

# Construction Project Briefing

**August 12, 2015**



# Today's Presentation

- **Traction Power**
  - ✓ **Kimball/Princeton/State Substations**
- **95<sup>th</sup> Street Terminal Improvement Program**
- **Wilson Transfer Station, Track, and Structure Reconstruction**
- **Ravenswood Loop Connector Track Reconstruction**
- **North Main Line/Purple Line Express – Track Improvement Project**



# Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects

Justification of Need:	Substation equipment is obsolete and has exceeded its current lifespan
Priority of Project:	High
Total Project Budget:	\$34,726,123
Construction Contract Value:	\$25,634,144
Earned to Date:	33%
% Change Orders to Construction Contract:	0%
Percent Time Used to Date:	84%
Funding Source:	Bonds
Estimated Start Date/Estimated Length of Project:	Design NTP - October 1 <sup>st</sup> , 2013 Start of Construction (240 days after NTP) – May 29 <sup>th</sup> , 2014 Substantial Completion (800 days after NTP) – December 10 <sup>th</sup> , 2015
Designer of Record:	Parsons Transportation Group
Construction Manager/General Contractor:	STV (CM), / Clark Construction
Project Manager:	Barney Gray (GM); Teresa Llorente (PM)

## Detailed Overview of Scope:

Rehabilitation of existing buildings and building envelopes to a state of good repair at Kimball, Princeton and State. Replace existing AC/DC conversion equipment, getaway cables, enclosures, and switches with new equipment, cables, enclosures, and switches.

Perform an existing conditions survey of feeder cables and section tie switches within the Kimball Yard.

Enhance the negative return system on the ballasted portion of the Brown Line between Kimball Yard and the Western Avenue Incline.



# Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects

Impact on Customers:	Three single tracks, and two reroutes. Street and lane closures around worksites, Brown Line crossing impacts.
Benefit to System:	Improve traction power capacity reduced traction power related train defects, improved reliability for revenue service, and improved safety.
Benefit to Community:	Improved reliability and safety.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	49
Customer Communication Need:	Construction activity notices will be needed to alert businesses and residents to weekend, night work and power outages.

<b>Comparable Projects:</b>
<ul style="list-style-type: none"><li>• NA</li></ul>



# Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects

## Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"><li>▪ Kimball – Construction of exterior walls completed; installation of roof coping began. Installation of first lineup ongoing. Interior mechanical and plumbing work ongoing.</li><li>▪ Princeton - Fabrication and testing of traction power equipment ongoing. Testing and commissioning of first lineup completed; punchlist items remain. Painting and testing of dielectric flooring completed. Installation of second lineup equipment ongoing. Work on exterior punchlist items continues.</li><li>▪ State – Exterior masonry rehabilitation punchlist work remains. Roofing work completed. Lead based paint abatement in building interior completed; painting of interior walls begin. Demo of traction power equipment ongoing. Fabrication and testing of traction power equipment ongoing. Interior mechanical, electrical, structural/architectural work continues.</li></ul>	Ongoing

### Delay Explanation:

- N/A



# Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects



**Kimball Substation: Installation of Roof Coping**

# Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects



**Princeton Substation: Installation of Transformer**

# Project Title: 95<sup>th</sup> Terminal Improvement Program

Justification of Need:	The terminal is functionally obsolete and does not allow for optimal bus operations and pedestrian flow.
Priority of Project:	High
Total Project Budget:	\$240 M
Construction Contract Value:	Advance Package 1 (AP1): \$2,482,588 Advance Package 2 (AP2): \$23,208,942
Earned to Date Through End of June:	Advance Package 1: 99% Advance Package 2: 49%
Percent Change Orders to Construction Contract:	Advance Package 1: (0.3%) Advance Package 2: 0.7%
Percent Time Used Through End of July:	Advance Package 1: 100% Advance Package 2: 100%
Funding Source:	Federal, State, Bond
Estimated Start Date/Estimated Length of Project:	Advance Package 1: NTP Issued June 6, 2014 / 180 days Advance Package 2: NTP Issued July 24, 2014 / 300 days
Designer of Record:	Parsons Brinckerhoff, AP1 and AP2
Construction Manager/General Contractor:	Walsh/II In One JV, AP1 and AP2
Owners Representative:	Jacobs/SQN JV
Project Manager:	Katrina Denny (PM), Brittany Dyra (GM)

## Detailed Overview of Scope:

The 95th Terminal Improvement Project will create new South and North terminal buildings at 95th on the Dan Ryan Red Line. The new terminal buildings will create a functional and efficient intermodal facility to enhance bus service and improve pedestrian safety. Scope includes the replacement and expansion of the terminal and platform and the addition of bus and pedestrian bridges. New administrative office space will be built and new bus bays will be provided around the terminal buildings.



