

Construction Project Briefing

January 11, 2013



Today's Presentation

- Loop Track
- Purple Line Viaducts
- North Red Line Stations



Project Title: Loop Track Renewal Project

Managing Department: Power & Way Construction

Justification of Need:	The existing track system and the components are beyond their useful life.
Priority of Project:	High
Total Project Budget:	\$53,026,306
Construction Contract Value:	\$34,545,713.56
Earned to Date:	\$24.4M
Percent Change Orders to Construction Contract:	2.2%
Percent Time Used to Date:	97% for Milestone A-1, 76% for Milestone A-2
Funding Source:	2010 State Capital Program
Estimated Start Date/Estimated Length of Project:	NTP issued September 14, 2011, Milestone A-1: 476 days to Substantial Completion, Milestone A-2 (Tower 18): 609 days to Substantial Completion
Designer of Record:	CTA In-House Design
Construction Manager/General Contractor:	PB America (CM), Ragnar Benson (GC)
Project Manager:	Barney Gray (GM); Grace Ohs (PM)

Detailed Overview of Scope:

- The project consists of renewal of track on the Wells/Van Buren legs of the Loop, including Tower 18 and Tower 12 Junctions, and Hubbard Curve on the Brown Line.
- New components shall include ties, running rail, rail fasteners, guard rail, restraining rail, other track material, contact rail, contact rail insulators and anchors, footwalk, track access stairs, control panels, switch machines, rail lubricators, traction power and signal cabling.
- Special Track Work includes Tower 12 Junction, Tower 18 Junction, new double crossover near Washington/Wells and replacement of Left Hand & Right Hand crossovers near Adams/Wabash.



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Impact on Customers:	16 Weekend line cuts and reroutes. 14 Nightly single tracks and reroutes. Work will also be completed during two extended line cuts for the CDOT Wells Street Bridge Project.
Benefit to System:	Reduced maintenance costs, improved headways for revenue service, and improved safety.
Benefit to Community:	Improved headways for revenue service and improved safety.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	140
Customer Communication Need:	Construction Activity Notices will be needed to alert businesses and residents to weekend and night work. Station signage and Customer Assistants will be needed to direct customers during weekend and night work.

Comparable Projects:
<ul style="list-style-type: none"> • Dearborn Track Renewal • Ravenswood and North Main Line Tie Renewal • Loop Signal Project (Track Renewal on Lake and Wabash)



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Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">▪ Final weekend reroute for the Loop work outside of Tower 18 was 11/2/12-11/5/12.▪ Contractor requested substantial completion of Milestone A-1 on December 4, 2012.▪ The new Washington/Wells diamond crossover was placed into service on December 7, 2012.▪ The replaced left and right hand crossovers at Adams/Wabash were returned to service on December 7, 2012.	Ongoing

Delay Explanation:

- Change Order 1 extended the Substantial Completion Date from January 1, 2013 to May 15, 2013 for work at Tower 18. Tower 18 work will be coordinated with the two 9 day line cuts for the CDOT Wells Street Bridge Project.
- Hubbard Curve work is currently being reviewed for coordination with the two 9 day line cuts for the CDOT Wells Street Bridge Project.



Project Title: Loop Track Renewal Project

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New Washington/Wells Crossover



Project Title: Loop Track Renewal Project

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Wells/Van Buren Curve



Project Title: Purple Line Viaducts

Managing Department: Facilities Construction

Justification of Need:	Existing deteriorated viaducts are past their useful life and require slow zones. Shoring towers exist in street and sidewalks under viaducts.
Priority of Project:	High
Total Project Budget:	\$15.3M
Construction Contract Value:	\$10.7M
Earned to Date:	\$10.5M
Percent Change Orders to Construction Contract:	3.5 %
Percent Time Used to Date:	80%
Funding Source:	2010 State Capital Program
Start Date/Length of Project:	NTP issued August 18, 2011; Substantial Completion: November 28, 2012
Designer of Record:	Jacobs
Construction Manager/General Contractor:	STV (CM), Kiewit Infrastructure (GC)
Project Manager:	John Titzer (GM/PM)

- Detailed Overview of Scope:**
- Replacement of existing concrete viaducts at Greenleaf, Dempster, and Grove, with a new, longer steel bridge span. New bridge to include new ties, rail and ballast along with new drainage systems.
 - New sidewalk, fencing, and landscaping at each viaduct.
 - Replace 320 foot long timber retaining wall north of Greenleaf with new pre-cast concrete wall.
 - Rehabilitation of existing retaining walls along Chicago Avenue, and adjacent to Greenleaf Viaduct (2,064 feet of wall repairs).



