



Construction Project Briefing



November 7, 2021



Today's Presentation

- Jefferson Park to O'Hare Signals Project
- Refreshed & Renewed Program
- Jackson Park Line Track and Structure Improvement Project
- South Shops Waste Material Storage & Sewer Upgrade
- Dan Ryan Line - Inverters & Batteries
- NB State & Dearborn Project
- Irving Park Station - Escalator and Canopy Replacement
- Red and Purple Modernization Project



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

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:	70%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100%
DBE:	<p>Goal: 10% Design / 15% Construction</p> <p>Commitment: 10.1% Design / 15% Construction</p> <p>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
Construction	<ul style="list-style-type: none">• Signal & Traction Power Cable Installation.	Ongoing
	<ul style="list-style-type: none">• Rosemont West Relay House is being manufactured.	Ongoing
	<ul style="list-style-type: none">• Signal Equipment Installation.	Ongoing
	<ul style="list-style-type: none">• Old Manheim Relay House Cutover is completed.	Completed
	<ul style="list-style-type: none">• Cumberland Relay House Cutover has Started.	Ongoing
	<ul style="list-style-type: none">• Discrepancy Closure at previously cutover houses.	Ongoing
Delay Explanation		
N/A		



Project Title: Jefferson Park to O'Hare Signals Project



Removal of Old Foster Relay House



Project Title: Jefferson Park to O'Hare Signals Project



**Conduit Installation at
Rosemont East
Interlocking**



Project Title: Jefferson Park to O'Hare Signals Project



**Fiber Optic Cable
Splicing at Cumberland
Relay House**



Project Title: Refreshed & Renewed

Justification of Need:

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 Auth

Priority of Project:	Medium
Total Project Budget:	\$25,000,000
Expended to Date:	\$1,367,051.65
Used last Month:	\$442,218.28
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	January 2021 to December 31, 2021
Contractor	CTA Forces & Galaxy Environmental Inc.

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

35 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

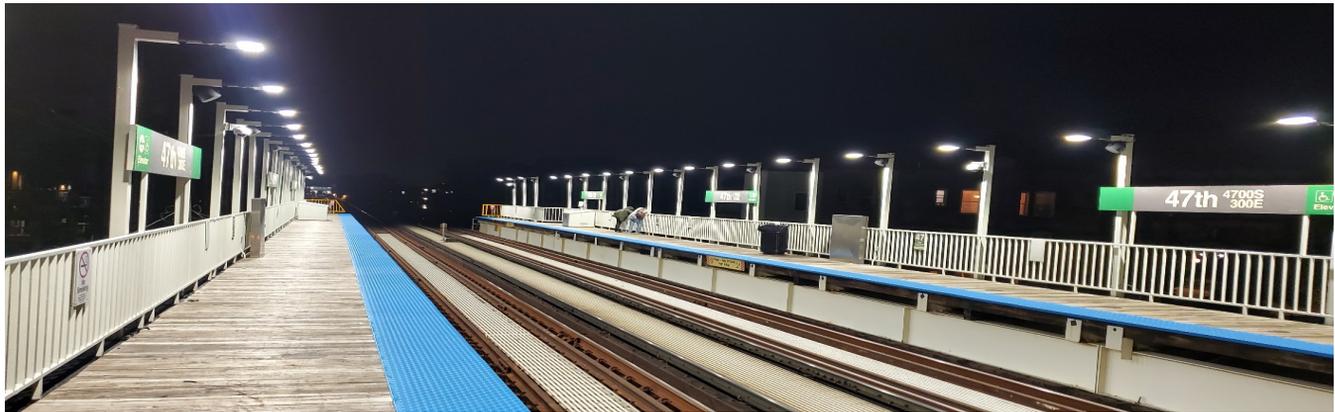
Department	Description	Status
Facility Maintenance	<p><u>Rail Stations Full Program Scope 35 Stations</u></p> <ul style="list-style-type: none">• 26/35 Stations• 47th (Green)• Southport (Brown)• LaSalle/ Van Buren• Ashland/ Orange <p><u>Painting and Lightning Only Improvements 92 Stations</u></p> <ul style="list-style-type: none">• 6/92 Stations• Granville/ Red (Lightning)• 63rd/ King/ Green (Lightning)• Garfield/ Red (Lightning)• Loyola/ Red (Lightning)• 63rd/ Red (Painting) SBE• Davis/Purple (Painting) SBE• 51st/ Green (Painting) SBE• Cottage Grove/ Green (Painting) SBE• Chicago/ Red (Painting) SBE• Sheridan/ Red (Painting) SBE <p><u>Directional Line Diagram Signage by Trades</u></p> <ul style="list-style-type: none">• 19/29 Stations	<p>Completed Completed Completed In-Progress Upcoming</p> <p>Completed Completed Completed In Progress Completed In-Progress In-Progress In-Progress In-Progress In-Progress</p>

