



Construction Project Briefing



June 8, 2022



Today's Presentation

- Jefferson Park to O'Hare Signals Project
- Irving Park Station - Escalator and Canopy Replacement
- Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations
- Non-Revenue Maintenance
- Traction Power Upgrades - Canal Tie House, Barry and Damen Substations
- Jackson Park Line Track and Structure Improvement Project
- Refresh & Renew Program
- Red and Purple Modernization Project



Project Title: Jefferson Park to O'Hare Signals Project

Impact on Customers:	There will be 11 weekend Line Cuts: 1 – 9 Day Line Cut from O'Hare to Rosemont, 2 Weekend Line Cuts from Rosemont to Harlem, and 7 Line Cuts from Harlem to Jefferson Park and 1 – Weekend Line Cut from O'Hare to Rosemont. 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

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:	85%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100%
DBE:	Goal: 10% Design / 15% Construction Commitment: 10.1% Design / 15% Construction Workforce Goals: 10% WIOA / 10% Apprentice 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

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Signal & Traction Power Cable Installation.	Ongoing
	<ul style="list-style-type: none">• Rosemont West Relay House has been installed and wired	Completed
	<ul style="list-style-type: none">• Signal Equipment Installation.	Ongoing
	<ul style="list-style-type: none">• Discrepancy Closure at previously cutover houses.	Ongoing
	<ul style="list-style-type: none">• O'Hare East and O'Hare Terminal Cutover is complete	Completed

Delay Explanation
N/A



Project Title: Jefferson Park to O'Hare Signals Project



Cable Installation at Rosemont West Interlocking



Project Title: Jefferson Park to O'Hare Signals Project



Cable Installation at Rosemont West Interlocking



Project Title: Jefferson Park to O'Hare Signals Project



AC Rack Installation at Rosemont West



Project Title: Jefferson Park to O'Hare Signals Project



Installing ballast at trip ties



Project Title:

Irving Park Station Escalator and Canopy Replacement

The existing escalator at the Irving Park station entrance has experienced excessive wear due to water and road salt infiltration. It has been determined the Irving Park escalator is approaching the end of its useful life and requires replacement. The escalator at the Pulaski entrance has reached its useful life and has been removed. The existing platform-level canopy which has been in place since the original construction of the station will be replaced with a new translucent polycarbonate system, this will mitigate water infiltration and better protect passengers and the replacement escalators. This work is required to return the station to a state of good repair.

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$12,025,856.00
Construction Contract Value:	\$ 7,497,000.00
Earned to Date:	42% (through March)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	87%
DBE:	Goal: 20% Commitment: 20% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	State of Illinois Transportation Program
Estimated Start Date/Estimated Length of Project:	NTP: March 22, 2021/ Estimated Duration 510 days /Substantial Completion August 2022
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / John Burns Construction

Detailed Overview of Scope: This is a design-Bid -Build project. The primary scope of work for this project includes:

- Furnishing and installing new Escalator at Pulaski Road stationhouse and Furnishing and installing new Escalator at Irving Park Road stationhouse
- Rebuilding escalator supports
- Furnishing and installing new translucent insulated single panel polycarbonate canopy system
- Providing new roofs at Irving Park and Pulaski station houses



Project Title:

Irving Park Station Escalator and Canopy Replacement

Impact on Customers:	Temporary sidewalk, traffic lane, and parking lane closures during construction phasing. 2 Station entrance closures 150 days per entrance. Customers will use the Irving Park entrance while the Pulaski Entrance is closed and a temporary CA booth will be constructed and used during the closure of the Irving Park Entrance.
Benefit to System:	The Project will replace roofs at CTA stationhouses and rail platform canopy that are worn, damaged and beyond their useful life. This will improve safety for customers and employees.
Benefit to Community:	Improved customer safety by providing reliable vertical circulation to the Irving Park Platform. The new translucent canopy panels will provide weather tight protection of the customers as they enter and exit trains.
Impact on Accessibility:	During the 150-day station entrance closures escalators will be inaccessible.
Customer Communication Need:	72 Direct / TBD Indirect

Comparable Projects:

