



Construction Project Briefing



October 13, 2023



Today's Presentation

- CDOT - Lake Line - Damen Station
- Non-Revenue Maintenance
- Traction Power Upgrades - Canal Tie House, Barry and Damen Substations
- Refresh & Renew Program
- Forest Park Phase 1 Rebuild
- 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:	\$71,391,883.71
Earned to Date:	39%
Percent Change Orders to Construction Contract:	6.1%
Percent Time Used:	81%
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	<ul style="list-style-type: none">• Pier & Column Replacements (west of Damen)	Completed
	<ul style="list-style-type: none">• Pour ACON Tower and stairs	Completed
	<ul style="list-style-type: none">• Reconstruct curbs and pour base course for Lake St (east of Damen)	On-Going
	<ul style="list-style-type: none">• Install structural glazing supports at north tower	On-Going
	<ul style="list-style-type: none">• Station House slab on grade pours	On-Going
	<ul style="list-style-type: none">• Erecting platform steel (seq. #1 @ N tower)	On-Going
	<ul style="list-style-type: none">• Steel Delivery for Pedestrian Bridge	Planned Q4



Project Title: CDOT - Lake Line - Damen Station



**Station House
Steel at West
Wall**



Project Title: CDOT - Lake Line - Damen Station



**Walls for the
Escalator and
Main Stair**



Project Title: CDOT - Lake Line - Damen Station



**Detailing North
Tower structural
Steel**



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:	58% (thru May 2023)
Percent Change Orders to Construction Contract:	4% (Change Order #1 – \$1,694,221 – Executed October 4 th , 2022)
Percent Time Used:	86%
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	Design Phase <ul style="list-style-type: none">• Design Package 3 – W48 Waterline Permit• W48 Parking Lot Design• Final Design	Complete In Progress Complete
	Construction Phase <ul style="list-style-type: none">• Backfill at Maintenance Pits• Picking RTU Equipment for Paint Booth• Fencing at 61st• Pour Slab on Grade• Duct banks Installation• Installing CMU Walls• Painting Walls• Oil-Water Separator Installation• Apron and Track Preparation• Install Rail at Track D• Install Track C,B,A• Installing Paint and Blast Booth• Storeroom 48 Waterline Installation	Complete Complete Complete In Progress In Progress In Progress In Progress In Progress In Progress Upcoming Upcoming Upcoming Upcoming

Delay Explanation:



Project Title: Non-Revenue Rail Vehicle Facility



Installing Rail at Track D – Facing North



Project Title: Non-Revenue Rail Vehicle Facility



Building Interior – Looking Northeast



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

Justification of Need:

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.

Priority of Project:	High
Total Project Budget:	\$122.8 Million
Construction Contract Value:	\$67.9 Million
Earned to Date:	61% (As of August 2023)
Percent Change Orders to Construction Contract:	16.7%
Percent Time Used:	68% (As of August 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: October 20, 2021, 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



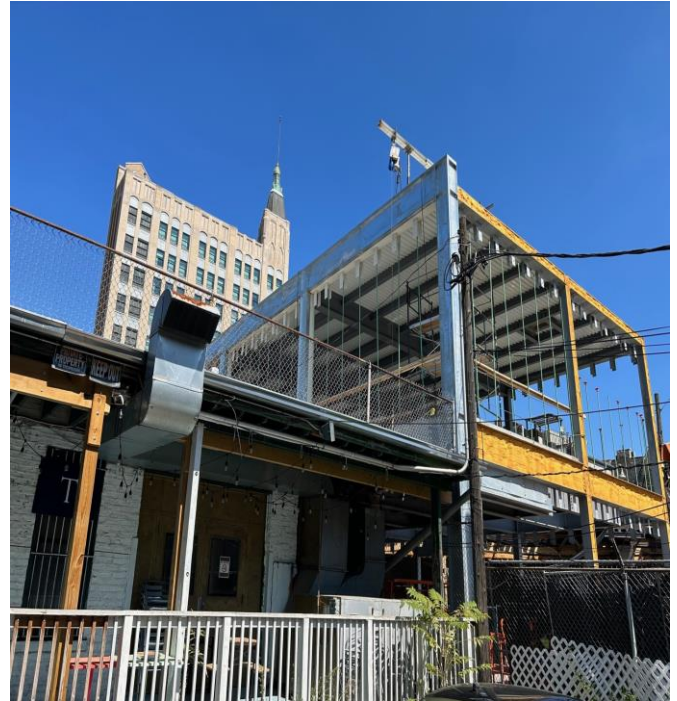
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Construction Progress

