

Red Line/Dan Ryan



Block 37



Brown Line



Howard



CTA Capital Construction Update December 12, 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 complete at 35th, 47th, 55th, 63rd, 69th, 79th and 87th Street stations
- Continued the installation of platform amenities at all locations
- Continued escalator installation at 33rd, 47th, 63rd, 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
- Completed walkthroughs at 35th, 47th and 55th Street stations

BRIDGES

- Continued construction at the 33rd Street entrance and pedestrian bridge
- Modifications to the 47th, 55th, 69th, 79th and 87th Street bridges are ongoing



Red Line/ Dan Ryan Rehabilitation Project

Look Ahead to December 31, 2006

- Complete installation of platform amenities
- Complete installation of new signage
- Complete new station entrances at all stations
- 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
- Begin punchlist work and contract closeout procedures



Red Line/ Dan Ryan Rehabilitation Project



New storefront entrance at 47th Street station



Red Line/ Dan Ryan Rehabilitation Project



New platform windbreaks at 47th



Red Line/ Dan Ryan Rehabilitation Project Project Recap

- Replaced ten crossovers
- Replaced track work between Cermak and 47th
- Upgraded the branch to a bidirectional signal system
- Upgraded the power delivery system including commissioning of two new substations at Pershing and 50th Street, and decommissioning of the 42nd substation
- Upgraded the communications system including installation of new fiber optic cable throughout the project
- Enhanced stations' appearance
- Installed new elevators at 47th and 69th
- Replaced 10 escalators
- Improved bus connections
- Reconstructed the 33rd Street pedestrian bridge and entrance
- Installed bridge modifications and enhancements



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

- Completed concrete retaining wall and cap repairs on both the east and west side of the station
- Began viaduct repairs
- Continued demolition activities on the north side of Howard Street
- Received Zoning Committee Approval for additional Floor Area Ratio

Three Month Look Ahead

- Continue viaduct repairs
- Continue site clean up
- Continue demolition activities on the north side of Howard Street
- Receive building permit
- Begin foundation work after receipt of Foundation Permit



Howard Station Reconstruction Project Activities



Rogers Street viaduct repairs



Howard Station Reconstruction Project Activities



Retaining wall repairs



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

- Completed installation of new platform light fixtures at Francisco
- Continued installation of new platform deck supports at Francisco
- Completed installation of platform and canopy foundations at Kimball
- Commenced installation of new stationhouse floor at Kimball
- Commenced installation of rail on new Track 4 at Fullerton and began installation of new permanent stairs
- Continued temporary station house work at Belmont and began installation of Track 4 columns
- Completed removal of the western wall above track level to allow for reconstruction at 939 Armitage during weekend line-cut on 1-4 December
- Commenced installation of new platform structure at the south end of the Armitage station
- At Sedgwick, replaced approximately 70 feet of platform decking during weekend line-cut of 1-4 December
- On December 2, 2006, closed Addison and Montrose Stations



Brown Line Capacity Expansion Project Three Month Look Ahead

- Reopen Kimball Station in January 2007
- Complete installation of platform decking at Francisco and commence installation of historic stationhouse
- Complete construction of the new Track 4 at Fullerton
- Place new Track 4 at Fullerton into revenue service
- Open the temporary station house at Belmont
- If Board awards contract for Diversey, Wellington, Southport and Paulina, the NTP
- Continue the installation of new platform steel on both platforms at Sedgwick and commence work on temporary station house and new permanent stairs
- Begin installation of platform steel and platform foundations at Armitage and continue reconstruction 939 W. Armitage



