

# Construction Project Briefing

August 11, 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**
- **Red and Purple Modernization Project**



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

Justification of Need:	The existing 30-year old signal system is approaching the end of its useful life. Maintaining the system has become increasingly difficult in as much as many components are now obsolete and difficult to repair or replace.
Priority of Project:	High
Total Project Budget:	\$ 207M
Construction Contract Value:	\$ 153,696,433.00
Earned to Date:	69%
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

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.

<b>Comparable Projects:</b>
<ul style="list-style-type: none"> <li>• Ravenswood Loop Connector</li> <li>• Congress Dearborn – Jefferson Park to Forest Park Signal Replacement.</li> </ul>



# 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><li>• Rosemont West Relay House is being manufactured.</li><li>• Signal Equipment Installation.</li><li>• Old Mannheim Relay House Cutover has started.</li><li>• Discrepancy Closure at previously cutover houses.</li></ul>	Ongoing Ongoing Ongoing Ongoing Ongoing

<b>Delay Explanation:</b>
N/A



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

**Signal Installation at River Road Interlocking**



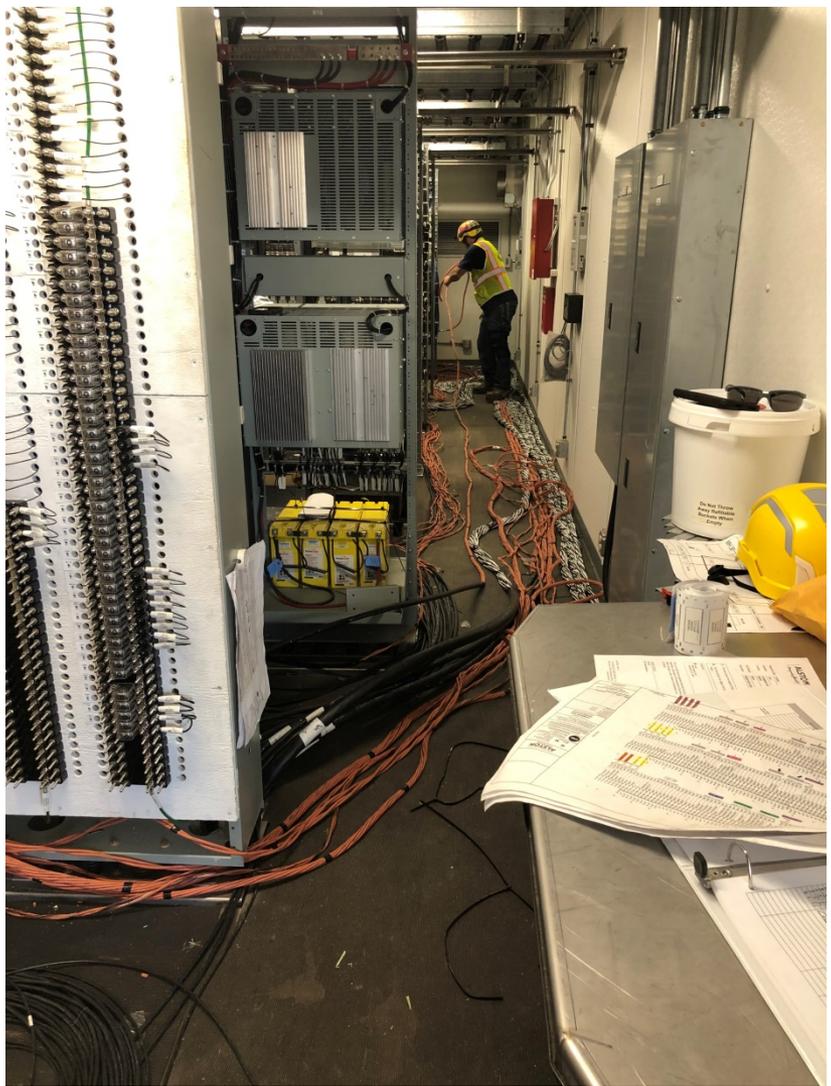
# Project Title: Jefferson Park to O'Hare Signals Project