Phase	Description	Status
Haymarket Substation	<ul style="list-style-type: none">• Install new electrical equipment• Build building interior, flooring, rooms and finishes• Equipment testing and commissioning.	Ongoing
		Ongoing
		Upcoming
Canal Tie-House	<ul style="list-style-type: none">• Commission Tie-House• Install new Canal Tie-House equipment• Install, form, and pour new Ductbank 2	Upcoming
		Ongoing
		Ongoing
Damen Substation	<ul style="list-style-type: none">• Fabricate new substation electrical equipment• Build building exterior walls and roof• Build building interior, flooring, rooms and finishes	Ongoing
		Ongoing
		Upcoming
Barry Substation	<ul style="list-style-type: none">• Building exterior walls and roof.• Site excavation and preparation for grade beams.• Installation of foundation grade beams	Upcoming
		Ongoing
		Upcoming
Belmont Crossover	<ul style="list-style-type: none">• Commissioned crossover turned over to Operations	Complete



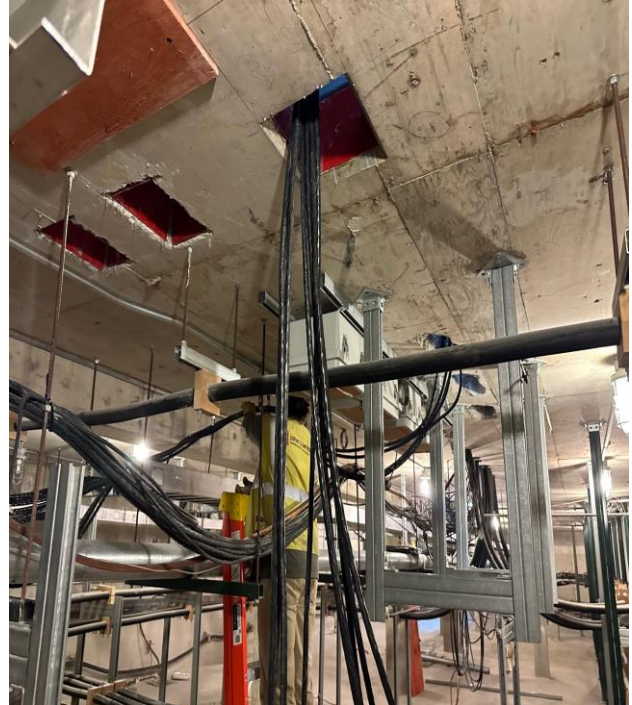
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Cladding Installation at Damen



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



Cable Connections at Haymarket



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



**Ductbank Installation and Site Backfill
at Barry**



Project Title: Refresh & Renew

Department	Description	Status
Facility Maintenance	<u>Rail Stations Full Program Scope 29 Stations (17 of 29 Completed)</u> <ul style="list-style-type: none">• Howard/Red• Sheridan• Indiana/Green• 35th/Orange• Merchandise Mart• 54th/Cermak/Pink• Laramie/Green• Addison/ Brown Line• Francisco/ Brown• Main/ Purple• Clark/ Division/ Red• Jefferson Park/ Blue• Washington/Wells/Loop• Linden/Purple	Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed Completed In-Progress Scheduled Scheduled
	<u>Bus Turnaround Full Program (11 of 12 Completed)</u> <ul style="list-style-type: none">• Archer & Neva• 24th & Cicero• North & Narragansett• Belmont & Kimball• Belmont & Cumberland• 31st & Komensky	Completed Completed Completed Completed Completed Scheduled

Delay Explanation:

N/A



Project Title: Refresh & Renew

Before



After



Laramie Green – Remove barricade, remove damaged structure, paint staircase, railings, stringers and mesh. Reopened the auxiliary exit closed since August 2011

