

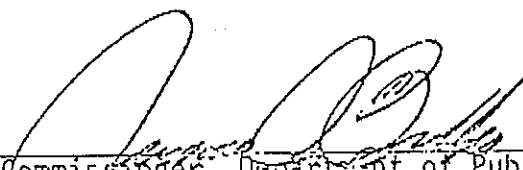
CONDITIONS FOR A DETERMINATION OF
NO ADVERSE EFFECT FOR THE CHICAGO LOOP ELEVATED
REHABILITATION PROJECT

1. The location and structural characteristics of the Loop Elevated Structure (trestle) shall remain substantially unchanged as a result of the Loop Elevated Rehabilitation Project and shall continue to function as a transportation facility. All structural elements of the trestle will continue to be tested for structural integrity and replaced, if necessary. New structural elements may be added or existing ones replaced or removed for safety or operational reasons.
2. The rails, signals, electrical systems, amenities (e.g., drip-pans) or components thereof may be improved or replaced, as necessary, at the discretion of the CTA or the City of Chicago for the purpose of improving operational efficiency, safety, reducing noise or enhancing the amenities of the structure to the passengers, pedestrians or motorists.
3. The City of Chicago and the CTA shall restore the Quincy/Wells station to a condition as close as possible to its condition of the early 1900's. This project shall be undertaken in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation.
4. The City of Chicago and the CTA agree to rehabilitate the Adams/Wabash station to emphasize the historic structural characteristics of the trestle. In returning this station to a state of utility through use of contemporary materials and design elements, this project shall be undertaken in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation.
5. With the exception of Quincy/Wells and Wabash/Adams, ~~all other existing stations on the Loop Elevated Structure may be removed in accordance with the Master Plan.~~ Prior to the demolition of any structure, the City of Chicago and/or the CTA shall first contact the ~~National Architectural and Engineering Record (NAER) (National Park Service, U.S. Department of the Interior)~~ to determine the level of documentation required. All documentation must be accepted by NAER, and the Advisory Council on Historic Preservation must be notified of the acceptance prior to demolition. Copies of the documentation required will be stored in the archives of the CTA, the Municipal Reference Library and the Chicago Historical Society, and submitted to the National Architectural and Engineering Record. The cost of these historical records will be part of the cost of the station construction funded by UMTA. Selected copies of these records may also be displayed in the new stations as appropriate.

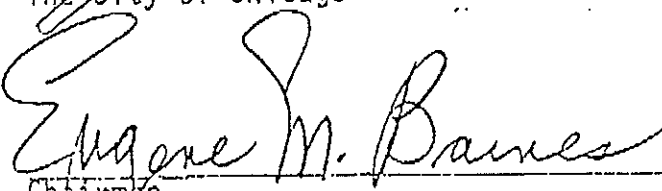
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REHABILITATION PROJECT

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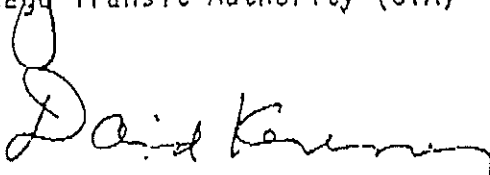
6. As defined in the Master Plan, new stations may be constructed at mid-block locations in such a manner as to take advantage of adjacent buildings as a source of space for stations. The new structures shall be designed in accordance with the Secretary of the Interior's Standards for Rehabilitation.
7. The Illinois State Historic Preservation Officer will be given the opportunity to review final design plans for the restoration, rehabilitation and new construction of stations on the Loop Elevated Structure prior to the implementation of such improvements.
8. In the event that any of the involved parties determines that the aforementioned conditions cannot be met or must be modified, the Illinois State Historic Preservation Officer and the federal Advisory Council On Historic Preservation shall be consulted and the involved parties upon agreement may for good cause modify or amend these conditions.



