

These errata should be attached to the Chicago-St. Louis Environmental Assessment (EA) dated September 30, 2009. They are intended to correct or clarify statements in the EA and to address substantive comments on these documents received during the public review period as required under the National Environmental Policy Act (NEPA). These errata together with the Finding of No Significant Impact (FONSI) and the EA describe the final decision for the Chicago-St. Louis High-Speed Rail corridor.

Errata 1

Chapter 1, Section 1.6, page 1-6. A statement of responsible agencies was added per a comment received from the U.S. Coast Guard.

- Sections 9 and 10 of the Rivers and Harbors Act of 1899 (33 USC § 401)

[Section 9 issued by U.S. Coast Guard, Section 10 issued by U.S. Army Corp of Engineers]

Errata 2

Chapter 1, Section 1.6, page 1-6. Additional regulations were added per a comment received from the U.S. Fish and Wildlife Service. Add the following regulations:

- **Migratory Bird Treaty Act of 1918, as amended (MBTA)**
- **Fish and Wildlife Coordination Act of 1934, as amended (FWCA)**
- **Bald and Golden Eagle Protection Act of 1940, as amended (BGEPA)**

Errata 3

Chapter 1, Section 1.6, page 1-6. An additional regulation was added per a comment received from the Illinois Environmental Protection Agency. Add the following regulations:

- **Agency permits for drinking water and/or wastewater facility (e.g., water main, sewer line, pump station) relocation or new installation projects as may be required along the corridor**

Errata 4

Chapter 3, Section 3.2.3.1, page 3-32. Add a sentence to the end of the following paragraph per comments received from U.S. Fish and Wildlife Service.

Currently, extensive surveys are being conducted in the Des Plaines River Valley for the Hine's emerald dragonfly which is known to occur at various locations in the valley. Surveys have been conducted within the project corridor at various times since the late

1980s. Hines Emerald Dragonflies have been observed along the rail corridor at New Avenue near Lemont, Illinois. As part of required mitigation, the Illinois Tollway is restoring Hines Emerald Dragonfly habitat within forest preserve sites in Cook, DuPage, and Will counties. Breeding activity is currently occurring in the Des Plaines River Valley near the project corridor. **Designated critical habitat exist for the endangered Hine’s Emerald Dragonfly in Cook, DuPage and Will counties.**

Errata 5

Chapter 3, Table 3-10, page 3-34 USFWS Federally Endangered and Threatened Species List by County. Add the following species to Table 3-10 per comments received from U.S. Fish and Wildlife Service.

Will	Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
	Leafy-prairie clover	Endangered	Prairie remnants on thin soil over limestone

Errata 6

Chapter 3, Section 3.3.1.8, page 3-47. This section was updated per comments received from the U.S. Coast Guard.

Replace this paragraph:

~~Under the Preferred Alternative, HSR trains would cross two drawbridges, both over Navigable Waters, in the City of Chicago. The first bridge crosses the South Branch Chicago River at approximately mile post (MP) 1.90. The second crosses the South Fork of South Branch Chicago River at approximately MP 3.60. Information on vessel traffic and the number of times these bridges are raised is not readily available. For the bridge at MP 1.90, it is likely that the peak traffic seasons are in the spring and fall when recreational boats pass through this area. During these times, the bridge is typically raised two times during the week and two times per day on weekends for a duration of approximately 10 minutes. It is unlikely that the bridge at MP 3.60 is ever raised because in its lowered position it is at approximately the same height as the adjacent and parallel CTA Orange Line bridge which is not movable. HSR trains would be required to yield to vessel traffic. However, since the number of times these bridges are raised is limited, this impact is expected to be minor.~~

With:

Under the Preferred Alternative, HSR trains would cross two drawbridges, both over Navigable Waters, in the City of Chicago. The first bridge crosses the South Branch Chicago River at approximately mile post (MP) 1.90. The second crosses the South Fork of South Branch Chicago River at approximately MP 3.60. Information on vessel traffic and the number of times these bridges are raised is

not readily available. For the bridge at MP 1.90, it is likely that the peak traffic seasons are in the spring and fall when recreational boats pass through this area. During these times, the bridge is typically raised two times during the week and two times per day on weekends for a duration of approximately 10 minutes. Additionally, this bridge is required to open on demand, year round, for commercial river traffic due to limited clearance in the closed position. It is unlikely that the bridge at MP 3.60 is ever raised because in its lowered position it is at approximately the same height as the adjacent and parallel CTA Orange Line bridge which is not movable. Regardless of opening frequency, HSR trains would be required to yield to vessel traffic at both crossings. In coordination with the US Coast Guard, the number of times each bridge is raised will be determined and specific project impacts will be evaluated in the Tier 2 document.

Errata 7

Replace Chapter 4 with Chapter 4 attached to this errata. Revisions were made to include information on the public involvement process including comment and responses.

Errata 8

Add Appendix D attached to this errata. Additional information related to the public involvement process including agency coordination letters, letters of support, comment and responses and public meeting information.