Jefferson Park



Project Title: Irving Park Station Escalator and Canopy Replacement

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Reopen Irving Park Entrance	June 1
	<ul style="list-style-type: none">• Close Pulaski Entrance for Escalator	June 2
	<ul style="list-style-type: none">• installation of new canopy materials	On-going
	<ul style="list-style-type: none">• Irving Park Station Roofing	On-going

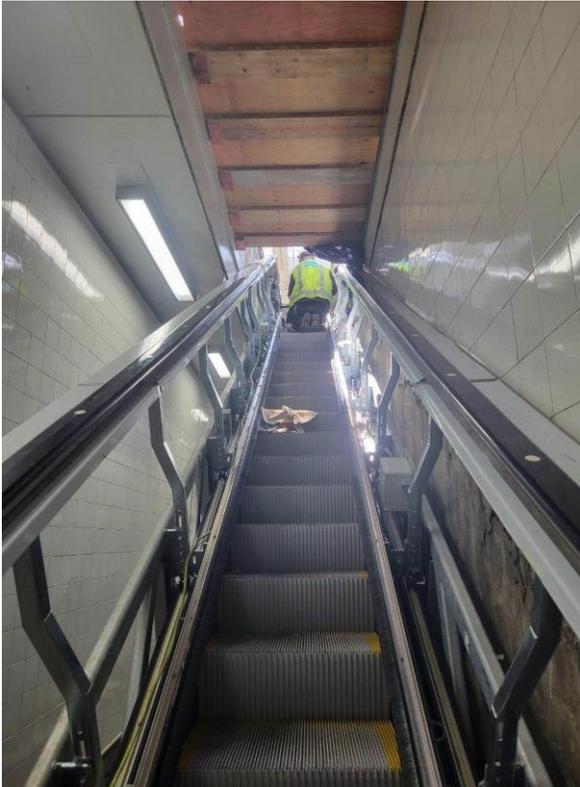
Delay Explanation:

N/A



Project Title:

Irving Park Station Escalator and Canopy Replacement



**Irving Park
Escalator**

**Installing
interior stainless
steel skirting**



Project Title:

Irving Park Station Escalator and Canopy Replacement



**Irving Park
Station
Canopy**

**Continue
Demo of old
acrylic
bubbles at IP
headhouse**



Project Title:

Irving Park Station Escalator and Canopy Replacement



Irving Park Canopy

Installing J-
Receivers
from Kennedy
Express
Lanes at night



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations

Justification of Need:

The CTA has identified additional traction power needs based on results from the Blue Line Load Flow study it was determined the existing equipment is beyond its useful life and needs to be replaced. The new equipment will increase reliability and reduce frequency of periodic maintenance. This project targets replacement of oil transformers and rectifiers at the Kedvale and Sacramento substations also AC breaker replacement at the Kedvale, Edmunds, and Sacramento substations. The Sacramento and Kedvale Substations will also receive new roofs with all three locations getting new stainless-steel doors with frames and incidental masonry repairs.

Priority of Project:	Medium
Total Project Budget:	\$12,029,342
Construction Contract Value:	\$7,372,000
Earned to Date:	29% (through March)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	73%
DBE:	Goal: 25% Commitment: 25% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	GTTLOC-2018 (Line of Credit)
Estimated Start Date/Estimated Length of Project:	NTP: May 4, 2021/ Estimated Duration 550 days /Substantial Completion November 5, 2022
Designer of Record:	CTA
Construction Manager/General Contractor:	WSP /John Burns Construction



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations

Impact on Customers:	Temporary bus turnaround traffic lane, and parking lane closures during construction phasing, disposal and delivery of equipment.
Benefit to System:	The new equipment will increase service reliability and reduce frequency of weekly maintenance of substation equipment.
Benefit to Community:	Safer more reliable service and improved building envelope presence along the community's streetscape.
Impact on Accessibility:	N/A
Customer Communication Need:	Community announcements for temporary Bus turnaround closures during equipment removal and delivery to substations.

