



DATE: June 1, 2024

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 (LBMM) 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 under the Environmental Assessment section of the LBMM Project webpage at <https://www.transitchicago.com/rpm/lawrmawr/>

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. *This treatment measure is now complete. See the 2021 LBMM MOA Annual Report for details.*
2. *This treatment measure is now complete. See the 2021 LBMM MOA Annual Report for details.*
3. The CTA hired a historic preservation expert, McGuire Iglecki & Associates, Inc., as part of the Red and Purple Modernization (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. *This treatment measure is now complete. See the 2021 LBMM MOA Annual Report for details.*
2. The CTA hired a historic preservation expert, McGuire Iglecki & 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 Design-Build Contractor (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, Walsh-Fluor, submitted an Environmental Impact Mitigation Plan that was approved by CTA on September 4, 2019 and updated January 2024 which 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.

Vibration monitoring plans have been developed for LBMM. The DBC is required to monitor vibration levels in accordance with their plan 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, assessed and replaced with less vibration inducing methods if possible.

2. The DBC 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 conducted full (interior and exterior) pre-construction condition assessments at properties where the DBC received approval from the property owners to access the building interior. For several addresses the DBC was unable to contact the property owner or was or denied entry, the DBC provided documentation of attempts to contact property owners. The DBC determined that none of the properties require a Protection and Stabilization Plan. The CTA notified SHPO (formerly IHPA) and property owners in May 2024 of completed assessments and provided an opportunity to review the reports and make comments during a 30-day review period. The CTA considers this treatment measure complete.

3. Outreach and coordination methods are defined in CTA's Public Outreach Plan which was developed by the Strategic Outreach consultant under CTA's Program Manager Contract. The plan 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. As of April 2024, there are 248 businesses in the program. When public way closures are close to businesses, CTA provides signage alerting the public that they are still open. The CTA distributes and posts on the CTA website a four-month and four-week community outlook calendar, one for LBMM and one for RPB, in addition to an interactive map to communicate current and upcoming closures and construction activity. CTA's RPM social media accounts provide updates on construction-related activities and help promote businesses in the construction areas. 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.

The Red and Purple Modernization Phase One project continues to progress with construction and will be achieving a milestone in the summer of 2023 when rail service is shifted to the new bridge structure. CTA has decided to remove the embankment wall in the LBMM corridor; this work is moving forward in accordance with the Environmental Assessment and MOA commitments.

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

Best regards,



Grace Ohs
Vice President - Red and Purple Modernization
Chicago Transit Authority