



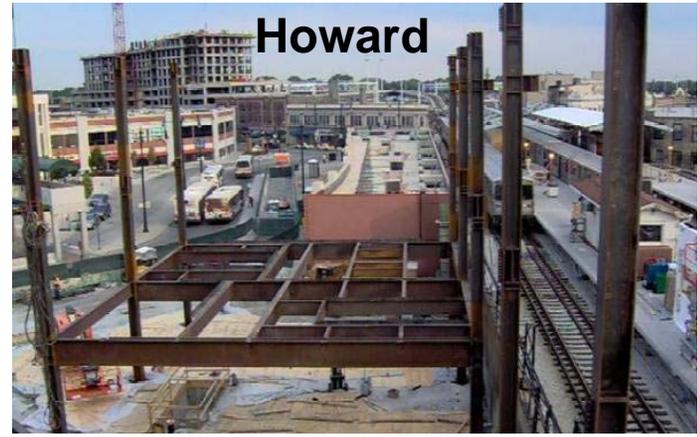
Signals Project



Block 37



Brown Line



Howard



CTA Capital Construction Update August 8, 2007



Capital Construction Update Agenda

- 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
- Loop Signals Project



Howard Station Reconstruction Project Summary

BUDGET

- Total CTA budget: \$87 million

SCHEDULE

- Contractor: McHugh Construction
- NTP: February 27, 2006
- Project Completion: Spring 2009

PROJECT GOALS

- Key station to be made accessible in compliance with the Americans with Disabilities Act Accessibility Guidelines by July 26, 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

- Continued platform and canopy construction
- Continued repairing underside of deck and piers for Howard Street viaduct
- Continued installing stairs J and K in the north tenant space
- Continued erecting building steel columns

Three Month Look Ahead

- Continue repairing underside of deck and piers and begin installation of conduit at Howard Street viaduct
- Continue and complete welding and installation of canopy support steel and decking
- Resume and complete removal and replacement of remaining southbound and northbound platform
- Begin construction of the electrical switchgear room
- Begin renovation of columns M and N inside adjacent retail storefront
- Begin installation of escalators
- Continue work in the north tenant space, including installation of stairs J and K
- Complete steel installation



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

- Continued concrete pours at Belmont for the new northbound track.
- Continued concrete pour caps, struts and columns for tracks 2 and 3 at Fullerton station
- Completed platform canopy abatement at Diversey. Continue replacement of elevated structure foundations at Southport and Diversey
- Installed new stairs for Superior Street entrance and exit at Chicago Station. Continued excavation for elevator, stairs and platform foundations at Chicago
- Continued installation of metal panels storefront at Superior auxiliary entrance at Chicago Station
- Opened new temporary station house at Armitage on July 23, 2007
- Completed installation of the new platform decking and structural steel at the sound end of Armitage Station
- Continued installation of the elevator towers and elevator at Sedgwick. New stairwell was also installed at Sedgwick
- Continued masonry installation at Montrose and Addison station houses
- Completed platform steel structure at Montrose and Addison



Brown Line Capacity Expansion Project Three Month Look Ahead

- Complete and place in service the new track 4 and northbound platform at Belmont. Begin demolition of track 3
- Complete columns for tracks 2 and 3 and begins structural steel installation at Fullerton
- Shift main entrance at Chicago Avenue to the temporary station house located on Superior Street
- Install second elevator tower at Armitage. Renovate existing historic station house
- Complete installation of new station house masonry walls at Montrose and Addison and begin platform decking and railing installation
- Install elevator equipment at Montrose and Addison
- Continue bent foundation work at Southport and begin platform steel erection and pouring station house foundations at Southport
- Continue foundation work and platform demolition work at Diversey
- Complete elevator installation at Sedgwick



Block 37 Tunnel Connections Project Project Summary

BUDGET

- Total project budget: \$213.3 million

SCHEDULE

- Project completion: September 2008

PROJECT GOALS

- Kiewit-Reyes to construct connecting tunnels, linking the existing CTA Dearborn and State Street subway tunnels to a new transit station to be constructed within the substructure of the Block 37 Development by Joseph Freed & Associates
- Install new track in the connecting tunnels and transit station. Station will be designed to eventually function as a downtown terminal for express trains to O'Hare and Midway
- Replace 4,196 existing wood half-ties in the Dearborn Subway and 12,500 existing wood half-ties in the State Street subway with new cast-in-place concrete half ties and rail fasteners