**Camera Installation at Old Mannheim Interlocking**



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



**Wiring of Cumberland Relay House**



# 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:	\$943,467.17
Used last Month:	\$63,182.90
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	January 2021 to December 31, 2021
Contractor	CTA Forces

**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

<p>Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)</p>	<p>No track access occurrences within the scheduled work of the Refreshed &amp; 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.)</p>
<p>Benefit to System:</p>	<p>The Refreshed &amp; 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.</p>
<p>Benefit to Community:</p>	<p>Improved overall lighting and wayfinding signage, newly painted &amp; refreshed stations, safety, cleanliness and appearance. Focus on the Customer experience, both Internal and external.</p>

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



# Project Title: Refreshed & Renewed

## Construction Progress

Department	Description	Status
<b>Construction</b>	<u>Rail Stations Full Program Scope 35 Stations</u> <ul style="list-style-type: none"> <li>• Addison (Red)</li> <li>• 35th (Red)</li> <li>• 35th (Green)</li> <li>• Belmont (Red)</li> <li>• Polk (Pink)</li> <li>• Conservatory (Green)</li> <li>• 47th (Red)</li> <li>• Rockwell (Brown).</li> <li>• Cicero (Pink)</li> <li>• Western (Congress)</li> <li>• Kedzie (Orange)</li> <li>• Kimball (Brown)</li> <li>• Western (Blue O'Hare)</li> <li>• Jarvis (Red)</li> <li>• 87th (Red)</li> </ul>	Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed In-Progress Up-Coming Up-Coming
	<u>Painting and Lightning Only Improvements 92 Stations</u> <ul style="list-style-type: none"> <li>• <u>SBE Contract Procurement</u></li> </ul>	
	<u>ADA Upgrade to Directional Line Diagrams 29 Stations</u>	

