

Red-Purple Bypass: Virtual Public Meeting July 9, 2020

We thank everyone who participated in this virtual public meeting. Below are all of the questions we received with our responses. If you have further questions, please contact us at RPM@transitchicago.com.

- **Red-Purple Bypass aesthetics**
 - What is planned to make the new structure aesthetically pleasing? Will there be opportunities for mosaics or murals?
 - CTA intends to make the spaces under the tracks more aesthetically pleasing, including improved lighting, ornamental fencing, paving, and streetscaping. CTA is coordinating with the agency's Arts In Transit program for opportunities to include art as part of the new infrastructure.
 - What is being done to protect the new structures from graffiti?
 - The columns will receive an anti-graffiti coating to make them easier to clean. Many columns will also be behind fencing.
 - Will the concrete be coated with anything to extend its lifespan?
 - The concrete that is being placed is a high-performance concrete and is designed for a hundred-year lifespan with preventive maintenance.
 - How will the community be involved in the street level aesthetics for the new structure? Who will coordinate and when will planning start?
 - This project's design and progress has been guided by the community from the start, and we absolutely plan to seek your feedback related to street-level aesthetics. We will notify the local community on how that process will work – stay tuned!
- **Businesses**
 - How can I learn more about the Open for Business Program?
 - There is a section on the CTA RPM project website that discusses the Open for Business campaign and further information will be provided soon once additional elements of the campaign are launched. (link: <https://www.transitchicago.com/rpm/openforbusiness/>)
- **Construction**
 - When will the work in the alley between Newport and Roscoe be complete?
 - There will be work in the alley throughout different stages of the project, which lasts through 2025. For the current stage (constructing the Red-Purple Bypass), work will be ongoing through 2021, though not all of it requires extended alley closures that block garage access. CTA is working with the contractor to identify breaks where residents will be able to access garages for short periods of time.
 - Will concrete for the pillars be pumped directly from the trucks or hoisted?
 - For the Bypass columns completed to date, the concrete has been hoisted with buckets. Depending on future needs, pump trucks, chutes or buckets may be utilized.
 - Where will the fill from the holes be going?
 - All soils from construction are being hauled to regulated landfill locations.
 - Why does the closed deck stop as it enters the Newport Roscoe alley?

- The majority of the Bypass will be closed-deck, however, it will transition to open-deck in order to efficiently connect into the existing open-deck Brown Line structure. The open deck portion of the Bypass begins approximately at the north-south alley immediately west of and parallel to Sheffield.
- How long will the alley be closed again beginning July 13?
 - The alley is planned to be closed through the rest of 2020 and work will be ongoing through 2021, though not all of it requires extended alley closures. CTA will continue to work with the contractor to identify opportunities to provide access to garages or when the alley can be opened for short periods of time.
- Why will the track reconstruction from Belmont to Newport take three years?
 - The duration allows the reconstruction to be conducted in stages to permit CTA to continually provide rail service to the public. This means the track structure will be built in halves, while trains operate on the other half.
- How far will the new tracks go along the Newport/Roscoe alley?
 - The new bypass runs along one block of the alley starting behind Sheffield Avenue and ties into the existing tracks near the alley east of Seminary Avenue.
- How long is the flyover expected to last before it needs to be rebuilt? What happens when it needs to be rebuilt?
 - The flyover structure is designed to last 100 years.
- What is the purpose of the column at the south end of the project near Belmont?
 - The southernmost column was casted as a test column as is common in infrastructure projects in order to test procedures and improve the product for the columns that will remain.
- When will the project be over?
 - The project is expected to be completed in 2025.
- How has COVID impacted the construction schedule?
 - The COVID-19 pandemic has challenged the project schedule, but CTA and the contractor are working to mitigate impacts on the schedule.
- When will there be overnight work?
 - There is planned overnight work in the alley between Newport and Roscoe in Fall 2020. Residents will be notified beforehand.
- Why won't the flyover have a tray to catch the dirt and grease that will come off the train in the alley behind Roscoe/Newport?
 - CTA does intend to include a drip pan under the open-deck portion of the Bypass track. The main purpose of this drip pan is to reduce noise levels to adjacent properties, but it has the added benefit of catching dirt/grease under this new open deck track.
- Will the diverging track to the Brown Line remain once the bypass is completed or will it be removed?
 - A portion of the existing Kimball-bound Brown Line track will remain after the Bypass is in service. This track will be available for use during emergency situations or when maintenance is being done.
- **Funding**
 - When is the RPM TIF anticipated to be retired?