Delay Explanation:

N/A



Project Title: Refreshed & Renewed



47th (Green Line) LED upgrade and painting of railings, support columns & fascia's



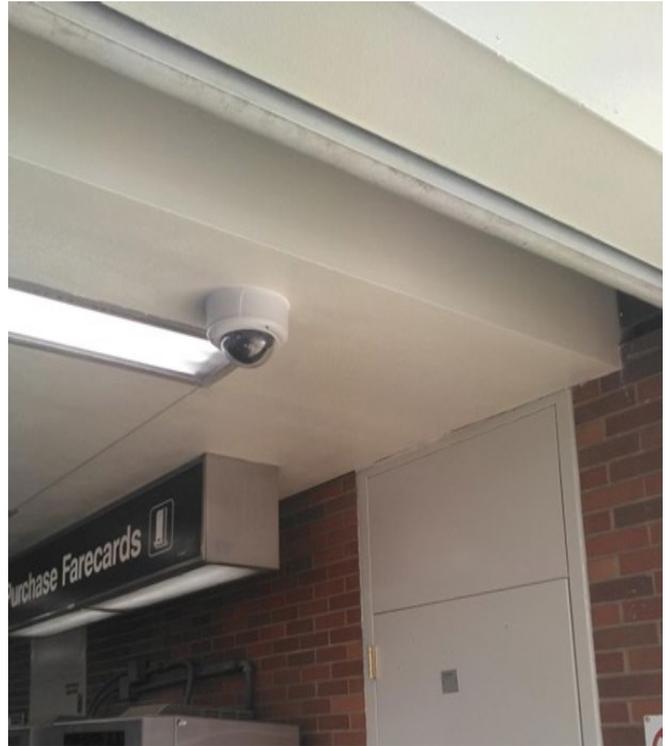
Project Title: Refreshed & Renewed



**47th (Green Line)
Upgrade to LED
fixtures throughout,
additional fixtures to
side of facility
entrance exterior
enhancing the safety
visual for our
customers.**



Project Title: Refreshed & Renewed



47th (Green Line) Repaired rusted sections of stairway storefront along with fresh coats of paint and rust inhibitor (before on left and after on right side)



Project Title: Refreshed & Renewed

Before



After



47th (Green Line) Painting of staircase handrails and structure



Project Title: Refreshed & Renewed

Before



After



47th (Green Line) Repair & tuckpoint exterior wall of stationhouse



Project Title: Refreshed & Renewed

Before

After



Southport (Brown Line) Painting of staircase stringers, risers & structure of the auxiliary staircase



Project Title: Refreshed & Renewed

Before



After



Jackson (Red Line) ADA signage/route installation

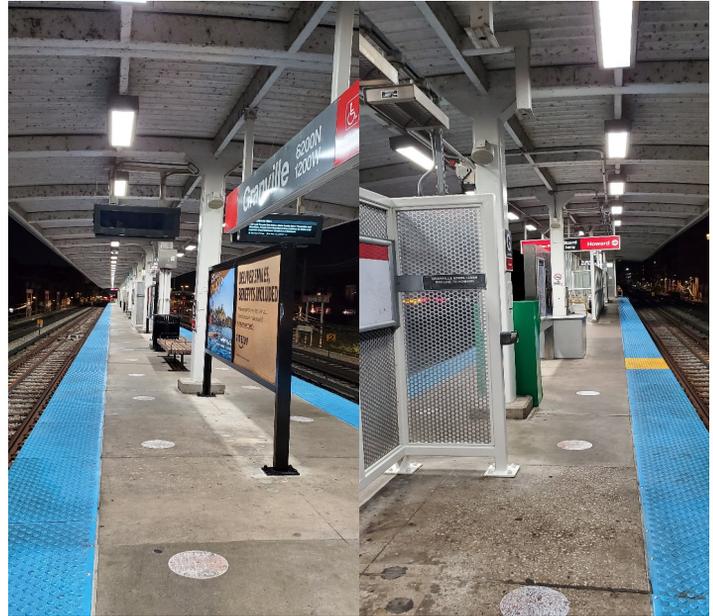


Project Title: Refreshed & Renewed

Before



After



Granville (Red Line) Platform LED upgrade enhancements



Project Title: Refreshed & Renewed

Before



After



79th (Red Line) SBE Painting of staircase risers and railings.



