

Construction Project Briefing

October 13, 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

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:	70%
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.

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



Project Title: Jefferson Park to O'Hare Signals Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Signal & Traction Power Cable Installation.• Rosemont West Relay House is being manufactured.• Signal Equipment Installation.• Old Mannheim Relay House Cutover has been completed.• Discrepancy Closure at previously cutover houses.	Ongoing Ongoing Ongoing Completed Ongoing

Delay Explanation:
N/A



Project Title: Jefferson Park to O'Hare Signals Project

AC Rack Installation at Cumberland Interlocking



Project Title: Jefferson Park to O'Hare Signals Project

AC Rack Installation at Cumberland Interlocking



Project Title: Jefferson Park to O'Hare Signals Project

Cabinet Installation at Rosemont Yard



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:	\$1,216,650.02
Used last Month:	\$273,182.85
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 & 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 & 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 & refreshed stations, safety, cleanliness and appearance. Focus on the Customer experience, both Internal and external.</p>

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



Project Title: Refreshed & Renewed

Construction Progress

Department	Description	Status
Facility Maintenance	<u>Rail Stations Full Program Scope 35 Stations</u> <ul style="list-style-type: none"> • 25/35 Stations • Western (Blue O'Hare) • Jarvis (Red) • 87th (Red) • Fransico (Brown) • Thorndale (Red) • Garfield (Red) • 35th/ Archer (Orange) • Damen (Pink) • Fullerton (Red) • Cumberland (Blue O'Hare) • 47th (Green) • Southport (Brown) • LaSalle/ Van Buren 	Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed In-Progress Upcoming Upcoming
	<u>Painting and Lightning Only Improvements 92 Stations</u> <ul style="list-style-type: none"> • 79th (Red) • 69th (Red) • 43rd (Green) • Sheridan (Red) 	Completed Completed In-Progress In-Progress
	<u>Directional Line Diagram Signage by Trades</u> <ul style="list-style-type: none"> • 18/29 Stations • Logan Square (Blue) 	In-Progress

Delay Explanation:
N/A



Project Title: Refreshed & Renewed

Before

After



Western (Blue Line/ O'Hare) Painting of staircase, risers, stringers & frames

Project Title: Refreshed & Renewed

Before

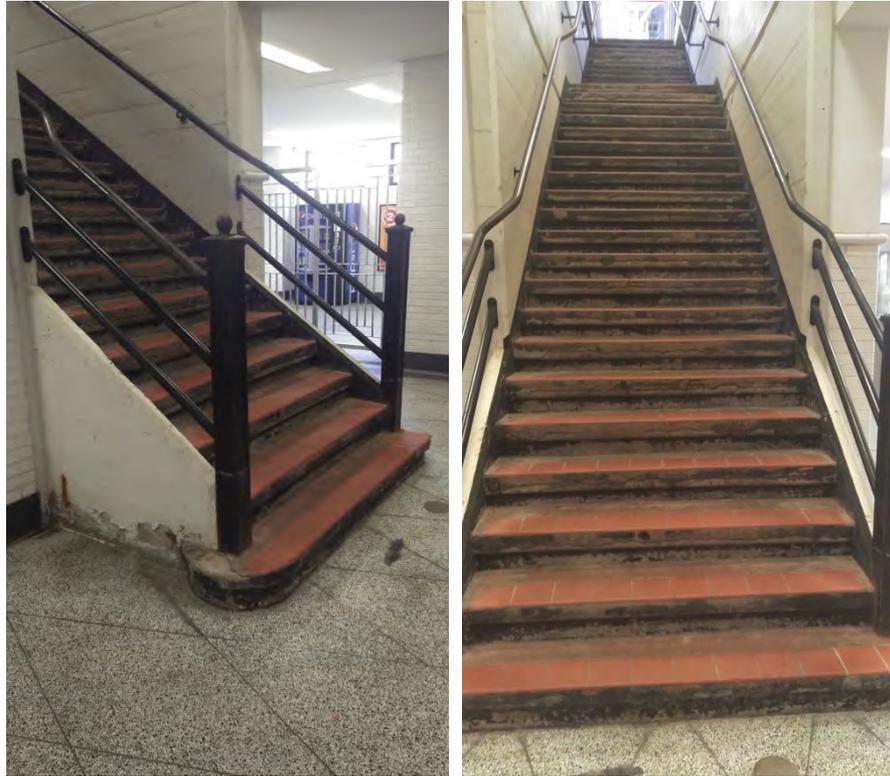
After



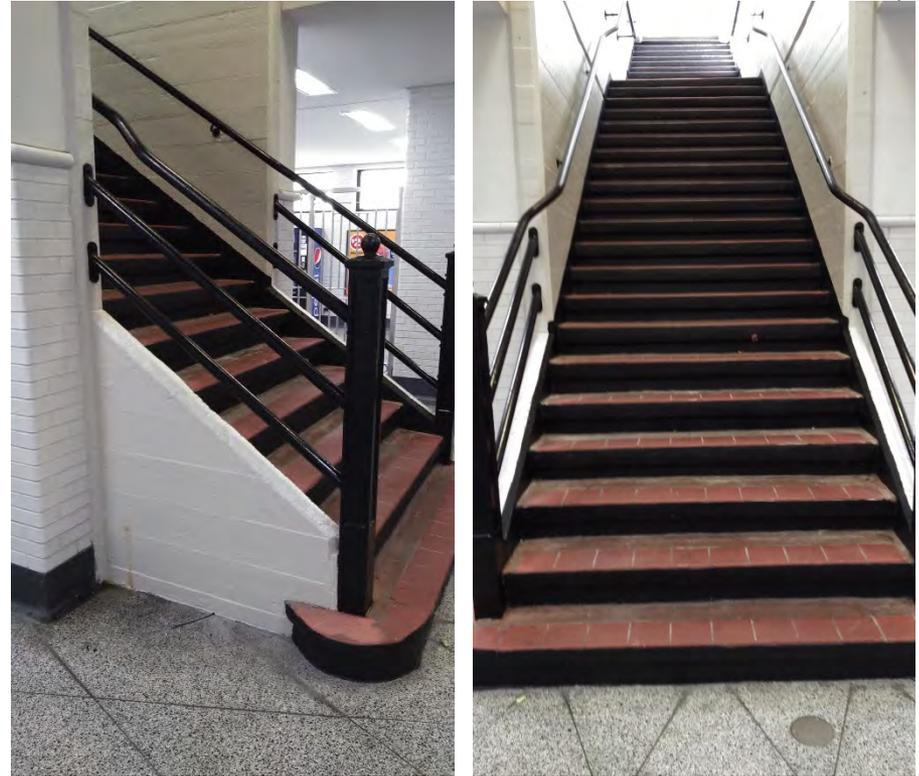
Jarvis (Red Line) Removal of plywood & performed ceiling repairs and fresh coat of paint throughout ceiling and columns

Project Title: Refreshed & Renewed

Before



After



Jarvis (Red Line) Repaired loose stair tiles and painted stair risers and railings

