



# **CTA Red and Purple Modernization Phase One Project**

## **Meet the Contractor meetings May 2019**

### **Q&A**

#### **GENERAL RPM DESIGN AND CONSTRUCTION**

##### **Q. What is the scope of work for the Red-Purple Bypass (RPB) for Fall 2019?**

A. We will begin building track foundations in September 2019, which will involve drilling deep holes and filling them in with track foundations. That will be followed by new track columns and ultimately a new bypass structure in summer of 2021. Following that, we will reconstruct the Red and Purple lines from Cornelia to Roscoe and that work will be substantially completed in 2024.

Work in the Lawrence-Bryn Mawr Modernization area will begin in 2020 starting with rehabilitation and repair of the west retaining wall and the construction of the temporary stations at Argyle and Bryn Mawr starting in the spring.

##### **Q. When does the station and track work begin in the Lawrence-Bryn Mawr Modernization area (LBMM)? What stations will be closed during construction?**

A. Work on the Red and Purple Lines will begin in late 2019 in the LBMM area. The construction of the new tracks will be broken into two phases, requiring the trains to operate on two of the four tracks, alternating sides, in order to maintain service while the project is under construction.

The stations at Lawrence and Berwyn will close during construction, expected near the end of 2020 to early 2021 (exact date is TBD), and temporary stations will be in operation at Argyle and Bryn Mawr. Four new stations will be constructed and will be fully operational by the end of the project (summer 2024).

By summer of 2024, all new stations and tracks will be complete and stations will open.

##### **Q. Who is building the Red-Purple Modernization Program?**

A. The Red-Purple Modernization Program is unique in that it was procured and awarded as a design-build contract, saving CTA money and reducing the time the

project will be under construction by more than six months. The design-build project is being led by Walsh-Fluor, a joint venture of the Chicago-based Walsh Group and Fluor, a global expert in engineering and construction.

CTA is responsible for overseeing the project, ensuring that Walsh-Fluor designs and builds the project safely, on time, and on budget.

**Q. When will you tell us exactly when this work will occur and what kind of notice will we get?**

A. The final design and construction sequencing for the Red-Purple Modernization Program is in progress. Construction in the Red-Purple Bypass area will begin in Fall 2019, and we look forward to returning to the community this summer with more detail about this work.

We will continue to provide updates about the Lawrence to Bryn Mawr work and anticipate hosting meetings to update the community about construction work in late 2019 to early 2020. At this point, major project work in this area is anticipated to begin late 2020 to early 2021.

**Q. Will the community be able to provide feedback on the design of the Red-Purple Modernization Program?**

A. As the design of the project progresses, CTA is looking for ways to give the community an opportunity to provide feedback on aesthetic elements of the project.

**Q. Will there be sidewalk closures?**

A. Every effort will be made to maintain an open sidewalk on one side of the street during street closures. There will be times throughout construction, however, when we will be required to close both sidewalks in order to maintain safety of pedestrians through the area. Also, the contractor is required to provide access to businesses in the event of sidewalk closures.

**Q. What about workers parking in our neighborhood?**

A. Walsh-Fluor (the contractor) is required to provide off-site, off-street parking for workers to maintain on-street parking for residents and people doing business in the community.

**Q. What streets will close and when?**

A. Temporary street closures are required in order for the construction crews to complete their work while providing a safe working environment for workers and people in the community.

Generally, the affected streets through the Red Purple Bypass area will be School Street between Sheffield Avenue and Wilton Street and occasional closures on Clark Street, Roscoe Street, Sheffield Avenue, Newport Avenue and Cornelia Avenue. A schedule of street closures will be provided closer to the start of construction with specific notification of street closures provided to those directly affected.

Since major construction in the Lawrence to Bryn Mawr is still a ways off, street closures have not yet been finalized. A schedule of street closures will be provided closer to the start of construction with specific notification of street closures provided to those directly affected.

**Q. How is parking in the area affected? Will my alley be closed?**

There will be parking impacts throughout the project. When residential and business parking is affected CTA will notify residents and businesses well in advance through: community meetings, website postings, written notices to each impacted residence, social media postings and emails. Notification will include information on alternative temporary parking which will be accessible 24/7, safe, and secure.

Alley closures are required during the project. Short duration, partial alley closures will occur for utility relocation through mid-2019, with longer duration closures beginning late 2019 for the Red-Purple Bypass area and eventually for the Lawrence to Bryn Mawr area during the station and track reconstruction work (timing is still TBD).

A schedule of alley closures will be provided closer to the start of construction with specific notification of alley closures provided to those directly affected.

**Q. Will there be any accommodation if I need to get my car out and my alley is closed?**

A. Every effort will be made to accommodate reasonable requests for garage access when an alley is closed, however, there may be instances where that is not possible. Please make every effort to relocate your car when notified that an alley is closing to ensure everyone's safety.

