



DATE: June 1, 2021

FROM: Chicago Transit Authority (CTA)

TO: Federal Transit Administration (FTA), Advisory Council on Historic Preservation (ACHP), State Historic Preservation Office (SHPO), other Section 106 Consulting Parties

REGARDING: Lawrence to Bryn Mawr Modernization Project Memorandum of Agreement

SUBJECT: Annual Summary Report

Reference is made to the Memorandum of Agreement among the FTA, ACHP, and SHPO (formerly IHPA) regarding the Lawrence to Bryn Mawr Modernization Project, City of Chicago, Cook County, Illinois dated September 28, 2015 (the "MOA"; capitalized terms used herein but not defined have the meanings set forth in the MOA). This notice is provided pursuant to Article III of the MOA. Updates are provided for Stipulations under Article I Treatment Measures. There are no updates to report on any other Article at this time. The signed MOA is available in Attachment C of the Finding of No Significant Impact for the Lawrence to Bryn Mawr Modernization Project published on October 1, 2015 and available for download at www.transitchicago.com/RPM.

I. TREATMENT MEASURES

A. Elevated Track Structure

1. *This treatment measure is now complete. See the 2019 LBMM MOA Annual Report for details.*
2. *This treatment measure is now complete. See the 2019 LBMM MOA Annual Report for details.*
3. *This treatment measure is now complete. See the 2019 LBMM MOA Annual Report for details.*

B. Uptown Square Historic District

1. *This treatment measure is now complete. See the 2020 LBMM MOA Annual Report for details.*
2. *This treatment measure is now complete. See the 2019 LBMM MOA Annual Report for details.*

C. West Argyle Street Historic District

1. The Design-Build Contractor (DBC), Walsh-Fluor, has developed a design for the station that is consistent with the design of the original Prairie style Argyle Station and integrates into the setting of the encompassing historic district. Design workshops were held regularly in 2019 and 2020 with CTA to discuss the design. CTA held a meeting with SHPO on April 29, 2020 to review architectural station concepts. Based on feedback received from SHPO, the station concepts were finalized and this treatment measure is considered complete.
2. The DBC, Walsh-Fluor, has developed a design of the station that reincorporates existing Argyle station materials into the station design. Design workshops were held regularly in 2019 and 2020 with CTA to discuss the design. CTA held a meeting with SHPO on April 29, 2020 to obtain SHPO feedback on existing station materials to reuse and incorporate into the design. Based on feedback received from SHPO, the station concepts were finalized and this treatment measure is considered complete.
3. The CTA hired a historic preservation expert, McGuire Iglleski & Associates, Inc., as part of the RPM TOD Study to prepare an updated NRHP nomination form for the West Argyle Street Historic District. On April 25, 2017, CTA hosted a meeting with the Section 106 Consulting Parties to discuss the proposed updates. The updated NRHP form was submitted to the parties for a review period between June 30 and July 31, 2017. The updated form will be submitted to NPS after demolition of the noted properties within the project area is completed.
4. *This treatment measure is now complete. See the 2019 LBMM MOA Annual Report for details.*

D. Bryn Mawr Avenue Historic District

1. The DBC, Walsh-Fluor, has developed a design for the station that is consistent with the design of the original Prairie style Bryn Mawr station and integrates into the setting of the encompassing historic district. Design workshops were held regularly in 2019 and 2020 with CTA to discuss the design. CTA held a meeting with SHPO on April 29, 2020 to review initial architectural station concepts. Based on feedback received from SHPO, the station concepts were finalized and this treatment measure is considered complete.

2. The CTA hired a historic preservation expert, McGuire Ileski & Associates, Inc., as part of the RPM TOD Study to prepare an updated NRHP nomination form for the Bryn Mawr Avenue Historic District. On April 25, 2017, a meeting with the Section 106 Consulting Parties was held to discuss the proposed updates. Investigations were conducted in July and August 2017 to explore a boundary extension to the district that included a site visit to the district with the State Historic Preservation Office (SHPO). The district's boundaries will remain unchanged as the proposed extension was not found to meet the threshold for consideration. The updated NRHP form was submitted to the parties for a review period between September 28 and October 30, 2017. The updated form will be submitted to NPS after demolition of the noted properties within the project area is completed.
3. *This treatment measure is now complete. See the 2019 LBMM MOA Annual Report for details.*

E. Measures Regarding Project Construction

1. The CTA included compliance with FTA standards and guidelines regarding noise and vibration impact assessment and the implementation of mitigations consistent with the project commitments included in the Finding of No Significant Impact (FONSI) during construction in our Request for Proposals for Design-Build Services requiring the DBC to comply with these requirements. The Request for Proposal (RFP) for Design-Build Services was issued as a Draft RFP in December 2017 and a Final RFP in April 2018. Responses to the RFP were received in August 2018 and the contract was awarded in December 2018. The DBC submitted an Environmental Impact Mitigation Plan which was approved by CTA on September 4, 2019 and identifies how noise and vibration mitigation measures will be implemented.

Noise minimization measures to be implemented are included in each project's specific construction process plan and include: tonal back-up alarms, utilization of whisper-quiet generators, limit equipment idling or turn equipment off when not in use, instructions to crew on noise limitations/requirements, monitoring of noise levels with installed monitors, ensuring equipment exhaust is installed, spot monitoring to verify noise levels and use of temporary movable barriers where possible if needed, use hand or radio signals instead of air horns where possible, and begin work away from residential area where possible. Where temporary noise barriers are ineffective, work stoppages have occurred until allowable noise limits are no longer exceeded.

Vibration monitoring plans are being developed for specific construction activities. The DBC is required to monitor vibration levels 24 hours a day and implement an alert system that alerts the CTA and DBC when vibration limits are exceeded. The DBC is also required to submit weekly vibration reports that include all vibration level measurements taken during the previous week, all construction monitoring activities and complaint responses. When vibration thresholds are exceeded, construction activities that cause the exceedances are paused and replaced with less vibration inducing methods.

2. The DBC, Walsh-Fluor, is required to conduct a pre-construction conditions assessment of NRHP listed, eligible, or contributing structures located within 15 feet of Project Construction Activities. The DBC has begun pre-construction surveys in the LBMM project area and they remain in-progress. As identified in the FONSI, 30 structures within 15 feet of the construction activities have been identified. The DBC has reached out to the majority of the property owners to conduct an assessment. Approximately 70% of the structures have been addressed.
3. Outreach and coordination methods are defined in CTA's Strategic Communications Plan which has been developed by the Strategic Outreach consultant under CTA's Program Manager Contract. The plan will be provided to the Section 106 Consulting Parties by the end of 3rd quarter of 2021. The plan also includes a business-focused program (Open for Business campaign) to minimize construction disruption. Additionally, the DBC has developed a Communication and Public Outreach Support Plan to assist with implementing these requirements. CTA has coordinated with Ward 44, 46, and 48 alderman's offices and City services to provide advertising for impacted businesses with the Open for Business campaign. The campaign has delivered welcome kits and launched marketing web pages on the RPM website for participating businesses. It continues to take registrations from businesses who want to participate in the program. A community calendar to inform the public about the construction schedule is being produced. To minimize aesthetic impacts during construction, CTA has required the DBC to use ornamental fences along construction lots in prominent locations. Alternative parking is being provided to residents that temporarily lose access to their parking due to construction.

If you have any questions, please contact the project email at rpm@transitchicago.com.

Best regards,

Grace Ohs
General Manager
Chicago Transit Authority