Comparable Projects:

Systemwide - Traction Power Upgrades



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations

Construction Progress

Phase	Description	Status
Construction	• Commission new Kedvale Line-Up #2	Completed on May 13
	• Delivery of Kedvale Line-Up #1	Mid May
	• Delivery of Kedvale Line-Up #3	Early June
	• Sacramento Steel and Masonry	Mid June (pending permit)
	• Sacramento Rectifier #2 FAT	Late June



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations



**Kedvale
Substation –**

**Line-Up #2
AC Gear Final
Terminations**



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations



Kedvale Substation – Rectifier #1

Loaded on Flatbed
after Removal



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$42,676,222
Earned to Date:	19% (thru Jan 2022)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	44%
DBE:	Goal: 30% Design / 27% Construction Commitment: 30% Design / 27% Construction Workforce Goals: 10% Career Opportunity/ 10% Apprentice/ 35% EDA Outreach events conducted: 3 (CTA / Clark) Contract is on track to meet the DBE goal
Funding Source:	IDOT - Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 3/24/21 Project Duration 730 Days
Designer of Record:	STV Inc.
Construction Manager/General Contractor:	WSP/Clark Construction

Detailed Overview of Scope: Perform Design/Build Services to design and construct a new maintenance facility at the CTA's 63rd Lower Yard. This facility will be utilized to repair and maintain CTA's Non-Review Rail Mounted Equipment Fleet. This facility will include three maintenance and inspection tracks, a vehicle wash track with equipment, a paint booth, a welding room, a multipurpose lunchroom and classroom, locker and washroom facilities, supervision offices, and storage facilities.



Project Title: Non-Revenue Rail Vehicle Facility

Impact on Customers:	While no direct impact to rail service, this facility will allow CTA Rail Maintenance to efficiently maintain the CTA's non-revenue fleet. This will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system. This will allow CTA to maintain reliable service to our customers.
Benefit to System:	The ability to effectively and efficiently maintain the CTA's non-revenue fleet will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system.
Benefit to Community:	This facility will be design to compliment the surrounding neighborhood from an aesthetic perspective. It will also bring additional activity to the immediate neighborhood.
Impact on Accessibility:	The building will obtain City of Chicago Building permits, which included accessibility reviews.
Customer Communication Need:	Customer impact will be minimal. Community outreach efforts are ongoing with local elected official and the neighboring school to discuss and minimize impacts during construction. Communications will continue with the surrounding residences and business regarding any upcoming impacts to the surrounding area during construction.

Comparable Projects:



Project Title: Non-Revenue Rail Vehicle Facility

Construction Progress

Phase	Description	Status
Construction	<p>Design Phase</p> <ul style="list-style-type: none">• Design Validation• Intermediate Design• Permitting• Final Design <p>Construction Phase</p> <ul style="list-style-type: none">• Utility Exploration• Underground Demolition Work• Stormwater Retention System Installation• Earthwork• Foundation Work• Exterior Wall and Roof Installation• Inspection Pit & Track Installation• Electrical Work• Plumbing Work	Complete Complete Ongoing Ongoing In progress In progress Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming

Delay Explanation:



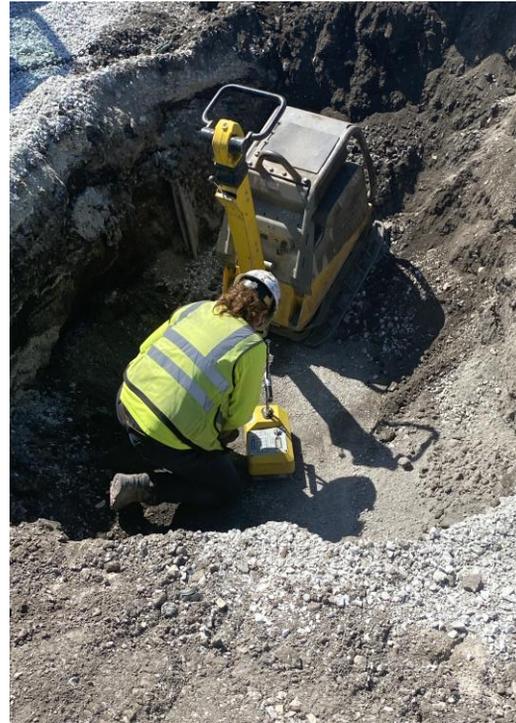
Project Title: Non-Revenue Rail Vehicle Facility