**Q. How will garbage and recycling be removed during alley closures?**

A. During alley closures, a nearby collection area will be identified for both city and private scavenger service.

**Q. Will ComEd or other services be able to service their lines during alley closures?**

A. We will accommodate service responses throughout the project.

**Q. Will work take place overnight?**

A. Typical work hours will be 7 a.m. – 3:30 p.m., however, certain activities are better suited for off-peak hours when there is less impact to train service, vehicular, bike, and pedestrian traffic, etc. All activities will be scheduled to minimize impact to the community.

**Q. How will I get my business deliveries if the alley is closed?**

A. A Traffic Control Plan will be created with specific accommodations procedures for things like deliveries. Businesses will be consulted for input on this plan.

**Q. Where will there be truck traffic and where will construction equipment be staged?**

A. Most construction-related equipment will be stored on vacant property that is owned by CTA. A traffic plan is being developed, however, most construction related traffic will be confined to arterial streets and will be prohibited from using low-traffic residential streets.

**Q. What will be done to do to reduce noise, dust and light during construction?**

A. To reduce noise and eliminate vibration, foundations will be drilled and poured rather than installed with a pile driver. This work can be loud, but it is much quieter and eliminates the vibration that many experienced during the Brown Line Capacity project that took place about 10 years ago. Other noise mitigation strategies will also be employed, including: placement of equipment, noise suppression devices and abatement, and prohibiting overnight work except under limited circumstances.

Any construction activities which generate dust will be sprayed with water to control the spread of dust and debris.

Light is required to ensure a safe work environment for crews and for the public. Construction lighting will only be used where work is occurring and will be focused on the work site. Lights will be pointed down and will not illuminate adjacent properties.

## **IMPACTS TO CTA SERVICE**

**Q. How will my commute time be affected during construction?**

Impacts to rail service will begin early to mid-2020 and may result in delays. CTA will do everything possible to minimize impacts to our customers but they're unavoidable, considering we have to run service while we're building new track structure.

**Q. Are you going to add extra bus service once the Lawrence, Argyle, Berwyn and Bryn Mawr stations are closed for reconstruction?**

A. Though we are rebuilding stations and track structures, we are keeping rail service going during the construction period. When, during the project, service becomes severely constrained or temporarily halted related to construction work, we would add

supplemental bus service to provide service to our customers, similar to what we have done in other large CTA construction projects.

**Q. Will there be re-routes of buses that currently serve the Lawrence, Argyle, Berwyn and Bryn Mawr stations?**

Yes, we anticipate re-routing other bus routes that currently serve these stations as needed, and will provide plenty of notice on changes before they go into effect.

## **ECONOMIC, BUSINESS AND SAFETY CONCERNS**

**Q. What assistance is being provided for businesses in the affected area? Will financial assistance be provided to affected businesses?**

A. A modernized transit system is good for local businesses, bringing customers into storefronts and encouraging new development and investment in neighborhoods. CTA believes it is important to, at every step, work closely with businesses as we perform the actual work to modernize our rail structure. We will provide notification of all work ahead of time and make arrangements for business deliveries as needed.

We also have hired an outside consultant to develop an Open for Business program to promote local businesses during construction through signage, advertising, online and social media, etc. and we will strongly encourage all of our contractors to patronize local businesses.

The project funds CTA is utilizing to construct the RPM Phase One Project are not permitted to be used to provide financial support to private businesses. At this time, CTA is not aware of any outside funding sources for local businesses during construction but we are actively exploring partnerships with third parties that can provide small businesses with consulting assistance during the construction period.

**Q. What is the status of Transit-Oriented Development in the area?**

A. After a lengthy process of working with the community on developable parcels throughout the Red-Purple Modernization Project area, the CTA finalized its reports on viable development alternatives for Red-Purple Bypass and Lawrence to Bryn Mawr Modernization areas. These reports are based on development the communities told us they want to see, and the concepts that were developed (and available online) serve as a guide for future development once RPM Phase One construction is completed.

**Q. Isn't your project contributing to gentrification that is forcing out the elderly, poor, immigrant population?**

A. The upgrades and new facilities that are provided as part of RPM will be of lasting benefit to the nearby communities as well as the entire city. New stations that meet current design, safety, and accessibility standards are important for neighborhood and

business vitality. These upgrades are for the benefit of *everyone* who uses CTA, improving the transit experience for countless riders.

**Q. What are you doing to keep the work areas safe during the construction period?**

A. Safety of our customers and employees is our top priority and the CTA devotes a lot of effort to keeping our trains safe. We work closely with CPD to share information and monitor crime patterns, have expanded our security camera system and collaborate with the local community and elected officials about ways we are working to make our system safe. We are also working closely with aldermen in the project areas to share information and keep the public updated about the project while getting feedback on resident and business concerns.