<b>Delay Explanation:</b>
N/A





**Kedzie (Orange Line) LED upgrade and painting of railings, support columns & fascia's**

# Project Title: Refreshed & Renewed

**Before**



**After**



**Kedzie (Orange Line) Repairing all broken/cracked curbs  
at the bus turn-around**

# Project Title: Refreshed & Renewed

Before



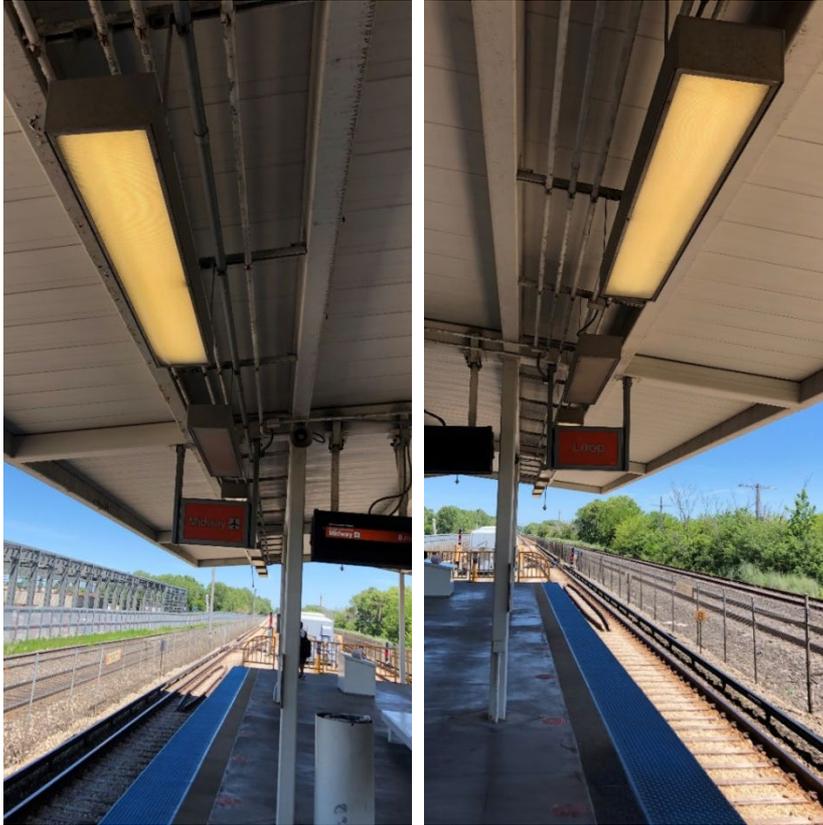
After



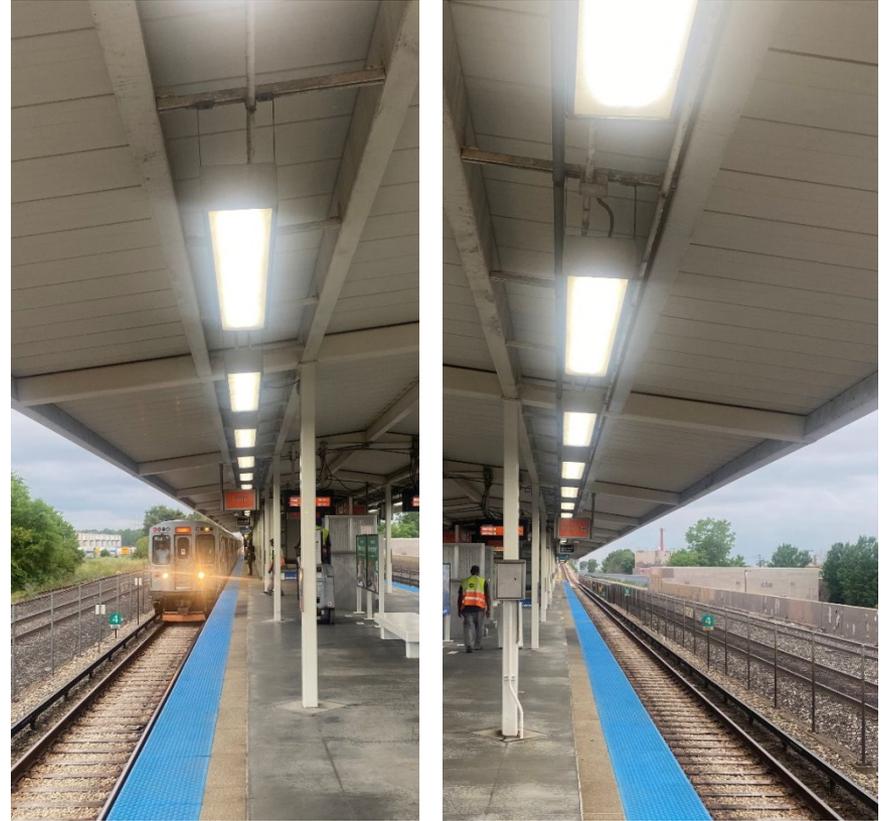
**Kedzie (Orange Line) Repaired rusted sections of stairway storefront along with fresh coats of paint and rust inhibitor**

# Project Title: Refreshed & Renewed

**Before**



**After**



**Kedzie (Orange Line) Conversion of all platform lighting to LED**

# Project Title: Refreshed & Renewed

**Before**



**After**



**Kimball (Brown Line) Conversion of all exterior lighting to LED**

# Project Title: Refreshed & Renewed

Before

After



**Kimball (Brown Line) Conversion of all platform lights to LED**

# 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 (thru June):	\$1,200,000
Used last Month:	\$300,000
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

**Detailed Overview of Scope:**

**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

Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)	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.
Benefit to System:	<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>
Benefit to Community:	<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 or Upcoming 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>	<p><b><u>Track Renewal</u></b></p> <ul style="list-style-type: none"><li>• Renew ties and fasteners 59<sup>th</sup> Street to 61<sup>st</sup> Street on the Southbound Track</li><li>• Renew ties and fasteners 59<sup>th</sup> Street to 61<sup>st</sup> Street Northbound Track</li><li>• Replace rail NBT</li><li>• Replace rail SBT</li><li>• Renew 61<sup>st</sup> Interlocking</li></ul> <p><b><u>Structure Renewal</u></b></p> <ul style="list-style-type: none"><li>• Renew Stringers &amp; Cross Girders 59<sup>th</sup> Street to 63<sup>rd</sup> Street</li></ul>	Complete Complete Complete Ongoing Upcoming  Ongoing

<b>Delay Explanation:</b>
• No delays.



