

- 1) After the underlying purpose and need and alternatives designed to solve the stated problems have been identified, the forthcoming draft EA should identify any alternatives considered but dismissed from further consideration (if applicable), provide the elimination criteria, and clearly

explain the early elimination of alternatives. The draft EA should discuss whether the proposed project will address all existing problems.

DREDGING / PLACEMENT

- 1) EPA anticipates any sediment that needs to be removed will be tested in accordance with joint USEPA/USACE protocols contained in the Great Lakes Dredged Material Testing and Evaluation Manual (1998) (Manual), and sediment characterization data will be summarized in the draft EA. If the proposed project involves dredging, we recommend the draft EA discuss the following:
 - a. the manner in which material will be dredged (e.g., hydraulically or mechanically) and transported to the disposal site(s);
 - b. the location of the sediment disposal site(s);
 - c. site preparation to control material (e.g., containment berms);
 - d. handling of return water; and
 - e. based on sediment testing results, whether any of the sediment is clean enough to be re-used in compliance with the 2016 Water Infrastructure Improvements for the Nation (WIIN) Act. If sediment is of sufficient quality and quantity to be re-used, we recommend including a list of potential uses (potential end states) of dredged material to provide a clear explanation of how the dredged material might be used.
- 2) The draft EA should also analyze the following:
 - a. transportation impacts related to disposal of existing stone and other construction wastes; and
 - b. extraction and transportation impacts related to replacement stone.

CONSTRUCTION AND STAGING

- 1) In addition to identifying resources that could potentially be affected by the proposed project, the draft EA should discuss the following:
 - a. staging area locations;
 - b. access points to the worksite(s), including transport of necessary materials;
 - c. anticipated number of transport vehicles traveling to the placement site(s) each day, if applicable;
 - d. whether work will take place during weekdays only or 7 days/week; and
 - e. anticipated months of the year when project activities will occur.
- 2) EPA also recommends the draft NEPA document include specific measures and best management practices (BMPs) typically used to minimize construction impacts to air quality, water resources, soil (e.g., sediment and erosion control methods), and other regulated resources for these types of projects.

BASELINE PROJECT INFORMATION

- 1) Baseline environmental surveys (for fish, wildlife resources, wetlands, and vegetated acreage) should be undertaken before the draft EA is released in order to analyze impacts to these resources.

WATER QUALITY

- 1) The draft EA should discuss the current impairments of both the lake and the river, if any, and how implementation of the proposed project could potentially affect (both positively and/or detrimentally) each waterbody.

AIR QUALITY

- 1) The draft EA should identify and discuss existing air quality in the project area as well as air quality impacts resulting from proposed construction. In addition to the analysis concerning long-term air quality impacts, diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer-term exposure may worsen heart and lung disease. EPA recommends USACE consider the protective measures outlined in the enclosed "*Construction Emission Control Checklist*" and commit to applicable measures in any decision documents pertaining to the proposed project.

VEGETATION AND WILDLIFE HABITAT

- 1) Once placement site(s) and work areas are chosen and if tree removal will be necessary, EPA recommends the forthcoming draft EA discuss the following:
 - a. amount of tree removal (e.g., acres or number of trees; native or non-native species, etc.);
 - b. whether USACE will conduct voluntary tree mitigation within the watershed at a 1:1 ratio;
 - c. whether coordination with relevant Federal and state agencies has taken place regarding seasonal restrictions (e.g., removal of woody vegetation during winter months (October 1 through March 31), to the extent feasible, to avoid damage to migratory birds protected under the Migratory Bird Treaty Act as well as bats; and in-water work restriction dates for fisheries; and
 - d. if woody or non-woody species will be removed, the manner in which vegetation will be disposed. EPA strongly recommends that any vegetation not be burned, as burning vegetation increases air impacts, but instead mulch woody vegetation for use by the community in yards, parks, commercial areas, etc.

NOXIOUS AND INVASIVE SPECIES (NNIS)

- 1) The draft EA should discuss aquatic and terrestrial NNIS, with a focus on existing infestations as a discussion of the potential for proposed activities to increase NNIS in the project area. EPA recommends the draft EA include applicable aquatic and/or terrestrial invasive management plans to address the identification and control of noxious weed/invasive species in and near the project area.