**Rendering of
Non-Revenue
Vehicle
Maintenance
Shop**



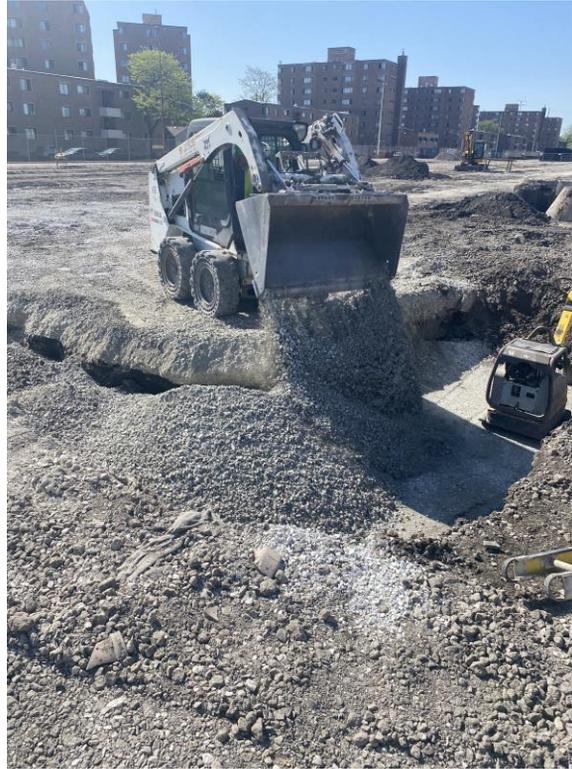
Project Title: Non-Revenue Rail Vehicle Facility



Excavation of Existing Stormwater Structure



Project Title: Non-Revenue Rail Vehicle Facility



Excavation Backfill and Compaction



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Justification of Need:

The CTA has identified additional traction power demands based on results from the Blue Line Load Flow study and determined that three (3) areas along the blue line O'Hare branch and Dearborn subway may experience problems with running the new fleet at the service levels proposed. To continue providing a reliable and safe service, it is necessary to build two (2) new traction power substations, one at Barry and the other at Damen with all their infrastructure support along with installing a new Tie Breaker house in the Dearborn subway. Also, the project includes the replacement of all traction power equipment at the Haymarket substation.

Priority of Project:	High
Total Project Budget:	\$113 Million
Construction Contract Value:	\$58 Million
Earned to Date:	4%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	23%
DBE:	Goal: 25% Commitment: 25.71% Workforce Goals: 10% Career Opportunity/ 8% Apprentice/ 25% EDA Contract is on track to meet the DBE goal
Funding Source:	CTA Bonds / Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 10.20.21 Estimated Duration 900 days /Substantial Completion 12.23.2023
Designer of Record:	TYLin
Construction Manager/General Contractor:	WSP /John Burns Construction



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Impact on Customers:	Minor service disruptions during track access occurrences.
Benefit to System:	The new traction power substation will increase service reliability to the Blue Line.
Benefit to Community:	New buildings will enhance and will blend with the surrounding community and will benefit transit riders in the Blue Line with a safer and more reliable service.
Impact on Accessibility:	N/A.
Customer Communication Need:	Construction Activity Notices.

Comparable Projects:

East Lake, Milwaukee & Illinois (ELMI) and Broadway substations



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Milestone 1 – Completion requirements for traction power equipment – Floor plans, schematic diagrams and single line diagram of equipment.	Completed
	<ul style="list-style-type: none">• Milestone 2 - Completion requirements for traction power equipment – Updated equipment shop drawings of equipment.	Completed
	<ul style="list-style-type: none">• Milestone 3 - Completion requirements for traction power equipment – Final equipment coordination for Authority approval.	Ongoing
	<ul style="list-style-type: none">• Soil boring investigations at Barry, Damen and Haymarket	Completed
	<ul style="list-style-type: none">• Currently working in obtaining Building permits for Barry, Damen, and Haymarket	Damen -Planned Early Q2-2022 Barry – Planned Q3-2022 Haymarket – Planned Q3- 2022
	<ul style="list-style-type: none">• Plan to mobilize to the Damen site and start building foundations	Planned Early Q2-2022
	<ul style="list-style-type: none">• Plan to mobilize to Barry to start building foundations	Planned Q3-2022



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Barry Substation



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Barry Substation site investigation



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Damen Substation



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Damen Substation soil investigation



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Damen Substation soil investigation



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Haymarket Substation soil investigation



Project Title: Jackson Park Track and Structure Improvements

Justification of Need:

Currently, there are ties and running rail on the Cottage Grove branch that are in need of replacement. The ties have passed their useful life expectancy and have started to deteriorate. The 90 lb. running rail is the only 90 lb. rail that remains in use on the CTA's mainline track throughout the system and is in need of replacement. The ties and running rail replacement is vital to make sure the Cottage Grove branch remains safe and reliable to CTA customers.