# Project Title: Jackson Park Track and Structure Improvements



**Tie Renewal SBT Complete**



# Project Title: Jackson Park Track and Structure Improvements



**Structure Renewal**



# Project Title: South Shops Waste Material Storage & Sewer Upgrade

Justification of Need:	<p>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 waste materials in accordance with environmental standards.</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. The existing collapsed sewer section below the wall location, undermines the wall, and has caused the current deteriorated state.</p>
Priority of Project:	Medium
Total Project Budget:	\$2,382,350.00
Construction Contract Value:	\$931,605.00
Earned to Date:	\$309,583.62 (thru June 2021)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	67.0%
DBE:	<p>Goal: 25%</p> <p>Commitment: 28.61%</p> <p>Contract is on track to meet the DBE goal</p> <p>Outreach events conducted: 4 (CTA)</p>
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 Upgrade

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 77 <sup>th</sup> bus garage, unit 1 building 1 and sewer reconstruction on 77 <sup>th</sup> 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 77 <sup>th</sup> 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 Upgrade

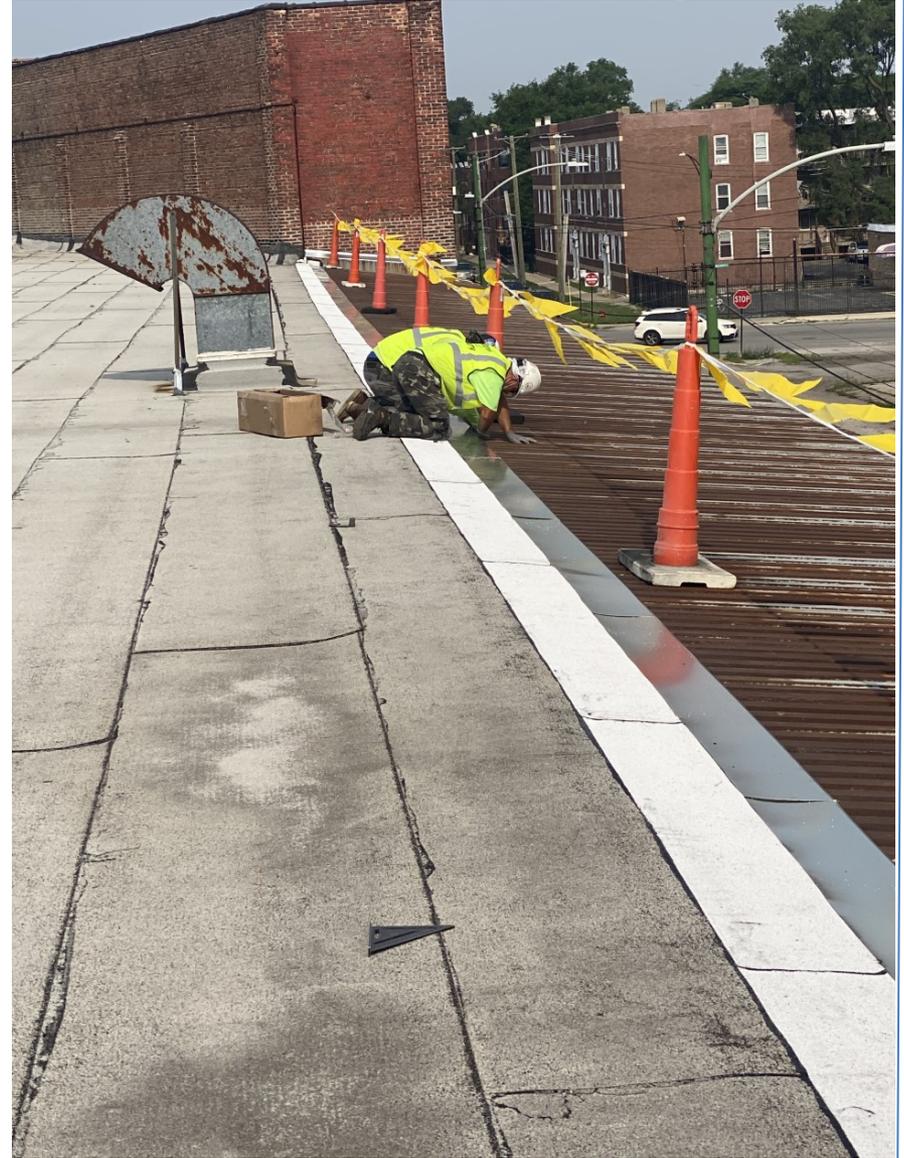
## Construction Progress

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

<b>Delay Explanation:</b>
N/A



