



ULI Chicago YL Small Group Discussion Series
Up & Over: The Red & Purple Line Modernization Program
March 9, 2021

ULI Chicago Young Leader's hosted their first session of a three-part Small Group Discussion Series, "Up & Over: The Red & Purple Line Modernization Program." Sven Bosold, *Senior Project Manager*, Walsh Construction and *Construction Manager*, Walsh-Fluor Design-Build Team; Katrina Denny, *RPM Systems & Stations Project Manager*, Chicago Transit Authority; Graham Garfield, *General Manager*, *RPM Operations & Communication Coordination*, Chicago Transit Authority and Michal Williams, *RPM Heavy Civil Project Manager*, Chicago Transit Authority; all joined to provide their expert input.

Graham Garfield began the presentation with an overview of the Red & Purple Line Modernization (RPM) program, including the history of the Red Line beginning with initial construction in 1890, current demand and future goals of the project. In addition, the RPM program is focused on SBE/DBE inclusion, with separate design and construction participation goals. The RPM program will be conducted in Phases and is currently in Phase 1, scheduled to be completed in 2025.

Michal Williams and Katrina Denny discussed in further detail the major components of Phase 1. On the track side there are two large portions of work in progress at Clark Junction and the Brown and Red Line Bypass. The structural steel for the new overhead Brown Red Line Bypass has recently been set, an exciting moment for the project. When complete the bypass will allow for northbound brown line trains to run continuously over the red line trains, eliminating the current need for trains to stop and wait to cross each other. This will reduce delays and increase efficiency. There are four stations that are being renovated as part of Phase 1; Bryn Mawr, Berwyn, Argyle, and Lawrence. These renovated stations address the needs of the CTA users including accessibility and infrastructure upgrades; while the design aesthetic references the unique and historic neighborhoods in which they are located.

Sven Bosold discussed in further detail the construction process and challenges the Team has faced. The new sections of track are built of pre-cast concrete box girders, that are then assembled on site via moveable gantry. This system was proposed during the Bidding Phase by the Walsh-Fluor Design Build Team, and ended up saving the CTA both time and money, allowing the construction to be completed faster. The impact to the surrounding communities in terms of road and station closures has been significant. But, in order to minimize the impact, the CTA is engaged in a multimedia notification campaign. This includes print media postings in stations, digital notifications, and CTA employees being out in the community providing information on road closures and station closures. Walsh Construction has used off site construction systems, along with working hours during less busy weekends to minimize the impact on surrounding communities.

We look forward to hearing about Life Sciences and Affordable Housing in the remainder of the series.

Summary written by Andrew Buck, Architect, KOO LLC