

Construction Project Briefing

October 21, 2020



Today's Presentation

- **Your New Blue Projects**
 - **Jefferson Park to O'Hare Signals Project**
 - **Logan Square – Station Repairs**
- **Electric Bus En Route Charger Stations**
- **System-Wide Traction Power Upgrades (Transformers Replacement) Project**
- **98th Rail Shop Bridge Deck and Drainage Replacement Project**
- **Ravenswood Ballast - Phase 2**
- **Red and Purple Modernization Project**



Project Title: Jefferson Park to O’Hare Signals Project

Justification of Need:	The existing 30-year old signal system is approaching the end of its useful life. Maintaining the system has become increasingly difficult in as much as many components are now obsolete and difficult to repair or replace.
Priority of Project:	High
Total Project Budget:	\$ 207M
Construction Contract Value:	\$ 153,696,433.00
Earned to Date:	52%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	81%
DBE:	Goal: 10% Design / 15% Construction Commitment: 10.1% Design / 15% Construction Contract is on track to meet the DBE goal Outreach events conducted: 2 (CTA) 1 (KAJV)
Funding Source:	CTA Bonds, RTA Bonds, Federal Formula Funds, and Federal TIFIA loan
Estimated Start Date/Estimated Length of Project:	NTP: May 21, 2018; Substantial Completion May 20, 2021
Designer of Record:	KAJV – Mott McDonald
Construction Manager/General Contractor:	STV/KAJV

Detailed Overview of Scope:

This is a design-build project that existing relay houses are going to be replaced with new relay houses on elevated or at grade platforms and existing relay rooms are proposed to be expanded/ refurbished and/or reconfigured to accommodate the new signal equipment. The existing relay houses/ rooms are located at the following locations: Jefferson Park, Central, Foster, Nagle, Harlem, Cumberland, River Road, Rosemont East, Rosemont Yard, Rosemont West, Old Manheim, O’Hare East and O’Hare West. Special trackwork improvements are at Central Interlocking.



Project Title: Jefferson Park to O’Hare Signals Project

Impact on Customers:	There will be 11 weekend Line Cuts: 2 – 9 Day Line Cuts from O’Hare to Rosemont, 2 Weekend Line Cuts from Rosemont to Harlem, and 7 Line Cuts from Harlem to Jefferson Park. Bus shuttles will be provided for these line cuts. In addition, there are 90 nighttime single track outages that may affect customers.
Benefit to System:	This will be the last section of the Blue Line to receive upgraded signals and interlocking systems. When completed, these systems will assure consistent, safe and reliable train operations on the entire Blue Line for many years to come. The proposed new equipment will provide bi-directional railway traffic protection and maintain headways at 90 seconds at 35 mph nominal. The Project will be designed with infrastructure provisions for a future Communication Based Train Control (CBTC) system, such as ducts for serial fiber/ cables, ample spare room for hardware in each relay/ audio house and ideal locations for transponders, radio transmitters/ antennae and wayside zone controllers.
Benefit to Community:	Improved Reliability and Safety
Impact on Accessibility:	During the 11 weekend Line Cuts, train stations will be inaccessible.
Estimated # of Jobs Created:	106 Direct, 507 Indirect
Customer Communication Need:	Construction activity notices will be provided to inform customers that Line Cuts will impact their commute.

Comparable Projects:

- Ravenswood Loop Connector
- Congress Dearborn – Jefferson Park to Forest Park Signal Replacement



Project Title: Jefferson Park to O’Hare Signals Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> • Ductbank Investigation and Installation. • Removal of cable from ductbanks. • Signal & Traction Power Cable Installation. • Innerduct installation. • Relay Houses are being manufactured. • Signal Equipment Installation. • Central / Foster started Factory Testing. • Jefferson Park Relay House Cutover. • Line Cut #8 from Harlem to Rosemont 9/18/20 – 9/20/21 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Completed</p>
Delay Explanation:		
N/A		



Project Title: Jefferson Park to O'Hare Signals Project



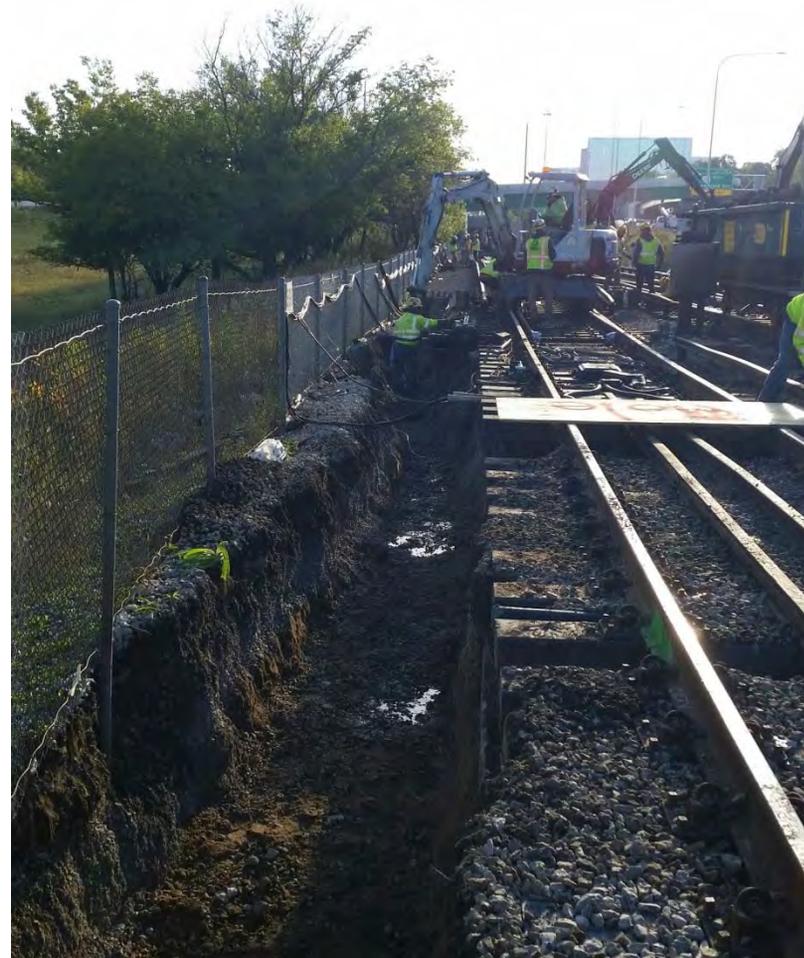
Excavation for Cumberland Relay House Foundations



