



Construction Project Briefing

April 12, 2023



Today's Presentation

- CDOT - Lake Line - Damen Station
- Non-Revenue Maintenance
- Traction Power Upgrades - Canal Tie House, Barry and Damen Substations
- Red and Purple Modernization Project



Project Title: CDOT - Lake Line - Damen Station

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	
Construction Contract Value:	\$67,316,000.00
Earned to Date:	22%
Percent Change Orders to Construction Contract:	2.7%
Percent Time Used:	61%*
DBE:	MBE: 30% WBE: 8% VBE: 0.96%
Funding Source:	TIF/CMAQ
Estimated Start Date/Estimated Length of Project:	*897 days after NTP – New SC Date: 3/28/24
Designer of Record:	Perkins and Will
Construction Manager/General Contractor:	Arcadis / FH Paschen



Project Title: CDOT - Lake Line - Damen Station

Impact on Customers:	This will be a new Elevated CTA Station on the Lake Branch of the Green Line at Damen and Lake Streets. CTA has also implemented slow zones due to structural on-going work.
Benefit to System:	The new station will provide transit connectivity, convenience and amenities to residents, workers and visitors alike.
Benefit to Community:	New, modern transit facility that will serve the burgeoning needs of the Kinzie Industrial Corridor. The new station will also support visitors to the United Center, Malcom X College and educational institutions.
Impact on Accessibility:	This will be a fully accessible CTA station equipped with escalator and elevator access to both platforms and accessible path to the new station house.
Customer Communication Need:	Customer and Community facing is being handled through CDOT.

Comparable Projects:

Morgan Station on Green Line



Project Title: CDOT - Lake Line - Damen Station

Construction Progress

Phase	Description	Status
Construction	• Installation of New Columns at bent 2223	Completed
	• Continue Installing Micropiles at bent 2222	On-Going
	• Start installing wall dowels for Station House	On-Going
	• Start installing plumbing sleeves in Station House	On-Going
	• Prepare Mock-Up for Architectural Exposed Steel	Planned Q3
	• Install Platform Steel and Pedestrian Bridge	Planned Q3



Project Title: CDOT - Lake Line - Damen Station

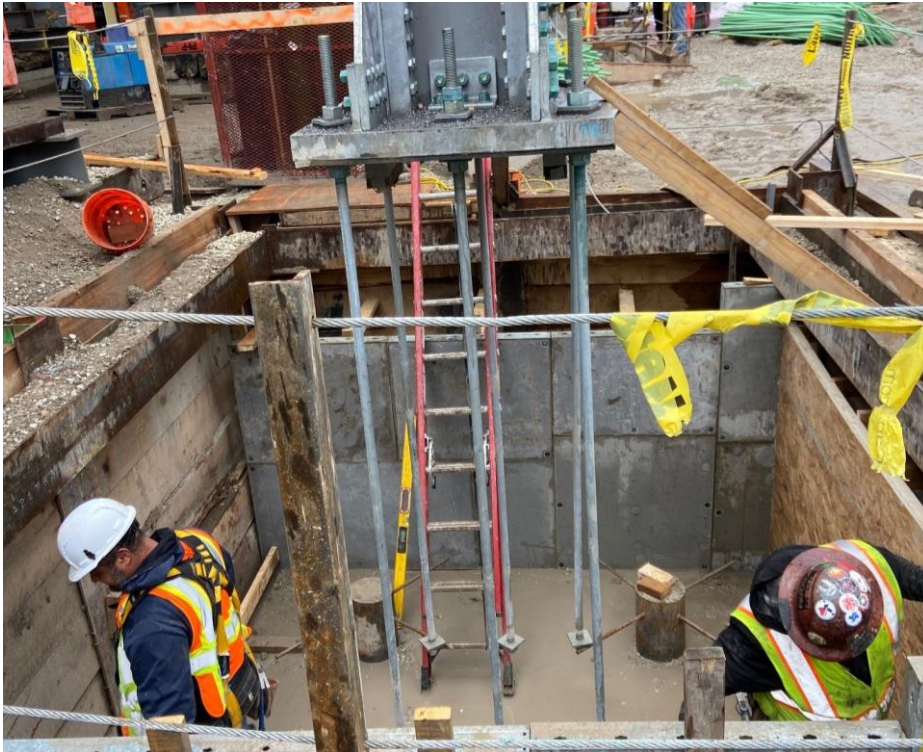


Damen Station

**Excavating
Micropile
Foundation at
Elevated
Structure
Bent 2222**



Project Title: CDOT - Lake Line - Damen Station



Damen Station

**Installing
Concrete
Formwork for
New Pier Cap at
Bent 2223**



Project Title: CDOT - Lake Line - Damen Station



Damen Station
Pouring Concrete
Grade Beams at
Station House
(South half)