Priority of Project:	P1
Total Project Budget:	\$12,708,268
Expended to Date:	\$8,400,000
Used last Month:	\$1,150,000
Funding Source:	60402 (Rebuild IL)
Estimated Start Date/Estimated Length of Project:	Track work schedule: Q1 2021 through Q2 2023 Structure work schedule: Q1 2021 through Q4 2022
Contractor	CTA Forces

Track: Replace 2 miles of ties on the Cottage Grove branch including the crossover ties. Replace over a half mile of existing 90lb running rail with new 115lb running rail.

Structure: Renew high priority structural components in advance of track installation to extend asset life. Work includes 22 stringers and seven cross girders.



Project Title: Jackson Park Track and Structure Improvements

<p>Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)</p>	<p>Work is being performed under normal traffic operations on weekdays and some weekends. Occasional single tracks and reroutes will also be utilized to facilitate complex work. Construction slow zones will be implemented while the tracks are being renewed.</p>
<p>Benefit to System:</p>	<p>Track: The age of the track ties has resulted in deteriorated/spilt ties that are no longer capable of maintaining proper track geometry resulting in alignment and gage issues and subsequently slow zones. The current 90 lb. rail that exists on the Cottage Grove branch is the only existing 90 lb. rail left in CTA revenue track and is in need of updating to increase reliability during temperature extremes. Replacing the track ties and running rail will bring the Cottage Grove branch up to a state of good repair and reduce travel time and delays.</p> <p>Structure: The system will be made structurally sound, by renewing all of the identified P1 defects in the area.</p>
<p>Benefit to Community:</p>	<p>The track ties and running rail play a vital role in track geometry and reliability. Replacing the track ties and running rail on the Cottage Grove branch will eliminate slow zones and provide faster, more reliable service to the community.</p> <p>Rehabilitation of the systems generally provides for the safe transport of passengers, removing any slow zones and restoring the effectiveness of the structure carrying the trains.</p>

<p>Comparable Projects:</p>	
<ul style="list-style-type: none"> • • 	<ul style="list-style-type: none"> • Previous Jackson Park Girder reconstruction 2018 • South Loop Track Renewal