Before



After



Laramie Green – Added new signage to reopened auxiliary exit



Project Title: Refresh & Renew

Before



After



Laramie Green – Replaced damaged rotogate at street level with new rotogate and relocated up to platform level



Project Title: Refresh & Renew

Before

After



Laramie Green – Replaced all lights with LED



Project Title: Refresh & Renew

Before



After



Belmont/Kimball BTA – Prep and install new epoxy floor to bus Operator’s bathroom



Project Title: Refresh & Renew

Before



After



Belmont/Cumberland BTA – Paint all guard rails yellow and re-set damaged posts and guard rail as necessary



Project Title: Forest Park Phase 1 Rebuild

Justification of Need: Improve eroded track conditions and address slow zones within project limits

Priority of Project:	High
Total Project Budget:	\$112,212,000
Construction Contract Value:	\$104,980,000
Earned to Date:	66% (thru September 15, 2023)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	50% (thru September 15, 2023)
DBE:	Goal: 30% Commitment: 30% Workforce Goals: 10% Career Opportunity/ 10% Apprentice/ 30% EDA Contract is on track to meet the DBE goal
Funding Source:	IDOT - Rebuild Illinois, CTA Bonds, TIF
Estimated Start Date/Estimated Length of Project:	NTP: 3/09/2023 Project Duration: 382 days (NTP through SC)
Designer of Record:	AECOM
Construction Manager/General Contractor:	Congress Corridor Partners, a joint between (WSP/Ardmore) / Kiewit Infrastructure Co.

- Detailed Overview of Scope:**
- Rebuild 1.5 miles of tracks between the south portal of the Dearborn Subway, east of Halsted St., and the east end of the IMD Station near Damen Ave.
 - Replace the Morgan Middle Special Trackwork, the Racine Siding tracks and track connections to Loomis inclines.
 - Right-of-way, civil, site, and drainage improvements along the project limits, including underground foundations for the Racine stationhouse and Morgan substation.
 - Miscellaneous improvements on the existing utilities, including traction power, communications and signal systems.



Project Title: Forest Park Phase 1 Rebuild

Impact on Customers:	<ul style="list-style-type: none">• No rail service between IMD and LaSalle stations for 28 days and (Racine, UIC-Halsted, Clinton) stations will be OOS.• No rail service between IMD and UIC-Halsted for 33 days and Racine station will be OOS.• No access to Racine stationhouse from Racine street until completely rebuild, the Loomis stationhouse will remain in service during this time.• Express and local bus shuttles will be provided during the linecut.
Benefit to System:	<ul style="list-style-type: none">• The project will address 1.5 miles of existing slow zones between IMD & Halsted.• The project will reduce maintenance needs and extend the life of the track infrastructure.
Benefit to Community:	<ul style="list-style-type: none">• When completed, the project is expected to provide 4 minute headway travel time between the Racine station and the loop, improving the overall commute quality for the Blue Line passengers in the surrounding medical, school and business districts.
Impact on Accessibility:	<ul style="list-style-type: none">• None
Customer Communication Need:	<ul style="list-style-type: none">• GCR outreach with surrounding stakeholders.• Construction activity notices will be distributed as needed.• Advanced service disruption signs and posters will be installed as needed.

Comparable Projects:
The Dan Ryan Track Renewal Improvements



Project Title: Forest Park Phase 1 Rebuild

Construction Progress

Phase	Description	Status
Construction	<p>Pre-Linecut Work:</p> <ul style="list-style-type: none"> • Mobilization and site setup at the Rush Lot staging site • Advanced material procurement and delivery • Installation of a temporary Fencing barrier & stair towers • Utility investigation and potholing • Pre-testing and assessment of Signal equipment • Earthwork and mass excavations outside main track bed • Advanced drainage & utility work outside main track bed <p>Linecut Work:</p> <ul style="list-style-type: none"> • Demolition of the Racine stationhouse and ramp • Demolition and removal of existing tracks • Installing new foundations at Racine and Morgan • Installing new ballast and utilities under track bed • Installing new rail including all special trackwork • Dearborn subway work (Rail, tunnel) • Testing for mainline service restoration <p>Post-Linecut Work:</p> <ul style="list-style-type: none"> • Testing and commissioning of Morgan Middle & TOs. 	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Ongoing</p> <p>Ongoing</p> <p>Completed</p> <p>Ongoing</p> <p>Planned</p>