Commissioner, Department of Public Works
The City of Chicago (date) 10-3-81



Chairman
Chicago Transit Authority (CTA) (date) 10/2/81



Illinois State Historic Preservation Officer (Illinois SHPO) (date) 10/5/81



U.S. Department
of Transportation
Urban Mass
Transportation
Administration

CONCUR

400 Seventh St., S.W.
Washington, D.C. 20590

OCT - 7 1981

ADVISORY COUNCIL
ON HISTORIC PRESERVATION

OCT - 7 1981

BY *Joseph P. Hough*
for Jordan E. Finkelschtein

Mr. Robert R. Garvey, Jr.
Executive Director
Advisory Council on Historic Preservation
1522 K Street, N.W.
Washington, D.C. 20005

Dear Mr. Garvey:

The City of Chicago and the Chicago Transit Authority propose to use financial assistance from the Urban Mass Transportation Administration (UMTA) to undertake the rehabilitation of the Loop Elevated Structure in Chicago, Illinois, a property eligible for the National Register of Historic Places. The project consists of upgrading the trestle and restoring, rehabilitating, and reconstructing certain stations to maintain the structural integrity of the facility and to respond to changing transportation needs in the Central Area of Chicago.

UMTA has determined that the proposed project as defined herein and in the City's Master Plan for the Loop Elevated Rehabilitation and Historic Preservation will have no adverse effect on the Loop Elevated Structure. Enclosed are the documentation for a determination of no adverse effect along with an attachment stating the conditions under which the Illinois State Historic Preservation Officer and the City concurred in this determination. These materials are submitted for your review and concurrence.

Sincerely,

Edward R. Fleischman

Edward R. Fleischman
Acting Director
Office of Program Analysis

Enclosures

cc: Ira Bach, City
Jerome Butler, DPW
Eugene Barnes, CTA
David Kenney, SHPO
Joel Ettinger, UMTA
Franz Gimmler, UMTA

URBAN MASS TRANSPORTATION ADMINISTRATION

DETERMINATION OF NO ADVERSE EFFECTLOOP ELEVATED STRUCTURE REHABILITATION
CHICAGO, ILLINOIS

1. AGENCY INVOLVEMENT

The City of Chicago and the Chicago Transit Authority propose to use financial assistance from the Urban Mass Transportation Administration to rehabilitate the Loop Elevated Structure in the Central Area of Chicago.

2. DESCRIPTION OF THE PROPOSED UNDERTAKING

Rehabilitation will consist of a range of physical improvements designed to keep the Loop El structurally sound and respond to the changing transportation needs in the Central Area for the next 40 years. The rehabilitation will involve the trestle as well as the stations.

The trestle will remain on the same alignment on Lake Street, Wabash Avenue, VanBuren Street, and Wells Street. Support columns will remain at present locations and the height of the trestle will be maintained at or near the current elevation. Depending on the results of current inspection and testing, columns, girders, and stringers will be replaced as needed to maintain the structural integrity of the facility. Existing lattice-type track stringers may be replaced with new solid-web sections. All other repairs to the trestle will replace existing members in kind.

The rehabilitation plan includes eight stations on the Loop Elevated Structure. (There are nine existing stations.) Of the eight, two stations will be restored or rehabilitated in place and six stations will be newly constructed. The following gives a breakdown of the proposed station improvements:

The Quincy/Wells Station will be restored to its former condition to the greatest extent possible while maintaining current ridership levels and security standards.

The Wabash/Adams Station will be rehabilitated in place. To better serve existing passenger volumes, the mezzanine level of the station will be widened and glass canopies and barriers will be used to replace the existing metal.

The Washington-Madison/Wells Station will replace the existing Randolph/Wells and Madison/Wells stations. The new station entrances are placed at mid-block locations and the station would be incorporated in the Madison Plaza Building now under construction at the corner of Madison and Wells streets.

The LaSalle/VanBuren Station will be reconstructed at a mid-block location straddling Sherman Street. This will allow better station spacing from the proposed new Library Place Station and improve vertical access to the station.

The Library Place Station is a new station on the Loop El proposed near the intersection of VanBuren and State streets. The Library Place Station would have direct, enclosed access to the adjacent library building and would provide an easier transfer to the State Street subway.