Project Title: Jefferson Park to O'Hare Signals Project



**Insulated Joints
Installation**



Excavation near River Road

Project Title: Jefferson Park to O'Hare Signals Project



Concrete Installation at Canfield Ave.



Project Title: Logan Square – Station Repairs

Justification of Need:	The purpose of this project to perform repairs to increase the useful life of the station by upgrading the Logan Square Station on the Blue Line.
Priority of Project:	Medium
Total Project Budget:	\$ 7.0 M
Construction Contract Value:	\$ 2.5 M
Earned to Date:	92%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	96% through August
DBE:	<ul style="list-style-type: none"> • Goal: 30% • Commitment: 30.21% • Contract is on track to meet the DBE goal • Outreach events conducted: 2 (CTA)
Funding Source:	RTA Bonds, TIFIA
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP : July 19, 2019 • Substantial completion: February 28, 2020
Designer of Record:	In House Engineering
Construction Manager / General Contractor:	WSP/John Burns Construction

Detailed Overview of Scope: The Logan square station scope of work is as follow and includes the installation of new LED lighting fixtures at stations and platform, power wash tube walls, prime and paint stations and platform ceilings, installation of stair handrails, installation of new tactile tile at stair landings, signage, roof replacements at station entrances (3 locations), and elevators upgrades (2 elevators). The elevator upgrades will be procured under the project budget under our CTA west shop facility and will include a separate completion schedule.