Delay Explanation:



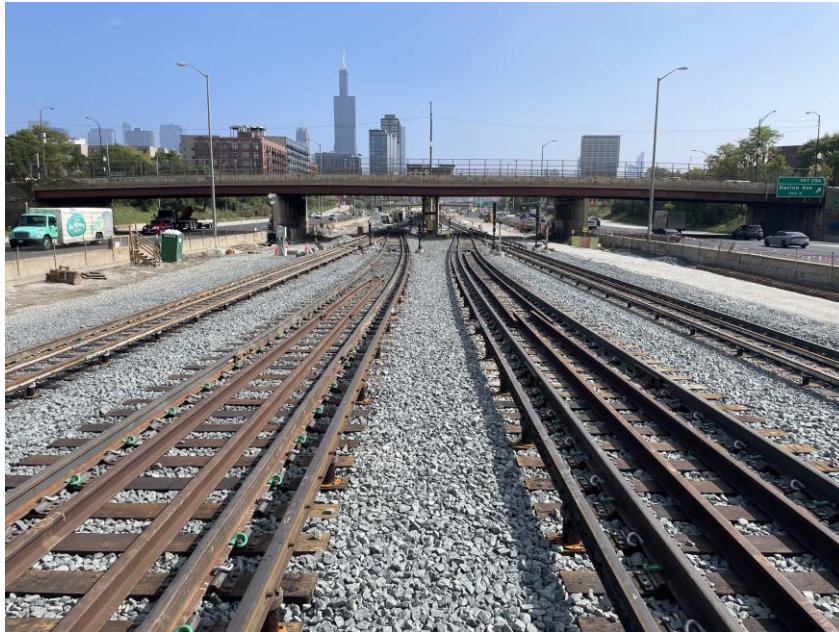
Project Title: Forest Park Phase 1 Rebuild



Trackwork complete at Loomis



Project Title: Forest Park Phase 1 Rebuild



Trackwork complete looking inbound at Loomis



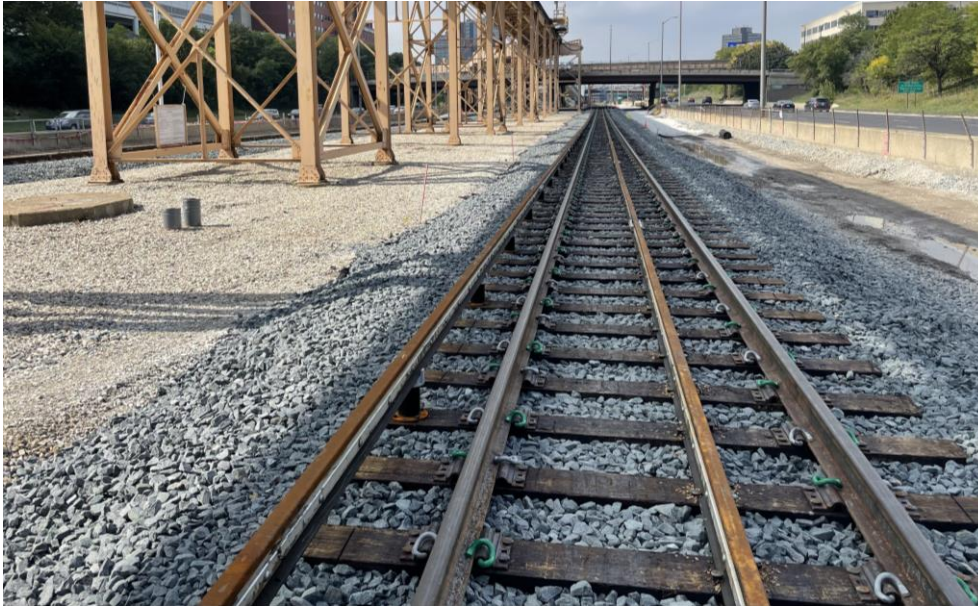
Project Title: Forest Park Phase 1 Rebuild