Project Title: Refreshed & Renewed

Before



After



79th (Red Line) SBE Painting of platform railings high visibility safety yellow



Project Title: Refreshed & Renewed



79th (Red Line) SBE Painting of fixed furnishings



Project Title: Refreshed & Renewed



Remnants | Restos
By Edra Soto and Dan Sullivan



Project Title: Refreshed & Renewed



Remnants | Restos
By Edra Soto and Dan Sullivan



Project Title: Jackson Park Track and Structure Improvements

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

Justification of Need:

Priority of Project:	P1
Total Project Budget:	\$12,708,268
Expended to Date (thru September):	\$2,980,000
Used last Month:	\$323,000
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 2021
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"> • 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	
	• Renew ties and fasteners 59th Street to 61st Street on the Southbound Track	Complete
	• Renew ties and fasteners 59th Street to 61st Street Northbound Track	Complete
	• Replace rail NBT between 59th Street to 61st Street	Complete
	• Replace rail SBT between 59th Street to 61st Street	Complete
	• Renew Ties and Plates between 61st and 62nd NBT	Upcoming
	• Renew Ties and Plates between 61st and 62nd SBT	Complete
	• 61 st Interlocking 2-DSS and a Lefthand turnout	Upcoming
Structure Renewal		
• Renew Stringers & Cross Girders 59th Street to 63rd Street	Ongoing	

Delay Explanation:

N/A



Project Title: Jackson Park Track and Structure Improvements



**Tie
Replacement
SBT 61st to
62nd**



Project Title: Jackson Park Track and Structure Improvements



**Woodguard
Replacement
SBT 61st to
62nd**



Project Title: Jackson Park Track and Structure Improvements



**Flange
Replacement
on the
Jackson Park**



Project Title:

South Shops Waste Material Storage & Sewer Upgrade

The South Shops Facility Waste Material Storage Building project is needed for waste materials produced at the South Shops Bus facility, such as used fluids and oils. Currently there is no facility to properly store these materials in accordance with environmental standards.

Justification of Need:

The 77th Bus Garage, Unit 1 Building, Bay 1, Sewer Reconstruction/ Masonry Wall Stabilization project is necessary to avoid further wall degradation and possible future wall collapse. The existing collapsed section below the wall location, undermines the wall, and has caused the current deteriorated section to be unsafe.

Priority of Project:	Medium
Total Project Budget:	\$2,382,350.00
Construction Contract Value:	\$931,605.00
Earned to Date:	\$626,920.40
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	86.5%
DBE:	Goal: 25% Commitment: 28.61% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	NTP - 1/22/2021 Estimated duration 256 days
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / Kiewit Infrastructure

Detailed Overview of Scope: South Shops Facility Waste Material Storage Building. Install new cast-in place concrete foundation, footings, and walls, new concrete floor, drainage trench, drainage dry sump pit and interior integrated perimeter concrete floor curb. New galvanized structural steel framing, chain link fascia panels, metal roof, and other galvanized accessories. New transformer inside of existing electrical room, overhead power supply with 3 new wood poles, cross arms, hardware and insulators, all necessary wiring and connections, new circuit breaker, conduit, junction boxes, and occupancy sensor switch.

77th Bus Garage, Unit 1 Building, Bay 1, Sewer Reconstruction/ Masonry Wall Stabilization. Excavate, remove, backfill with cementitious low strength material: New (340) linear feet of sewer, (2) manholes, (2) catch basins. Replace (2) manholes. Replace (430) linear feet of 6" inch clay sewer pipe with 6" inch Extra Strength Vitrified Clay Pipe (ESVCP). Replace all pavement and concrete. Install new 2" x 12" timber ledger boards with stainless steel rods at Storage Rooms #2, #5, and #6.



Project Title: South Shops Waste Material Storage & Sewer Up

Impact on Customers:	No impact to customers.
Benefit to System:	<p>The South Shops Facility Waste Material Storage Building project will provide a separate location for the storage of waste materials that the facility currently does not possess. This will allow for proper and safe storage of materials before they are removed from the facility.</p> <p>The 77th Bus Garage, Unit 1 Building, Bay 1, Sewer Reconstruction/ Masonry Wall Stabilization project is necessary to avoid further wall degradation and possible future wall collapse. This will bring the wall and sewer to a state of good repair and prolong the life of the facility.</p>
Benefit to Community:	Continued use of facility at 77th bus garage, unit 1 building 1 and sewer reconstruction on 77th street. The hazardous waste facility will bring South Shops into compliance with environmental standards. These will both allow for bus maintenance and service to continue out of 77th Garage and Shop.
Impact on Accessibility:	No impact to accessibility.
Customer Communication Need:	No customer communication needed.

