



# Construction Project Briefing



May 11, 2022



# Today's Presentation

- Jefferson Park to O'Hare Signals Project
- Jackson Park Line Track and Structure Improvement Project
- Irving Park Station - Escalator and Canopy Replacement
- Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations
- Non-Revenue Maintenance
- 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 39-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:	82%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100%
DBE:	<p>Goal: 10% Design / 15% Construction          Commitment: 10.1% Design / 15% Construction          Workforce Goals: 10% WIOA / 10% Apprentice</p> <p>Contract is on track to meet the DBE goal          Outreach events conducted: 2 (CTA) 1 (KAJV)</p>
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
<b>Construction</b>	<ul style="list-style-type: none"><li>• Signal &amp; Traction Power Cable Installation.</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• Rosemont West Relay House has been delivered</li></ul>	Completed
	<ul style="list-style-type: none"><li>• Signal Equipment Installation.</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• Discrepancy Closure at previously cutover houses.</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• O'Hare East and O'Hare Terminal Cutover is underway</li></ul>	Ongoing
<b>Delay Explanation</b>		
N/A		



# Project Title: Jefferson Park to O'Hare Signals Project



**Rosemont West Relay House Delivery**



# Project Title: Jefferson Park to O'Hare Signals Project



**AC Rack Delivery at Rosemont West**



# Project Title: Jefferson Park to O'Hare Signals Project



**LCP Delivery at Rosemont West**



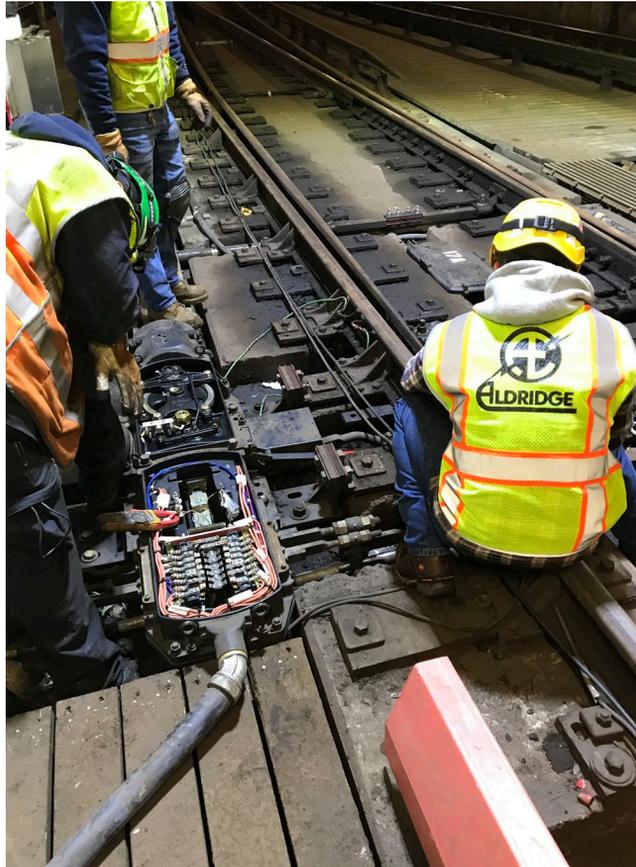
# Project Title: Jefferson Park to O'Hare Signals Project



**Wiring Junction Boxes at Rosemont West**



# Project Title: Jefferson Park to O'Hare Signals Project



**Wiring a Switch  
Machine at O'Hare**



# 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 and running rail have passed their useful life expectancy and have started to deteriorate. The 90 lb. running rail is the lightest weight 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 for all CTA customers.