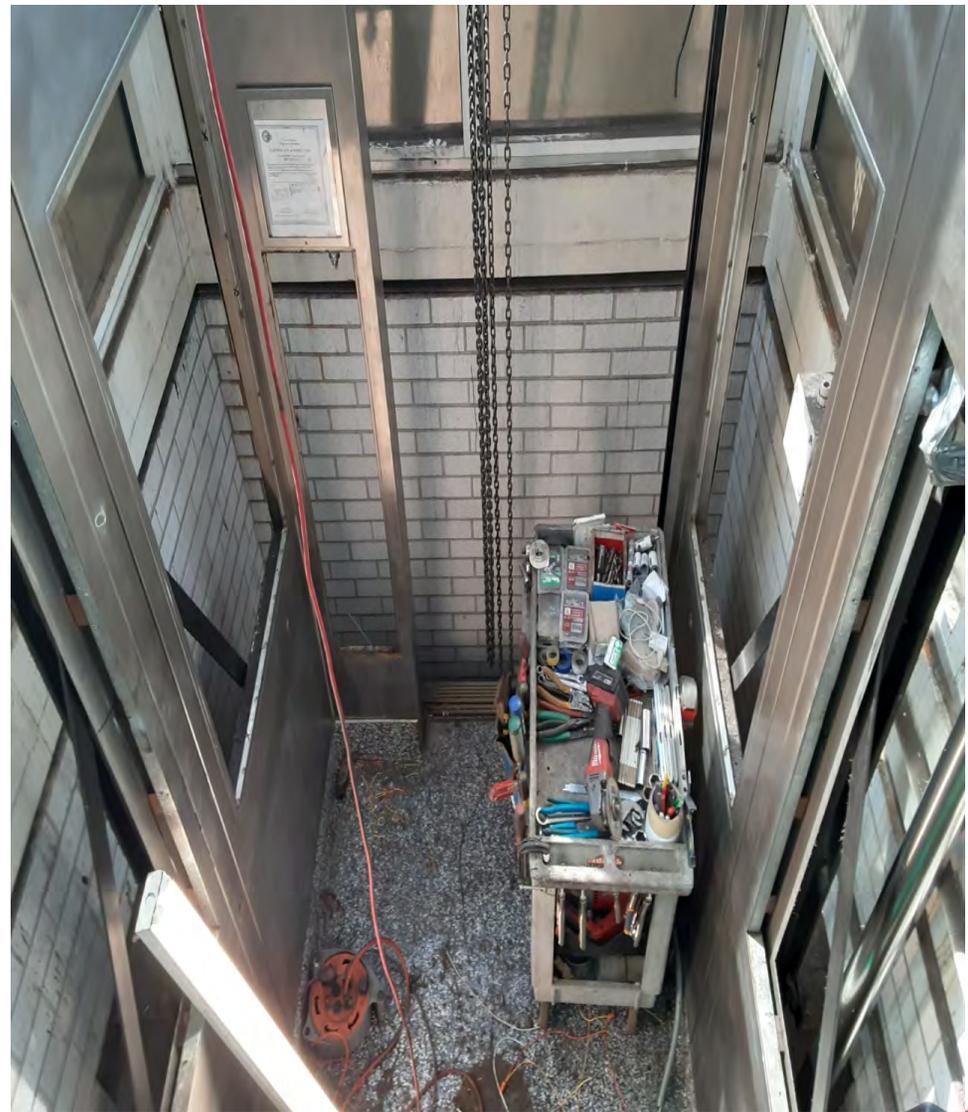
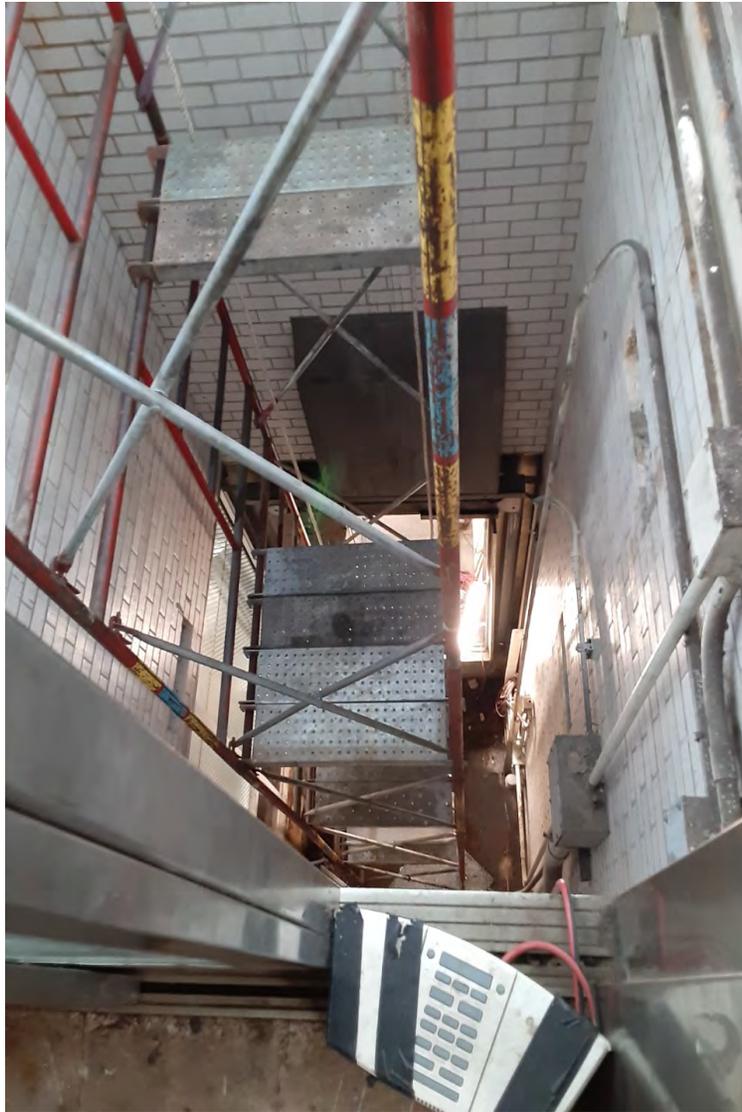
Project Title: Logan Square – Station Repairs

Impact on Customers:	<ul style="list-style-type: none"> • There will be 4 weekend single tracks. • There will be up to 8 single nightly single tracks. • There will be partial platform closures during weekend single tracks. • There will be a single stairs entrance closures.
Benefit to System:	<ul style="list-style-type: none"> • Improved elevators (2) systems • Improved lighting system
Benefit to Community:	<ul style="list-style-type: none"> • Improved customer experience and safety • Modernized elevators
Impact on Accessibility:	<ul style="list-style-type: none"> • Once the elevator equipment is ready to be installed, both elevators will be out of service
Estimated # of Jobs Created:	<ul style="list-style-type: none"> • 50-60
Customer Communication Need:	<ul style="list-style-type: none"> • Construction Activity Notices • Customer notice alerts • Signage information boards

Comparable Projects:



Project Title: Logan Square – Station Repairs



Elevator #2 – Dismantling Old Elevator Infrastructure and Cab



Project Title: Logan Square – Station Repairs



Elevator #2 – New Elevator Rails and Cab Floor Installation

Project Title: Electric Bus En Route Charger Stations

Justification of Need:	This project is a pilot program and will provide the infrastructure and equipment to allow the CTA to begin to supplement the existing bus fleet with electric powered buses. Electric buses provide an environmentally friendly alternative to the current gasoline powered fleet and provides fuels savings for the Authority.
Priority of Project:	Normal
Total Project Budget:	\$32,344,176.17
Construction Contract Value:	(\$14,331,319.17 Infrastructure Installation) – (\$18,012,857.00 Bus Procurement)
Earned to Date:	Total Contract / 48%
Percent Change Orders to Construction Contract:	1.25% - Executed Change Order #1 (\$396,982.17)
Percent Time Used:	85%
DBE:	<ul style="list-style-type: none"> • Goal: 30% • Commitment: 30% • Contract remains on track to meet the DBE goal • Outreach events conducted: 1(Mortenson)
Funding Source:	FTA, CTA Bond, Grants CMAQ
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP: 7-12-2018 • Contractual Substantial Completion: 12-14-2019 • New Projected Substantial Completion: 12-30-2020
Designer of Record:	JLK Architects
Construction Manager / General Contractor:	CM = WSP/SQN GC = Proterra / Mortenson