Comparable Projects:
N/A



Project Title: South Shops Waste Material Storage & Sewer Up

Construction Progress

Phase	Description	Status
Construction	Wall Stabilization <ul style="list-style-type: none">• Mobilization• Construction	Complete Complete
	Sewer Reconstruction <ul style="list-style-type: none">• Mobilization• Construction	Complete Complete
	Waste Material Storage Building <ul style="list-style-type: none">• Material Fabrication• Mobilization• Foundation installation• Construction	Ongoing Complete Complete Ongoing

Delay Explanation:



Project Title: South Shops Waste Material Storage & Sewer Up



Excavation for foundation and installation of footings



Project Title: South Shops Waste Material Storage & Sewer Up



Installation of wall forms



Project Title: Dan Ryan Line - Inverters & Batteries

The DC to AC Power Conversion Inverters, which provide alternative AC power to all relay houses on the South Dan Ryan Branch, were installed in ~~2003~~ 2004. Due to their age and various complexities, they require replacement. Since these inverters are part of the second source of AC Power to the relay houses through the signal protection system to CTA rail operation, it is necessary to replace them with a reliable inverter.

This project will also renew the existing AC Power wires emanating from the electrical rooms at north stations to the relay houses using existing ~~back~~ and manhole systems. Some minor electrical circuit modifications at the electrical rooms and at relay house AC power panels will also be required.

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$6,030,163.00.
Construction Contract Value:	\$5,078,000.00
Earned to Date:	\$2,404,495.13
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	82.5%
DBE:	Goal: 10% Commitment: 10.3% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	NTP- 7/21/2020 Estimated duration 555 days
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / John Burns Construction Company

Detailed Overview of Scope: Seven (7) locations (23rd, 45th, 55th, 59th, 63rd, 79th and 87th interlockings).

- Modification of five (5) existing relay house structures on Dan Ryan Red Line (23rd, 45th, 55th, 79th and 87th interlockings).
- Upgrade 600 VDC inverter fuse and bracket at all seven (7) locations.
- Replace existing Inverter system at all seven (7) locations.
- Reconfigure Inverter AC output, Signal panel, Hotel power and HVAC at all seven (7) locations.
- Connection to SCADA.



Project Title: Dan Ryan Line Inverters & Batteries

Impact on Customers:	No impact to customers.
Benefit to System:	A reliable secondary power system to the relay houses that provide signal protection to CTA rail operations. The inverters will ensure continued operations of the Dan Ryan branch of the Red Line in the event of a primary power failure to the existing signal system.
Benefit to Community:	Continued operations of the Dan Ryan branch of the Red Line in the event of a primary power failure to the existing signal system.
Impact on Accessibility:	No impact to accessibility.
Customer Communication Need:	No customer communication needed.

Comparable Projects:

N/A



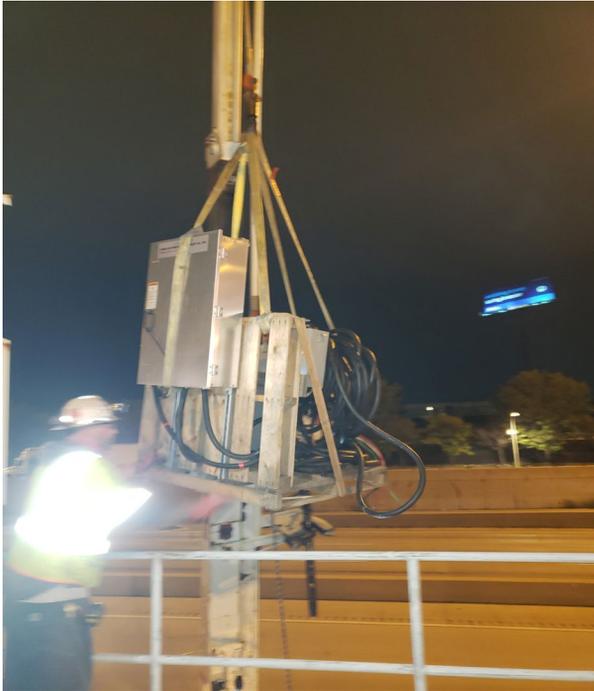
Project Title: Dan Ryan Line Inverters & Batteries

