



Construction Project Briefing



September 14, 2022



Today's Presentation

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



Project Title:

Jefferson Park to O'Hare Signals Project

Impact on Customers:	There will be 11 weekend Line Cuts: 1 – 9 Day Line Cut from O'Hare to Rosemont, 2 Weekend Line Cuts from Rosemont to Harlem, and 7 Line Cuts from Harlem to Jefferson Park and 1 – Weekend Line Cut from O'Hare to Rosemont. Bus shuttles will be provided for these line cuts. In addition, there are 90 nighttime single track outages that may affect customers.
Benefit to System:	This will be the last section of the Blue Line to receive upgraded signals and interlocking systems. When completed, these systems will assure consistent, safe and reliable train operations on the entire Blue Line for many years to come. The proposed new equipment will provide bi-directional railway traffic protection and maintain headways at 90 seconds at 35 mph nominal. The Project will be designed with infrastructure provisions for a future Communication Based Train Control (CBTC) system, such as ducts for serial fiber/ cables, ample spare room for hardware in each relay/ audio house and ideal locations for transponders, radio transmitters/ antennae and wayside zone controllers.
Benefit to Community:	Improved Reliability and Safety
Impact on Accessibility:	During the 11 weekend Line Cuts, train stations will be inaccessible.
Estimated # of Jobs Created:	106 Direct, 507 Indirect
Customer Communication Need:	Construction activity notices will be provided to inform customers that Line Cuts will impact their commute.

Comparable Projects:

- Ravenswood Loop Connector
- Congress Dearborn – Jefferson Park to Forest Park Signal Replacement.



Project Title:

Jefferson Park to O'Hare Signals Project

Justification of Need: The existing 30-year-old signal system is approaching the end of its useful life. Maintaining the system has become increasingly difficult in as much as many components are now obsolete and difficult to repair or replace.

Priority of Project:	High
Total Project Budget:	\$ 207M
Construction Contract Value:	\$ 153,696,433.00
Earned to Date:	88%
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 (Projected October 2022)
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">• Rosemont West Relay House cutover has completed.	Completed
	<ul style="list-style-type: none">• Rosemont East Cutover is underway	Ongoing
	<ul style="list-style-type: none">• Discrepancy Closure at previously cutover houses.	Ongoing

Delay Explanation

N/A		
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Project Title: Jefferson Park to O'Hare Signals Project

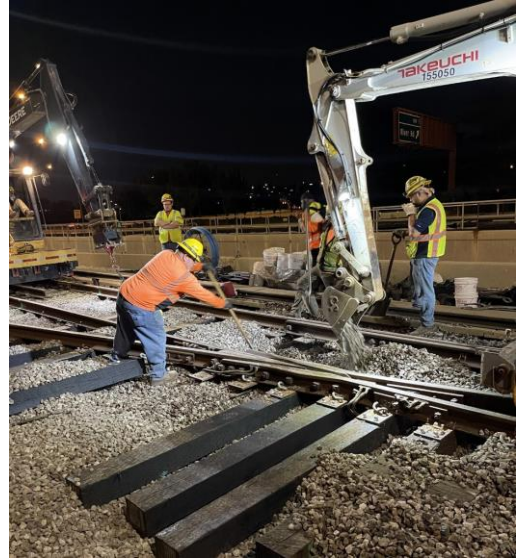


**Cable Termination in Rosemont Yard
and Rosemont Relay Room**



Project Title:

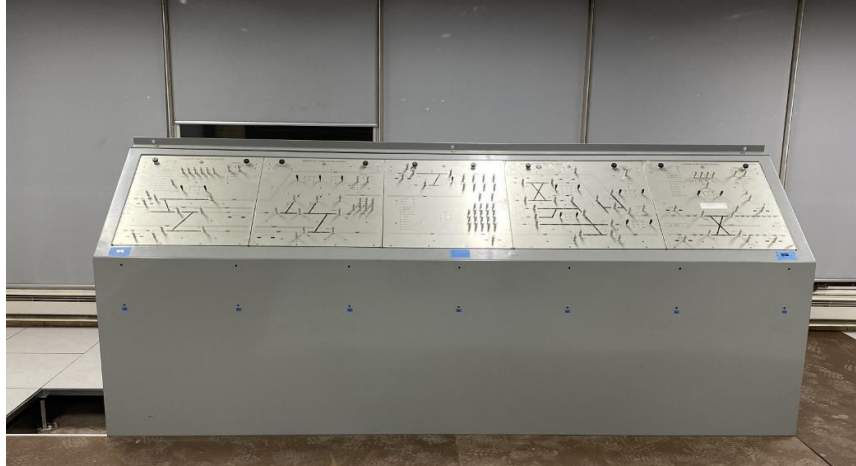
Jefferson Park to O'Hare Signals Project