Detailed Overview of Scope:

The Contractor will provide design, construction services, vehicle delivery, and equipment installation services to the CTA for a complete charging infrastructure system for 100% electric propulsion buses at the Navy Pier Bus Turnaround, the Chicago & Austin Bus Turnaround, and the Chicago Garage.



Project Title: Electric Bus En Route Charger Stations

Impact on Customers:	<ul style="list-style-type: none"> This work will have minimal impact on CTA customers at Navy Pier, and Chicago & Austin Bus Turnaround. There will be a lane closure at the Grand Ave. / Park Ave. intersection during the tie in to the ComEd vault for power later in Q4.
Benefit to System:	The City of Chicago has committed to “Going Green”. Electric buses reduce the strain on the environmental hazards of traditional combustion engines.
Benefit to Community:	Clean, quiet, well lit buses promote green living.
Impact on Accessibility:	N/A
Estimated # of Jobs Created:	100
Customer Communication Need:	Construction activity notices will be provided to inform customers and local businesses/residents how the lane closures will impact them.

Comparable Projects:

- This is the first of its kind at this scale in the United States.



Project Title: Electric Bus En Route Charger Stations

Phase	Description	Status
<p>Design</p> <p>Construction:</p>	<p><u>Navy Pier Building Design</u></p> <ul style="list-style-type: none"> • Electrical ductbank runs for conduit have been laid. • Building foundation and interior walls are constructed. • Storm water retention system has been installed. • Face brick installation is currently being installed. • Landscape retaining wall is currently under construction. <p><u>Chicago Garage</u></p> <ul style="list-style-type: none"> • Charging Stations, Mast, and Pantograph are being reviewed for UL Certification. • Training sessions continue for CTA maintenance and operations personnel. <p><u>Chicago/Austin</u></p> <ul style="list-style-type: none"> • The Contractor continues testing of the Charging Stations with the buses en-route. • Charging Stations, Mast, and Pantograph are being reviewed for UL Certification. 	<p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Complete</p> <p>Ongoing</p>



Project Title: Project Title: Electric Bus En Route Charger Stations



Navy Pier Interior Building Main Electrical Feed Installation



Navy Pier Building Roof Installation

Project Title: Electric Bus En Route Charger Stations



Navy Pier Building Face Brick Installation

Project Title: System-Wide Traction Power Upgrades Transformer Replacements

Justification of Need:	Existing transformers were past the unit's life expectancy. Some of the existing Oil transformers started leaking PCBs presenting a potential safety hazard. Also this upgrade is needed in order to meet the future traction power demands of the 7000 series railcar fleet and during times when the CTA runs more railcars during peak hours.
Priority of Project:	High
Total Project Budget:	\$9,246,890.00
Construction Contract Value:	\$5,877,000.00
Earned to Date:	50%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	44%
DBE:	<ul style="list-style-type: none"> • Goal: 10% • Commitment: 10.19% • Contract is on track to meet the DBE goal
Funding Source:	<ul style="list-style-type: none"> • A combination of (2010 IDOT and 2018 FEDERAL grants)
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP: January 27, 2020 • Substantial Completion: July 25, 2021
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / John Burns Construction Company

Detailed Overview of Scope: Isolating, disconnecting, removing, legally disposing of, delivering, installing and restoring power to fourteen (14) transformers at the following substation locations throughout the system:

- Two (2) 2500 kva dry type transformers at 17th Substation.
- One (1) 2500 kva dry type transformer at Douglas Substation.
- Three (3) 2500 kva dry type transformers at Edmunds Substation.
- Three (3) 3000 kva oil transformer at Franklin Substation.
- One (1) 2500 kva dry type transformer at Harding Substation.
- Three (3) 2500 kva dry type transformers at Lotus Substation.
- One (1) 2500 kva dry type transformer at Washington Substation.



Project Title: Traction Power Upgrades – Transformer Replacements

Impact on Customers:	<ul style="list-style-type: none"> No customer impacts.
Benefit to System:	This improvement will enable the CTA to continue to meet traction power needs and increase traction power capacity to meet future demands and maintain current and future service levels and load on the system.
Benefit to Community:	Will maintain current operations with less delays due to power availability.
Impact on Accessibility:	None
Estimated # of Jobs Created:	TBD
Customer Communication Need:	Construction activity notices and signage information are provided for any alley or sidewalk closures while removal of existing and delivery of new transformers occurred.

Comparable Projects:

- Previous JOC project (J12-045) provided the following items:
- **79th:** Rectifier, transformer, busduct, DC breaker & Cubicle, AC breaker & Cubicle.
- **Milwaukee:** Rectifier, transformer, busduct.
- **Broadway:** Rectifier, transformer, busduct, DC breaker & Cubicle.
- **Clifton:** Rectifier, transformer, busduct, AC breaker & Cubicle.
- **East Lake:** Rectifier, transformer, busduct, DC breaker & Cubicle, AC breaker & Cubicle.