Construction Progress

Phase	Description	Status
Construction	59th Interlocking Equipment Removal/Replacement	Complete
	63rd Interlocking Equipment Removal/Replacement	Complete
	45th Interlocking Equipment Removal/Replacement	Complete
	79th Interlocking Equipment Removal/Replacement	Complete
	87th Interlocking	
	• Mobilization	Complete
	• Temporary AC cut-over	Complete
	• Removal/replace Equipment	Complete
	• Permanent AC cut-over	Complete
	55th Interlocking	
	• Mobilization	Ongoing
	• Temporary AC cut-over	Ongoing
	• Removal/replace Equipment	Ongoing
	• Permanent AC cut-over	Ongoing
	23rd Interlocking	
	• Mobilization	Upcoming
	• Temporary AC cut-over	Upcoming
• Removal/replace Equipment	Upcoming	
• Permanent AC cut-over	Upcoming	
System Testing & Commissioning		
• 59th Interlocking	Upcoming	
• 63rd Interlocking	Upcoming	
• 45th Interlocking	Upcoming	
• 79th Interlocking	Upcoming	
• 87th Interlocking	Upcoming	
• 23rd Interlocking	Upcoming	
• 55th Interlocking	Upcoming	



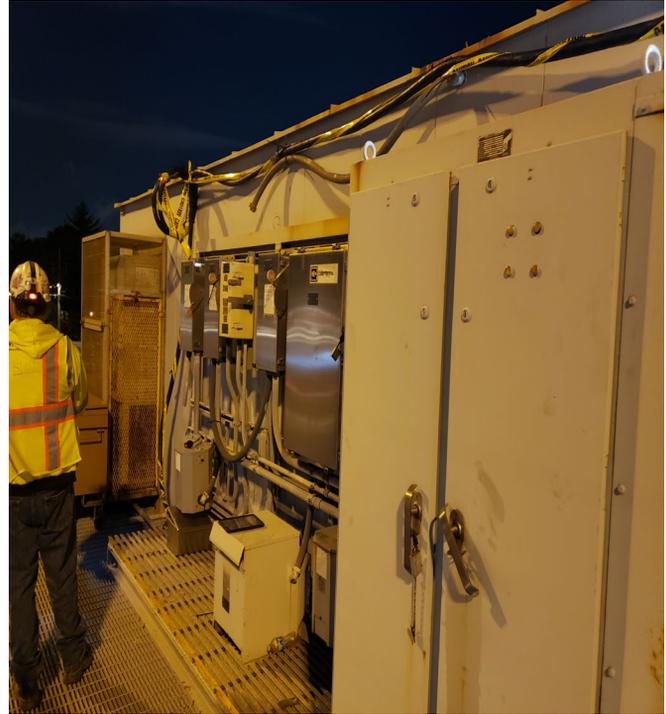
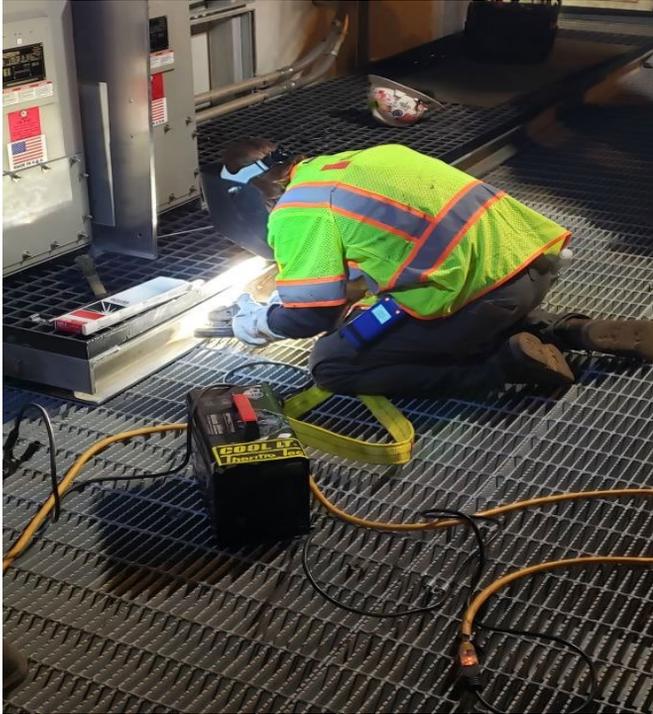
Project Title: Dan Ryan Line Inverters & Batteries



Temp power & Equipment Installation at 87th signal house



Project Title: Dan Ryan Line Inverters & Batteries



Floor rack welding & new equipment at 87th signal house



Project Title: Northbound State & Dearborn Track Improvements

It is in the interest of the CTA to replace select rail, concrete half-ties, associated fasteners, anchor bolts, and inserts, damaged as a result of sustained water penetration in the subway. In addition, the scope includes concrete crack injection, spalling concrete removal, cleaning and coating steel reinforcement bars and select storm drainage manholes and drainage pipes, and pressure washing the subway floors and platforms. This project is necessary to restore track conditions and prevent further infiltration of water.