Project Title: Jackson Park Track and Structure Improvements

Construction Progress

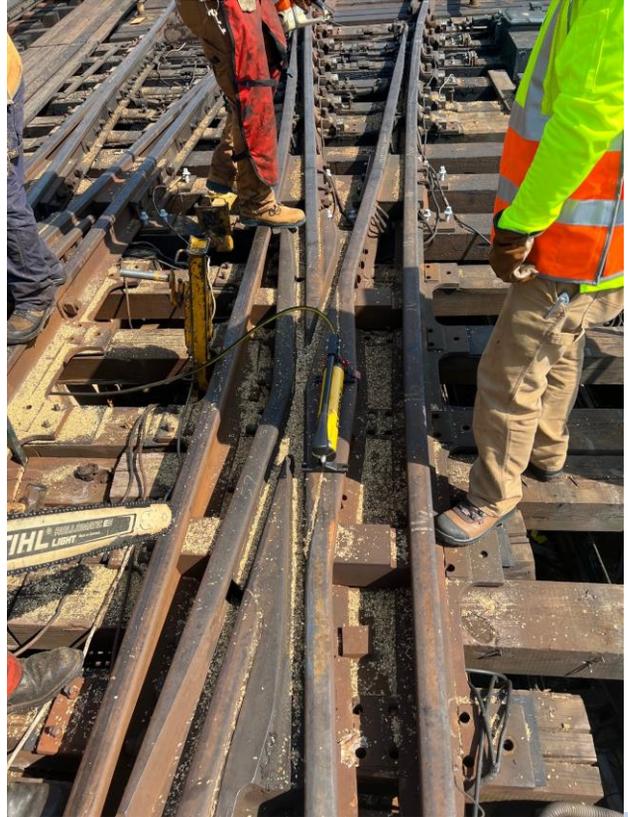
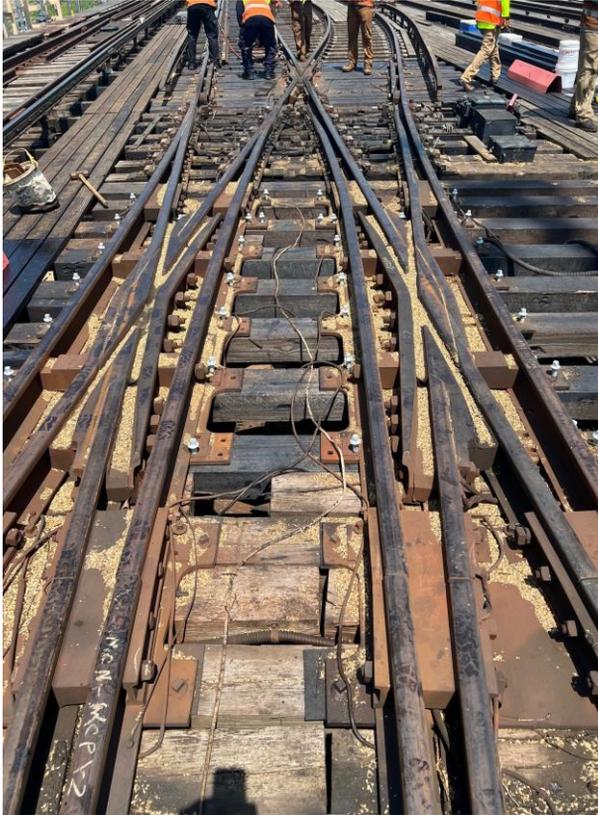
Department	Description	Status
CTA Power & Way Maintenance	Track Renewal	
	<ul style="list-style-type: none"> Renew ties and fasteners 59th Street to 61st Street on the Southbound Track 	Complete
	<ul style="list-style-type: none"> Renew ties and fasteners 59th Street to 61st Street Northbound Track 	Complete
	<ul style="list-style-type: none"> Replace rail NBT between 59th Street to 61st Street 	Complete
	<ul style="list-style-type: none"> Replace rail SBT between 59th Street to 61st Street 	Complete
	<ul style="list-style-type: none"> Renew Ties and Plates between 61st and 62nd NBT 	Complete
	<ul style="list-style-type: none"> Renew Ties and Plates between 61st and 62nd SBT 	Complete
	<ul style="list-style-type: none"> 61st Interlocking 2-DSS and a Lefthand turnout 	Complete
	<ul style="list-style-type: none"> NB Track south of 61st Interlocking 	Complete
<ul style="list-style-type: none"> Special Track work at 63rd Interlocking 	Ongoing	
Structure Renewal	<ul style="list-style-type: none"> Renew Stringers & Cross Girders 59th Street to 63rd Street 	Complete

Delay Explanation:

N/A



Project Title: Jackson Park Track and Structure Improvements



NB Track South of 61st Interlocking Tie Renewal



Project Title: Jackson Park Track and Structure Improvements



NB Track South of 61st Interlocking Tie Renewal



Project Title: Refreshed & Renewed

Justification of Need:

The Refreshed & Renewed Program is a CTA Facilities Maintenance implemented plan to promote safety, security and longevity to all CTA Facilities including, but not limited to: Rail Stations and Platforms, Bus Garages and Rail Shops across the system. The Refreshed & Renewed Program performs major improvement work at these transit operations facilities for both the customer and the internal needs of the Authority.

Priority of Project:	Medium
Total Project Budget:	\$25,000,000
Expended to Date:	\$ 2,691,611.94
Used last Month:	\$ 220,252.45
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	January 2021 to December 31, 2022
Contractor	CTA Forces , Mack Construction Services, LLC & Galaxy Environmental Inc.

92 Rail stations will receive lighting upgrades, painting and deep cleaning as part of this program.

28 stations will have a detailed Scope of work which includes:

- Maintaining Cleanliness throughout public, as well as back-of-house areas
- Ensuring stations are graffiti free;
- Re-painting painted surfaces;
- Maintaining pathways of ingress and egress are clear of obstruction;
- LED lighting conversions and component;
- Removing obstructions from windows and store front systems that may impede natural light and safe viewing points.
- Address and repair any unsafe defects such as spalling concrete and rotted wooden platforms;
- Replacing outdated and damaged signage;
- Maintaining a warm/cool working environment.



