CTA Capital Construction Update
November 14, 2006
Capital Construction Update Agenda

- Red Line/Dan Ryan Rehabilitation Project
- Howard Station Reconstruction
- Brown Line Capacity Expansion Project
- Block 37 Tunnel Connections Project
- Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements
Red Line/ Dan Ryan Rehabilitation Project

Project Summary

BUDGET
• $282.6 million total budget

SCHEDULE
• Phase I: Completed April 20, 2005
• Phase II: Completed May 24, 2006
• Phase III: NTP April 11, 2005, Completion December 31, 2006

PROJECT GOALS
• Eliminate slow zones
• Upgrade to bidirectional signal system
• Upgrade power delivery system including commissioning of two new substations at Pershing and 50th Street, and decommissioning of 42nd substation
• Upgrade communications system including installation of new fiber optic cable throughout the project
• Enhance stations’ appearance
• Install new elevators at 47th and 69th
• Improve bus connections
Red Line/ Dan Ryan Rehabilitation Project

Project Activities

STATIONS
• Installation of station skylights is substantially complete at 35th, 47th, 55th, 63rd, 69th and 79th, 87th Street stations
• Continued the installation of platform amenities at all locations
• Continued painting station house exteriors and platforms
• Completed installation of new light fixtures at all station platforms
• Continued installation of new lighting and ceilings in stationhouses
• Continued escalator installation at 33rd, 47th, 69th, and 79th Street stations. Completed escalators at 35th, 55th and 87th Street stations.
• Continued elevator installation at 47th and 69th Street stations
• Continued installation of new signage

BRIDGES
• Continued construction at the 33rd Street entrance and pedestrian bridge
• Modifications to the 47th, 55th, 69th, 79th and 87th Street bridges and station entrance enhancements have begun
Red Line/ Dan Ryan Rehabilitation Project

Look Ahead to December 31, 2006

- Complete skylight canopy bubble installation
- Complete installation of platform amenities
- Complete painting at all stations
- Complete installation of new signage
- Complete new station entrances at all stations
- Complete installation of customer assistant kiosks
- Complete escalator installation at 33rd, 47th, 63rd, 69th, and 79th Street stations
- Complete bridge modifications and station entrance enhancements at 47th, 55th, 69th, 79th and 87th Street stations
- Complete construction of new elevators at 47th and 69th Street stations
- Complete construction of the new auxiliary station entrance at 87th Street
- Complete Reconstruction of the 33rd Street entrance and pedestrian walkway
Red Line/ Dan Ryan Rehabilitation Project

33rd Street pedestrian walkway and entrance
Red Line/ Dan Ryan Rehabilitation Project

55th Street (Garfield) Station Pedestrian Bridge
Red Line/ Dan Ryan Rehabilitation Project

87th Street station Auxiliary Entrance
Red Line/ Dan Ryan Rehabilitation Project

87th Street station Auxiliary Entrance (Interior)
Howard Station Reconstruction
Project Summary

BUDGET
• Total CTA budget: $87 million

SCHEDULE
• NTP: February 27, 2006
• Completion: Spring 2009

PROJECT GOALS
• Key station to be made accessible in compliance with the Americans with Disabilities Act Accessibility Guidelines by December 31, 2010
• Reconstruct Howard station, Rail Operations and Facilities Maintenance facilities
• Infrastructure upgrades will include newly-installed precast concrete platforms, viaduct repairs, track work, new elevators, and escalators
Howard Station Reconstruction

Project Activities

• Began concrete retaining wall and cap repairs on both the east and west side of the station

• Continued demolition activities on the north side of Howard Street

Three Month Look Ahead

• Continue concrete retaining wall and cap repairs on both the east and west side of the station

• Continue site clean up

• Continue demolition activities on the north side of Howard Street

• Begin foundation work after receipt of Foundation Permit
Howard Station Reconstruction
Project Activities

East retaining wall rehabilitation
Brown Line Capacity Expansion Project

Project Summary

BUDGET
• Total project budget: $529.9 million

SCHEDULE
• Project Completion: December 31, 2009

PROJECT GOALS
• Extend platforms to allow 8-car operations
• Make stations ADA compliant
• Add elevators to 13 stations
• Rehabilitate 18 stations
• Restore 8 historic stations
• Upgrade signal, communications and power delivery system
Brown Line Capacity Expansion Project
Project Activities