Brown Line Capacity Expansion Project



Pouring new concrete track bed at Fullerton



Brown Line Capacity Expansion Project



Installation of new platform steel at Sedgwick



Brown Line Capacity Expansion Project



Reconstruction of 939 W. Armitage



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



Block 37 Tunnel Connections Project Project Activities

Project Activities

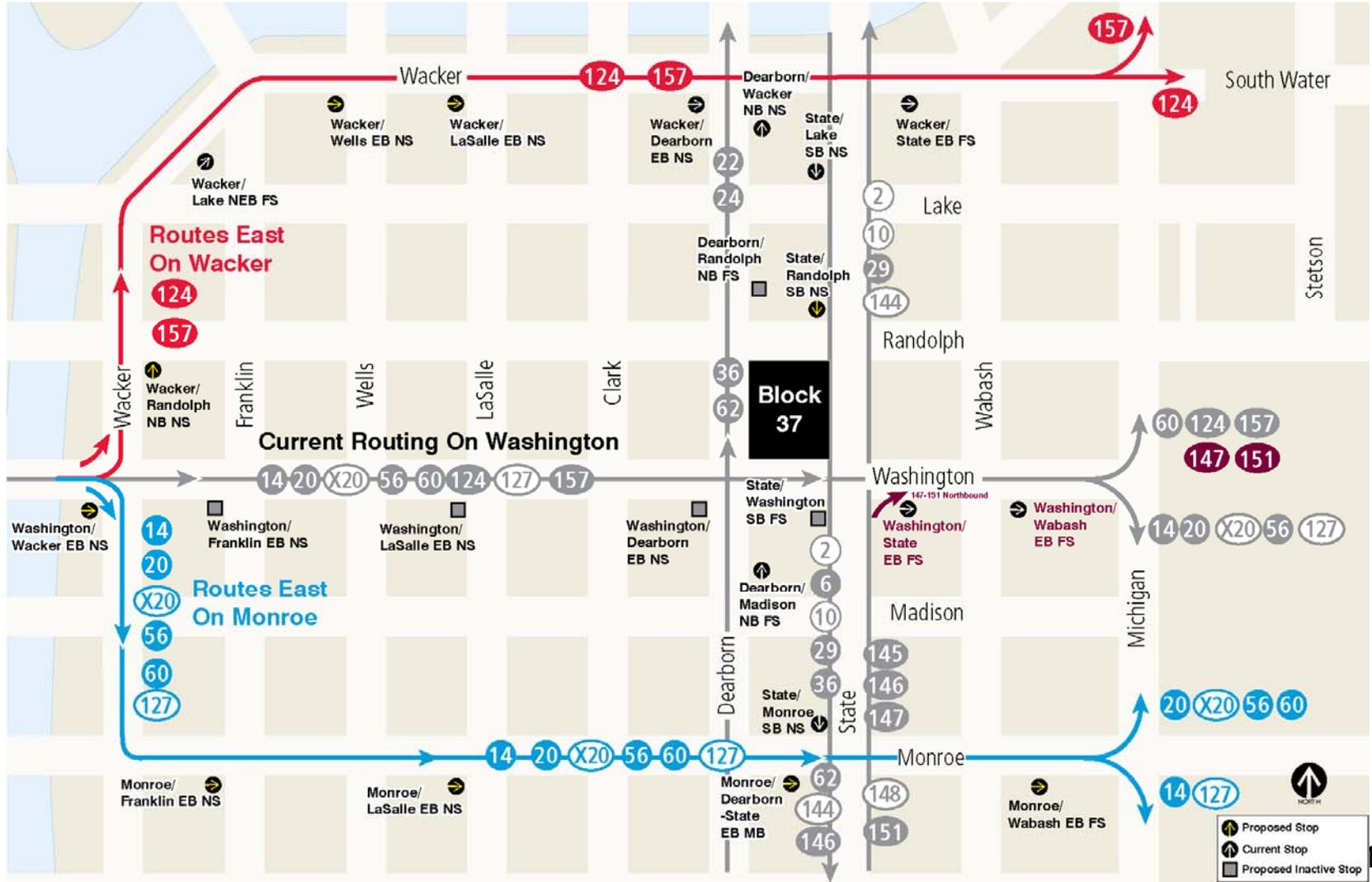
- Approve the contractor's schedule
- Began pre-excavation activities
- Continued working with the City of Chicago regarding site logistics and street closures

Three Month Look Ahead

- 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 Bus Rerouting





Block 37 Tunnel Connections Project



Overview looking southeast



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 and signal and communication house foundations on the Congress Line and O'Hare Line
- Completed the structural concrete work for the Belmont Relay House
- Completed the structural floor and roof slabs for Chestnut Relay House
- Continued to install cable racking and rodding drains in the State Street Subway
- First Signal Relay House at Lathrop was delivered and installed on November 16, 2006
- Eight Communication Huts have been installed on the Congress Line
- Began installation of signal cable support system in the Dearborn Subway
- Completed installation of structural steel for the Damen Relay house



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 house foundations on the Congress Branch and O'Hare Branch
- Perform the first signal cut-over via the new Lathrop Relay house
- Begin to install traction power cable in the Dearborn Subway
- Continue to installation of signal cable support system in the Dearborn Subway
- Complete installation of cable racking and rodding of drains in the State Street Subway



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements



Concrete floor slab pour between subway tunnels for Chestnut Relay room



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements



Rebar installation for Belmont Relay Room



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements



Structural steel erection for Damen Relay House



Planned Construction Activities Route Extra Travel Time (through December 31, 2006)

	Rush M-F 5A-9A & 3P-7P	Day M-F 9A-3P	Night M-F 7P-5A	Weekends	Notes
Blue Line					
O'Hare					Signal Work, Track Maintenance
Dearborn					Signals, B-37, Track Maintenance
Forest Park					Signal Work
54th/Cermak		NA	NA	NA	
Pink Line					
54th/Cermak to Loop					
Purple Line					
Linden to Howard					
Howard to Loop			NA	NA	Clark Junction Work
Loop to Linden			NA	NA	Clark Junction Work
Brown Line					
Kimball to Loop					Brown Line Work, Structure Maintenance
Red Line					
Dan Ryan					Dan Ryan IDOT and CTA
State					Signals, B-37
North					Clark Junction Work
Yellow Line					
Dempster to Howard				NA	
Orange Line					
Loop to Midway					
Green Line					
Lake					
Roosevelt to 55th					
55th to E. 63rd					
55th to Englewood					Track Work at 59th/Wentworth
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 December 31st

Red Line/Dan Ryan



Block 37



Brown Line



Howard



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