Special Trackwork Installation at Rosemont Yard



Project Title: Jefferson Park to O'Hare Signals Project



**Rosemont Tower Control Panel
Installation and Placement**



Project Title:

Irving Park Station Escalator and Canopy Replacement

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

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$12,025,856.00
Construction Contract Value:	\$ 7,497,000.00
Earned to Date:	83.9% (through July)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100% (new SC date pending)
DBE:	Goal: 20% Commitment: 20% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	State of Illinois Transportation Program
Estimated Start Date/Estimated Length of Project:	NTP: March 22, 2021/ Estimated Duration 510 days /Substantial Completion August 2022
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / John Burns Construction

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

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



Project Title:

Irving Park Station Escalator and Canopy Replacement

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

Comparable Projects:

Jefferson Park



Project Title: Irving Park Station Escalator and Canopy Replacement

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Installation of Pulaski Escalator	Completed
	<ul style="list-style-type: none">• Testing of the Pulaski Escalator	Ongoing
	<ul style="list-style-type: none">• Pulaski Station Roofing (3-4 weeks)	Completed
	<ul style="list-style-type: none">• Complete installation of new station canopy.	Start Sept
	<ul style="list-style-type: none">• Punch List work	

Delay Explanation:

An additional two weeks will be provided to JBCC due to issues outside of GC control (weather, material procurement, etc.). Moving from 8/14/22 to end of August.



Project Title: Irving Park Station Escalator and Canopy Replacement



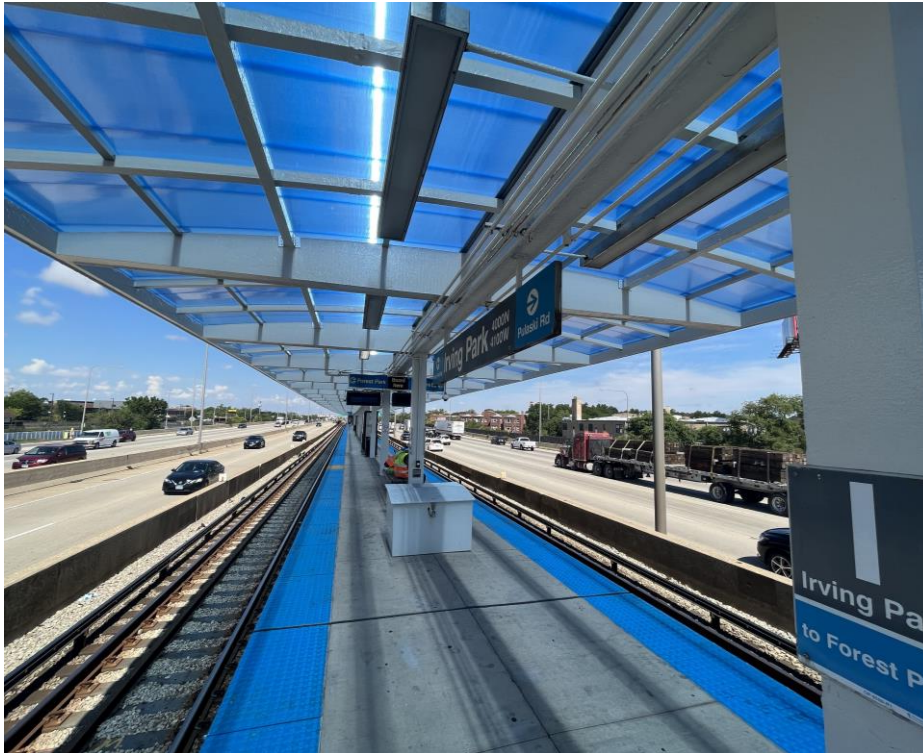
**Pulaski
Escalator**

**Installing
stainless steel
cladding**



Project Title:

Irving Park Station Escalator and Canopy Replacement



**Irving Park
Platform**

**Polycarbonate
Canopy Panels
installation**



Project Title:

Irving Park Station Escalator and Canopy Replacement



**Irving Park
Canopy**

**Configuring
Pulaski
escalator
controller**



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

Justification of Need:

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

Priority of Project:	Medium
Total Project Budget:	\$12,029,342
Construction Contract Value:	\$7,372,000
Earned to Date:	77 % (through July)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	91%
DBE:	Goal: 25% Commitment: 25% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	GTTLOC-2018 (Line of Credit)
Estimated Start Date/Estimated Length of Project:	NTP: May 4, 2021/ Estimated Duration 550 days /Substantial Completion November 5, 2022
Designer of Record:	CTA
Construction Manager/General Contractor:	WSP /John Burns Construction



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

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

Comparable Projects:

Systemwide - Traction Power Upgrades



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

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Commission Three, New Line-Ups at Sacramento	Completed
	<ul style="list-style-type: none">• Sacramento Masonry Repairs	Completed
	<ul style="list-style-type: none">• Install AC Breakers at Sacramento	Completed
	<ul style="list-style-type: none">• Substation Roofing	Planned September



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



**Sacramento
Substation –**

**Working on
Repairs to
Transformer
#3 cabinet**



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



**Sacramento
Substation –**

**Masonry Repair
Rebuilding west
substation wall**



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$42,676,222
Earned to Date:	23% (thru June 2022)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	60%
DBE:	Goal: 30% Design / 27% Construction Commitment: 30% Design / 27% Construction Workforce Goals: 10% Career Opportunity/ 10% Apprentice/ 35% EDA Outreach events conducted: 3 (CTA / Clark) Contract is on track to meet the DBE goal
Funding Source:	IDOT - Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 3/24/21 Project Duration 730 Days
Designer of Record:	STV Inc.
Construction Manager/General Contractor:	WSP/Clark Construction

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



Project Title: Non-Revenue Rail Vehicle Facility

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

Comparable Projects:



Project Title: Non-Revenue Rail Vehicle Facility

Construction Progress

Phase	Description	Status
Construction	Design Phase	
	• Design Validation	Complete
	• Intermediate Design	Complete
	• Permitting – Underground Package	Complete
	• Permitting – Building Package	In progress
	• Final Design	In progress
	Construction Phase	
	• Utility Exploration	Complete
	• Underground Demolition Work	Complete
	• Stormwater Retention System Installation	Complete
	• Pile Drilling Earthwork	Complete
	• Foundation Utility Work	In Progress
	• Building Foundations	Upcoming
	• Exterior Wall and Roof Installation	Upcoming
• Electrical Work	Upcoming	
• Plumbing Work	Upcoming	

Delay Explanation:



Project Title: Non-Revenue Rail Vehicle Facility



Grade Beam and Pile Cap Excavation



Flood Performing Density Compaction Testing



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

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

Justification of Need:

Priority of Project:	High
Total Project Budget:	\$113 Million
Construction Contract Value:	\$58 Million
Earned to Date:	9% (As of July 2022)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	34% (As of July 2022)
DBE:	Goal: 25% Commitment: 25.71% Workforce Goals: 10% Career Opportunity/ 8% Apprentice/ 25% EDA Contract is on track to meet the DBE goal
Funding Source:	CTA Bonds / Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 10.20.21 Estimated Duration 900 days /Substantial Completion April 04, 2024
Designer of Record:	TYLin
Construction Manager/General Contractor:	WSP / John Burns Construction



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

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

Comparable Projects:

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



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

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Milestone 3 - Completion requirements for traction power equipment – Final equipment coordination for Authority approval.	Ongoing
	<ul style="list-style-type: none">• Obtaining Building permits for Barry, Damen, and Haymarket	Ongoing
	<ul style="list-style-type: none">• Mobilized to the Damen site and installed construction site perimeter fencing	Completed
	<ul style="list-style-type: none">• Began site demolition at Damen	Ongoing
	<ul style="list-style-type: none">• Damen substation foundations	Planned
	<ul style="list-style-type: none">• Mobilize to Barry to install a construction perimeter fencing and start performing site demolition	Ongoing
	<ul style="list-style-type: none">• ComEd temporary power installation at Damen and demolition of existing power pole	Completed