Project Title: Refreshed & Renewed

Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)	No track access occurrences within the scheduled work of the Refreshed & Renewed program will affect customers. Minimal impacts to customers will be work-arounds at any given station/ facility that may affect customers, or employees, for a relatively short amount of time (Typically less than 1 day.)
Benefit to System:	The Refreshed & Renewed Program is implemented to promote the continued safety, security and longevity of all CTA Facilities including, not limited to: Rail Stations and Platforms, Bus Garages and Rail Shops across the system.
Benefit to Community:	Improved overall lighting and wayfinding signage, newly painted & refreshed stations, safety, cleanliness and appearance. Focus on the Customer experience, both Internal and external.
Comparable Projects:	
<ul style="list-style-type: none">• Station Renewal• Logan Square Station Renewal	



Project Title: Refreshed & Renewed

Department	Description	Status
Facility Maintenance	<p><u>Rail Stations Full Program Scope 28 Stations (3 of 28 Completed)</u></p> <ul style="list-style-type: none">• 35th/Sox / Red• Addison / Red• Dempster/Skokie / Yellow• Chicago / Red• 35th/Bronzeville / Green• Kedzie / Brown• Cermak/Chinatown / Red• UIC/Halsted / Blue• Morgan/ Green• California/ Green <p><u>Painting and Lightning Only Improvements 92 Stations (53 of 92 Completed)</u></p> <ul style="list-style-type: none">• Roosevelt/ Red (Painting) SBE• Grand/ Red (Painting) SBE• Noyes/ Purple (Painting) SBE• South Blvd/Purple (Painting) SBE• Harrison/ Red (Painting) SBE• Howard/ Red (Painting) SBE• Davis/ Purple (Painting) SBE• Cicero/ Blue/ Congress (Painting) SBE• Austin/ Blue (Painting) SBE• Kedzie/ Homan/ Blue (Painting) SBE• Washington / Blue (Painting) SBE• Monroe / Blue (Painting) SBE• O'hare / Blue (Painting) SBE	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>In-Progress</p> <p>In-Progress</p> <p>Scheduled</p> <p>Scheduled</p> <p>Completed</p> <p>Completed</p>

Delay Explanation:

N/A



Project Title: Refreshed & Renewed

Before



After



35th/ Bronzeville (Green) Exterior Canopy/ Column Painting



Project Title: Refreshed & Renewed

Before



After



35th/ Bronzeville (Green) Exterior Painting Enhancement



Project Title: Refreshed & Renewed

Before



After



Dempster/Skokie (Yellow) Mezzanine LED Lighting Upgrades



Project Title: Refreshed & Renewed



Dempster/Skokie (Yellow) Full LED Lighting Replacement



Project Title: Refreshed & Renewed

Before



After



Central (Green Line) SBE Painting of exterior exit structure, etc.