Morgan Middle Special Trackwork



Project Title: Forest Park Phase 1 Rebuild



Trackwork Complete looking west at Ashland



Project Title: Forest Park Phase 1 Rebuild



Racine Platform Extension



Project Title: Forest Park Phase 1 Rebuild

Hold for updated photograph

Revenue train through completed work



Project Title: RPM Phase One – Design-Build Contract

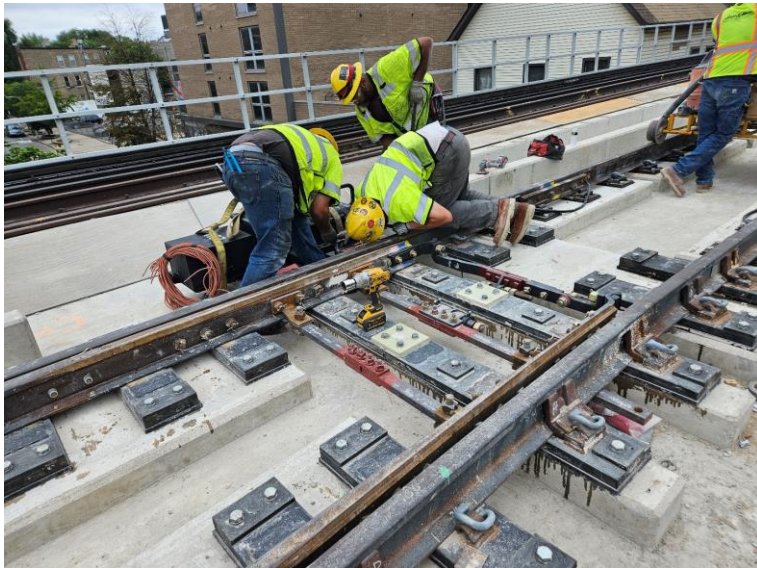
Justification of Need:	The RPM Phase One Project is greatly needed in order to expand capacity on CTA's most utilized rail line and to replace aging infrastructure.	
Priority of Project:	High	
Total Project Budget:	\$ 2.1 Billion (excludes Transit TIF interest payments)	
Construction Contract Value:	Original - \$1,272,275,929 Current - \$1,364,324,117	
Earned to Date:	66.56%	
Percent Change Orders to Construction Contract:	7.2%	
Percent Time Used:	68.86%	
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-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.



Red-Purple Bypass



**North Main Line
Switch
Installation**



Lawrence to Bryn Mawr Modernization



Ardmore South Abutment Demolition



Lawrence to Bryn Mawr Modernization



**Bryn Mawr
Station
Demolition**



Lawrence to Bryn Mawr Modernization



Catalpa Viaduct Demolition





Lawrence to Bryn Mawr Modernization



Balmoral Retaining Wall Demolition



Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p><i>RPM VP Grace Ohs talks to WTS members about early project mitigation and other aspects of building RPM.</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 • SouthEast Asia Center meeting – Lawrence to Bryn Mawr project update • Lakeview East Festival of the Arts – RPM outreach • RPM Next Phases (post-Phase One) outreach to 44th, 46th and 48th wards • WTS Central Region Conference presentation on CTA capital projects, including RPM 	<p>Weekly</p> <p>Bi-weekly</p> <p>Sept. 8</p> <p>Sept. 10</p> <p>Sept. 11-12</p> <p>Sept. 18</p>
Workforce & SBE/DBE	 	<ul style="list-style-type: none"> •Monthly DBE/Workforce Outreach & Compliance Meeting •Q3 Workforce Outreach Event •DBE and Workforce Numbers as of 9/30/2023 •Dollars Awarded To Date: \$249,371,969 <ul style="list-style-type: none"> • Unique DBE Firms To Date: 102 • Unique Firms New to CTA: 44 •Total Labor Hours Produced: 1,414,033 •Total Dollars Earned: \$82,519,441 •Jobs created to date (construction trade labor on the design-build team): 1,972 individuals 	<p>Ongoing</p> <p>August 8</p>