# Project Title: 95<sup>th</sup> Terminal Improvement Program

Impact on Customers:	Track closures and weekend station closures during construction. Temporary relocation of certain bus operations to nearby streets during construction phasing.
Benefit to System:	Improved customer circulation and safety by relieving congestion. Improved bus service and improved pedestrian safety.
Benefit to Community:	Improved pedestrian safety with new pedestrian bridge over 95 <sup>th</sup> Street, longer train platform extending to the new South Terminal Building.
Impact on Accessibility:	New south and north terminal buildings with improved accessible routes to buses.
Estimated # of Jobs Created:	3,120 (Direct, Indirect and Induced), 652 (Direct)
Customer Communication Need:	Requires periodic track closures and possible station closures with bus shuttle service. Bus Operations may be relocated to adjacent streets during certain phases of construction.

<b>Comparable Projects:</b>
<ul style="list-style-type: none"> <li>Wilson Station</li> </ul>



# Project Title: 95<sup>th</sup> Terminal Improvement Program

## Construction Progress

Phase	Description	Status
<b>Construction</b> Advance Package 2: Dan Ryan Retaining Walls	<ul style="list-style-type: none"> <li>▪ Work continues on the southwest quadrant retaining wall (Wall 1), northwest quadrant (Wall 2) and northeast quadrant (Wall 6).</li> <li>▪ The jack and bore operation completed on the east side and duct installation began.</li> </ul>	Ongoing
<b>Close-Out</b> Advance Package 1: Dan Ryan Tower Lights and Sign Relocation	<ul style="list-style-type: none"> <li>▪ Documentation for Final Acceptance is being reviewed.</li> </ul>	Ongoing
<b>Procurement</b>	<ul style="list-style-type: none"> <li>▪ Request for Proposals for Design Build Services was advertised on April 30, 2015. Proposals are due early 3Q 2015.</li> </ul>	Ongoing

<b>Delay Explanation:</b>
N/A.



# Project Title: 95<sup>th</sup> Terminal Improvement Program



**AP2: Duct Installation on East Side (Wall 6)**



# Project Title: 95<sup>th</sup> Terminal Improvement Program



**AP2: Wall 2 at Northwest Quadrant**



# Project Title: 95<sup>th</sup> Terminal Improvement Program



**AP2: Column Rebar Work on Southwest Quadrant (Wall 1)**



# Project Title: Wilson Transfer Station, Track & Structure Reconstruction

Justification of Need:	The Station is functionally obsolete and does not allow for optimal transit operations
Priority of Project:	High
Total Project Budget:	\$206 M
Construction Contract Value:	\$ 152,370,000
Earned to Date:	12%
Percent Change Orders to Construction Contract:	(0.8 %)
Percent Time Used:	31%
Funding Source:	Federal, State, Bond and TIF
Estimated Start Date/Estimated Length of Project:	NTP 7/25/14; Substantial Completion 1/10/18
Designer of Record:	HNTB
Construction Manager/General Contractor:	Arcadis/Walsh/II In One JV
Project Manager:	Pedro Hurtado (PM), John Titzer (GM)

**Detailed Overview of Scope:** The station will replace the badly deteriorated station that was built in 1923. The station will have multiple entrances/exits and will include the following features:

- Two (2) new 26 foot – 10 car concrete island platforms with full canopies
- New main station located on the south side of Wilson Ave, new auxiliary entrance/exit at Sunnyside Ave. and a new auxiliary entrance/exit on the north side of Wilson
- New elevators, escalators, lighting, signage, fare control, security cameras and art work
- Replace old existing elevated track structure with new track structure to accommodate the new station platform and the necessary infrastructure to support the new track alignment.