The Washington-Madison/Wabash Station will replace the existing Randolph/Wabash and Madison/Wabash stations. Consolidation of these stations at one mid-block location will improve operating efficiency while maintaining easy transfer to bus, subway and commuter rail.

The State/Lake Station would be developed in either a new office structure built on the southwest corner of the intersection, or in the existing State and Lake Building if this structure is retained in North Loop development. Station platforms would be moved to the west to improve access.

The Clark/Lake Station would take advantage of joint development with the State of Illinois Center on the south side of Lake Street and the Transportation Center on the north side of Lake Street. Accessibility between the subway and the El would be improved with this relocated site. Integration with new development at this site will increase rapid transit ridership.

3. NATIONAL REGISTER-ELIGIBLE PROPERTIES AFFECTED BY THE UNDERTAKING

The Chicago Loop Elevated Structure is the only property on or eligible for the National Register which will be affected by this project. This is an elevated street railway facility located in the air rights of public right-of-way along Wells Street, VanBuren Street, Wabash Avenue, and Lake Street. Approximately two miles in length (11,200 linear feet), with nine passenger stations, it is owned and operated by the Chicago Transit Authority (CTA).

Property Description

The Loop Elevated Structure is a composite of structural steel and wood. The entire basic framework is steel, built up by the riveting together of plates and angles. The support columns and bents are formed "I" sections and are spaced at 30- to 50-foot intervals along the running sections. In Lake Street, Wells Street, and Wabash Avenue, the typical cross-section is 24 feet. This permits a two-lane roadway under the structure with parking lanes

between the columns and the curb. In VanBuren Street, the structure is 52 feet wide, curb to curb.

The longitudinal members are triangulated trusses of the same built-up composition and support the trackbed of creosoted wooden ties. The track fixation is standard, tie plate and spike, with the tie plates being placed directly on the flange angles capping the longitudinal members of the structure.

At the passenger stations the structure widens to accommodate the platforms, stairs, station agent booths, and other appurtenances. The typical platform width is eight feet at the extremities and twelve feet at the stairwell entries. Overall station width varies from about 40 to 60 feet.

The primary design principle was function, with little evidence of typical Late Victorian Period ornamentation. The stations are not architecturally uniform and reflect the individual company design decisions. Selectively upgraded by the Chicago Transit Authority to improve passenger comfort and safety, fiberglass, plexiglass, aluminum, Monel metal, and other modern materials have been used in the remodelings. The original steel frame and wooden decking remain otherwise unchanged.

Significance

In constant service since 1897, the Loop Elevated has been the cornerstone of rapid transit service in the Central Area of the city for over 80 years. Its presence and configuration traditionally defined the most prestigious locations for office buildings inside the steel girdle. It contributed to the definition of the downtown, the Chicago Loop. As the city grew, development went beyond its physical confines, leaving low-density marginal use corridors along the streets supporting the structure. Prestige locations were those a block or more away from the dirt and noise generated by the elevated rail operation.

The Loop El Structure is also significant as an example of riveted steel elevated transit construction. Elevated railways were built in large American cities in the late 19th and early 20th centuries to facilitate transport in densely populated urban areas and the Loop El is one of the earliest examples of this type of construction.

4. INAPPLICABILITY OF THE CRITERIA OF ADVERSE EFFECT

While the Loop El Structure has been the focus of elevated rail transit in Chicago since its construction, the noise and intrusiveness of the structure have been a continuing concern of city government. Since the construction of the subway lines in the downtown in the 1930s, the city's mass transit plans have included various proposals to replace the Loop El. More recently, the 1968

Chicago Central Area Transit Study had as one of its objectives the removal of the Loop El. The Central Area Transit Project emerged from this study and the City of Chicago identified the Franklin Line Subway Project as the highest priority and first increment of the overall Central Area Project. The Franklin Line Subway Project was proposed as a new north-south distributor link through the downtown which would have allowed the removal of two legs of the Loop El Structure. The city planned to follow with construction of the Monroe Line, an east-west subway which would have permitted the removal of the remaining two legs of the Loop El.