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



Old Foundation Removal At Damen



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



Canal Tie House Site Layout Field Verification



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



Canal Tie House Site Layout Field Verification



Project Title: Evanston Line – Central Station – Stair Replacement

Justification of Need:

Priority of Project:	High
Total Project Budget:	\$2,414,066
Construction Contract Value:	\$1,603,121
Earned to Date:	35% (thru July1st 2022)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	95%
DBE:	Goal: 35%
Funding Source:	CTA Bonds 2017
Estimated Start Date/Estimated Length of Project:	NTP: March 4, 2022 Project Duration 180 Days/Substantial Completion August 31, 2022
Designer of Record:	CTA
Construction Manager/General Contractor:	WSP/Kiewit

Detailed Overview of Scope: Project will replace the main stairway from the Central Station entrance to the elevated platform, including two headhouses, installation of lights, cable/conduit, signs, and electronic devices. The station is classified as a historic structure and requires certain features to be preserved.



Project Title: Evanston Line - Central Station - Stair Replacement

Impact on Customers:	Contractor must coordinate work activities with current CTA tenants located adjacent to the main station entrance to ensure safe access to/from their offices. Also, GCR notified Evanston Hospital and the City of Evanston of the station renovation. This will allow CTA to maintain reliable service to our customers utilizing the auxiliary station while the main station is closed.
Benefit to System:	The Central Purple Line Station will be left in a state of good repair. Maintenance of the stairway and headhouses will be reduced to a minimum.
Benefit to Community:	New stairwell/Headhouses and brighter lights will enhance the beauty of the Historic Station. The transformation will improve the Station Structure and make it safer for the community.
Impact on Accessibility:	N/A
Customer Communication Need:	The Community of Evanston has been notified that the Main station will be temporary closed during rehabilitation. Signage is in place to advise customers a temporary entrance on the North side of Central Street will be operational for access to the station.

Comparable Projects:



Project Title: Evanston Line – Central Station - Stair Replacement

Construction Progress

Phase	Description	Status
Construction	Construction Phase <ul style="list-style-type: none">• Auxiliary Entrance Set up• Auxiliary Entrance Electrical• Stairwell Demolition• Concrete Demolition/Installation• Stair Installation• Stair Enclosure Installation• Roofing Installation• Auxiliary Entrance Removal/Open Main Station	Complete Complete Complete Complete Complete In progress In progress Upcoming

Delay Explanation:



Project Title: Evanston Line – Central Station – Stair Replacement



**Original Central Main Station
Stairwell**



Project Title: Evanston Line – Central Station – Stair Replacement



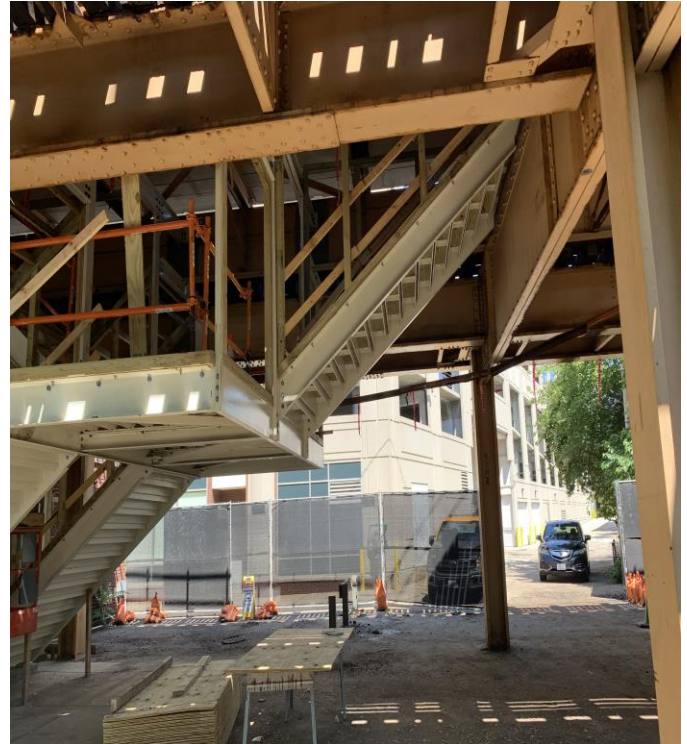
**Existing Stair
Condition**



Project Title: Evanston Line – Central Station – Stair Replacement



Lower Stairwell Installation



Exterior Stairwell & Landing



Project Title: Evanston Line – Central Station – Stair Replacement



Beadboard Panel Install



Project Title: Refreshed & Renewed

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.