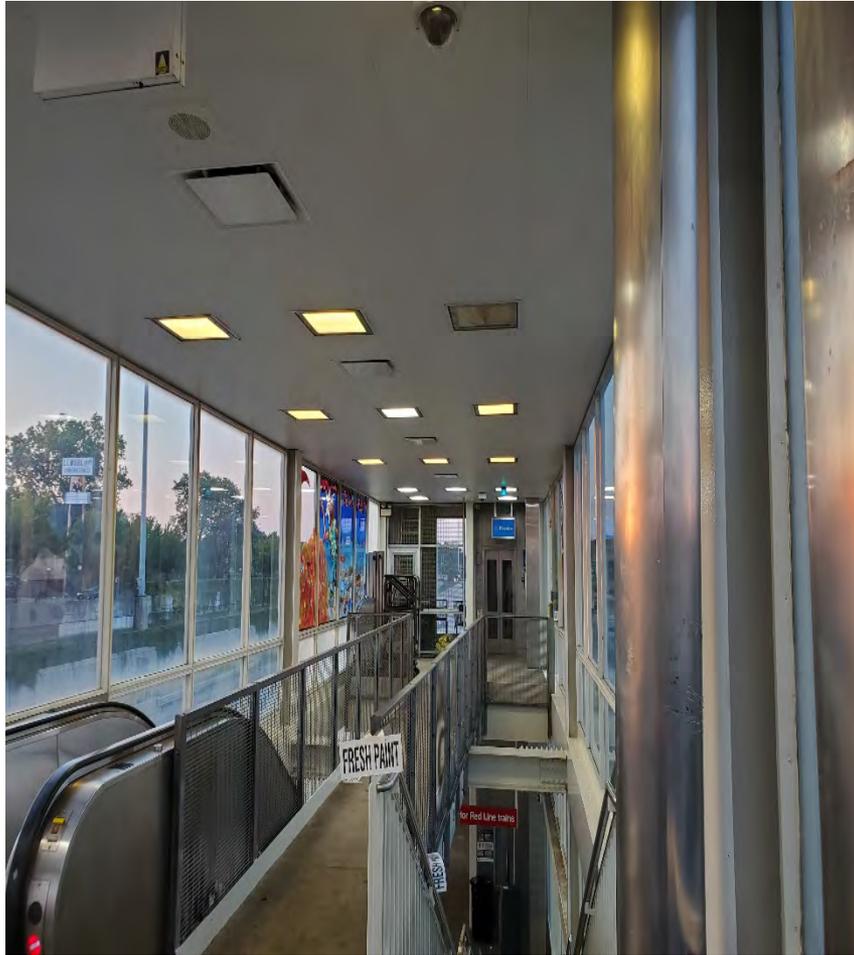


Jarvis (Red Line) Repaired signage frame and replaced signage



Project Title: Refreshed & Renewed

Before



After



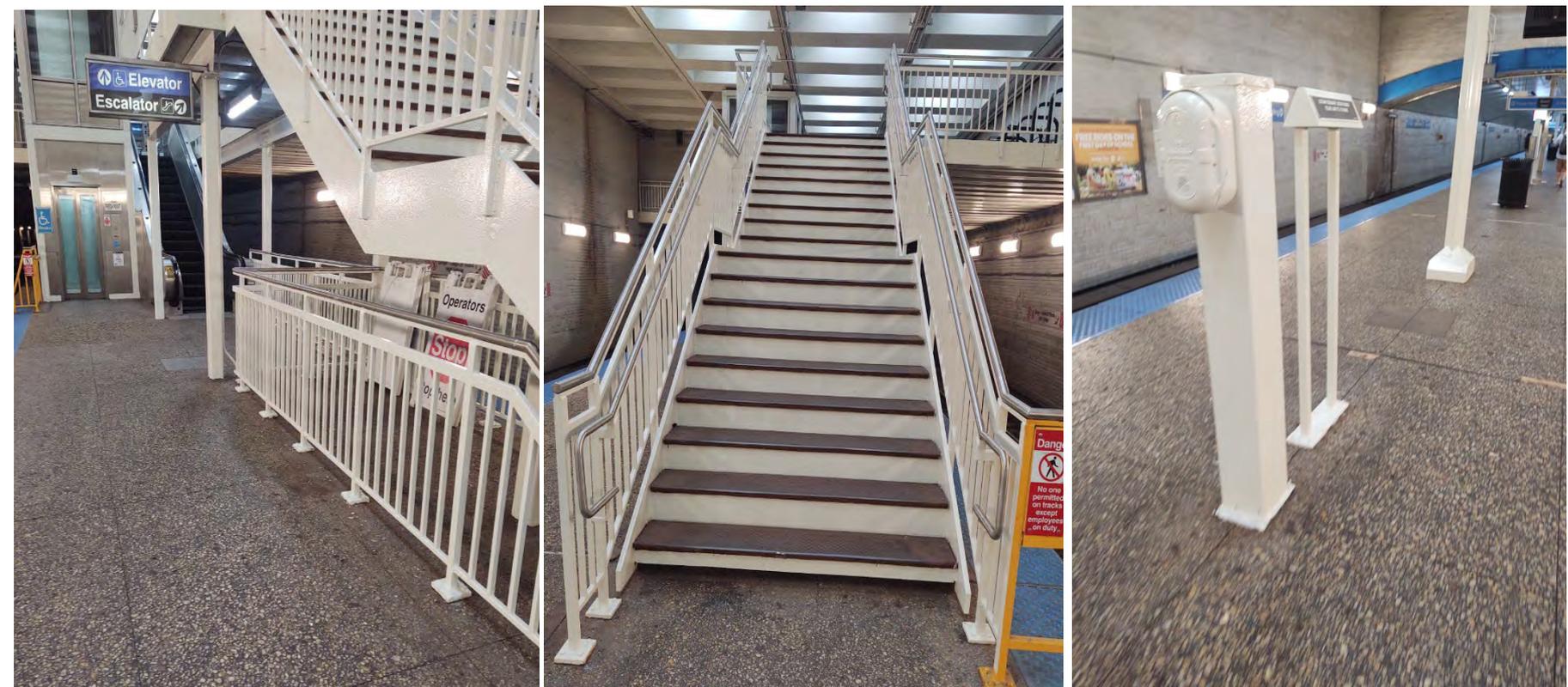
87th (Red Line) Conversion of all mezzanine lights to LED