# Project Title: South Shops Waste Material Storage & Sewer Upgrade



**New Roofing, Gutter, and Downspout Installation**

# Project Title: South Shops Waste Material Storage & Sewer Upgrade



**Demolition and installation of trench shoring for Sewer Replacement**

# Project Title: Dan Ryan Line - Inverters & Batteries

Justification of Need:	The DC to AC Power Conversion Inverters, which provide alternative AC power to all relay houses on Red Line South Dan Ryan Branch, were installed in 2004-2005. 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 that provide signal protection system to CTA rail operation, it is necessary to replace them with a reliable inverter system. This project will also renew the existing AC Power wires emanating from the electrical rooms at nearest stations to the relay houses using existing duct-bank and manhole systems. Some minor electrical circuit modifications at the electrical rooms and at relay house AC power panels will also be required.
Priority of Project:	Medium
Total Project Budget:	\$6,030,163.00.
Construction Contract Value:	\$5,078,000.00
Earned to Date:	\$1,092,986.85
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	71.7%
DBE:	10.3%
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 (23<sup>rd</sup>, 45<sup>th</sup>, 55<sup>th</sup>, 59<sup>th</sup>, 63<sup>rd</sup>, 79<sup>th</sup> and 87<sup>th</sup> interlockings).

- Modification of five (5) existing relay house structures on Dan Ryan Red Line (23<sup>rd</sup>, 45<sup>th</sup>, 55<sup>th</sup>, 79<sup>th</sup> and 87<sup>th</sup> 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.

<b>Comparable Projects:</b>
N/A



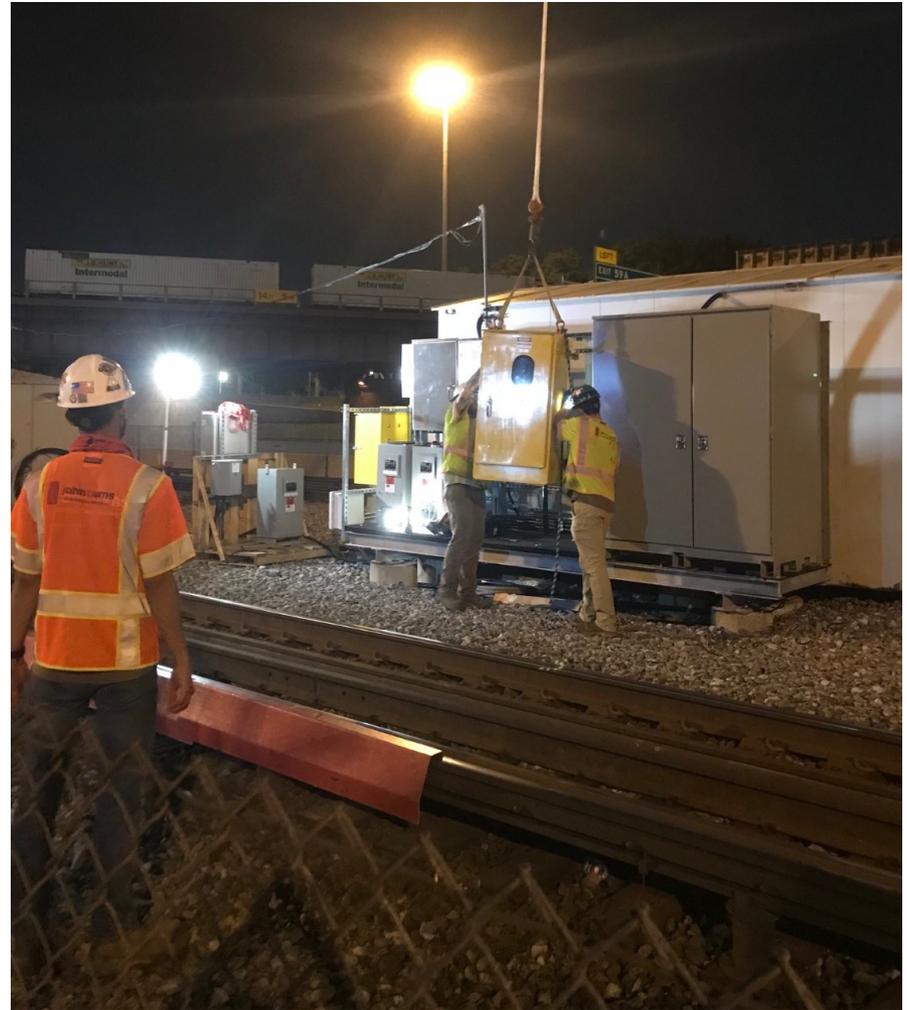
# Project Title: Dan Ryan Line - Inverters & Batteries

## Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> <li>• <b>59<sup>th</sup> Interlocking</b> <ul style="list-style-type: none"> <li>• Mobilization</li> <li>• Temporary AC cut-over</li> <li>• Removal/replace Equipment</li> <li>• Permanent AC cut-over</li> <li>• Start-up/Testing</li> </ul> </li>   <li>• <b>63<sup>rd</sup> Interlocking</b> <ul style="list-style-type: none"> <li>• Mobilization</li> <li>• Temporary AC cut-over</li> <li>• Removal/replace Equipment</li> <li>• Permanent AC cut-over</li> <li>• Start-up/Testing</li> </ul> </li>   <li>• <b>45<sup>th</sup> Interlocking</b> <ul style="list-style-type: none"> <li>• Mobilization</li> <li>• Temporary AC cut-over</li> <li>• Removal/replace Equipment</li> <li>• Permanent AC cut-over</li> <li>• Start-up/Testing</li> </ul> </li>   <li>• <b>79<sup>th</sup> Interlocking</b> <ul style="list-style-type: none"> <li>• Mobilization</li> <li>• Temporary AC cut-over</li> <li>• Removal/replace Equipment</li> <li>• Permanent AC cut-over</li> <li>• Start-up/Testing</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Complete</li> <li>Complete</li> <li>Complete</li> <li>Complete</li> <li>Complete</li>   <li>Complete</li> <li>Complete</li> <li>Complete</li> <li>Ongoing</li> <li>Ongoing</li>   <li>Upcoming</li> <li>Upcoming</li> <li>Upcoming</li> <li>Upcoming</li> <li>Upcoming</li>   <li>Upcoming</li> <li>Upcoming</li> <li>Upcoming</li> <li>Upcoming</li> <li>Upcoming</li> </ul>
<p><b>Delay Explanation:</b></p>		
<p>N/A</p>		



# Project Title: Dan Ryan Line - Inverters & Batteries



**New Equipment Installation at 63<sup>rd</sup> Interlocking**

## Project Title: Dan Ryan Line - Inverters & Batteries



**Installation of New Equipment at 63<sup>rd</sup> Interlocking**

# Project Title: Northbound State & Dearborn Track Improvements

Justification of Need:	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 cleaning of select storm drainage manholes and drainage pipes, and pressure washing the subway floors and station platforms. This project is necessary to restore track conditions and prevent further infiltration of water.
Priority of Project:	High
Total Project Budget:	\$14,495,948
Construction Contract Value:	\$6,581,820
Earned to Date:	16%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	60%
DBE:	Goal: 30% Commitment: 30.03% Contract is on track to meet DBE goal Outreach events held : 7
Funding Source:	Ground Transportation Tax (Uber/Lyft)
Estimated Start Date/Estimated Length of Project:	<b>Milestone No.1</b> 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 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 Improvements

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 the 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.

<b>Comparable Projects:</b>
Southbound State & Dearborn Subway Track Improvements.