Block 37 Tunnel Connections Project Project Activities

Project Activities

- Kiewit-Reyes is relocating utilities in conflict with tunnel connections locations.
- Began slurry wall installation at the intersection of State and Washington Streets

Three Month Look Ahead

- Protect existing utilities that must remain within the limits of the tunnel connections excavations
- Construct slurry wall at the intersection of State/Washington and Dearborn/Randolph Streets
- Install steel beams and deck plate to support vehicular traffic at the intersections of State/Washington and Dearborn/Randolph prior to starting excavation
- Continue to replace existing wood half-ties and rail fasteners in the Blue Line and Red Line subway tunnels at identified locations
- Obtain city approval to close one additional traffic lane on Washington, Dearborn and Randolph Streets



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

Project Summary

BUDGET

- \$251 million

SCHEDULE

- Contractor: Aldridge-Mass Joint Venture (AMJV)
- 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 the installation of local hand holes, conduit and signal foundations on the Congress and O'Hare Lines
- Continued the installation of communication cable, signal cable and traction power cable in the Dearborn Subway
- New cab signals were put in service on the Congress Line between the Pulaski interlocking and the east end of Forest Park Station
- Continued subway lighting fixture replacement in the Dearborn Subway
- Continued wiring Kedzie interlocking for the cutover and continued underground work at Western interlocking
- Continued pocket demolition at LaSalle interlocking for the relay house structural steel installation
- Installed the Forest Park 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 foundations on the Congress Branch and O'Hare Branch
- Continue installation of traction power cable in the State Street and Dearborn Subways
- Continue replacing the DC circuit breakers with disconnect switches in the State Street and Dearborn Subways
- Continue installation of signal cable in the Dearborn Subway
- Install the new relay house at Jefferson Park
- Continue lighting installation in the Dearborn Subway
- Complete the Kedzie relay house cutover and continue underground work for the relay house at Forest Park Yard and at Western interlocking
- Continue pocket demolition for the LaSalle relay house installation
- Install polymer flooring and paint the subway signal rooms



Loop Signals Project

PROJECT BUDGET

- \$78.8 million

SCHEDULE

- Contractor: Divane Brothers Electric Company
- Construction NTP: February 21, 2007
- Project completion: Summer 2009

PROJECT GOALS

- Provide new train control system for the Loop elevated structure, replacing a system that is more than 30 years old. The new signal system will help to improve reliability of CTA rail service by regulating train movement, speed and intervals at these junctions.
- Construct new control tower at Lake and Wells to replace the current Tower 18, and new interlockings at Towers 18 and 12.



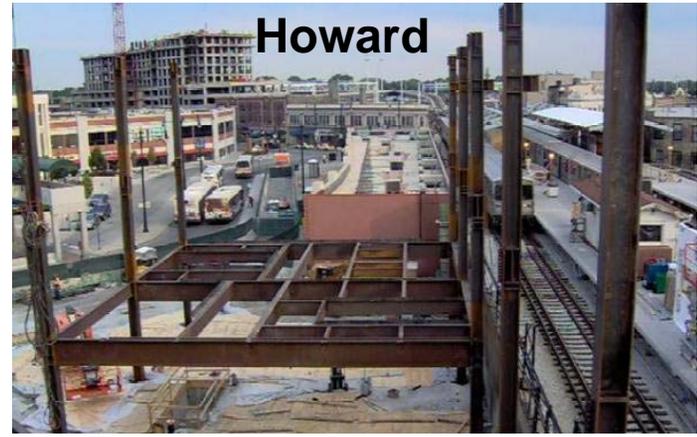
Loop Signals Project

Project Activities

- Divane Brothers has submitted their construction schedule, safety and quality plans
- Continued work on the signal block design
- Removed timber decking and structural steel at the old Randolph west platform
- Set up staging area on Van Buren for Tower 12 south platform demolition work

Three Month Look Ahead

- Approve contractor's construction schedule
- Approve contractor's safety and quality plans
- Install containment, lead abate, prime and paint the structural steel in the areas around Towers 12 and 18
- Hang brackets and pipes at the passenger stations in the Loop
- Begin raceway work in the Dearborn Subway



CTA Capital Construction Update August 8, 2007