Priority of Project:	P1
Total Project Budget:	\$12,708,268
Expended to Date:	\$7,250,000
Used last Month:	\$750,000
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><b>Track:</b> 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><b>Structure:</b> 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>

## Comparable Projects:

- Previous Jackson Park Girder reconstruction 2018
- South Loop Track Renewal



# Project Title: Jackson Park Track and Structure Improvements

## Construction Progress

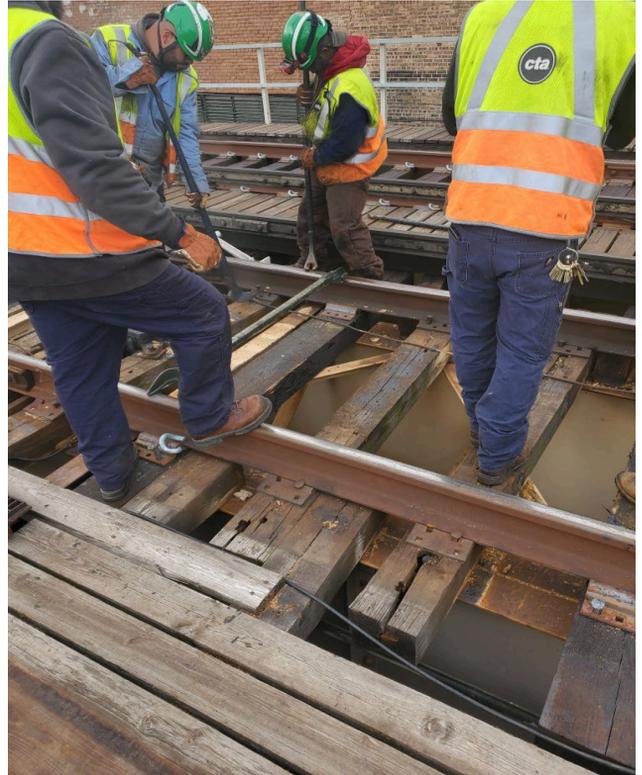
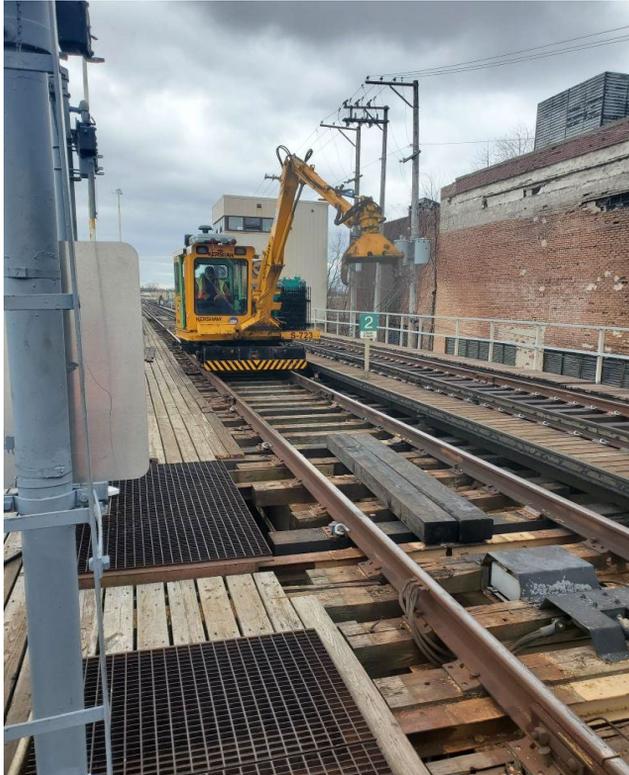
Department	Description	Status
<b>CTA Power &amp; Way Maintenance</b>	Track Renewal	
	<ul style="list-style-type: none"> <li>Renew ties and fasteners 59th Street to 61st Street on the Southbound Track</li> </ul>	Complete
	<ul style="list-style-type: none"> <li>Renew ties and fasteners 59th Street to 61st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

### Delay Explanation:

N/A



# Project Title: Jackson Park Track and Structure Improvements



**NB Track South of 61<sup>st</sup> Interlocking Tie Renewal**



# Project Title: Jackson Park Track and Structure Improvements



**Bottom Flange & Cross Girder Replacement 63<sup>rd</sup> & King Drive**



# Project Title: Irving Park Station Escalator and Canopy Replacement

**Justification of Need:**

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.