- Installed foundations and steel supports for the new platform and auxiliary stationhouse at Francisco
- Completed demolition work at the station house and north side of the main platform at Kimball stations
- Continued installation of Phase I structural steel and concrete track bed at Fullerton
- Opened temporary station house at Fullerton on October 8, 2006
- Continued temporary station house work at Belmont
- Continued interior demolition of 939 W. Armitage
- Began platform and stair foundation work at Armitage
- Began the installation of the platform extensions, demolition of abandoned track structure and the erection of a temporary platform extensions at Sedgwick
Brown Line Capacity Expansion Project
Three Month Look Ahead

- Reopen Kimball Station in January 2007
- Complete construction of the new track four at Fullerton
- Open the temporary station house at Belmont
- Begin Phase I columns and structural foundations at Belmont
- Temporarily close Addison and Montrose on December 2, 2006
- Award contract for Diversey, Wellington, Southport and Paulina
- Continue the installation of new platform steel at Sedgwick
- Commence installation of platform and station house at Sedgwick
- Begin installation of platform steel and platform foundations at Armitage
Brown Line Capacity Expansion Project

Excavation for platform Foundations at Francisco Station
Brown Line Capacity Expansion Project

Interior demolition activities at Kimball
Brown Line Capacity Expansion Project

Fullerton Station forming for concrete decking and platform steel
Block 37 Tunnel Connections Project

Project Summary

BUDGET
• Total project budget: $213.3 million

SCHEDULE
• Project Completion: September 2008

PROJECT GOALS
• Construct two short tunnels, one connecting to the Dearborn Street subway and one connecting to the State Street subway
• Install new track, signal and power components in the new tunnels
• Developer will construct a new subway station below the Block 37 development
• Station will be designed to eventually function as a downtown terminal for express trains to O’Hare and Midway
Project Activities

• Issue notice to proceed to contractor on September 13, 2006
• Began preconstruction activities

Three Month Look Ahead

• Continue preconstruction activities
• Approve contractor schedule
• Confirm location and condition of all existing utilities
• Submit instrumentation plans to the Office of Underground Construction for review and approval
• Submit revised construction documents to DCAP for review and approval
Block 37 Tunnel Connections Project

Overview looking southeast
Assembling of caisson rebar frames
Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Project Summary

BUDGET
• $251 million

SCHEDULE
• Construction NTP: December 1, 2005
• Project completion: Summer 2009

PROJECT GOALS
• Replace approximately 20 miles of the existing train control systems on the Blue Line that are between 35 and 54 years old
• Install new interlockings and train controls for Block 37
• Installation of new fiber communication backbone with copper backup on the Congress Line and in the Dearborn Subway
• Traction Power upgrades in the State and Dearborn Subways
Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Project Activities

- Continued installation of local hand holes, conduit signal and communication house foundations on the Congress Line and O’Hare Line
- Completed excavation and poured the first and second floors for the Belmont Relay House
- Excavation was completed at the Chestnut Relay House and the concrete floor is scheduled to be poured on November 3, 2006.
- Continue to install cable racking and rodding drains in the State Subway
- First Signal Relay House is scheduled to be delivered and installed on November 16, 2006
- Six Communication Huts have been installed on the Congress Line
Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Three Month Look Ahead

- Continue installation of local hand holes, conduit and signal and communication houses foundations on the Congress Branch and O’Hare Branch
- Complete construction of the Belmont and Chestnut Relay Houses
- Install structural steel for the Damen Relay Houses
- Continue installation of communication huts on the Congress Branch
- Deliver the first Relay House on the Congress Line
Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Concrete Pour at Belmont Signal Room
Excavation for new signal room at chestnut
Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Structural steel for new signal relay house
# Planned Construction Activities

## Route Extra Travel Time

(through November 19, 2006)

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Key: 0-10 mins, 10-20 mins, >20 mins

Notes:
- Route travel times are conservative estimates
- Route travel times will vary based on day of week, and time of day
- Chart depicts planned construction activities
- Chart represents the impact of construction activities up to November 19th
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