Justification of Need:

Priority of Project:	High
Total Project Budget:	\$14,495,948
Construction Contract Value:	\$6,581,820
Earned to Date:	50%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	75%
DBE:	Goal: 30% Commitment: 30.03% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	Ground Transportation Tax (Uber/Lyft)
Estimated Start Date/Estimated Length of Project:	Milestone No.1 Achieve Substantial Completion of all work within Two Hundred and Twenty-Eight (228) consecutive calendar days after NTP. NTP Issued on 4/21/21 - (Estimated completion 12/5/21)
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP/Kiewit Infrastructure

Detailed Overview of Scope: The work to be performed includes the following:

1. Repair & replace select direct fixation rail fasteners,
2. Replace select concrete half-ties,
3. Replace select running rail,
4. Grind running rail,
5. Repair select concrete tube walls,
6. Repair select vent shafts,
7. Pressure wash select areas,
8. Remove and reinstall wayside signal equipment,
9. Remove and reinstall train stops (trips),
10. Replace impedance to running rail bonds in select locations.



Project Title: Northbound State & Dearborn Track Improvement

Impact on Customers:	As few as Six (6) and up to Twelve (12) weekend track access occurrences are required to complete this work. Total weekends will be based on level of deterioration of existing track components. There is impact to customers, including one-way station bypass at Roosevelt Red Line and single Tracking between Damen and Clark/Lake Blue Line.
Benefit to System:	The project goal is to maintain the tunnel's structural integrity, by reducing the water infiltration into the subway. By deterring water infiltration and replacing track components that have been damaged by water filtration, the Right-Of-Way will be in good working order. This end result will be less required maintenance to the track in the area of the project.
Benefit to Community:	This project will provide smoother and more reliable service for CTA customers.
Impact on Accessibility:	N/A
Customer Communication Need:	Customer announcements are being made at the stations as well as on the train during track access weekends. In addition, signage is posted at the entrances to the Red Line subway re-directing those customers to alternative CTA travel options.

Comparable Projects:
Southbound State & Dearborn Subway Track Improvements.



Project Title: Northbound State & Dearborn Track Improvement

Construction Progress

Phase	Description	Status
Pre-Construction	<ul style="list-style-type: none"> Construction submittals and process plans Field Mobilization 	Complete Complete
	Construction	
	Red Line Weekend 1 (8/6 – 8/8)	Complete
	Red Line Weekend 2 (8/27 – 8/29)	Complete
	Blue Line Weekend 1 (9/10 – 9/12)	Complete
	Blue Line Weekend 2 (9/17 – 9/19)	Complete
	Blue Line Weekend 3 (9/24 – 9/26)	Complete
	Blue Line Weekend 4 (10/1 – 10/4)	Complete
	Blue Line Weekend 5 (10/15 – 10/17)	Complete
	Blue Line Weekend 6 (10/29 – 10/31)	
	<ul style="list-style-type: none"> Pre-activity and outage coordination. Weekend Construction work 	Upcoming Upcoming
	Anticipating 1 additional Blue Line / Red Line weekend work occurrences for worklist completion.	Upcoming

Delay Explanation:

N/A



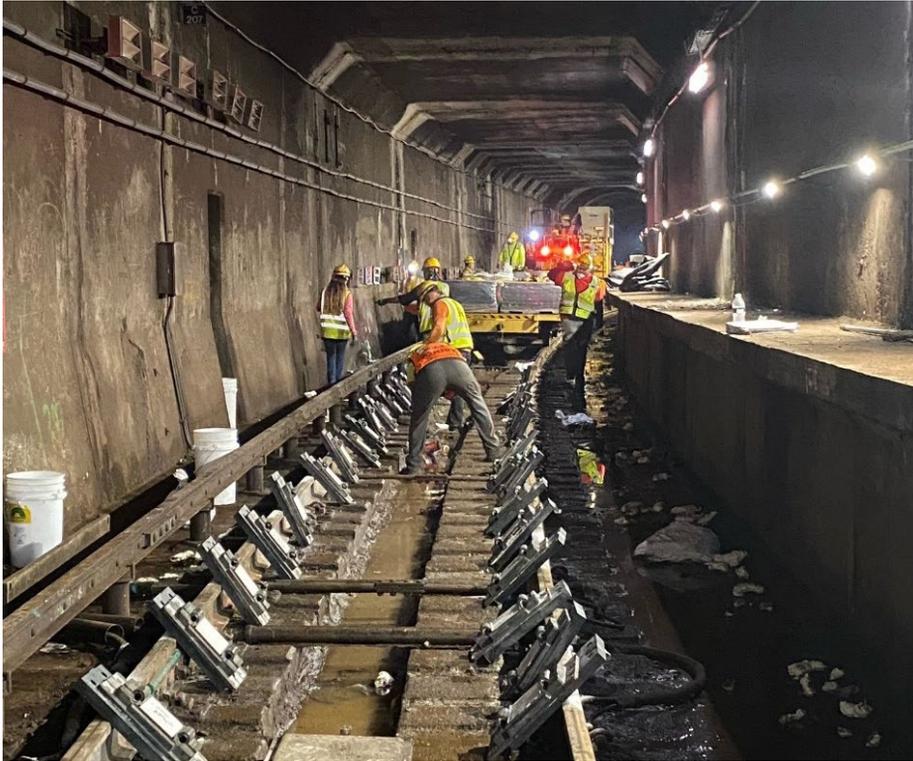
Project Title: Northbound State & Dearborn Track Improvement