Priority of Project:	Medium
Total Project Budget:	\$12,025,856.00
Construction Contract Value:	\$ 7,497,000.00
Earned to Date:	38% (through February)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	81%
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

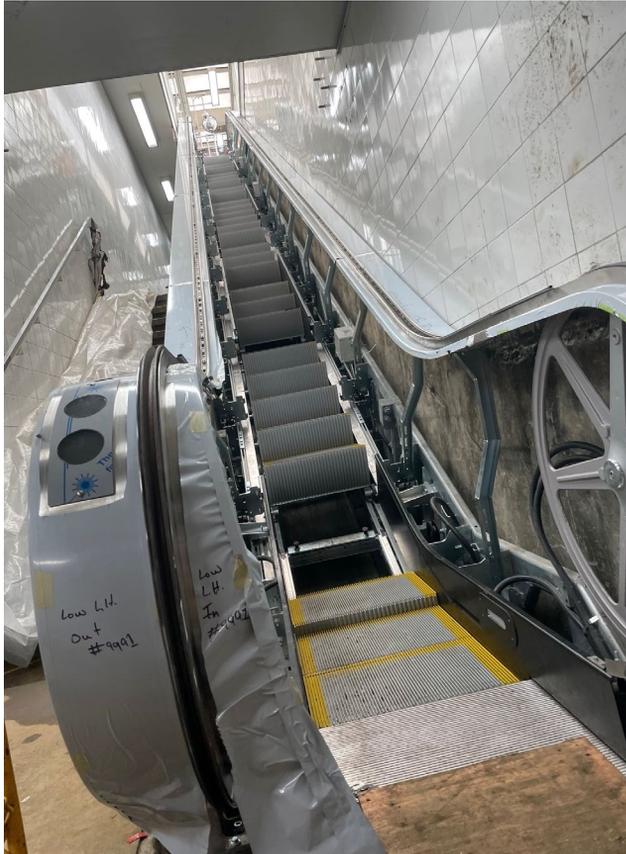
Phase	Description	Status
<b>Construction</b>	• Close Irving Park Entrance 1/17-5/24/22 (150 days)	Ongoing
	• Irving Park Escalator Installation (electric/comm)	Ongoing
	• Start installation of new canopy materials (early May)	Planned mid Q2
	• Irving Park Station Roofing	Planned late Q2
	• Pulaski Closure for Escalator Work	Planned late Q2

### Delay Explanation:

N/A



# Project Title: Irving Park Station Escalator and Canopy Replacement



**Irving Park  
Escalator**

**Installing  
Stairs and  
Side Decking**



# Project Title: Irving Park Station Escalator and Canopy Replacement



**Irving Park  
Escalator**

**Top of  
Escalator Pit  
Cover**



# Project Title: Irving Park Station Escalator and Canopy Replacement



## Irving Park Canopy

Installing  
Additional  
Canopy  
Purlins at  
night



# Project Title: Traction Power Upgrade Kedvale, Edmunds, and Sacramento Substations

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.

### Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$12,029,342
Construction Contract Value:	\$7,372,000
Earned to Date:	22% (through February)
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 Upgrade Kedvale, Edmunds, and Sacramento Substations

## Construction Progress

Phase	Description	Status
<b>Construction</b>	• Extension of transformer pads and bus duct masonry (Kedvale and Sacramento)	Completed
	• Delivery of new Kedvale Line-Up #2	Completed
	• A/C Breaker Factory Testing (Edmunds)	Completed
	• Delivery of Kedvale Line-Up #1	Early - Mid Q2
	• Delivery of Kedvale Line-Up #3	Mid Q2
	• Sacramento Steel and Masonry	Planned late Q2
	• Sacramento Lin3-Up #1	Planned late Q2