# Project Title: Wilson Transfer Station, Track & Structure Reconstruction

Impact on Customers:	There will be minimum impact to CTA customers
Benefit to System:	<ul style="list-style-type: none"> <li>• New modern, more spacious and accessible stationhouse with three (3) entrances</li> <li>• Upgraded track structure infrastructure and signals for more reliable service</li> <li>• New transfer point between Red and Purple express rail lines</li> </ul>
Benefit to Community:	<ul style="list-style-type: none"> <li>• Modern facility with new system upgrades</li> <li>• Easy access entrances through three (3) entry points</li> <li>• Bigger platforms that will accommodate higher capacity for passengers to avoid overcrowding</li> <li>• Platform canopies to protect customers from elements</li> <li>• New ADA accessible station</li> </ul>
Impact on Accessibility:	Station will be fully accessible upon completion
Estimated # of Jobs Created:	560
Customer Communication Need:	<ul style="list-style-type: none"> <li>• Construction activity notices will be provided to inform businesses and residents regarding temporary stations and construction impacts (noise, dust, street/alley impacts) throughout the project.</li> </ul>

<b>Comparable Projects:</b>
<ul style="list-style-type: none"> <li>• 95<sup>th</sup> Station – Red Line</li> </ul>



# Project Title: Wilson Transfer Station, Track & Structure Reconstruction

## Construction Progress

Phase	Description	Status
<b>Construction</b>	<ul style="list-style-type: none"> <li>• New Electrical transformers and switchgear for new station has been installed by ComEd.</li> </ul>	Completed
	<ul style="list-style-type: none"> <li>• Temporary shoring for track 2 and 3 has been installed and loaded from bent 7103 to 7106 in preparation to remove old track 1 structure at south end of project.</li> </ul>	Completed
	<ul style="list-style-type: none"> <li>• Caisson drilling operations/installations continues along with pedestals. 86% of the caissons and pedestals have been installed as part of the Pre-Stage and Stage 1 phase.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Existing Track 1 steel structure removal (track stringers, bent girders, and column) continues to accommodate new track 1 structure.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Underground utility relocations continues including relocation of water line on Broadway Ave.</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>• Structural Steel delivery (columns, track stringers, and bent girders) and install for new track 1 is scheduled to begin the week of July 21.</li> </ul>	Planned



# Project Title: Wilson Transfer Station, Track & Structure Reconstruction



**Temporary shoring – Track 1 steel removal**



# Project Title: Wilson Transfer Station, Track & Structure Reconstruction



**Track 1 steel structure removal**



# Project Title: Wilson Transfer Station, Track & Structure Reconstruction



**Caisson pedestal installation – North of Wilson**



# Project Title: Ravenswood Loop Connector Track Reconstruction

Justification of Need:	Ties and rail beyond their useful life and require replacement
Priority of Project:	High
Total Project Budget:	\$57,243,294
Construction Contract Value:	\$40,346,442
Earned to Date:	58% (as of June 30 <sup>th</sup> )
Percent Change Orders to Construction Contract:	0%
Percent Time Used to Date:	61% (as of June 30 <sup>th</sup> )
Funding Source:	FTA/IDOT/CTA
Estimated Start Date/Estimated Length of Project:	NTP issued 10/3/14; substantial completion 12/22/15
Designer of Record:	T.Y. Lin
Construction Manager/General Contractor:	Kiewit Infrastructure Company (GC) Parsons Brinkerhoff (CM)
Project Manager:	Steven Mascheri (GM) Bill Polacek (PM)

## Detailed Overview of Scope:

Replacement of ties and rail between from the south limit of the Armitage station to the south limit of the Merchandise Mart station. Work will be performed under a series of weekend line cuts.



# Project Title: Ravenswood Loop Connector Track Reconstruction

Impact on Customers:	Thirteen (13) weekend line cuts in 2015. Two (2) weeknight single tracks. Limits of line cuts will vary between Armitage and the Merchandise Mart/Clark and Lake.
Benefit to System:	Improved reliability of track conditions, smoother ride for passengers.
Benefit to Community:	Improved reliability and travel times.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	80
Customer Communication Need:	Construction activity notices will be provided to alert businesses and residents to weekend, night work.