Project Title: Traction Power Upgrades – Transformer Replacements

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> • Transformer 1 replacement (dry type) at 17th Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 2 replacement (dry type) at 17th Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 1 replacement (dry type) at Harding Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 1 replacement (dry type) at Lotus Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 2 replacement (dry type) at Lotus Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 3 replacement (dry type) at Lotus Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 1 replacement (dry type) at Washington Substation 	Completed
	<ul style="list-style-type: none"> • Transformer 1 replacement (dry type) at Edmunds Substation 	Planned
	<ul style="list-style-type: none"> • Transformer 2 replacement (dry type) at Edmunds Substation 	Ongoing
	<ul style="list-style-type: none"> • Transformer 3 replacement (dry type) at Edmunds Substation 	Planned
	<ul style="list-style-type: none"> • Transformer 1 replacement (dry type) at Douglas Substation 	Planned
	<ul style="list-style-type: none"> • Transformer 1 replacement (oil type) at Franklin Substation 	Planned
	<ul style="list-style-type: none"> • Transformer 2 replacement (oil type) at Franklin Substation 	Planned
	<ul style="list-style-type: none"> • Transformer 3 replacement (oil type) at Franklin Substation 	Planned



Project Title: Traction Power Upgrades – Transformer Replacements



Assembling Scaffolding to Support Existing Anode Bus for Transformer 3 at Lotus Substation



Project Title: Traction Power Upgrades – Transformer Replacements



Rectifier racked out at Edmunds Substation

Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement

Justification of Need:	To repair damage due to water infiltration throughout the 98 th Rail Shop. The project will bring elements of the rail shop facility to a state of good repair. CTA rail cars are maintained and repaired at this facility which operates 24 hours a day, 7 days a week. The rail shop is part of the 98 th Yard, one of the largest yards in the CTA System.
Priority of Project:	Medium
Total Project Budget:	\$5,222,719.00
Construction Contract Value:	\$3,049,000.00
Earned to Date:	40%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	80%
DBE:	<ul style="list-style-type: none"> • Goal: 25% • Commitment: 31% • 3 outreach events held
Funding Source:	IDOT Grant
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP: 1-23-2020 • Contractual Substantial Completion: 11-18-2020
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP/Illinois Constructors Corporation (ICC)

Detailed Overview of Scope:

The rail shop entrance bridge connects the State Street overpass to the penthouse level of the rail shop employee entrance. This bridge has two deck drains that has suffered extensive damage, the bridge is not adequately sloped to prevent water from entering. The scope of work will include removing existing concrete, steel bridge and canopy in their entirety and replacing. Replacement of windows, doors and masonry repairs at the building envelope. Modifications to Electrical, HVAC, fire suppression and plumbing. Buildout of temporary locker room and mobilize temporary lunchroom on-site during construction.



Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement

Impact on Customers:	Increases mobility with the 98 th Rail Shop being in a good state of repair, routine maintenance and service to rail cars are performed routinely, limiting service interruptions.
Benefit to System:	The 98 th Rail Shop is a part of the 98 th Yard, which maintains and repair rail cars, 24 hours/7 days a week. The rail shop keeps trains running smoothly, essential to Authority's Safety practices.
Benefit to Community:	Visual improvements, by keeping a well-maintained facility enhancing the community's artistry.
Impact on Accessibility:	None
Estimated # of Jobs Created:	TBD
Customer Communication Need:	Construction activity notices are provided to inform the community of street/lane closures that can potentially impact the community.

Comparable Projects:

- Midway Rail Shop Building Repair Project.



Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> • Installation of New Lockers. • Bridge Demolition Phase 1 (West Side of Bridge). • Lunchroom Glazed Brick Install, Light Fixtures Replacement and Ceiling Painting. 	<p>Completed</p> <p>Completed</p> <p>Completed</p>
	<ul style="list-style-type: none"> • Concrete Repairs. 	<p>Ongoing</p>
	<ul style="list-style-type: none"> • Bridge Steel Erection Phase 1 (West Side of Bridge). 	<p>Ongoing</p>
	<ul style="list-style-type: none"> • Fabrication Structural Steel and Steel Grating Phase 2 (East Side of Bridge). 	<p>Ongoing</p>

Delay Explanation:

N/A



Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement



98th Rail Shop Phase 1 (West Side) Bridge Demolition



Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement



98th Rail Shop Phase 1 (West Side) Bridge Steel Erection



Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement



98th Rail Shop Phase 1 (West Side) Bridge Steel grating installation

Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement



98th Rail Shop Phase 1 (West Side) Bridge Steel guard rail installation

Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement



Men's Locker Room New Lockers, Benches and Light Fixtures



Project Title: 98th Rail Shop Bridge Deck & Drainage Replacement



98th Rail Shop Concrete Repairs

Project Title: Ravenswood Ballast – Phase 2

Justification of Need:	The planned improvements for the Fast Tracks Program will reduce the time of typical round-trip commutes on the Red, Blue, Brown and Green lines by upgrading track and electrical power in multiple locations throughout the system. This project will address the Ravenswood Line – Ballasted Track Improvements project. This project will replace components that have been in service since 1991.
Priority of Project:	High
Total Project Budget:	\$7.8 M
Construction Contract Value:	\$5.1 M
Earned to Date:	10%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	30%
DBE:	<ul style="list-style-type: none"> • Goal: 20% • Commitment: 20.19% • 3 Outreach events held
Funding Source:	CTA Bonds
Estimated Start Date/Estimated Length of Project:	NTP: August 18, 2020: Substantial Completion November 27, 2020
Designer of Record:	CTA
Construction Manager/General Contractor:	WSP/ Kiewit Construction