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

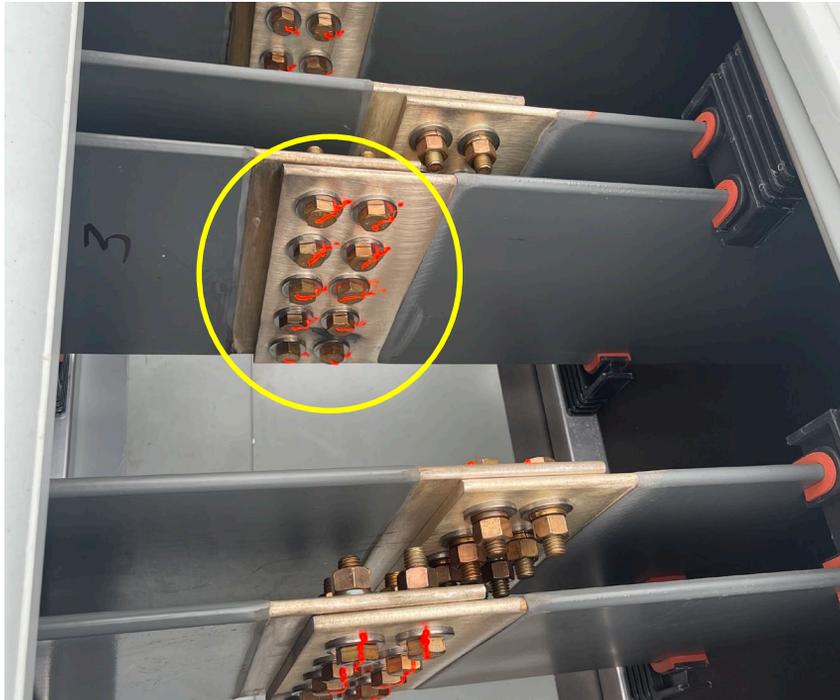


**Kedvale  
Substation –**

**Lifting Bus  
Duct Elbow for  
Transformer #2**



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



**Kedvale  
Substation –  
Transformer #2**

**– Torque  
Testing Bus  
Connection**



# Project Title: NonRevenue 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:	42%
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 63<sup>rd</sup> 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: NonRevenue 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.

<b>Comparable Projects:</b>
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# Project Title: NonRevenue Rail Vehicle Facility

## Construction Progress

Phase	Description	Status
<b>Construction</b>	<b>Design Phase</b> <ul style="list-style-type: none"><li>• Design Validation</li><li>• Intermediate Design</li><li>• Permitting</li><li>• Final Design</li></ul>	Complete Complete Ongoing Ongoing
	<b>Construction Phase</b> <ul style="list-style-type: none"><li>• Utility Exploration</li><li>• Earthwork</li><li>• Foundation Work</li><li>• Exterior Wall and Roof Installation</li><li>• Inspection Pit &amp; Track Installation</li><li>• Electrical Work</li><li>• Plumbing Work</li><li>• Building Mechanical Work</li><li>• Interior Buildout Work</li></ul>	Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming

Delay Explanation:



# Project Title: NonRevenue Rail Vehicle Facility



**Contractor Mobilizing Field Office**



# Project Title: NonRevenue Rail Vehicle Facility



**Contractor Setting up Site Segregation  
from Active Yard**



# Project Title: Refresh & Renew Program

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

## Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$25,000,000
Expended to Date:	\$ 2,471,359.49
Used last Month:	\$ 351,553.26
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: Refresh & Renew Program

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.
<b>Comparable Projects:</b>	
<ul style="list-style-type: none"><li>• Station Renewal</li><li>• Logan Square Station Renewal</li></ul>	