Project Title: Refreshed & Renewed



Damen (Pink Line) Exterior Painting

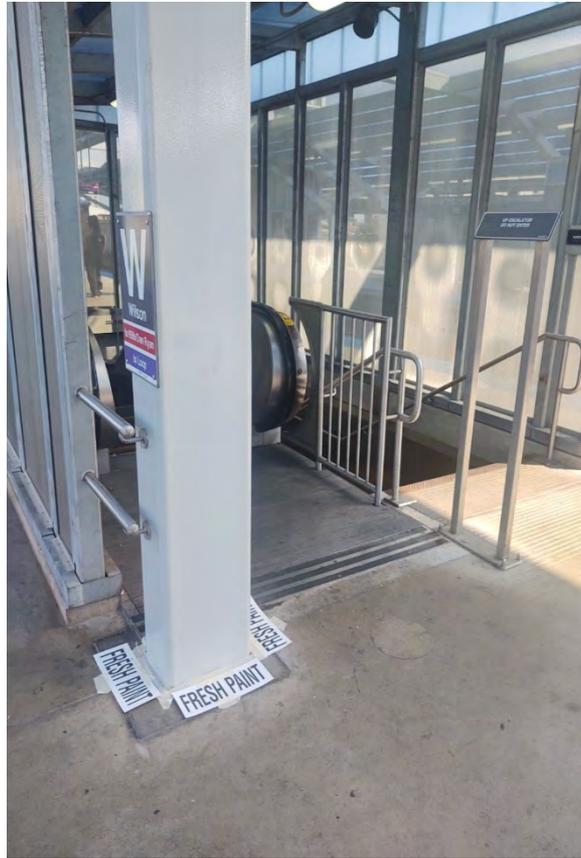
Project Title: Refreshed & Renewed



Logan Square (Blue Line) Platform painting



Project Title: Refreshed & Renewed



Thorndale (Red Line) Platform painting

Project Title: Refreshed & Renewed



**Davis (Purple Line)
Mezzanine signage/
route installation**



**Howard (Red Line)
Mezzanine signage/
route installation**



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 September):	\$1,960,000
Used last Month:	\$200,000
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

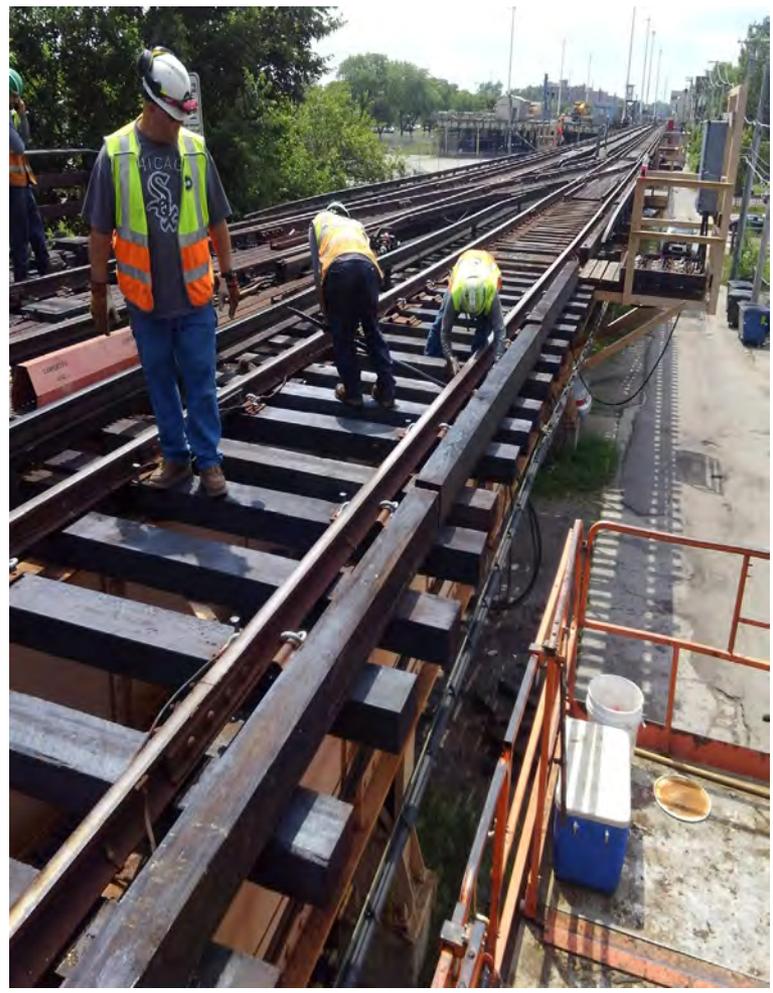
Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)	Work is being performed under normal traffic operations on weekdays and some weekends. Occasional single tracks and reroutes will also be utilized to facilitate complex work. Construction slow zones will be implemented while the 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



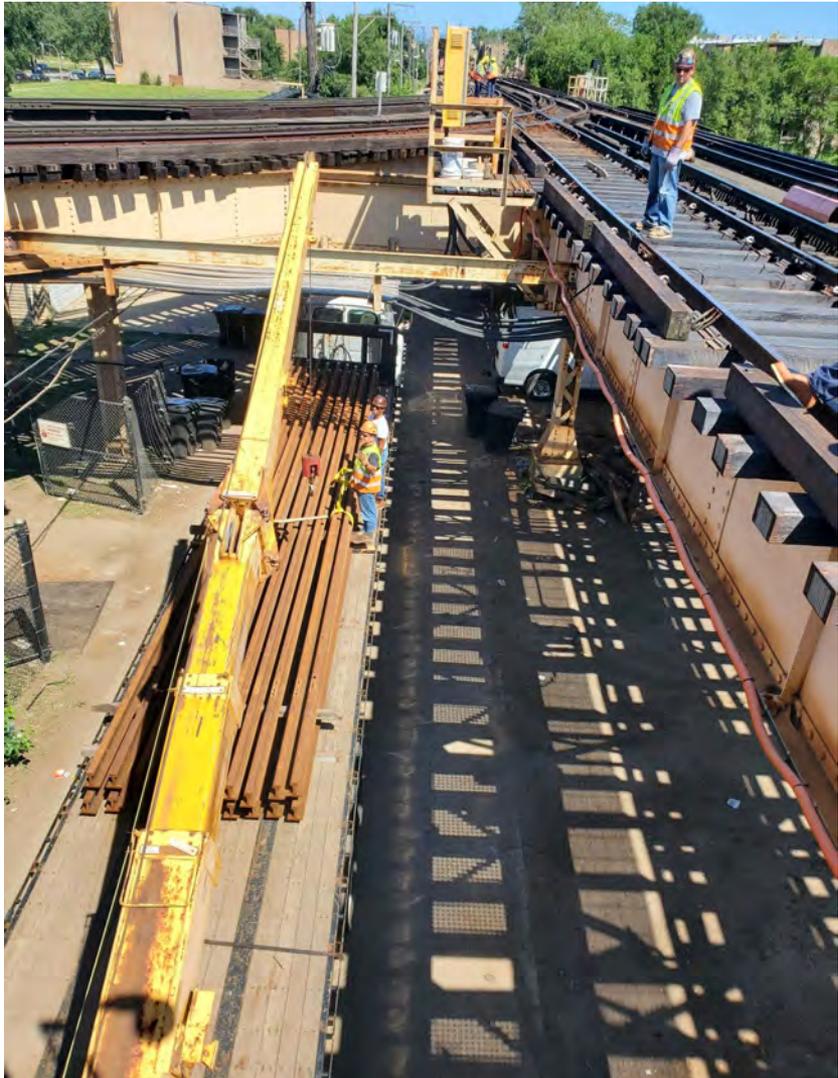
Project Title: Jackson Park Track and Structure Improvements



Wood Guard and Rail Replacement SBT



Project Title: Jackson Park Track and Structure Improvements



Rail Renewal SBT



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:	\$547,022.88 (thru 9/21/21)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	82.5%
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: 7 Mid-Con events (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 th bus garage, unit 1 building 1 and sewer reconstruction on 77 th 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 th 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"> • Wall Stabilization <ul style="list-style-type: none"> • Mobilization • Construction • Sewer Reconstruction <ul style="list-style-type: none"> • Mobilization • Construction • Waste Material Storage Building <ul style="list-style-type: none"> • Material Fabrication • Mobilization • Construction 	 Complete Complete Complete Complete Ongoing Ongoing Ongoing