Detailed Overview of Scope:

The general Scope of Work includes, but is not limited to, replacement of grade crossing, at Kedzie also the replacement of ties, rail fasteners, stone ballast, chairs, select running rail and incidental signal and traction power work. Also at the Chicago River Bridge work includes welding rail to make into continuous welded rail, installing new running rail as required and aligning, tamping and regulating track.



Project Title: Ravenswood Ballast – Phase

Impact on Customers:	There will be some impact to CTA customers and surrounding community related to pedestrian and vehicular detours for track and crossing replacements Bus Shuttles will be provided throughout construction.
Benefit to System:	<ul style="list-style-type: none"> • Reduces the typical round trip commute times • Upgraded track and electrical power in multiple locations • Improved reliability for revenue service • Improved safety
Benefit to Community:	Improved Reliability, Travel Times and Safety
Impact on Accessibility:	None
Estimated # of Jobs Created:	22 Direct jobs and 104 Indirect jobs
Customer Communication Need:	Construction activity notices will be provided to inform businesses and residents regarding temporary construction impacts (noise, dust, street/alley closures) throughout the project.
Comparable Projects:	
<ul style="list-style-type: none"> • Ravenswood Ballasted track work Phase 1 (Fast Tracks Program) • Lake Line and South Mainline Track Improvements (Fast Tracks Program) 	



Project Title: Ravenswood Ballast – Phase 2

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> The project has a total of three Track Access Occurrences (line-cuts.) To date there are two remaining. 	Completed
	<ul style="list-style-type: none"> Pre-Plating of track ties in preparation of weekend line cut. 	Completed
	<ul style="list-style-type: none"> Set up MOT to Close Kedzie Ave. for demolition of railroad approach to inbound tracks. 	Completed
	<ul style="list-style-type: none"> Installation of Concrete duct bank at Track 1 	Completed
	<ul style="list-style-type: none"> Installation of the Precast Crossing Panels on Track 1 (inbound side) 	Completed
	<ul style="list-style-type: none"> Installation of the Concrete Crossing between tracks 1 and 2 	Ongoing
	<ul style="list-style-type: none"> Tie replacement Manor to Rockwell on Track 1 	Completed
	<ul style="list-style-type: none"> Thermite welding and plug rail installed at Chicago River bridge 	Completed
	<ul style="list-style-type: none"> Installation of Concrete duct bank at Track 2 (Outbound side) 	Ongoing
	<ul style="list-style-type: none"> Installation of the Precast Crossing Panels on Track 2 (Outbound side) 	Ongoing
	<ul style="list-style-type: none"> Tie replacement Manor to Rockwell on Track 2 (Out bound Side) 	Ongoing
	<ul style="list-style-type: none"> Thermite welding and plug rail installed at Chicago River bridge Track 2 (Outbound Side) 	Ongoing
Delay Explanation:		
N/A		