# Project Title: Refresh & Renew Program

Department	Description	Status
<b>Facility Maintenance</b>	<u>Rail Stations Full Program Scope 28 Stations (3 of 28 Completed)</u> <ul style="list-style-type: none"> <li>• 35th/Sox / Red</li> <li>• Addison / Red</li> <li>• Dempster/Skokie / Yellow</li> <li>• Chicago / Red</li> <li>• 35th/Bronzeville / Green</li> <li>• Kedzie / Brown</li> <li>• Cermak/Chinatown / Red</li> <li>• UIC/Halsted / Blue</li> </ul>	Completed Completed Completed Completed In-Progress Scheduled Scheduled Scheduled
	<u>Painting and Lightning Only Improvements 92 Stations (48 of 92 Completed)</u> <ul style="list-style-type: none"> <li>• Roosevelt/ Red (Painting) SBE</li> <li>• Grand/ Red (Painting) SBE</li> <li>• Noyes/ Purple (Painting) SBE</li> <li>• South Blvd/Purple (Painting) SBE</li> <li>• Harrison/ Red (Painting) SBE</li> <li>• Howard/ Red (Painting) SBE</li> <li>• Davis/ Purple (Painting) SBE</li> <li>• Cicero/ Blue/ Congress (Painting) SBE</li> <li>• Austin/ Blue (Painting) SBE</li> <li>• Kedzie/ Homan/ Blue (Painting) SBE</li> <li>• Washington / Blue (Painting) SBE</li> <li>• Monroe / Blue (Painting) SBE</li> <li>• O'hare / Blue (Painting) SBE</li> </ul>	Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed

**Delay Explanation:**

N/A





# Project Title: Refresh & Renew Program

Before



After



Addison (Red) Exterior Lighting Improvements



# Project Title: Refresh & Renew Program

Before



After



Addison (Red) Exterior Lighting Improvements



# Project Title: Refresh & Renew Program

Before



After

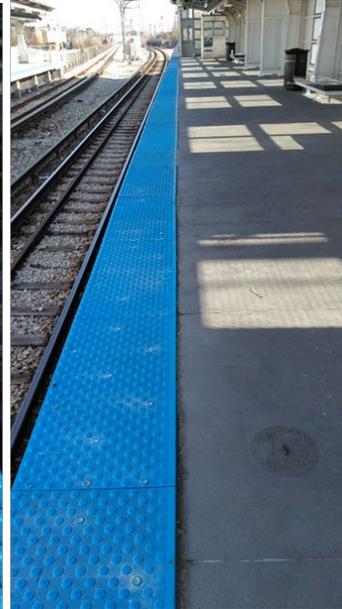
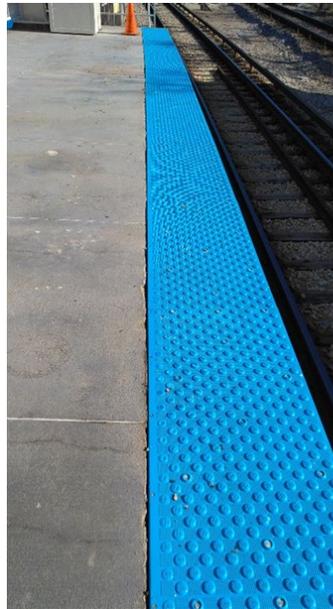




# Project Title: Refresh & Renew Program

Before

After



**Dempster/Skokie (Yellow) Full Platform Tactile Edge Replacement**



# Project Title: Refresh & Renew Program

Before



After

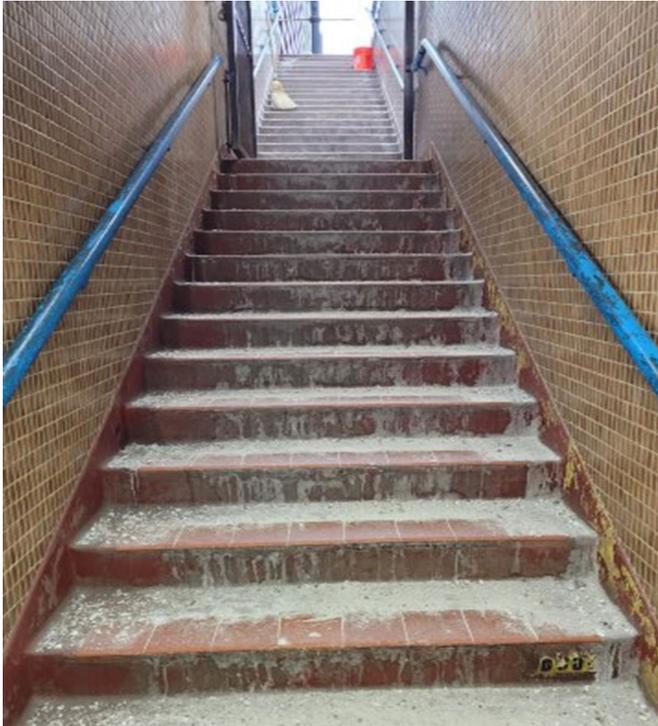


Central (Green Line) SBE Painting of exterior exit structure, etc.