Project Title: Refreshed & Renewed

Before



After



Pulaski (Green Line) SBE Painting of Staircases



Project Title: Refreshed & Renewed

Before



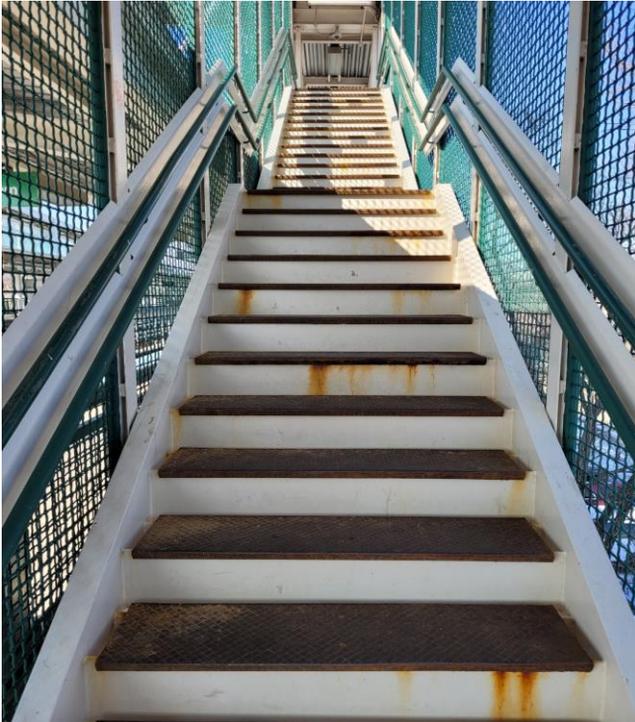
After





Project Title: Refreshed & Renewed

Before



After





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)	
Construction Contract Value:	Original - \$1,272,275,929 Current - \$1,268,818,121	
Earned to Date:	51%	
Percent Change Orders to Construction Contract:	-0.27%	
Percent Time Used:	59%	
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment: 20% Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA	Contractor 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-Flour Design-Build Team	
Owners Representative:	Elevated Solutions Partners	
Detailed Overview of Scope:	RPM Phase One consists of the following elements that will allow CTA to expand service along the Red and Purple lines:	
	<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

Phase	Description	Status
Administrative / Design: Construction:	<ul style="list-style-type: none"> ▪ Continued submittal/revisions of required management plans ▪ Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements ▪ Pre-Stage Work <ul style="list-style-type: none"> – Punchlist work ▪ Red-Purple Bypass (RPB). <ul style="list-style-type: none"> – Ravenswood structure rehabilitation – Continued Factory wiring of Kenmore and Clark Relay Houses – Kenmore Relay House Installed – Demolition of decommissioned track and structure along North Main Line tracks 1 and 2 – Drilled Shaft Installation ▪ Corridor Signal Improvements (CSI) <ul style="list-style-type: none"> – DGTrack Circuit Testing – Continued signal and traction power platform installations for Kenmore Interlocking – Installation of brackets, cables, and signal equipment for Kenmore Interlocking ▪ Lawrence to Bryn Mawr Modernization <ul style="list-style-type: none"> – Continued production of Pre-cast Box Girder Segments – Drilled Shaft Installation – Construction of concrete columns and caps – Segmental Box Girder installation – Embankment drainage installation – Montrose Abatement and Painting – Started Embankment Wall Repairs 	<p>Ongoing Ongoing</p> <p>Ongoing</p> <p>Ongoing Ongoing Complete Ongoing Ongoing</p> <p>Ongoing Ongoing Ongoing</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing</p>
Delay Explanation:		



Project Title: RPM Phase One – Design-Build Contract



RPB – Structure Demolition



Project Title: RPM Phase One – Design-Build Contract



RPB – Drilled Shaft Rebar Cage Installation



Project Title: RPM Phase One – Design-Build Contract



**LBMM –
Drilled Shaft
Installation**



Project Title: RPM Phase One – Design-Build Contract



LBMM – Column Cap Installation



Project Title: RPM Phase One – Design-Build Contract



**LBMM –
Segmental
Box Girder
Installation**



Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p>Second-graders visit the RPM gantry on May 13</p>	<ul style="list-style-type: none"> • Weekly Red-Purple Bypass Project updates for 44th ward • Lawrence to Bryn Mawr project updates for 48th ward • 48th ward Broadway Visioning Open House event – second event • Central Lakeview Neighbors – project update • Virtual office hours • Goudy school second-grade field trip to the gantry • State of Uptown annual luncheon 	<p>Weekly</p> <p>Bi-weekly</p> <p>April 30</p> <p>May 10</p> <p>May 10</p> <p>May 13</p> <p>May 13</p>
Workforce & SBE/DBE	 <p>CHICAGO COOK WORKFORCE PARTNERSHIP</p> <p>A proud partner of the AmericanJobCenter network</p> 	<ul style="list-style-type: none"> • Monthly DBE/Workforce Outreach & Compliance Meeting • DBE and Workforce Numbers as of 05/312022 • Dollars Awarded To Date: \$225,042,459 <ul style="list-style-type: none"> • Unique DBE Firms To Date: 71 • Unique Firms New to CTA: 27 • Total Labor Hours Produced: 740,916 • Total Dollars Earned: \$42,387,176 • Jobs created to date (construction trade labor on the design-build team): 1,473 individuals 	<p>Ongoing</p>