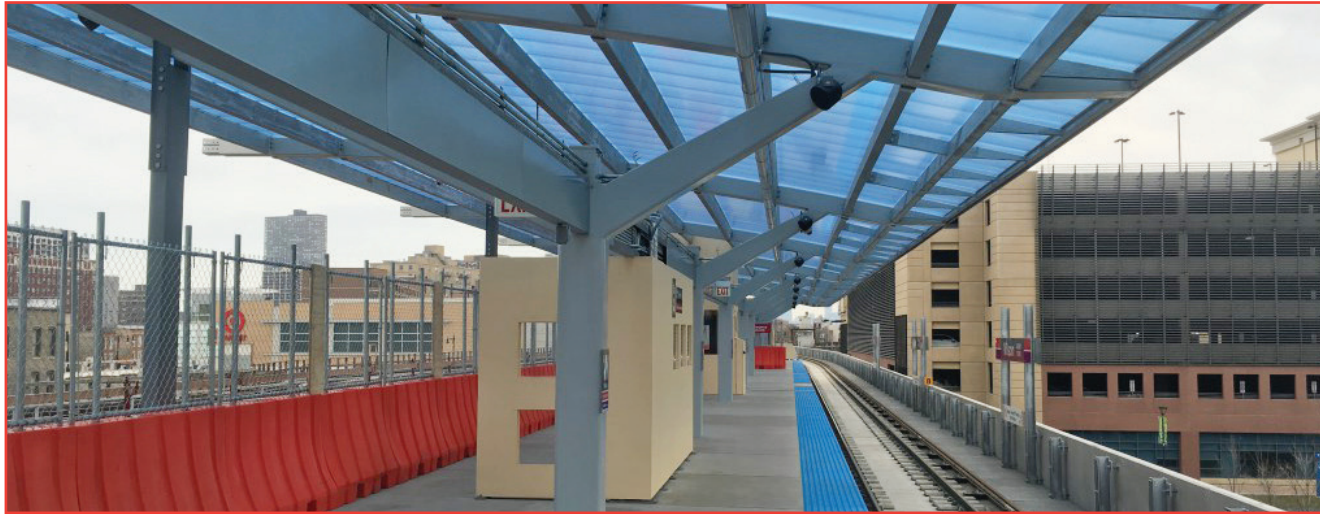


CTA Wilson Train Station

Chicago, Illinois



The Chicago Transit Authority (CTA) has managed bus and rail mass transit for the city of Chicago since 1947, serving 1.7 million riders per day. In 1900, the Wilson Station, then known as the Uptown Station, opened as a transfer station where two rail lines come together.

The CTA has a great history of using hot-dip galvanizing on many projects. The Wilson Station project required strict adherence to a budget, the best available corrosion protection, and little maintenance. Hot-dip galvanizing provided the answer to all of these requirements. The initial cost, the lifespan of galvanizing, and avoiding station shutdowns for maintenance were all factors in their decision.

The new \$203 million station will have disability accommodations, artwork, and retail shops. Not only did the new station help CTA riders, but thanks to the strength-to-weight ratio, using galvanized steel rather than the previous concrete columns also meant the very busy Wilson and Broadway Avenues below now have more lanes for local traffic.

On the north side of Chicago, the new CTA Wilson Station now provides a handsome transfer station where Red Line and Purple Line commuters can safely ride to and from their busy business and personal lives. The station will have little maintenance, avoiding costly shutdowns and hassles for Chicagoans because once again, the CTA made the right choice with hot-dip galvanizing. ■

Galvanizers

AZZ Galvanizing - Canton
AZZ Galvanizing - Hamilton
AZZ Galvanizing - Joliet

Contractor

Walsh Group

Fabricators

Industrial Steel Construction, Inc.
K&K Iron Works LLC
Munster Steel Co., Inc.

Owner

Chicago Transit Authority (CTA)