IMPACTS TO USERS

The Chicago Lock is fourth in the nation in terms of commercial lock usage and second in the nation in terms of recreational lock usage. In 2012, there were 10,480 lockages through the chamber - serving over 47,000 commercial, recreational, and government vessels; nearly 700,000 passengers; and 200,000 tons of commercial cargo.¹ We anticipate users will be impacted as a result of proposed activities. We recommend the draft EA discuss how and when users are reasonably expected to be impacted during proposed activities. What alternatives may be available to accommodate this traffic

¹ <http://www.lrc.usace.army.mil/Portals/36/docs/navigation/ChicagoLock.pdf>

during project implementation? The EA should include an analysis of impacts to current users, including impacts associated with temporary traffic diversion alternatives. We also recommend that the EA discuss methods of notifying users about the timing of proposed activities and any alternatives that are available.

INTERAGENCY COORDINATION

- 1) The draft EA should include a list of all Federal, state, and local permits that will be required to undertake each alternative. For all environmental impact categories requiring coordination with other Federal or state agencies, EPA recommends that the draft EA include copies of both your letters to those agencies, as well as the responses from those agencies.

EPA ENVIRONMENTAL DATABASES

- 1) The following databases can be accessed by USACE to obtain environmental information pertaining to the project area:
 - EnviroMapper²: <https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system>
 - Envirofacts³: <https://www3.epa.gov/enviro/facts/multisystem.html>
 - EJSCREEN: <https://www.epa.gov/ejscreen>
 - Clean Water Act Section 303(d) Listed Impaired Waters: <https://www.epa.gov/exposure-assessment-models/303d-listed-impaired-waters>
 - National Ambient Air Quality Standards: <http://www.epa.illinois.gov>

Please send future NEPA documents pertaining to this project as they become available. Should you have any questions about this letter, please contact me or Kathy Kowal of my staff at (312) 353-5206 or via email at kowal.kathleen@epa.gov.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Shawn Cirton, USFWS
Natalia Jones, Illinois DNR

Enclosure: *EPA's Construction Emission Control Checklist*

² The Watershed Assessment, Tracking & Environmental Results System (WATERS) unites water quality information previously available only from several independent and unconnected databases.

³ Includes enforcement and compliance information.

U.S. Environmental Protection Agency
Construction Emission Control Checklist

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.¹ We recommend USACE consider the following protective measures and commit to applicable measures in the Draft EA.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Marine Vessels: Marine vessels hauling materials for infrastructure projects should meet, or exceed, the latest U.S. EPA exhaust emissions standards for marine compression-ignition engines (e.g., Tier 4 for Category 1 & 2 vessels, and Tier 3 for Category 3 vessels).⁴
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).
- Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the

¹ https://www3.epa.gov/region1/eco/diesel/health_effects.html

² <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

³ <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>

⁴ <http://www.epa.gov/otaq/standards/nonroad/marineci.htm>

marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.

From: [Cirton, Shawn](#)
To: [Veraldi, Frank M CIV \(US\)](#)
Cc: [Clemency, Louise](#)
Subject: [EXTERNAL] Chicago Lock North Pier Repairs - NEPA Scoping Period
Date: Wednesday, December 13, 2017 10:40:03 AM

Frank,

We received your letter indicating that the Chicago District is preparing a National Environmental Policy Act (NEPA) document to evaluate the potential effects of repairing the Chicago Lock's North Pier Wall located on Lake Michigan in downtown Chicago, Illinois. We are not aware of any particular issues that should be addressed during the scoping process regarding this project. We will plan to respond to your request to review the NEPA documents when they are complete.

Sincerely,

Shawn Cirton
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
Chicago Illinois Field Office
230 South Dearborn Street, Suite 2938
Chicago, IL 60604
(312)216-4728

From: [Michael LaRonge](#)
To: [Veraldi, Frank M CIV \(US\)](#)
Subject: [EXTERNAL] Re: NEPA scoping for the stabilization of Chicago Harbors North Pier, Cook County, Illinois.
Date: Wednesday, January 17, 2018 12:28:42 PM

Re: NEPA scoping for the stabilization of Chicago Harbors North Pier, Cook County, Illinois.

Dear Mr. Veraldi,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the act. Thank you for your participation in the process.

This project falls within the current geographic area of interest of the Forest County Potawatomi Community. Due to the negligible potential for the pier stabilization to impact undisturbed Potawatomi cultural resources the Tribe has no further wish to consult on this project.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at phone number or email listed below.

Respectfully,

Michael LaRonge

Tribal Historic Preservation Officer

Natural Resources Department

Forest County Potawatomi Community

5320 Wensaut Lane

P.O. Box 340

Crandon, Wisconsin 54520

Phone: 715-478-7354

Fax: 715-478-7225

Email: Michael.LaRonge@FCPotawatomi-nsn.gov