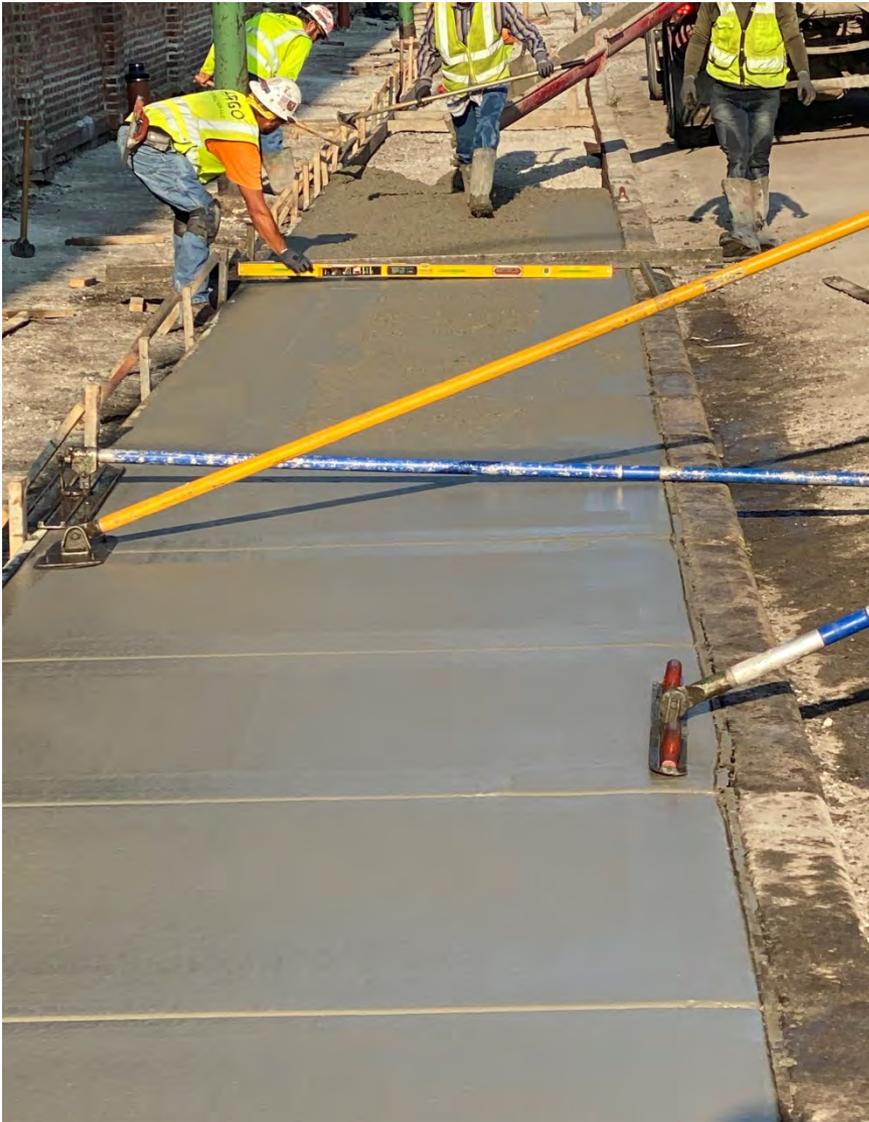
Delay Explanation:





**Installation of New Sewer
Catch Basin**

Project Title: South Shops Waste Material Storage & Sewer Upgrade



New Sidewalk Installation



**New Roof Downspouts
connected to Sewer System**



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:	\$2,275,277.00
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	76.5%
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 (23 rd , 45 th , 55 th , 59 th , 63 rd , 79 th and 87 th interlockings). <ul style="list-style-type: none"> • 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