Overhead Crack Injection Process



Project Title: Northbound State & Dearborn Track Improvement



**Contractor
Replacing
Plates**



Project Title: Northbound State & Dearborn Track Improvement



**Resulting
Track
Condition**



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
Construction Contract Value:	\$ 7,497,000
Earned to Date:	12%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	43%
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

- 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 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">• Demolition of platform canopy panels	Ongoing
	<ul style="list-style-type: none">• Painting Phase 1	Ongoing
	<ul style="list-style-type: none">• Irving Park Escalator (Feb '22)	Planned

Delay Explanation:

N/A



Project Title: Irving Park Station Escalator and Canopy Replacement



**Removal of
Canopy
Panels**



Project Title: Irving Park Station Escalator and Canopy Replacement



**Priming Steel
Canopy
Framing Near
Pulaski Stairs**



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 - \$1,269,060,861	
Earned to Date:	43%	
Percent Change Orders to Construction Contract:	-0.25%	
Percent Time Used:	48%	
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction: Goal: 20% / Commitment: 20% Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA 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-Flour Design-Build Team	
Owners Representative:	Elevated Solutions Partners	
Detailed Overview of Scope:	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. 	



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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:

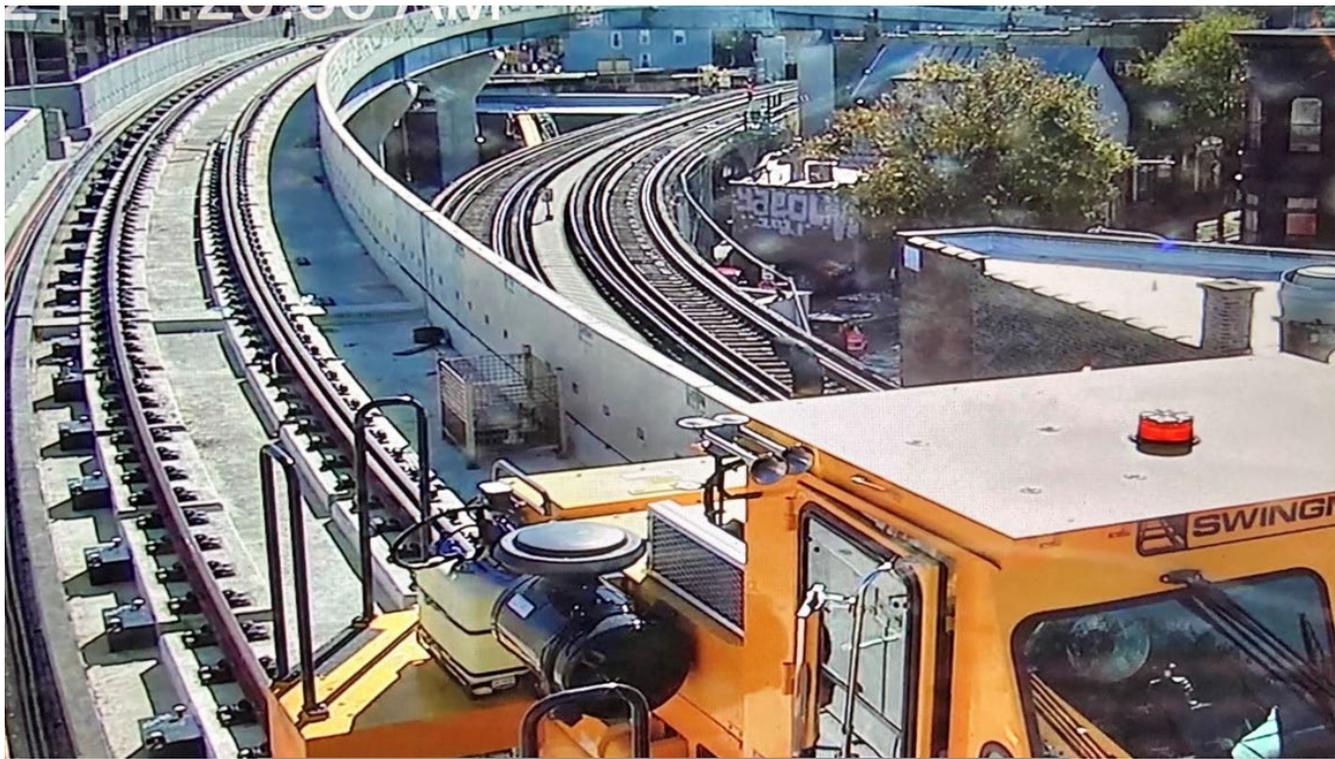
- Brown Line Capacity Expansion Project
- Your New Blue Program
- Red Line Extension



