



Construction Project Briefing

January 18, 2024



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:	\$80,670,482.24
Earned to Date:	47%
Percent Change Orders to Construction Contract:	19.8%
Percent Time Used:	91%
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">• Set Outbound Stair at North Tower	Completed
	<ul style="list-style-type: none">• Erect Steel for Station Roof	Completed
	<ul style="list-style-type: none">• Start installing Nail Laminated Timber (NLT) Ceiling	On-Going
	<ul style="list-style-type: none">• Erect/Detail Platform/Canopy Steel	On-Going
	<ul style="list-style-type: none">• Set Precast Platform Panels	On-Going
	<ul style="list-style-type: none">• Install North Tower Elevator Steel	Planned Early Q1
	<ul style="list-style-type: none">• Install CMU walls at Station House	Planned Early Q1
	<ul style="list-style-type: none">• Steel Delivery for Pedestrian Bridge	Planned Late Q1



Project Title: CDOT - Lake Line - Damen Station



**Pumping
Concrete at
South Exterior
Wall**



Project Title: CDOT - Lake Line - Damen Station



**Installing Wood
Blocking to
prepare for NLT
Ceiling**



Project Title: CDOT - Lake Line - Damen Station



**Lifting Platform
Steel – West of
Station**



Project Title: CDOT - Lake Line - Damen Station



**Setting Precast
Platform Panels
on New Steel**



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$47,903,964 (after CO# 2) - \$44,370,443 (after CO# 1)
Earned to Date:	66% (thru September 2023)
Percent Change Orders to Construction Contract:	11% (thru Change Order #2, Executed: 12/08/23)
Percent Time Used:	94%
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 – 995 days thru Change Order #2
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">• Install Rail at Track D• Install Track C,B,A• Overhead Crane Installation• Overhead Door Installation• Installing CMU Walls• Duct banks/Conduit Installation• Painting Walls• Storeroom 48 Waterline Installation• Installing Paint and Blast Booth• Install Flooring Tiles• Install Wall Bricks in Bathrooms• Install Fabric & Stone at South Yard	Complete Complete Complete Complete Complete In Progress In Progress In Progress In Progress Upcoming Upcoming

Delay Explanation:



Project Title: Non-Revenue Rail Vehicle Facility



Build out of work stations and offices



Project Title: Non-Revenue Rail Vehicle Facility



Commissioning Cranes



Project Title: Non-Revenue Rail Vehicle Facility



Overhead Pipe Installation



Project Title: Non-Revenue Rail Vehicle Facility



South Yard – Excavation



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:	68% (As of December 2023)
Percent Change Orders to Construction Contract:	16.7%
Percent Time Used:	75% (As of December 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 Ongoing	
	Canal Tie-House	<ul style="list-style-type: none">• Commission Tie-House• Interior Tie-House Build-Out• Cable connections to Tie-House	Upcoming Ongoing Upcoming
		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
Barry Substation			<ul style="list-style-type: none">• Building exterior walls and roof.• Build exterior walls and roof.• Build interior, flooring, rooms and finishes
	Belmont Crossover		<ul style="list-style-type: none">• Punchlist work.



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



Masonry Continued and Roof Installation at Damen



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



Transformer #2 Delivery and Installation at Haymarket



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



Cable Installation at Canal



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



Continued Structural Steel Erection and Decking Installation at Barry



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:	70.42%	
Percent Change Orders to Construction Contract:	7.2%	
Percent Time Used:	72.62%	
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



**NML Tracks 1 and
2 in-service and
demolition of
Tracks 3 and 4**



Lawrence to Bryn Mawr Modernization



**Bryn Mawr
Station
Excavation Work**



Lawrence to Bryn Mawr Modernization



**Caisson Rebar
Cage Lift
at
Berwyn**

Lawrence to Bryn Mawr Modernization



**Column Concrete
Pour**

Lawrence to Bryn Mawr Modernization



**Rebar Deck
Installation
at
Ardmore**



Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p>The RPM team kicked off its sixth small business promotional campaign on Nov. 22.</p>	<ul style="list-style-type: none"> • Weekly Red-Purple Bypass Project updates for 44th ward • Lawrence to Bryn Mawr project updates for 46th, 48th wards • Lawrence to Bryn Mawr SEAC (Southeast Asia Center) - tour • 5700 N Winthrop – project update • Chicago Cubs management –project update • More than 12,000 “Discover” Open for Business winter campaign door hangers distributed • RPM monthly virtual office hours • Edgewater Chamber of Commerce – meet and greet with new executive director and project update 	<p>Weekly</p> <p>Bi-weekly</p> <p>Nov. 24</p> <p>Dec. 2</p> <p>Dec. 6</p> <p>Dec. 11</p> <p>Dec. 12</p> <p>Dec. 13</p>
Workforce & SBE/DBE	 <p>CTA Diversity and HR participated in Track to Trades with Chicago Builds at Dunbar School.</p>	<ul style="list-style-type: none"> •Monthly DBE/Workforce Outreach & Compliance Meeting •Chicago Builds Track to Trades •DBE and Workforce Numbers as of 12/31/2023 •Dollars Awarded To Date: \$268,309,734 <ul style="list-style-type: none"> • Unique DBE Firms To Date: 118 • Unique Firms New to CTA: 53 •Total Labor Hours Produced: 1,547,470 •Total Dollars Earned: \$90,722,721 •Jobs created to date (construction trade labor on the design-build team): 2,070 individuals 	<p>Ongoing</p> <p>Dec 4 - 5</p>