- The TIF was established in 2016 and can be authorized for up to 35 years.
- Is TIF money being used? If so, how much?
 - RPM Phase One will be funded through a combination of federal and local funds including \$622 million in Transit TIF funds from the City of Chicago.
- **Lawrence to Bryn Mawr station and track modernization**
 - How high will the tracks be raised from Wilson to Lawrence? Will it stay the same height through to Loyola?
 - The height varies throughout the corridor. In general, the new tracks will be approximately 5-10 higher than the current tracks, depending upon location.
 - What is the timeframe to start remodeling the Lawrence, Argyle, Berwyn, and Bryn Mawr stations, and will it involve track rehabilitation and total station remodeling?
 - As part of Lawrence to Bryn Mawr Modernization, CTA will tear down and rebuild entire stations. Lawrence, Argyle, Berwyn, and Bryn Mawr stations will temporarily close for reconstruction in 2021. Temporary rail stations will open simultaneously at Bryn Mawr and Argyle to provide Red Line access to our customers. While rebuilding the stations and tracks, CTA plans to maintain service along the entire length of the Red Line.
- **Noise**
 - What is being done to reduce the noise for residents and businesses below the flyover?
 - The contractor will have specifications requiring “best practices” to limit construction noise. These include noise monitoring and work stoppage when reading pass thresholds, temporary enclosures for loud equipment, and noise blankets. Following construction, noise levels in most locations are projected to be significantly less than existing. The new structure will include noise barriers and other features (much like the structure crossing Belmont Avenue now) to substantially decrease noise levels.
- **Operations**
 - How will the closed deck structure and flyover operate when there is snow and ice?
 - CTA trains have equipment built in to help manage with snow and ice, including plows such as the ones pictured. The flyover will also be installed with a modern drainage system.



- **Other**

- How will this project help advance Transit Oriented Development?
 - We have already begun working with local stakeholders to begin planning redevelopment after project work is complete. CTA completed a Transit Oriented Development Plan in 2018 in coordination with the community. For more detailed information please visit <https://www.transitchicago.com/rpm/todplan/>.
- Are there any plans to build anything on the vacant lots that are being used for this project?
 - CTA, in coordination with the alderman's office, the local community, and the Chicago Department of Planning and Development, has prepared Neighborhood Redevelopment Plan to encourage redevelopment or plans for parcels remaining after construction. Those plans were published and can be found at <https://www.transitchicago.com/rpm/todplan/>.
- Is CTA adding a station at Newport?
 - No. No station stops are being added to the CTA system by the RPM project. The closest station to Newport Avenue will remain Addison—two blocks to the north.

- **Other station questions**

- When will the Sheridan station be addressed for modernization?
 - The Red and Purple Modernization (RPM) program will be completed in phases, which allows us to make the greatest number of improvements while also minimizing impacts on riders and the surrounding community. The current phase is RPM Phase One. The Future RPM Program will tackle the needs of the Sheridan station, including providing ADA access. Phases of the Future RPM

Program will be developed through a series of studies and public outreach processes.

- Do you have a status update for the new Damen Ave station on Lake Street (Green Line)?
 - Please refer to <https://www.transitchicago.com/mayor-emanuel-unveils-design-for-new-cta-damen-green-line-station/>.

- **Parking**

- Will alternative parking ever change locations? How will you let us know?
 - When there are any changes with the alternative parking locations Walsh-Fluor will reach out to the residents with information on a different location.

- **Property impact**

- What is being done to ensure columns do not block garages? What is the recourse should it block a garage?
 - The design of this project, including the placement of columns to support the bypass bridge, has been carefully prepared to ensure residents can access their garages post-construction.
- If my garage is blocked, how can I find out when I get access back?
 - Walsh-Fluor will stay in contact with residents about the timing of garage access restrictions.
- Why is my home shaking more when the train goes by since construction has started?
 - CTA requires the contractor to monitor noise and vibration levels during the project associated with their construction work and cannot exceed those levels. We have no data that indicates additional vibration in the community, but we continue to monitor these closely. The Contractor has modeled vibration levels at the end of the project and no vibration impacts are projected after mitigation is implemented.
- Will there be tax relief opportunities to the residents who have lost access to their garages due to construction?
 - We understand that residents living in the project's footprint will occasionally be affected by construction activities, including temporary street and alley closures, noise, and more. During construction, we will coordinate closely with the project's design-build contractor to mitigate impacts of construction on local residents and their daily lives, including parking, garbage pickup, etc. We continue to meet regularly with resident groups, from condo buildings to residents on city blocks, to explain the project and listen to their concerns, which will help us develop plans to support residents during construction. The project funds CTA is utilizing to construct the RPM Phase One Project are not permitted to be used to provide tax relief to private individuals or businesses. At this time, CTA is not aware of any outside funding sources for tax relief during construction and any questions about tax relief would need to be answered by the City.
- What is being done to support the residents that continue to suffer quality of life and financially?