<b>Comparable Projects:</b>
<ul style="list-style-type: none"> <li>Blue Line (Milwaukee) Track Renewal</li> </ul>



# Project Title: Ravenswood Loop Connector Track Reconstruction

## Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> <li data-bbox="324 297 1213 329">▪ Contractor completing submittals and material procurement.</li> <li data-bbox="324 368 1508 439">▪ The first seven line cuts are complete. New track installed from Armitage Station to Sedgwick Station.</li> <li data-bbox="324 482 1412 515">▪ Weekend line cuts eight and nine are scheduled for July 17<sup>th</sup> and July 24<sup>th</sup></li> <li data-bbox="324 558 1503 629">▪ Weekend line cuts ten, eleven, and twelve scheduled for August 7<sup>th</sup>, August 21<sup>st</sup>, and August 28<sup>th</sup>.</li> <li data-bbox="324 672 1045 705">▪ Weekend line cuts scheduled through Fall 2015.</li> </ul>	<p data-bbox="1561 297 1688 329">Ongoing</p> <p data-bbox="1561 368 1721 401">Completed</p> <p data-bbox="1561 444 1721 476">Completed</p> <p data-bbox="1561 519 1688 552">Planned</p> <p data-bbox="1561 634 1688 666">Ongoing</p>

<p><b>Delay Explanation:</b></p>
<ul style="list-style-type: none"> <li data-bbox="59 1011 185 1043">• N/A</li> </ul>



# Project Title: Ravenswood Loop Connector Track Reconstruction



**Contractor Installing Running Rail West of Sedgwick Station**



# Project Title: Ravenswood Loop Connector Track Reconstruction



**Contractor Fastening Rail at Cleveland Crossover**



# Project Title: NML – Purple Line Express – Track Improvement Project

Justification of Need:	The last major renewal of these tracks occurred in the early-mid 1970's. Aside from the spot replacement of a few ties along this track, the majority of ties along track 1 & 4 have reached the end of their useful life.
Priority of Project:	High
Total Project Budget:	\$28,396,026
Construction Contract Value:	\$19,803,757
Earned to Date:	3%
% Change Orders to Construction Contract:	0%
Percent Time Used to Date:	29%
Funding Source:	CTA Bonds, Federal, PBV
Estimated Start Date/Estimated Length of Project:	NTP – Issued May 18, 2015 Substantial Completion (190 days after NTP) – November 28, 2015
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	Parsons Brinkerhoff (CM), / Kiewit Infrastructure (GC)
Project Manager:	Kevin Loughnane (GM); Charles Freeman (PM)

## Detailed Overview of Scope:

- Replacement of approximately 16,500 timber ties, plates and fasteners
- Restoration of track alignment, profile and cross-leveling
- Ballast removal, grading, replacement, compaction and dressing
- Tie and fastener replacement at the Berwyn Crossovers Tracks 1 and 2
- Replacement of approximately 5500 linear feet of running rail on Track 4 from Lawrence to north of Bryn Mawr.
- Furnish and install new 115 lb. jointed rails, complete with joint bars, rail to rail joint bonds, fasteners.



# Project Title: NML – Purple Line Express – Track Improvement Project

Impact on Customers:	There will be some noise while work is being performed. Red and Purple Line service will experience impacts during weekend work.
Benefit to System:	Existing slow zones will be removed and allow for faster run times from Evanston to downtown. There will be improved reliability for revenue service, and improved safety.
Benefit to Community:	Improved reliability and safety and faster run times from Evanston to downtown.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	100
Customer Communication Need:	Neighborhood aldermen and other community officials have been notified. Construction activity notices have been distributed to alert businesses and residents.

<b>Comparable Projects:</b>
<ul style="list-style-type: none"><li>• NA</li></ul>



## Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"><li data-bbox="324 332 948 368">▪ Pre-plating ties to prepare for installation.</li><li data-bbox="324 408 923 444">▪ Work scheduled to begin July 20, 2015.</li></ul>	Ongoing  Planned

### Delay Explanation:

- N/A