Project Title: Ravenswood Ballast – Phase 2



Cutting Rail at Track 1

Project Title: Ravenswood Ballast – Phase 2



Track Demolition

Project Title: Ravenswood Ballast – Phase 2



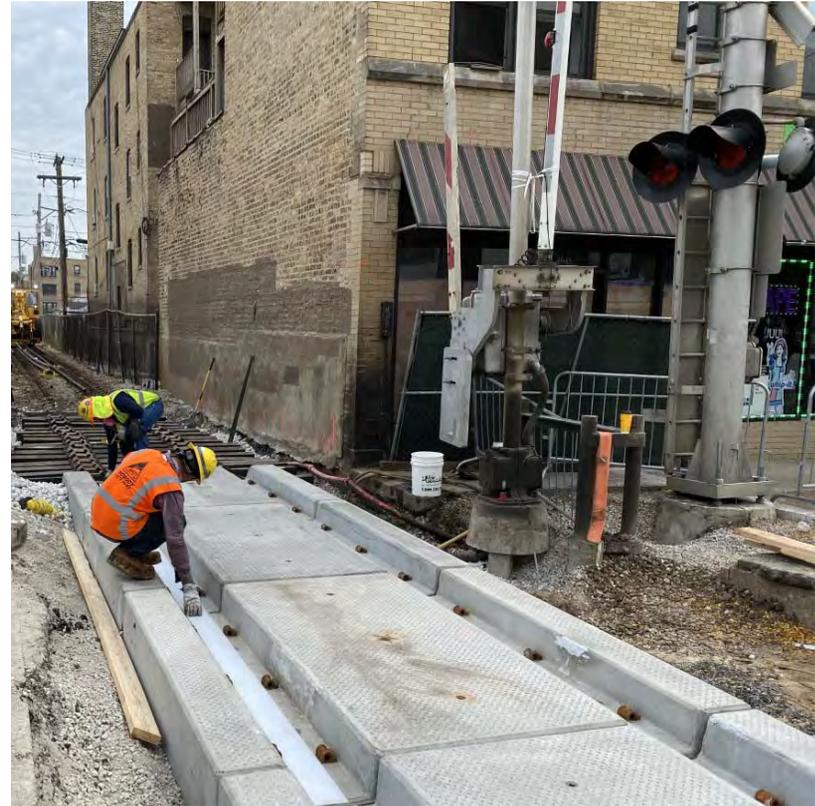
Ductbank Installation

Project Title: Ravenswood Ballast – Phase 2



Track Panel Installation

Project Title: Ravenswood Ballast – Phase 2



Track Panel Installation

Project Title: RPM Phase One – Design-Build Contract

Justification of Need:	The RPM Phase One Project is greatly needed in order to expand capacity on CTA's most utilized rail line and to replace aging infrastructure.
Priority of Project:	High
Total Project Budget:	\$2.1 Billion (excludes Transit TIF interest payments)
Contract Value:	\$1,272,275,929
Earned to Date:	26%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	28%
DBE:	Design Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment 20% Contract is on track to meet the DBE goal
Funding Source:	CTA Financing, FTA Core Capacity Grant, CMAQ, TIFs
NTP / Construction Start / Estimated Completion	February 8, 2019 / October 2019 / 2025
Design Build Contractor:	Walsh-Fluor Design-Build Team
Owners Representative:	Elevated Solutions Partners
Detailed Overview of Scope:	
<p>RPM Phase One consists of the following elements that will allow CTA to expand service along the Red and Purple lines:</p> <ul style="list-style-type: none"> • Lawrence to Bryn Mawr Modernization (LBMM) – complete reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Ave. • Red-Purple Bypass (RPB) - Construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of Belmont Ave. Includes realignment and reconstruction of 1.4 miles of mainline tracks and structure between Belmont station and south of Cornelia Ave. • Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations. 	



Project Title: RPM Phase One – Design-Build Contract

Impact on Customers:	Track closures and temporary station closures during construction. Temporary relocation of bus stops and bus reroutes during construction phasing. Temporary sidewalk, traffic lane, and parking lane closures during construction phasing.
Benefit to System:	The Red-Purple Bypass will allow CTA to operate more trains and reduce delays at the Clark Junction. Signal improvements will reduce customer congestion by allowing for additional trains. 100 year old structures are being replaced to improve reliability and extend life of system. Four new, larger, ADA accessible stations with wider platforms will replace current 90+ year old facilities.
Benefit to Community:	Improved pedestrian safety around new modern stations and structures. Enhanced lighting, improved street clearance, removal of columns from streets, enhanced signage, improved areas under track structures, and new station entrance at Hollywood Avenue.
Impact on Accessibility:	Upon project completion, Lawrence, Argyle, Berwyn and Bryn Mawr stations will include elevator access and other ADA access improvements throughout. Station improvements include wider platforms, better lighting, and modern accessible amenities.
Estimated # of Jobs Created:	1,400+ and counting.
Customer Communication Need:	Frequent communication is required to provide customers advance and real-time information regarding rail and bus service modifications due to construction.

Comparable Projects:

- Brown Line Capacity Expansion Project
- Your New Blue Program
- Red Line Extension



Construction Progress

Phase	Description	Status
<p>Administrative / Design:</p> <p>Construction:</p>	<ul style="list-style-type: none"> ▪ Continued submittal/revisions of required management plans. ▪ Performed site surveys in support of the design effort throughout the project area. ▪ Continued Design Development in support of Pre-Stage, Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements. ▪ Issued Construction Documents for Red-Purple Bypass work. ▪ Issued Construction Documents for Pre-Stage work. ▪ Issued Construction Documents for Lawrence to Bryn Mawr Modernization Segmental Box Girder. ▪ Red-Purple Bypass (RPB) <ul style="list-style-type: none"> – Ravenswood track structure foundation installation. – Red-Purple Bypass track structure column/cap installation. – Red-Purple Bypass track structural steel installation. ▪ Corridor Signal Improvements (CSI) <ul style="list-style-type: none"> – DGTrack Circuit Testing. – Montrose, Berwyn relay/audio house production. – Loyola, Thorndale relay/audio house production. ▪ Pre-Stage Work <ul style="list-style-type: none"> – Thorndale Ductbank cable installation. – Signal bracket & messenger cable installation. – Wayside platform installation. – Retaining Wall Repairs. – Construction of Bryn Mawr Temp Station. – Construction of Argyle Temp Station. ▪ Lawrence to Bryn Mawr Modernization <ul style="list-style-type: none"> – Continued production of Pre-cast Box Girder Segments. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Complete</p> <p>Complete</p> <p>Upcoming</p> <p>Ongoing</p> <p>Complete</p> <p>Ongoing</p> <p>Complete</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p>Delay Explanation:</p>		