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$44,370,833
Earned to Date:	43% (thru January 2023)
Percent Change Orders to Construction Contract:	4% (Change Order #1 – \$1,694,221 – Executed October 4 th , 2022)
Percent Time Used:	80%
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 803 Days – Change Order 1
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

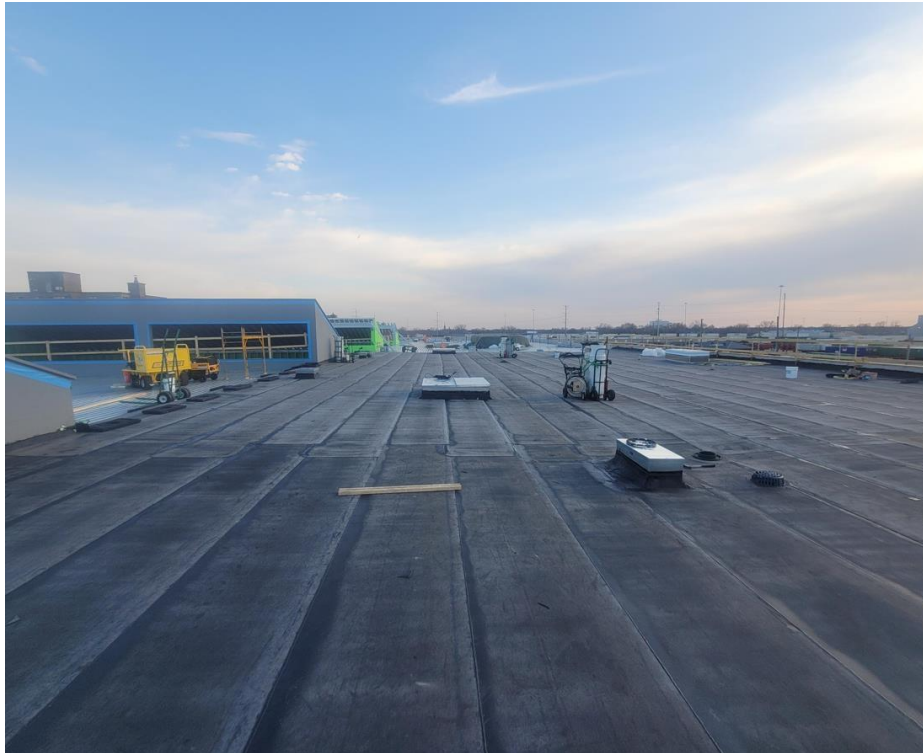
Construction Progress

Phase	Description	Status
Construction	<p>Design Phase</p> <ul style="list-style-type: none">• Design Package 3 – W48 Waterline Permit• Design Package 4 – 61st Street Parking Lot• Final Design <p>Construction Phase</p> <ul style="list-style-type: none">• Structural Steel Installation• Roof Drain Installation• Roof Decking Installation• Roofing Installation• Punch Windows Frame Installation• Clerestory Framing• Duct banks Installation• Underground Electrical• Punch Windows Glass Installation• Wash Pit Excavation	<p>In-Progress In-Progress Complete</p> <p>In Progress In Progress In Progress In Progress In Progress In Progress In Progress Upcoming Upcoming</p>

Delay Explanation:



Project Title: Non-Revenue Rail Vehicle Facility



B&B - Installing Roofing Membrane



Project Title: Non-Revenue Rail Vehicle Facility



Levy – Clerestory Framing



Project Title: Non-Revenue Rail Vehicle Facility



Aldridge – Installing Duck Banks



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:	\$122.8 Million
Construction Contract Value:	\$67.8 Million
Earned to Date:	24% (As of February 2023)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	50% (As of February 2023)
DBE:	Goal: 25% Commitment: 25.3% 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 1020 days/Substantial Completion August 5, 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
Haymarket Substation	<ul style="list-style-type: none">• Install new electrical equipment	Upcoming
	<ul style="list-style-type: none">• Build building interior, flooring, rooms and finishes	Upcoming
	<ul style="list-style-type: none">• Equipment testing and commissioning.	Upcoming
Canal Tie-House	<ul style="list-style-type: none">• Fabricate new Canal Tie-House equipment	Ongoing
	<ul style="list-style-type: none">• Install new Canal Tie-House equipment	Ongoing
	<ul style="list-style-type: none">• Install, form, and pour new Ductbank 2	Upcoming
Damen Substation	<ul style="list-style-type: none">• Fabricate new substation electrical equipment	Ongoing
	<ul style="list-style-type: none">• Install foundation micropiles and grade beams	Completed
	<ul style="list-style-type: none">• Build building exterior walls and roof.	Ongoing
Barry Substation	<ul style="list-style-type: none">• Obtain foundations permit	Ongoing
	<ul style="list-style-type: none">• Obtain building permit	Ongoing
	<ul style="list-style-type: none">• Site excavation and preparation for foundation micropiles and grade beams.	Upcoming
Belmont Crossover	<ul style="list-style-type: none">* Pre-planning and site verification	Ongoing
	<ul style="list-style-type: none">• Pre-Building trackwork and pre-cast ductbanks	Ongoing
	<ul style="list-style-type: none">• Mobilize and demo existing traction power ductbanks	Ongoing