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$25,000,000
Expended to Date:	\$ 4,687,737.23
Used last Month:	\$1,254,199.04
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	January 2021 to December 31, 2022
Contractor	CTA Forces , Mack Construction Services, LLC & Galaxy Environmental Inc.

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

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

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



Project Title: Refreshed & Renewed

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



Project Title: Refreshed & Renewed

Department	Description	Status
Facility Maintenance	<u>Rail Stations Full Program Scope 28 Stations (10 of 28 Completed)</u> <ul style="list-style-type: none"> • Harlem/Blue-O'Hare • Fullerton/Red • Harold Washington/ Library/ Loop • California/ Pink • Midway • Central/ Green 	Completed Completed Completed In-Progress Scheduled Scheduled
	<u>Painting and Lightning Only Improvements 92 Stations Con't (71 of 92 Completed)</u> <ul style="list-style-type: none"> • Dempster/ Purple (Painting) SBE • Foster/ Purple (Painting) SBE • 54th/ Pink (Painting) SBE • Laramie/ Pink (Painting) SBE • Kostner/ Pink (Painting) SBE • Pulaski/ Pink (Painting) SBE • California/ Pink (Painting) SBE 	Completed Completed Completed Completed Scheduled Scheduled Scheduled

Delay Explanation:
N/A



Project Title: Refreshed & Renewed

Before



After

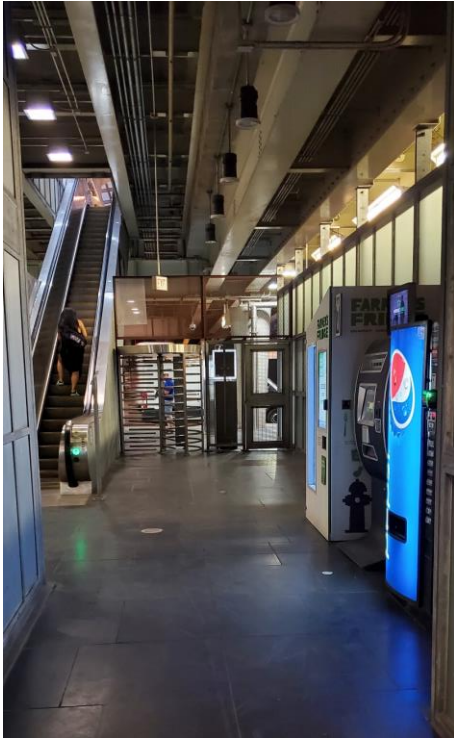


Fullerton/ Red Line – LED Lighting Replacement



Project Title: Refreshed & Renewed

Before



After



Fullerton/ Red Line – LED Lighting Replacement



Project Title: Refreshed & Renewed

Before



After



Fullerton/ Red – Exterior Painting & Power Washing Bricks of Station House



Project Title: Refreshed & Renewed

Before



After



Harlem/Blue O'Hare – Painting of all curbs and crosswalks high visibility yellow



Project Title: Refreshed & Renewed

Before



After



Harold Washington/Library- Repair water damaged ceiling and repaint



Project Title: RPM Phase One – Design-Build Contract

Justification of Need:	The RPM Phase One Project is greatly needed in order to expand capacity on CTA's most utilized rail line and to replace aging infrastructure.	
Priority of Project:	High	
Total Project Budget:	\$ 2.1 Billion (excludes Transit TIF interest payments)	
Construction Contract Value:	Original - \$1,272,275,929 Current - \$1,268,818,121	
Earned to Date:	54%	
Percent Change Orders to Construction Contract:	-0.27%	
Percent Time Used:	63%	
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment: 20% Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA	Contractor is on track to meet the DBE goal
Funding Source:	CTA Financing, FTA Core Capacity Grant, CMAQ, TIFs	
NTP / Construction Start / Estimated Completion:	February 8, 2019 / October 2019 / 2025	
Design-Build Contractor:	Walsh-Flour Design-Build Team	
Owners Representative:	Elevated Solutions Partners	
Detailed Overview of Scope:	RPM Phase One consists of the following elements that will allow CTA to expand service along the Red and Purple lines:	
	<ul style="list-style-type: none"> • Lawrence to Bryn Mawr Modernization (LBMM) – complete reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Ave. • Red-Purple Bypass (RPB) - Construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of Belmont Ave. Includes realignment and reconstruction of 1.4 miles of mainline tracks and structure between Belmont station and south of Cornelia Ave. • Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations. 	