**RPM –
Kenmore
Interlocking**



Project Title: RPM Phase One Design-Build Contract



RPB – Bypass track work



Project Title: RPM Phase One Design-Build Contract



RPB – Slide-in preparation



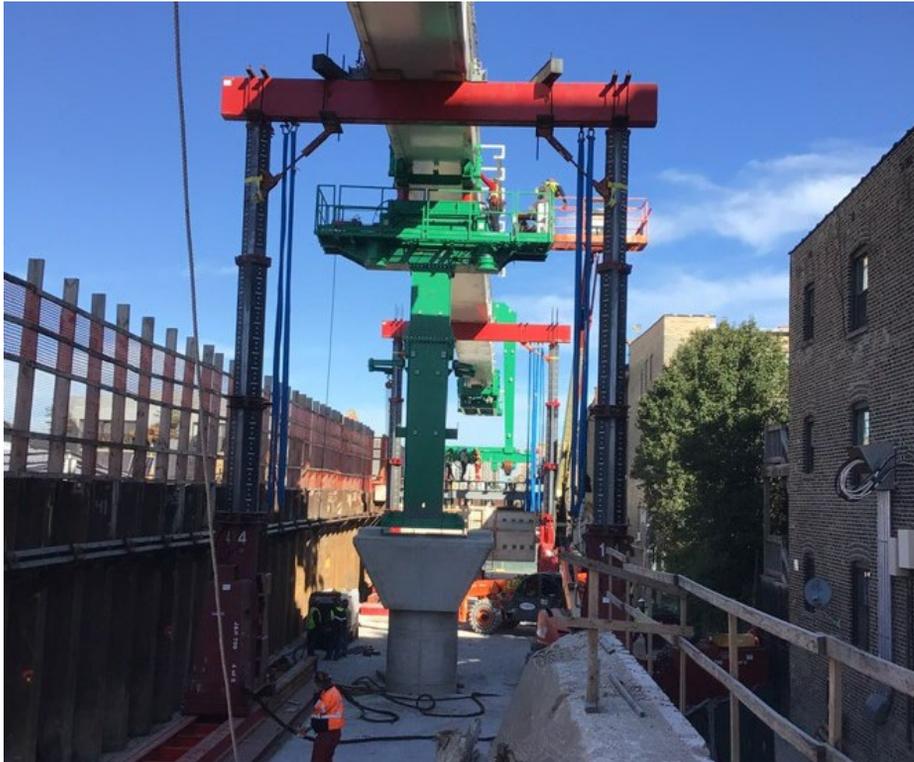
**LBMM – Ainslie
Viaduct
Demolition**



**LBMM –
Completed
column cap**



Project Title: RPM Phase One Design-Build Contract



**LBMM
Launching
gantry
installation**



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	Outreach type	Major Activities	Timing
Community	 <p>Argyle Open for Business promotion</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 • Taste of Uptown – outreach event • Andersonville Farmers Market – outreach event • RPM Virtual Office Hours – constituent questions answered • Argyle viaduct demo – Open for Business postcard distribution 	<p>Weekly</p> <p>Bi-weekly</p> <p>Aug. 29</p> <p>Oct. 13</p> <p>Oct. 18</p> <p>Oct. 18-20</p>
Workforce & SBE/DBE	 <p>RPM DBE Workforce Event</p>	<ul style="list-style-type: none"> • Monthly DBE/Workforce Outreach & Compliance Meeting (Ongoing) • RPM DBE & Workforce Information Event • CTA Construction Talks: Painters District Council #14 • DBE Dollars Awarded To Date: - \$180.2MM <ul style="list-style-type: none"> • Unique DBE Firms To Date: - 71 • Unique Firms New to CTA: - 25 • Total Labor Hours Produced (as of 10/31/2021): 547,211 • Total Dollars Earned (as of 10/31/2021): \$31,080,049 	<p>Ongoing</p> <p>Sept. 28</p> <p>Oct. 13</p>



RPB Slide-in Video Placeholder