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



Erecting Structural Steel at Damen



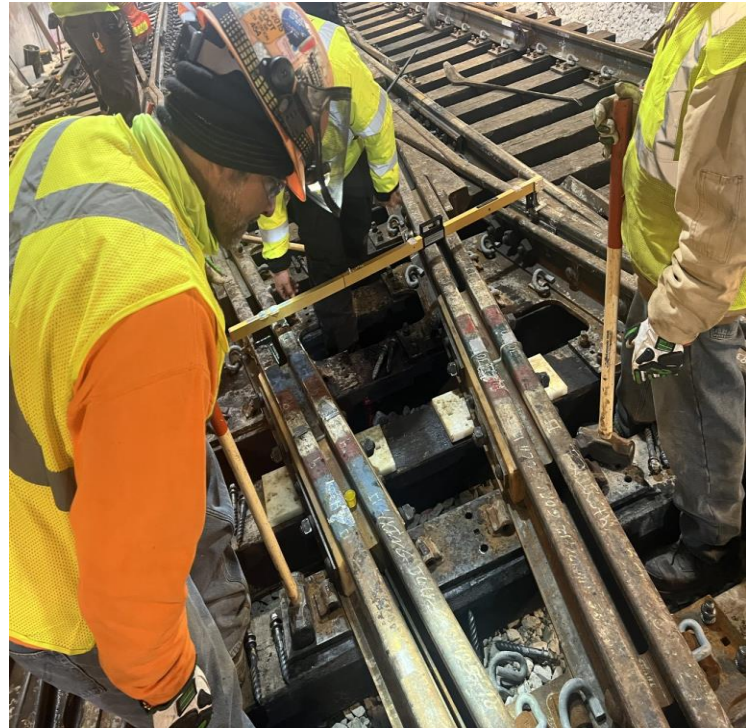
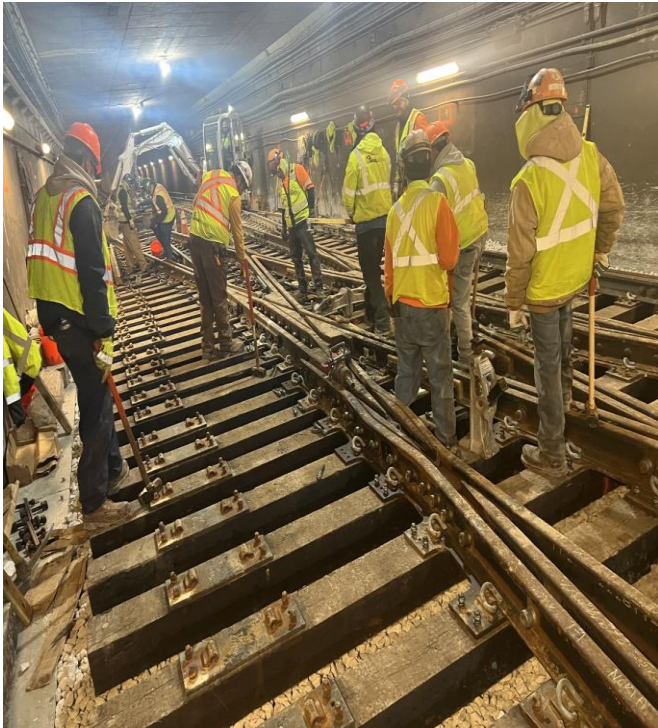
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Ballast and Track Installation at Belmont