## **RED-PURPLE BYPASS (RPB) AREA**

**Q. What will the Red-Purple Bypass look like?**

A. The design of the Red-Purple Bypass is still under way. Renderings of the design, including materials and colors, will be available for viewing at the next series of community meetings, scheduled for Summer 2019.

**Q. Do we have a say in what the bypass looks like?**

A. The Environmental Assessment process conducted by CTA in 2014-2015 included gathering input from the community about the bypass, which has guided our engineering and planning work to date.

We anticipate that the community will have input into some of the aesthetic aspects of the bypass, including incorporating art into the bypass structure (such as the columns). Much of the physical design of the bypass must meet rigorous federal and local physical and operational standards to function efficiently and safely for decades to come.

**Q. How high will the Red-Purple Bypass be? Will it be the highest point on the CTA rail system?**

A. The crest of the Red-Purple Bypass, between School and Clark Streets, will be approximately 22 feet taller than the existing track for a total height of about 45 feet above ground level, or roughly the height of a four-story building. This height will be only at the crest, just long enough to clear the Red Line, at which point the Red-Purple Bypass will slope back to the existing height of the Brown Line track structure. This will not be the highest point in the CTA rail system, nor will it be the highest structure in the neighborhood, as multiple nearby buildings are substantially taller.

**Q. What is happening with the Vautravers building?**

A. CTA's intention is to move the building in order to preserve the historic integrity of the Newport Avenue District, a designated Chicago historical landmark. The Vautravers building is currently undergoing rigorous investigations to determine the viability of relocating the building from 947-949 W. Newport Avenue further west towards Clark Street. Once the investigation is complete, CTA will advise on the next course of action.

**Q. When are we going to know exactly when the bypass construction begins?**

A. Our intention in May 2019 has been to let the community know that the work is coming and provide a high-level overview on the timing. Because our contracting team is still working on design of the project and construction schedules, we plan to return to the community later this summer to provide an update with specific impacts and timing, including alley and street closures and other impacts.

**Q. Is the Red-Purple Bypass really necessary?**

The Bypass is absolutely necessary if the Red Line is going to continue to grow to serve more riders. The delays are the symptom of a larger problem: a bottleneck of trains that must stop and wait at the rail junction where Red, Purple and Brown Line tracks intersect.

If CTA tried to add more trains on the Red Line, this bottleneck would cause even longer delays and trains would continue to back up. Because of this intersection alone, CTA can no longer add more trains during rush periods when they are desperately needed. If the bottleneck isn't corrected now, the CTA won't be able to meet ridership demands. Trains will become more crowded and more cars will clog our streets.

Building the Bypass will unclog traffic at this intersection, allowing CTA to add up to eight more Red Line trains and ultimately serve up to 7,200 more riders per hour.

**Q. Why does the Red-Purple Bypass project include more than the bypass – why are you rebuilding the Red and Purple Line track structure north of Belmont to Cornelia?**

A. The Bypass Project includes building a rail bypass for the Brown Line at Clark Junction, just north of Belmont station. The project also includes the replacement of 0.3 miles of Red and Purple Line tracks between Belmont on the south to the stretch of track between Newport and Cornelia avenues on the north.

The Red and Purple Line tracks just to the south of this area were rebuilt as part of the Brown Line Capacity project more than 10 years ago, including building a closed-deck structure that reduces train noise below the tracks. Now we will do that between Belmont and Cornelia avenues on the north. These tracks need to be rebuilt because they are 100 years old and they contain curves that slow down trains. The new tracks will be quieter and eliminate the need for speed restrictions, improving service speeds and reliability.

## **LAWRENCE TO BRYN MAWR (LBMM) AREA**

**Q. What is happening with the art that is currently in the Lawrence to Bryn Mawr stations? Will there be an opportunity to provide feedback on art proposed for the new stations?**

A. Art is currently on display at the Lawrence, Argyle, and Berwyn stations. The art at Lawrence and Berwyn was installed in 2012-2013. Because CTA was aware that RPM would cause the stations to be rebuilt in a relatively short time frame, the art was designed and installed in such a way that it can be removed and reinstalled in the future stations. Unfortunately, the art at the Argyle station long is integral to a structural wall, and therefore cannot be salvaged. It is possible, however, to recreate the art if there is desire to do so. There is no art installed currently at Bryn Mawr.

All four of the new stations will have art installed, whether that is new art or the reinstallation or recreation of existing art. Just as was done when art was installed in the stations more than five years ago, CTA will have a community vetting process to get ideas for art that the community would like to see.

**Q. Will we have a say in what the stations look like?**

A. Our intent is to build new, modern stations that better serve our customers and accommodate all riders, including people with mobility challenges. We intend to get feedback from the community on the types of aesthetic features they would like to see in the new stations.

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