Project Title: RPM Phase One – Design-Build Contract

Phase	Description	Status
Administrative / Design: Construction:	<ul style="list-style-type: none"> ▪ Continued submittal/revisions of required management plans ▪ Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements ▪ Pre-Stage Work <ul style="list-style-type: none"> – Punchlist work ▪ Red-Purple Bypass (RPB). <ul style="list-style-type: none"> – Ravenswood structure rehabilitation – Kenmore Relay House Platform electrical Installation, cable and distribution equipment installation – Drilled Shaft Installation – Construction of concrete columns and caps – Pre-cast beam installation – NM Stage 2 closed deck formwork installation ▪ Lawrence to Bryn Mawr Modernization <ul style="list-style-type: none"> – Pre-cast Segment fabrication – Drilled Shaft Installation – Concrete columns and caps construction – Pre-cast Segment erection – Embankment drainage installation – Montrose Abatement and Painting – Bryn Mawr and Arygle Temp Station (Stage B) Foundations – DF Track construction ▪ Corridor Signal Improvements (CSI) <ul style="list-style-type: none"> – Wiring terminations for signal equipment at Kenmore Interlocking – Installation of wayside signal equipment at the Kenmore Interlocking area – Connected innerduct to fiber slack enclosures along RV structure for upcoming fiber optic cable installation – Winona Relay Room site work 	<p>Ongoing Ongoing</p> <p>Ongoing</p> <p>Ongoing Ongoing</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing</p> <p>Ongoing Ongoing Complete Ongoing</p>
Delay Explanation:		



Project Title: RPM Phase One – Design-Build Contract



RPB – Drilled Shaft Installation



Project Title: RPM Phase One – Design-Build Contract



**RPB –
Formwork
Install for
Concrete
Track Deck**



Project Title: RPM Phase One – Design-Build Contract



**RPB –
Track Deck
Form Work**



Project Title: RPM Phase One – Design-Build Contract



LBMM – Column Cap Installation



Project Title: RPM Phase One – Design-Build Contract





LBMM – Segment Erection



Project Title: RPM Phase One – Design-Build Contract



LBMM – Concrete Track Plinths

	Outreach type	Major Activities	Timing
Community	 <p>The RPM team passed out backpacks, pencils and pens to Goudy Elementary students & families on August 18.</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 • RPM “Open for Business” program features “Enjoy Local” Facebook Live promo for African Safari Imports • RPM “Open for Business” Small Business Ambassador team visits Uptown businesses • Monthly “Virtual Office” hours – answering constituent questions • MIT Research Assistants RPM tour • Goudy Elementary “Back to School Bash” 	<p>Weekly</p> <p>Bi-weekly</p> <p>July 22</p> <p>August 3</p> <p>August 9</p> <p>August 15</p> <p>August 18</p>
Workforce & SBE/DBE	 <p>Paul Simon Job Corps Graduate.</p>	<ul style="list-style-type: none"> • Monthly DBE/Workforce Outreach & Compliance Meeting • Workforce Career in Construction Events • Jobs Corps Graduation • DBE and Workforce Numbers as of 9/1/2022 • Dollars Awarded To Date: \$228,413,292 <ul style="list-style-type: none"> • Unique DBE Firms To Date: 84 • Unique Firms New to CTA: 32 • Total Labor Hours Produced: 823,962 • Total Dollars Earned: \$47,118,727 • Jobs created to date (construction trade labor on the design-build team): 1,594 individuals 	<p>Ongoing</p> <p>August 17 and 31</p> <p>August 19</p>