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



Belmont Crossover Build and Inspection

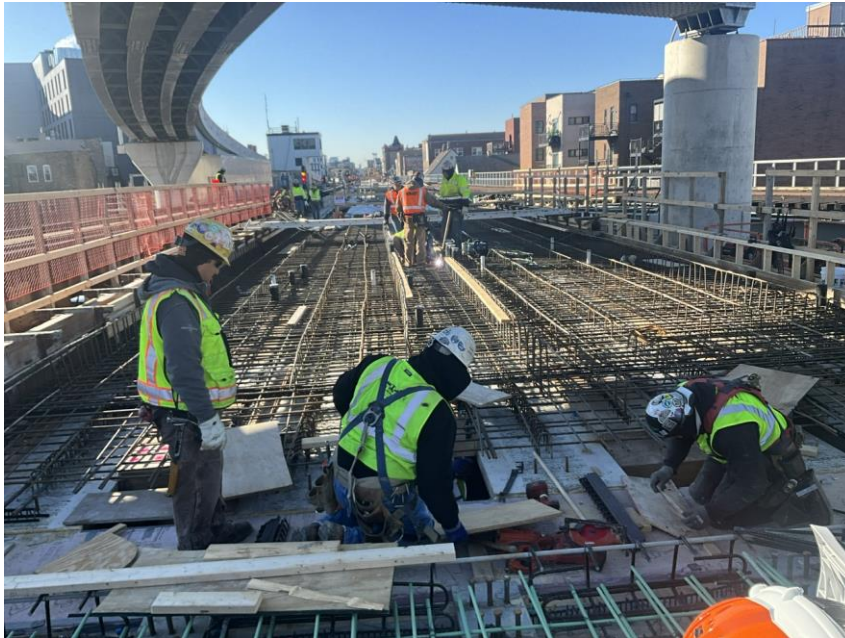


Project Title: RPM Phase One – Design-Build Contract

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:	61.5%	
Percent Change Orders to Construction Contract:	-0.27%	
Percent Time Used:	73.0%	
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. 	



Red-Purple Bypass



**North Main Line
Concrete Deck Rebar
Installation**



Red-Purple Bypass



**Clark Relay House
Transformer Installation**



Lawrence to Bryn Mawr Modernization



**Special Track Work
Concrete Patching**



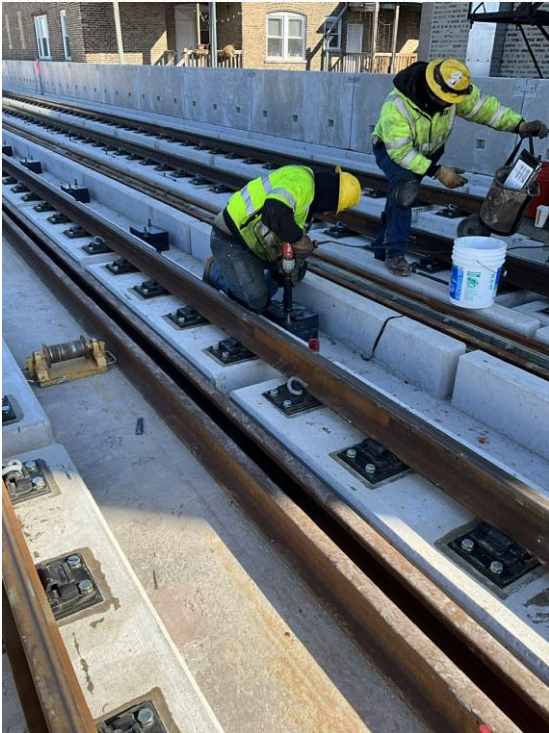
Lawrence to Bryn Mawr Modernization



**Argyle Temp
Station
Stair
Installation**



Lawrence to Bryn Mawr Modernization



**Track Work
Contact Rail Block
Installation**





Lawrence to Bryn Mawr Modernization



Track Installation



Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p><i>One of the new monthly "Open for Business" collateral pieces posted in Edgewater for March.</i></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 • Wrigley Field community meeting • Wrigley Field traffic operations control meeting (RPM one of several participants) • Wilton neighbors meeting • March monthly "Virtual Office" Q&A with constituents • RPM "Next Phases" virtual public meetings to begin planning future phases of RPM 	<p>Weekly</p> <p>Bi-weekly</p> <p>March 7</p> <p>March 8</p> <p>March 10</p> <p>March 14</p> <p>March 14 & 16</p>
Workforce & SBE/DBE	 <p><i>CTA staff at Q1 Workforce Outreach Event.</i></p>	<ul style="list-style-type: none"> • Monthly DBE/Workforce Outreach & Compliance Meeting • Q1 Workforce Outreach Event • DBE and Workforce Numbers as of 3/31/2023 • Dollars Awarded To Date: \$239,533,314 <ul style="list-style-type: none"> • Unique DBE Firms To Date: 89 • Unique Firms New to CTA: 34 • Total Labor Hours Produced: 1,202,435 • Total Dollars Earned: \$70,144,289 • Jobs created to date (construction trade labor on the design-build team): 1,821 individuals 	<p>Ongoing</p> <p>March 20</p>