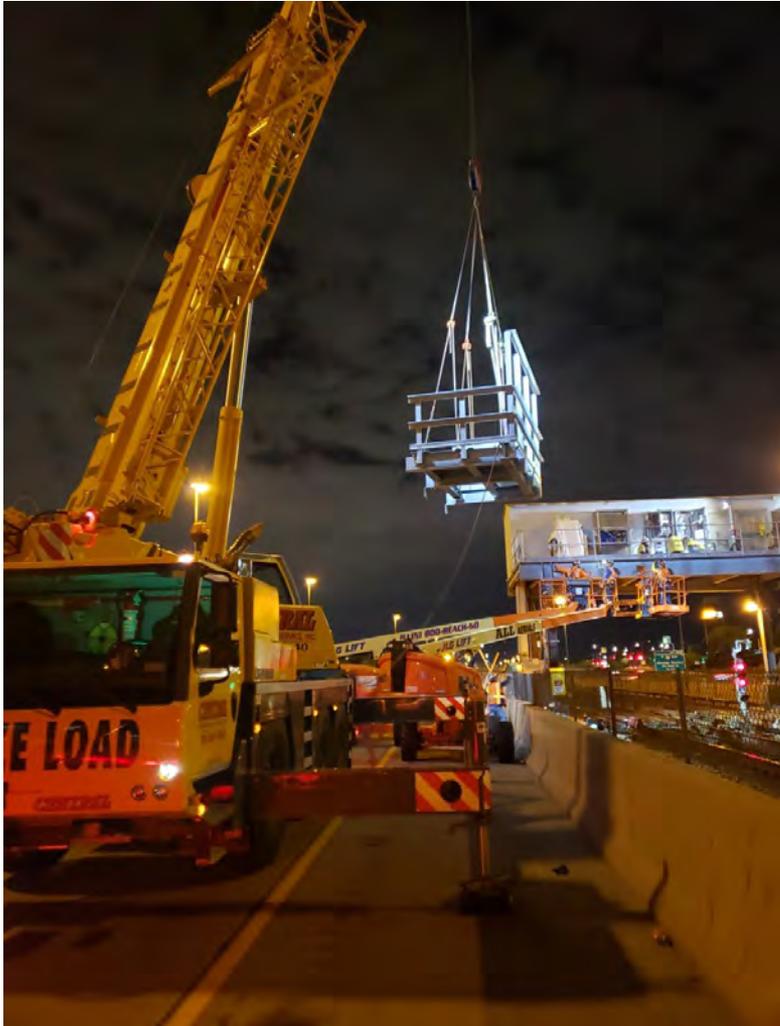


Project Title: Dan Ryan Line - Inverters & Batteries

Construction Progress

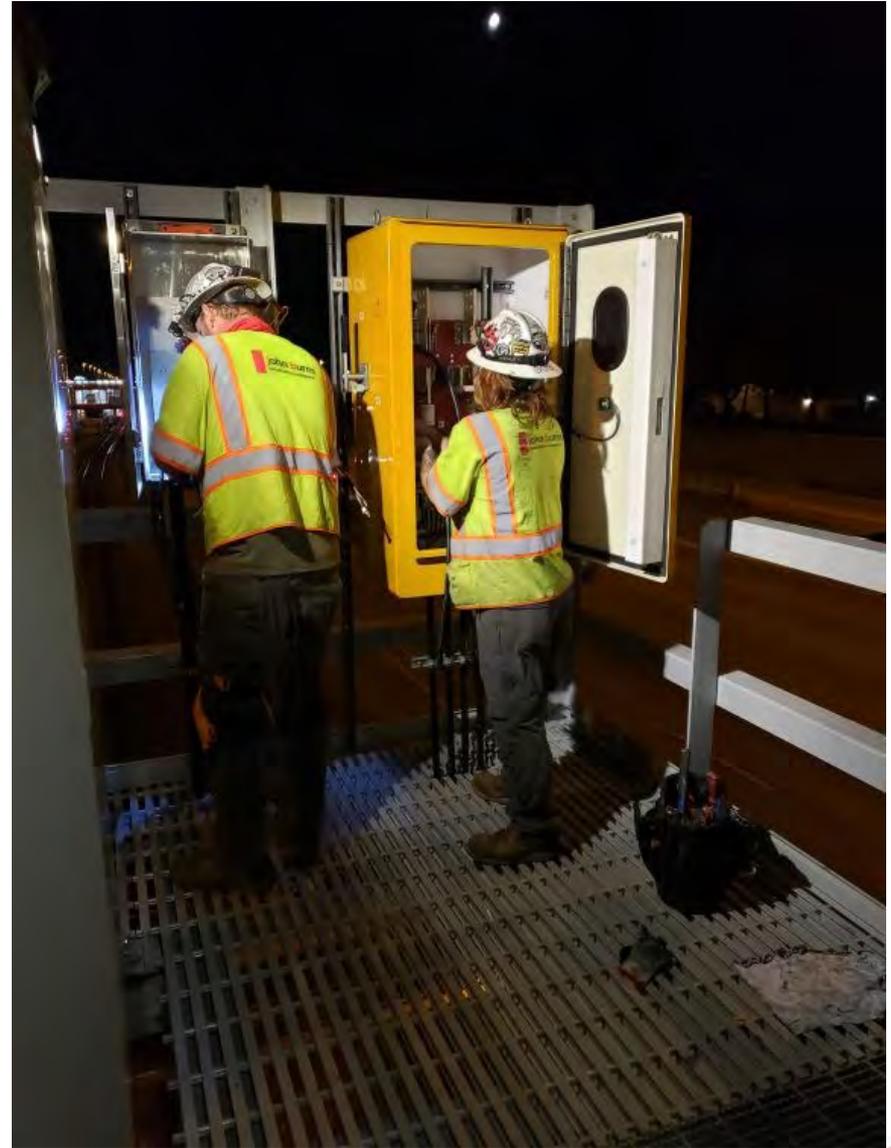
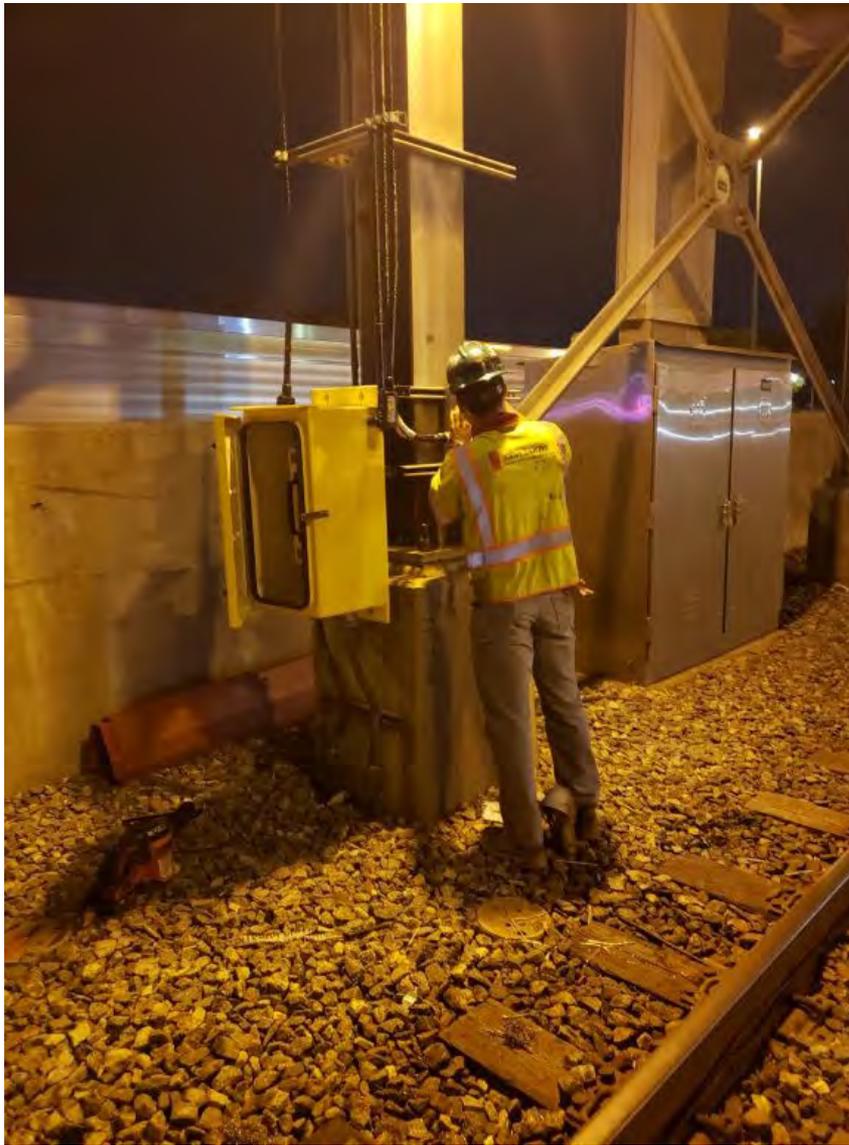
Phase	Description	Status	
Construction	<ul style="list-style-type: none"> • 59th Interlocking Equipment Removal/Replacement 	Complete	
	<ul style="list-style-type: none"> • 63rd Interlocking Equipment Removal/Replacement 	Complete	
	<ul style="list-style-type: none"> • 45th Interlocking Equipment Removal/Replacement 	Complete	
	<ul style="list-style-type: none"> • 79th Interlocking Equipment Removal/Replacement 	Complete	
	<ul style="list-style-type: none"> • 87th Interlocking <ul style="list-style-type: none"> • Mobilization • Temporary AC cut-over • Removal/replace Equipment • Permanent AC cut-over 	Ongoing Upcoming Upcoming Upcoming	
	<ul style="list-style-type: none"> • 23rd Interlocking <ul style="list-style-type: none"> • Mobilization • Temporary AC cut-over • Removal/replace Equipment • Permanent AC cut-over 	Upcoming Upcoming Upcoming Upcoming	
	<ul style="list-style-type: none"> • 55th Interlocking <ul style="list-style-type: none"> • Mobilization • Temporary AC cut-over • Removal/replace Equipment • Permanent AC cut-over 	Upcoming Upcoming Upcoming Upcoming	
	<ul style="list-style-type: none"> • System Testing & Commissioning <ul style="list-style-type: none"> • 59th Interlocking • 63rd Interlocking • 45th Interlocking • 79th Interlocking • 87th Interlocking • 23rd Interlocking • 55th Interlocking 	Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming	





**New Platform & Equipment Installation at
79th signal house**

Project Title: Dan Ryan Line - Inverters & Batteries



Wiring of New Equipment at 79th signal house

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:	40%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	65%
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 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.