Project Title: RPM Phase One – Design-Build Contract



Red-Purple Bypass – Flyover steel production



Project Title: RPM Phase One – Design-Build Contract



**Lawrence to Bryn Mawr Modernization – Thorndale Relay House
Platform Installation**

Project Title: RPM Phase One – Design-Build Contract



**Lawrence to Bryn Mawr Modernization – Platform Steel at
Bryn Mawr Temp Station**

Project Title: RPM Phase One – Design-Build Contract



**Lawrence to Bryn Mawr Modernization - Pre-cast
Box Girder Storage**



Project Title: RPM Phase One – Design-Build Contract



Lawrence to Bryn Mawr Modernization – Montrose Relay House Installation

Project Title: RPM Phase One – Design-Build Contract



Lawrence to Bryn Mawr Modernization – Berwyn Audio House Installation



Project Title: RPM Advance Contracts

Justification of Need:	<ul style="list-style-type: none"> • Advance Utility Relocation to relocate utilities in conflict with future RPM Phase One construction.
Priority of Project:	<ul style="list-style-type: none"> • High
Total Project Budget:	<ul style="list-style-type: none"> • Additional support costs as part of RPM Phase One Project Budget of \$2.2B • Advance Utility Relocation: \$55,000,000 per Ordinance No. 017-53 and 019-110
Construction Contract Value:	<ul style="list-style-type: none"> • Advance Utility Relocation: \$40,322,228.30 Work Orders Authorized (as of 9/23/20)
Earned to Date:	<ul style="list-style-type: none"> • Advance Utility Relocation: 99% (All Work)
Percent Change Orders to Construction Contract:	<ul style="list-style-type: none"> • Advance Utility Relocation: N/A
Percent Time Used:	<ul style="list-style-type: none"> • Advance Utility Relocation: 100%
DBE:	<ul style="list-style-type: none"> • Advance Utility Relocation: CTA Diversity continues to work with Utilities to provide opportunities for DBEs and other diverse contractors.
Funding Source:	<ul style="list-style-type: none"> • CTA Bonds, FTA Core Capacity Grant, CMAQ, TIFs
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • Advance Utility Relocation NTP: 06/25/18 (373 days) <ul style="list-style-type: none"> • Planned Substantial Completion: Q4 2020



Project Title: RPM Advance Contracts

Designer of Record:	<ul style="list-style-type: none">• Advance Utility Relocation: Relevant Utility Agency
Construction Manager/General Contractor:	<ul style="list-style-type: none">• Advance Utility Relocation: CM= WSP/ESP; GCs = Relevant Utility Agency or Contractor
Detailed Overview of Scope: <ul style="list-style-type: none">• Advance Utility Relocation: Relocate underground and overhead facilities prior to track and station construction.	



Project Title: RPM Advance Contracts

Impact on Customers:	<ul style="list-style-type: none"> • Periodic flagging activities while poles being set/removed. • Bus reroutes for street closures.
Benefit to System:	<ul style="list-style-type: none"> • Reduces risk and duration for the future RPM Phase One Design-Build Project.
Benefit to Community:	<ul style="list-style-type: none"> • Reduces risk and duration for the future RPM Phase One Design-Build Project.
Impact on Accessibility:	<ul style="list-style-type: none"> • None
Estimated # of Jobs Created:	<ul style="list-style-type: none"> • N/A
Customer Communication Need:	<ul style="list-style-type: none"> • Construction Activity Notices will be provided to inform businesses and residents regarding temporary construction impacts (noise, dust, street/alley closures) throughout the advance work.
Comparable Projects:	
N/A	



Project Title: RPM Advance Contracts

Construction Progress

Phase	Description	Status
Design:	<ul style="list-style-type: none"> • Advance Utility Relocation – Design Work Orders Complete. 	Complete
Construction:	<ul style="list-style-type: none"> • Advance Utility Relocation <ul style="list-style-type: none"> • Red-Purple Bypass area substantial completion August 2020 <ul style="list-style-type: none"> • AT&T splicing on Clark Street anticipated to be completed in the fall • DEO to be complete October 2020 • Lawrence to Bryn Mawr Modernization: <ul style="list-style-type: none"> • ComEd substantial completion June 2020 • RCN & Comcast substantial completion August 2020 	Ongoing
Close-Out:	<ul style="list-style-type: none"> • DEO anticipated completion October 2020 • AT&T anticipated completion November 2020 <p>Advance Utility Relocation – close-out in progress.</p>	Ongoing

Delay Explanation:
N/A



Project Title: RPM Community Outreach

Outreach type	Major Activities	Timing
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Community</p>  <p>RPM team hands out "Travel Healthy" kits at Bryn Mawr station</p>	<ul style="list-style-type: none"> • Travel Healthy Kit Distribution at Bryn Mawr station • 48th Ward Alderman – Open for Business Campaign • Loyola University Construction Meeting • RPM Virtual Office Hours Session • Lakeview East Chamber of Commerce -- Open for Business Campaign 	<p>Aug. 27</p> <p>Sept. 3</p> <p>Sept. 4</p> <p>Sept. 15</p> <p>Sept. 15</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Workforce & SBE/DBE</p>  <p>Building Small Businesses Virtual Workshop</p>	<ul style="list-style-type: none"> • Workforce/DBE Outreach and Compliance Monthly Meeting – Ongoing. • Building Small Businesses Roadshow with Assist Agencies – US Minority Contractors Association (USMCA) • Building Small Businesses Roadshow with Assist Agencies – Black Contractors and Executives (BCOE) • Building Small Businesses Roadshow with Assist Agencies – Federation of Women Contractors (FWC) • Building Small Businesses Virtual Workshop 	<p>Ongoing</p> <p>Sept. 16</p> <p>Sept. 17</p> <p>Sept. 24</p> <p>Oct. 8</p>