The Draft Environmental Impact Statement (July, 1978) for the Franklin Line Subway Project identified the Wells Street and VanBuren Street legs of the Loop El for removal as part of the subway project. A preliminary case report was submitted to the Advisory Council in November, 1978. This was followed by a public information meeting held in Chicago in January, 1979.

Because of the impact on the Loop El, local historic preservation groups opposed the Franklin Line Project. The project was also opposed locally because of the high cost and limited new transit service it provided. After a change in the city administration, local support for the project was withdrawn. The present plan to rehabilitate the Loop El was developed to accommodate historic preservation concerns while providing for the changing transportation needs in the Central Area over the next 40 years. A Determination of Effect for the rehabilitation project has to be made in the context of these historical developments.

A. Destruction or alteration of all or part of the property.

The Loop El Structure will be rehabilitated without changing the basic structure or function of the facility. The alignment will remain the same and support columns will stay at their present locations. On the trestle, existing lattice-type track stringers may be replaced with new solid-web sections, an improved design.

Of the nine existing stations, two will be restored or rehabilitated in place and seven will be removed. Six new stations will be constructed. Five of these stations will be built proximal to existing station locations. That is, the new station locations will be shifted slightly to take advantage of new joint development or mid-block entries. The sixth new station will be built at the southeast corner of the Loop El where a station was once located.

Station removal and reconstruction on the Loop El is not considered to be an adverse effect. Historically, it was not the stations but the encircling layout of the structure itself around the downtown core that embodied historical significance. As noted in the Department of the Interior's determination of eligibility for the National Register (July, 1978), the Loop El Structure is important as a historic transportation facility as well as for its

influence on the growth and development of downtown Chicago. As detailed in the City's Master Plan for the Loop El rehabilitation, original station locations have changed in some cases to adapt to changing needs. Stations have periodically been removed due to lack of ridership. Moreover, the fabric of the original stations has been altered through periodic maintenance over the years. In comparison, the trestle has remained relatively unchanged with its intricate web of supporting members still intact. The best hope, then, of preserving the Loop El as a viable transportation facility is to continue the trend of allowing stations to change in response to changing downtown developments.

B. Isolation from or alteration of the property's surrounding environment.

The project itself will not alter the surrounding environment. Certain stations would be integrated in buildings now under construction or planned to be constructed adjacent to the Loop El. In these joint development plans, the stations would generally be less obtrusive than they are now. Other new stations will utilize mid-block locations, thereby opening up the streetscape vistas which are presently blocked by the station houses.

C. Introduction of visual, audible, or atmospheric elements that are out of character with the property.

The new stations will be designed and constructed in accordance with the guidelines for new construction in the Secretary of the Interior's Standards for Rehabilitation. The designs for the new stations will be reviewed by the State Historic Preservation Officer to ensure that they are compatible with the Loop El Structure.

D. Neglect of a property resulting in its deterioration or destruction.

This project has been proposed specifically to upgrade the property so that it can continue to function efficiently at the heart of the city's rapid transit network.

E. Transfer or sale of a property without adequate conditions or restrictions regarding preservation, maintenance, or use.

The CTA owns the Loop El Structure. The property will not be transferred or sold as part of the proposed project.

5. VIEWS OF THE STATE HISTORIC PRESERVATION OFFICER

The Illinois State Historic Preservation Officer (SHPO) was consulted regarding his views on a determination of effect for the Loop El Rehabilitation Project. With certain conditions accepted by all parties, the SHPO concurs in the

determination of no adverse effect. These conditions, with the signatures of the concurring parties, are attached to this determination.

6. ESTIMATED COST OF THE UNDERTAKING

The estimated total cost of the proposed Loop El rehabilitation is approximately \$100 million, with the proposed Federal share being \$80 million.

7. DETERMINATION

The Urban Mass Transportation Administration has determined in consultation with the Illinois State Historic Preservation Officer that the proposed rehabilitation project will not adversely affect the Chicago Loop Elevated Structure.

October 7, 1981

Date



Edward R. Fleischman
Acting Director
Office of Program Analysis