Comparable Projects:
Southbound State & Dearborn Subway Track Improvements.



Project Title: Northbound State & Dearborn Track Improvements

Phase	Description	Status
<p>Pre-Construction:</p> <p>Construction:</p>	<ul style="list-style-type: none"> ▪ Construction submittals and process plans ▪ Field Mobilization <p>Red Line Weekend 1 (8/6 – 8/8)</p> <p>Red Line Weekend 2 (8/27 – 8/29)</p> <p>Blue Line Weekend 1 (9/10 – 9/12)</p> <p>Blue Line Weekend 2 (9/17 – 9/19)</p> <p>Blue Line Weekend 3 (9/24 – 9/26)</p> <ul style="list-style-type: none"> ▪ Pre-activity and outage coordination. ▪ Weekend Construction work <p>Blue Line Weekend 4 (10/1 – 10/4)</p> <ul style="list-style-type: none"> ▪ Pre-activity and outage coordination. ▪ Weekend Construction work <p>Blue Line Weekend 5 (10/15 – 10/18)</p> <ul style="list-style-type: none"> ▪ Pre-activity and outage coordination. ▪ Weekend Construction work <p>Anticipating up to 5 additional Blue Line weekend work occurrences.</p>	<p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Ongoing</p> <p>Upcoming</p> <p>Upcoming</p> <p>Upcoming</p> <p>Upcoming</p> <p>Upcoming</p>
<p>Delay Explanation:</p>	<p>N/A</p>	

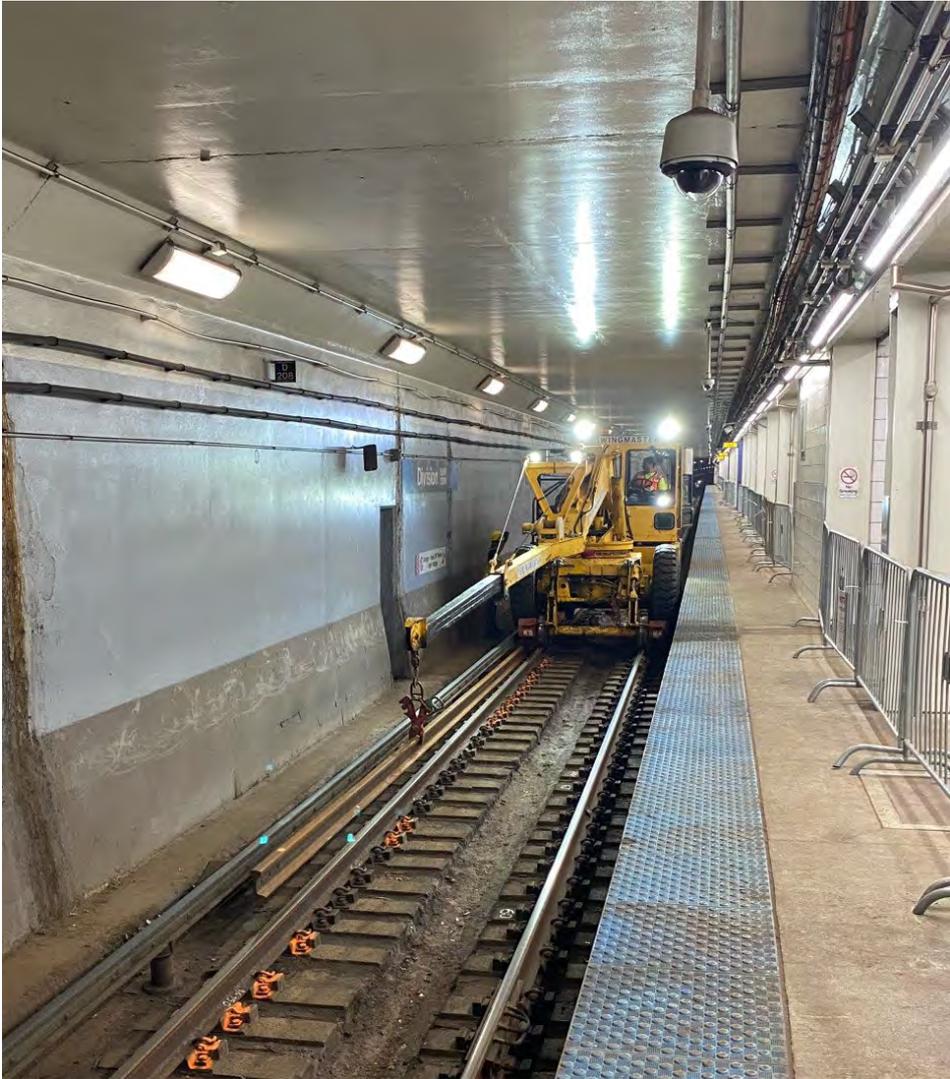


Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



Contractor Removing Old Fasteners and Plates.

Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



Contractor Crews Delivering New Rail Into the Subway



Project Title: NORTHBOUND STATE & DEARBORN TRACK IMPROVEMENTS



Contractor Installing New Rail, Plates, and Fasteners

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:	10%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	35%
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.
Estimated # of Jobs Created:	72 Direct / TBD Indirect
Customer Communication Need:	Construction activity notices will be provided to inform customers of entrance closures and nightly single tracks and how it will impact their commute.

Comparable Projects:

- Jefferson Park



Project Title: Irving Park Station Escalator and Canopy Replacement

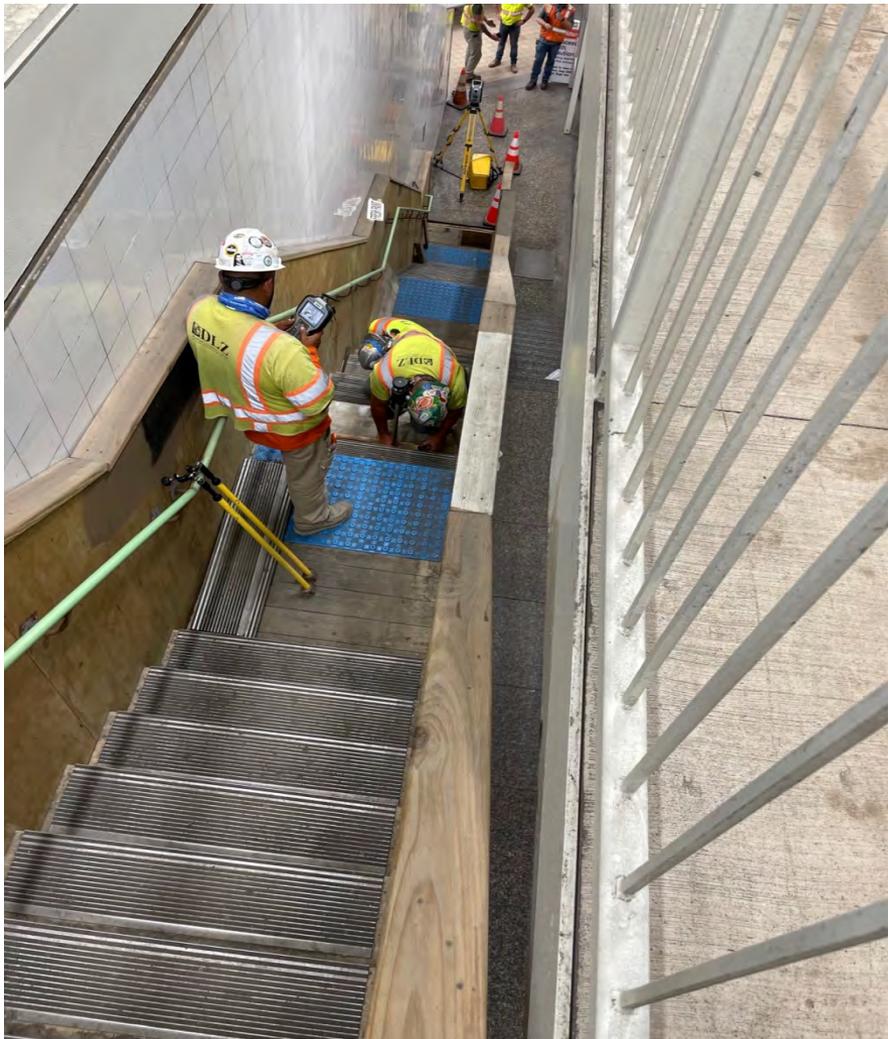
Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Demolition of platform canopy panels• Painting Phase 1	Ongoing Upcoming

Delay Explanation:
N/A



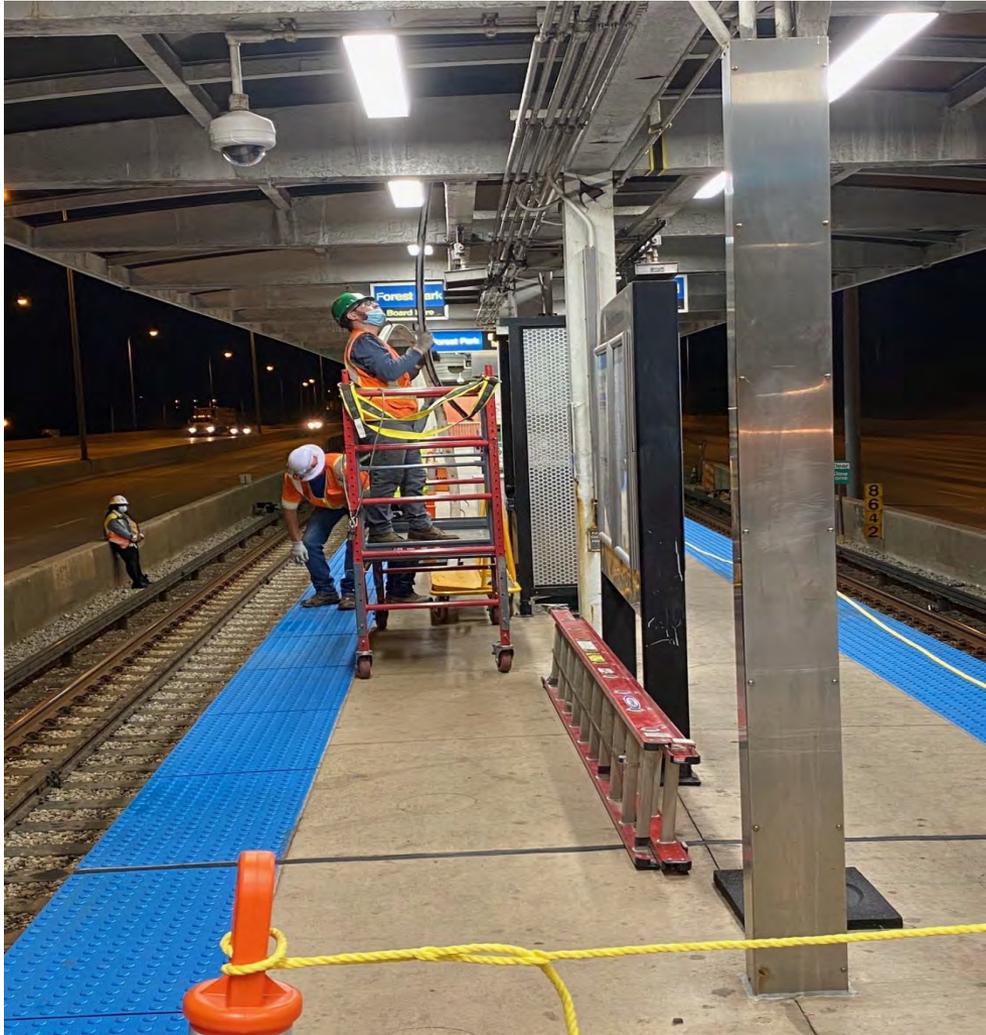
Project Title: Irving Park Station Escalator and Canopy Replacement



Surveying Escalator Pocket at Pulaski Entrance



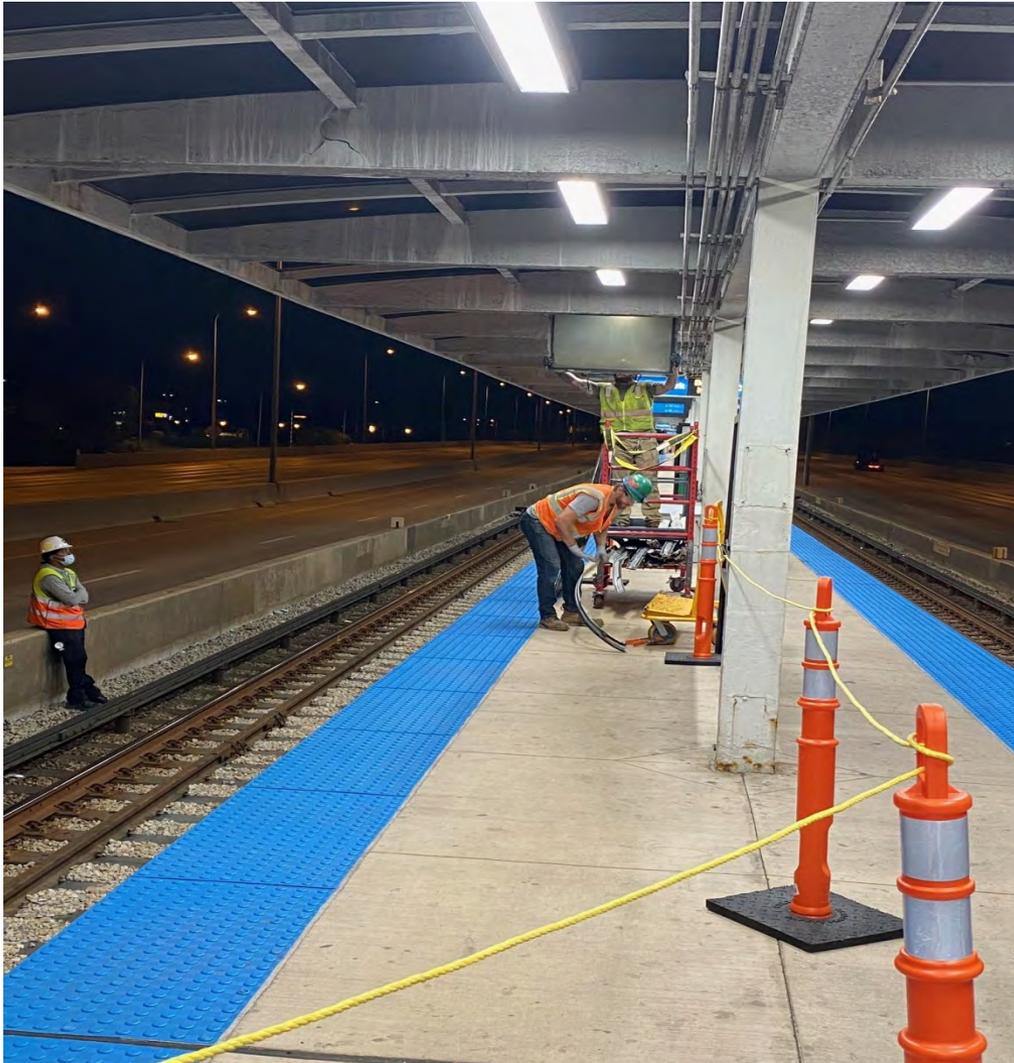
Project Title: Irving Park Station Escalator and Canopy Replacement