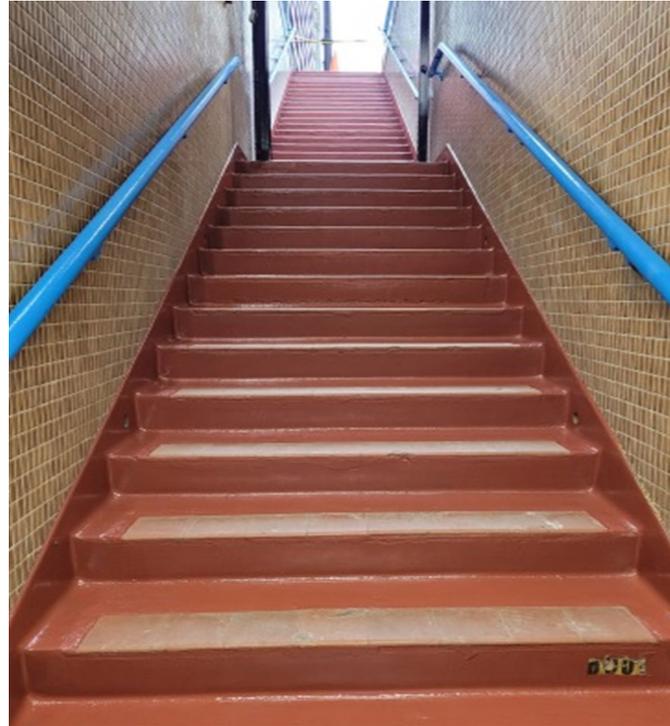


# Project Title: Refresh & Renew Program

Before



After





# Project Title: RPM Phase One Design-Build Contract

<b>Justification of Need:</b>	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:	50%	
Percent Change Orders to Construction Contract:	-0.27%	
Percent Time Used:	57%	
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	
<b>Detailed Overview of Scope:</b>	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"> <li>• 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.</li> <li>• 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.</li> <li>• Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations.</li> </ul>	



# Project Title: RPM Phase One Design-Build Contract

Phase	Description	Status
<b>Administrative / Design:</b>  <b>Construction:</b>	<ul style="list-style-type: none"> <li>▪ Continued submittal/revisions of required management plans</li> <li>▪ Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements</li>   <li>▪ Pre-Stage Work               <ul style="list-style-type: none"> <li>- Punchlist work</li> </ul> </li>   <li>▪ Red-Purple Bypass (RPB).               <ul style="list-style-type: none"> <li>- Ravenswood structure rehabilitation</li> <li>- Factory wiring of Kenmore and Clark Relay Houses</li> <li>- Track, traction power and signal reconfigurations for RPB Stage 2 phasing</li> <li>- Demolition of decommissioned track and structure along North Main Line tracks 1 and 2</li> <li>- Demolition of decommissioned signal and traction power equipment and cables on NM1/NM2</li> <li>- Commissioning of track, signal and traction power components for RVT Track</li> <li>- Opening of RVT Track</li> </ul> </li>   <li>▪ Corridor Signal Improvements (CSI)               <ul style="list-style-type: none"> <li>- DGTrack Circuit Testing</li> <li>- Removal of decommissioned systems cabling from Morse to Granville</li> </ul> </li>   <li>▪ Lawrence to Bryn Mawr Modernization               <ul style="list-style-type: none"> <li>- Continued production of Pre-cast Box Girder Segments</li> <li>- Drilled Shaft Installation</li> <li>- Construction of concrete columns and caps</li> <li>- Segmental Box Girder installation</li> <li>- Embankment drainage installation</li> <li>- Montrose Abatement and Painting</li> </ul> </li> </ul>	<p>Ongoing Ongoing</p> <p>Ongoing</p> <p>Ongoing Ongoing Complete Ongoing Complete Complete Complete</p> <p>Ongoing Ongoing</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing</p>
<b>Delay Explanation:</b>		