# Project Title: Northbound State & Dearborn Track Improvements

Phase	Description	Status
<p><b>Pre-Construction:</b></p> <p><b>Construction:</b></p>	<ul style="list-style-type: none"> <li>▪ Construction submittals and process plans</li> <li>▪ Field Mobilization</li> </ul> <p>Red Line Weekend 1 (8/6 – 8/8)</p> <ul style="list-style-type: none"> <li>▪ Pre-activity and outage coordination.</li> <li>▪ Weekend Construction work</li> </ul> <p>Red Line Weekend 2 (8/27 – 8/29)</p> <ul style="list-style-type: none"> <li>▪ Pre-activity and outage coordination</li> <li>▪ Weekend Construction work</li> </ul> <p>Blue Line Weekend 1 (9/10 – 9/12)</p> <ul style="list-style-type: none"> <li>▪ Pre-activity and outage coordination.</li> <li>▪ Weekend Construction work</li> </ul> <p>Anticipating 7 additional Blue Line weekend work occurrences.</p>	<p>Complete Complete</p> <p>Complete Complete</p> <p>Complete Complete</p> <p>Ongoing Upcoming</p> <p>Upcoming</p>
<p><b>Delay Explanation:</b></p>		



## Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



**CTA Engineering inspection of existing concrete and rebar.**

# Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



**Removal of existing acoustic sound panels by CTA's Facility Maintenance crews**

# Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



**Pouring and finishing of new concrete track ties**

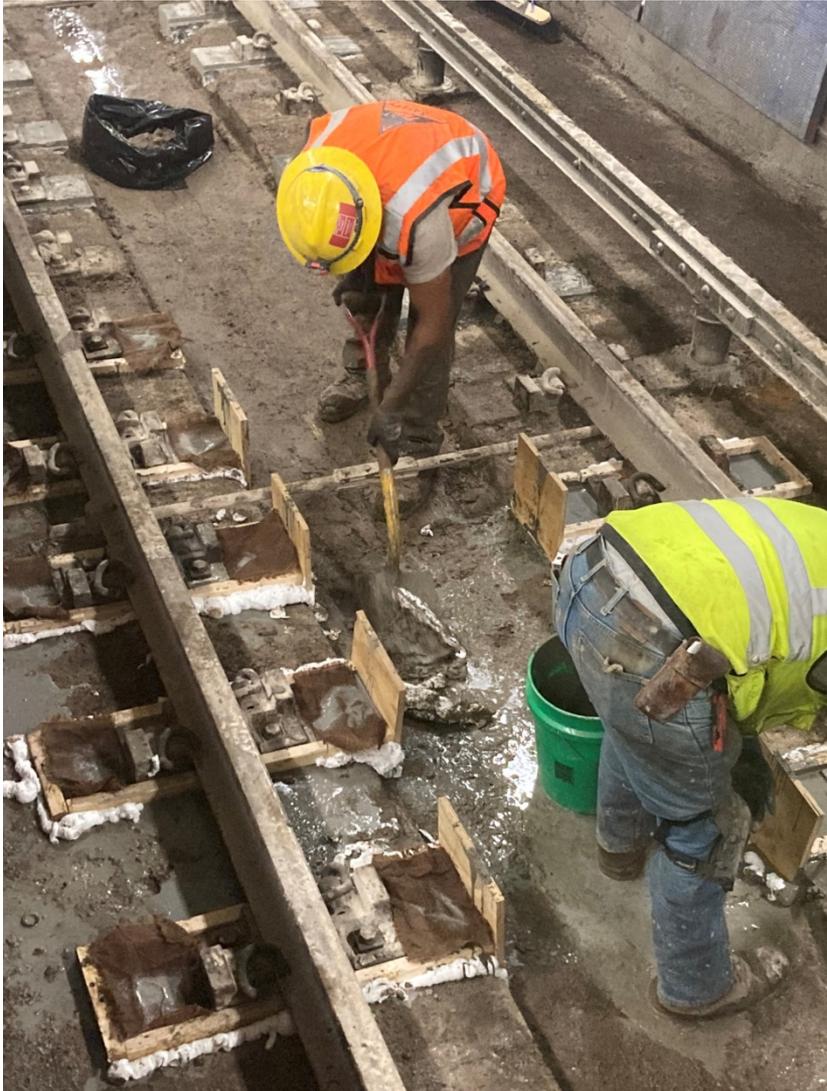


# Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



**Installation of concrete forms for the new concrete ties.**

## Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



**Contractor crews during  
the concrete form and tie  
replacement**

# Project Title: RPM Phase One – Design-Build Contract

Justification of Need:	The RPM Phase One Project is greatly needed in order to expand capacity on CTA's most utilized rail line and to replace aging infrastructure.
Priority of Project:	High
Total Project Budget:	\$2.1 Billion (excludes Transit TIF interest payments)
Contract Value:	Original – \$1,272,275,929    Current – \$1,269,060,861
Earned to Date:	41%
Percent Change Orders to Construction Contract:	-0.25%
Percent Time Used:	45%
DBE:	Design Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment 20% Workforce Goal: WIOA 10%/ Apprentice 15%/ EDA 35%  Contract is on track to meet the DBE goal
Funding Source:	CTA Financing, FTA Core Capacity Grant, CMAQ, TIFs
NTP / Construction Start / Estimated Completion	February 8, 2019 / October 2019 / 2025
Design Build Contractor:	Walsh-Fluor Design-Build Team
Owners Representative:	Elevated Solutions Partners