Removing Canopy Panel Fastener Brackets



Project Title: Irving Park Station Escalator and Canopy Replacement



Removal of Canopy Panels



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:	42%
Percent Change Orders to Construction Contract:	-0.25%
Percent Time Used:	47%
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.

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



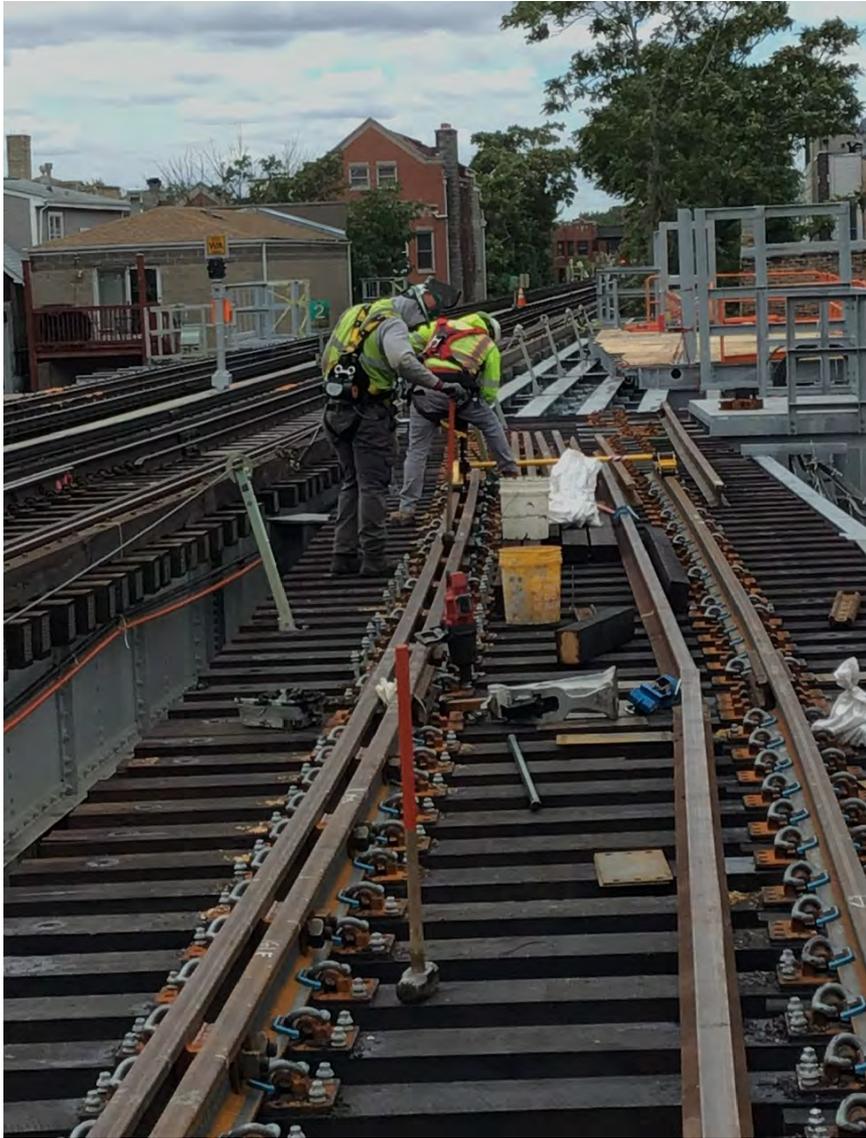
Project Title: RPM Phase One – Design-Build Contract



RPB – Concrete Pour for Belmont Slide-In



Project Title: RPM Phase One – Design-Build Contract



RPB – Open deck trackwork at Kenmore



Project Title: RPM Phase One – Design-Build Contract



LBMM – Soil Anchor Installation and Excavation



Project Title: RPM Phase One – Design-Build Contract



LBMM – Caisson Rebar Cage Installation



Project Title: RPM Phase One – Design-Build Contract



LBMM – Pouring Concrete Pier at Ardmore



Project Title: RPM Phase One – Design-Build Contract



LBMM – Gantry Installation



Project Title: RPM Phase One – Design-Build Contract

Outreach type	Major Activities	Timing
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Community</p>  <p>Argyle Night Music Sept. 16</p>	<ul style="list-style-type: none"> • Weekly Red-Purple Bypass Project updates for 44th ward • Edgewater Farmer’s Market • Andersonville Farmer’s Market – RPM outreach • Houndstooth Saloon meeting on upcoming micropiling and North Main Line (Red and Purple Line) reconstruction work • Meeting with Uptown, Edgewater and Andersonville chambers • Argyle Night Market– RPM outreach • Gantry virtual public meeting 	<p>Weekly</p> <p>Aug. 30</p> <p>Sept. 1</p> <p>Sept. 9</p> <p>Sept. 13</p> <p>Sept. 16</p> <p>Sept. 22</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Workforce & SBE/DBE</p>  <p>RPM DBE and Workforce Event Sept. 28</p>	<ul style="list-style-type: none"> • Monthly DBE/Workforce Outreach & Compliance Meeting (Ongoing) • Chicago Cook Workforce Partnership Pre-Apprentice Event • RPM DBE & Workforce Information Event • DBE Dollars Awarded To Date: - \$169,551,970 <ul style="list-style-type: none"> • Unique DBE Firms To Date: - 71 • Unique Firms New to CTA: - 25 • Total Labor Hours Worked to Date – 486,319 	<p>Ongoing</p> <p>Sept 24</p> <p>Sept. 28</p>



Project Title: RPM Phase One – Design-Build Contract

Open For Business – Demera Ethiopian Restaurant