**RPB –  
Track, Traction  
Power and Signal  
demolition**



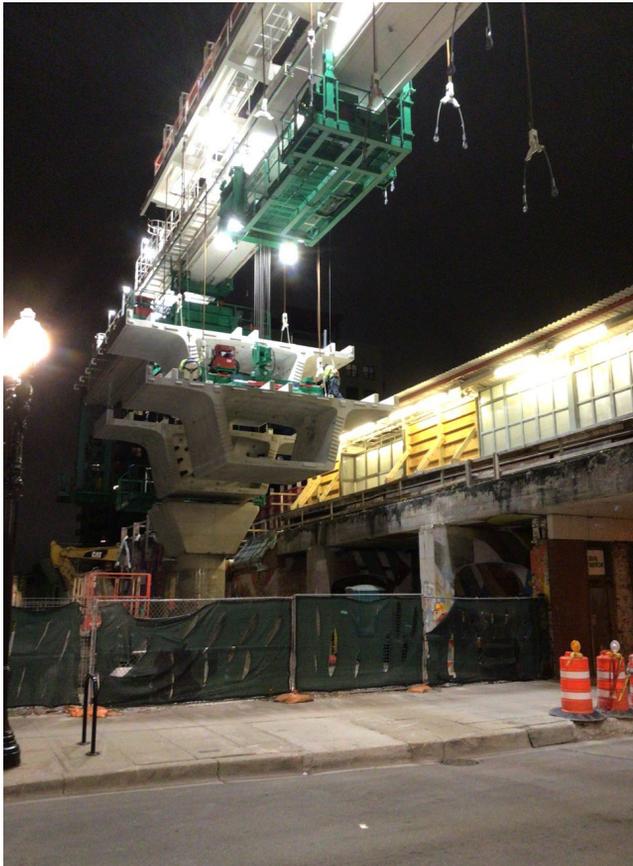
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**RPB –  
Drilled  
Shaft  
Installation**



**LBMM –  
Drilled  
Shaft  
Installation**



**LBMM –  
Overnight  
Segmental  
Box Girder  
Installation  
at Bryn  
Mawr**



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	Outreach type	Major Activities	Timing
Community	 <p data-bbox="178 606 421 638"><b>Goudy School Principal and Vice Principal with RPM Staff</b></p>	<ul style="list-style-type: none"> <li>• Weekly Red-Purple Bypass Project updates for 44<sup>th</sup> ward</li> <li>• Lawrence to Bryn Mawr project updates for 48<sup>th</sup> ward</li> <li>• 48<sup>th</sup> ward Broadway Visioning Open House event</li> <li>• “Call for Artists” new station art submission deadline</li> <li>• Virtual office hours</li> <li>• CTA/Chambers of commerce/48<sup>th</sup> ward small business promotion update</li> <li>• Roscoe-Newport Neighbors meeting/project update</li> </ul>	<p>Weekly</p> <p>Bi-weekly</p> <p>April 1</p> <p>April 1</p> <p>April 14</p> <p>April 18</p> <p>April 19</p>
Workforce & SBE/DBE	 <p data-bbox="204 933 392 966"><b>Workforce event in Red Line Extension area</b></p>	<ul style="list-style-type: none"> <li>• Monthly DBE/Workforce Outreach &amp; Compliance Meeting</li> <li>• RPM Workforce Outreach Event</li> <li>• DBE and Workforce Numbers as of 04/30/2022</li> <li>• Dollars Awarded To Date: \$225,042,459               <ul style="list-style-type: none"> <li>• Unique DBE Firms To Date: 71</li> <li>• Unique Firms New to CTA: 27</li> </ul> </li> <li>• Total Labor Hours Produced: 707,813</li> <li>• Total Dollars Earned: \$40,451,337</li> <li>• Jobs created to date (construction trade labor on the design-build team): 1,441 individuals</li> </ul>	<p>Ongoing</p> <p>Apr. 12</p>