**Detailed Overview of Scope:**

RPM Phase One consists of the following elements that will allow CTA to expand service along the Red and Purple lines:

- Lawrence to Bryn Mawr Modernization (LBMM) – complete reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Ave.
- Red-Purple Bypass (RPB) - Construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of Belmont Ave. Includes realignment and reconstruction of 1.4 miles of mainline tracks and structure between Belmont station and south of Cornelia Ave.
- Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations.



# Project Title: RPM Phase One – Design-Build Contract

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

<b>Comparable Projects:</b>	
<ul style="list-style-type: none"> <li>- Brown Line Capacity Expansion Project</li> <li>- Your New Blue Program</li> <li>- Red Line Extension</li> </ul>	





# Project Title: RPM Phase One – Design-Build Contract



**RPB – Bypass Track Installation**



# Project Title: RPM Phase One – Design-Build Contract



**RPB – New Bypass Sound Walls**



# Project Title: RPM Phase One – Design-Build Contract



**LBMM – Viaduct Demolition at Catalpa Avenue**



# Project Title: RPM Phase One – Design-Build Contract



**LBMM – Soil Anchor Installation**



# Project Title: RPM Phase One – Design-Build Contract



**LBMM – Drilled Shaft Installation**



# Project Title: RPM Phase One – Design-Build Contract

Outreach type	Major Activities	Timing
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Community</b></p>  <p>RPM outreach at Northalsted Market Days</p>	<ul style="list-style-type: none"> <li>• Weekly Red-Purple Bypass Project updates for 44<sup>th</sup> ward</li> <li>• Uptown United meeting about Argyle, Lawrence closures</li> <li>• Vautravers building relocation – community watch party and media outreach</li> <li>• Northalsted Market Days – RPM outreach</li> <li>• 48<sup>th</sup> ward/DPD/BACP monthly small business coordination mtg</li> <li>• RPM virtual office – constituent questions answered</li> </ul>	<p>Weekly</p> <p>Aug. 2</p> <p>Aug. 5</p> <p>Aug. 7</p> <p>Aug. 10</p> <p>Aug. 10</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Workforce &amp; SBE/DBE</b></p>  <p>St. Paul CDM event 8/19</p>	<ul style="list-style-type: none"> <li>• Monthly DBE/Workforce Outreach &amp; Compliance Meeting (Ongoing)</li> <li>• Participation at the St. Paul Community Development Ministries construction apprenticeship event</li> <li>• DBE Dollars Awarded To Date: - \$169,551,970             <ul style="list-style-type: none"> <li>• Unique DBE Firms To Date: - 71</li> <li>• Unique Firms New to CTA: - 25</li> </ul> </li> </ul>	<p>Ongoing</p> <p>Aug. 19</p>