- During construction, we are coordinating closely with Walsh-Fluor to mitigate impacts of construction on local residents and their daily lives and ensure access to services including garbage pickup and parking.
- **Public meeting**
 - Will the recording of the July 9, 2020, meeting be available on the website?
 - Yes, the recording of this meeting is available at the following link: https://app.e-builder.net/public/FileDownload_mgr.aspx?QS=ztE1qMho9t5Atbf6531BzmL1W7VfmpInubJsdWDNwodzRVcAsfJN7le52oG8PKiX2g5bkgvn/z8=
- **CTA service**
 - Will all new Red Line stations be able to handle 10-car trains? When will 10-car trains become a reality?
 - The four stations being reconstructed in RPM Phase One will include platforms long enough to accommodate 10 cars. Lengthening platforms at these stations alone, however, would not allow 10-car trains to operate along the entire length of the Red Line. In order to run 10-car trains, all platforms at all Red Line stations would need to be lengthened.
 - How will CTA service be affected during construction? How will this affect our commutes downtown?
 - Service alerts are available [here: https://www.transitchicago.com/alerts/](https://www.transitchicago.com/alerts/). You can sign up to receive customized service alerts [here https://www.transitchicago.com/updates/](https://www.transitchicago.com/updates/)
 - Will there be station closures for the Brown Line, and if so when will these occur?
 - There will be no Brown Line station closures as a result of the RPM Red Purple Modernization Phase One Project. However, there will be occasional impacts to Brown Line service during this project that include no Brown Line service. When that occurs, we will provide free bus shuttles between affected stations.
- **Street closures**
 - When will School Street be closed?
 - School Street will need to be closed due to a variety of construction work during this project, which is scheduled for completion in 2025. The next time School Street is anticipated to be closed is in the fall 2020 for bypass steel erection.
 - When School is going to be closed, can warning signs be placed at the School/Racine intersection to help prepare drivers and residents for the closure?
 - Walsh-Flour will review the proposed Maintenance of Traffic plan that is required during a street closure and coordinate with the City Department of Transportation on signage and related actions.
- **Timeline**
 - Are timelines being met? Have they been changed?
 - As of July 2020 the Red-Purple Bypass timelines are being met.
 - Is there/can there be an online dashboard that gives a detailed look at the progress and budget for this project?

- We continue to expand and refine public information, including construction progress. Stay tuned!
- Can you publish a high level schedule for the complete project with planned versus actual dates throughout this project?
 - Our most recent timeline is [here](https://www.transitchicago.com/rpm/preconstruction/#timeline): <https://www.transitchicago.com/rpm/preconstruction/#timeline>] Additionally, CTA publishes detailed four-week construction lookahead schedules at [transitchicago.com/rpm/preconstruction](https://www.transitchicago.com/rpm/preconstruction).
- Why does the schedule change so much and so often?
 - To get the latest information for the next four weeks, please see our detailed four-week construction lookahead schedules at [transitchicago.com/rpm/preconstruction](https://www.transitchicago.com/rpm/preconstruction).
- **Vautravers building**
 - How will you be moving the Vautravers Building?
 - CTA's Contractor, Walsh-Fluor, is responsible for relocation the building. The relocation is subject to permit review by the City of Chicago Commission on Landmarks and the Department of Buildings. The contractor's plan is generally to excavate around the current and future building location, construct a new foundation for the permanent location of the building, brace the building, use jacks to lift the structure, and then use jacks and rollers to move the building into the proper location. The Contractor will then secure the building onto the new permanent foundation and restoration of the building will commence.
 - What is the timeframe for moving the Vautravers Building?
 - Physical work is anticipated to start in early 2021 and continue through the summer.
 - What does the bonding and insurance look like for the potential repair of the Vautravers Building?
 - The contractor is responsible for all aspects of the building's relocation. The Contractor is required to insure the existing structure.
- **Vautravers building/parking**
 - Will parking be impacted when the Vautravers building is moved? What happens to the temporary parking when the Vautravers building is moved?
 - There will be periods when the lot adjacent to the Vautravers building will be required for construction and not available for parking, including when the building is being moved. When this lot is not available for parking, Walsh-Fluor is responsible for providing alternative parking and notice will be provided to affected parkers in advance.

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