Project Title: Purple Line Viaducts

Managing Department: Facilities Construction

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> Contract work was completed the first week of December 2012 	Complete
Construction	<ul style="list-style-type: none"> Substantial Completion walkthrough was held on November 28, 2012. Punch list is currently being compiled by the Construction Manager and will be issued to contractor after CTA review. Kiewit will have 30 days after receiving the punch list to complete the touch up work. 	Ongoing
Delay Explanation:		
No current delays		



Project Title: Purple Line Viaducts

Managing Department: Facilities Construction

Impact on Customers:	During non-rush periods, reduced train speeds when workers are on the Right-of-Way. Bus Shuttles to replace rail service during weekend line cuts for bridge roll-ins (2).
Benefit to System:	Reduce Purple Line slow zones and upgrade aging infrastructure.
Benefit to Community:	Faster Purple Line service, improved traffic flow through viaduct, and improved aesthetics.
Impact on Accessibility:	N/A
Estimated # of Jobs Created:	40
Customer Communication Need:	<ul style="list-style-type: none"> • Courtesy notifications to the local Evanston Alderman and community about the project.

Comparable Projects:
<ul style="list-style-type: none"> • Church and Main Street Viaduct Replacement Projects



Project Title: Purple Line Viaducts

Managing Department: Facilities Construction



Grove Street – Installing Ornamental Iron Fence Foundations

Project Title: North Red Line Stations

Managing Department: Facilities Construction

Justification of Need:	Seven stations on the north branch of the Red Line require renovation.
Priority of Project:	High
Total Project Budget:	\$86 M
Construction Contract Value:	\$72.4M
Earned to Date:	\$58.1M (86%) (thru end of November)
Percent Change Orders to Construction Contract:	26.4%
Percent Time Used to Date:	75% (thru end of October)
Funding Source:	FTA
Start Date/Length of Project:	NTP issued February 2012, Substantial Completion February 28, 2013
Designer of Record:	Kiewit Infrastructure (DB)
Construction Manager/General Contractor:	Jacobs (CM), Kiewit Infrastructure (GC)
Project Manager:	Steven Mascheri (GM) Bill Polacek (PM)

Detailed Overview of Scope:

- Renovations of seven stations including Lawrence, Argyle, Berwyn, Thorndale, Granville, Morse, and Jarvis. Scope includes exterior and interior improvements, including tuck pointing and selected re-facing, new doors, windows, floors, walls, ceiling, lighting, and station amenities.
- Platforms being replaced or renovated at all locations.
- Track rehabilitation at all locations except Granville, including new waterproofing over viaducts, ties, ballast, and rail.



Project Title: North Red Line Stations

Managing Department: Facilities Construction

Impact on Customers:	Stations being closed up to six weeks for renovation; no closure of adjacent stations. Track reroutes on weekends and evenings for track replacement.
Benefit to System:	Renovated stations that are brighter, safer, and dry.
Benefit to Community:	Improved traffic flow throughout stations and more reliable rail service.
Impact on Accessibility:	None
Estimated # of Jobs Created:	235 (estimate)
Customer Communication Need:	<ul style="list-style-type: none"> • Notification to community for station closures and weekend track impacts. • Traffic and pedestrian reroutes for weekend track rehabilitation. Supplemental bus service to be provided for weekend track work. • Bus re-routes during station closures, track work

Comparable Projects:
<ul style="list-style-type: none"> • Brown Line Capacity Expansion Project



Project Title: North Red Line Stations

Managing Department: Facilities Construction

Construction Progress

Phase	Description	Status
Design	<ul style="list-style-type: none"> Station Design 	Complete
Construction	<ul style="list-style-type: none"> Rehabilitation of tracks and waterproofing at Jarvis, Morse, Thorndale, and Berwyn, and Argyle Stations 	Complete
	<ul style="list-style-type: none"> Renovation of Argyle, Berwyn, Thorndale, Granville, and Morse Stations 	Closeout
	<ul style="list-style-type: none"> Renovated Lawrence Station complete 	Opened 11/30
	<ul style="list-style-type: none"> Renovated Jarvis Station complete 	Opened 12/13
	<ul style="list-style-type: none"> Renovation of Concrete Viaducts 	Ongoing
	<ul style="list-style-type: none"> Slow zone removal is 7,297' to date. 	Closeout
	<ul style="list-style-type: none"> Concession Build Out 	Ongoing

Delay Explanation:

No delays



Project Title: North Red Line Stations

Managing Department: Facilities Construction

Viaduct Rehabilitation at Jarvis Station



Before



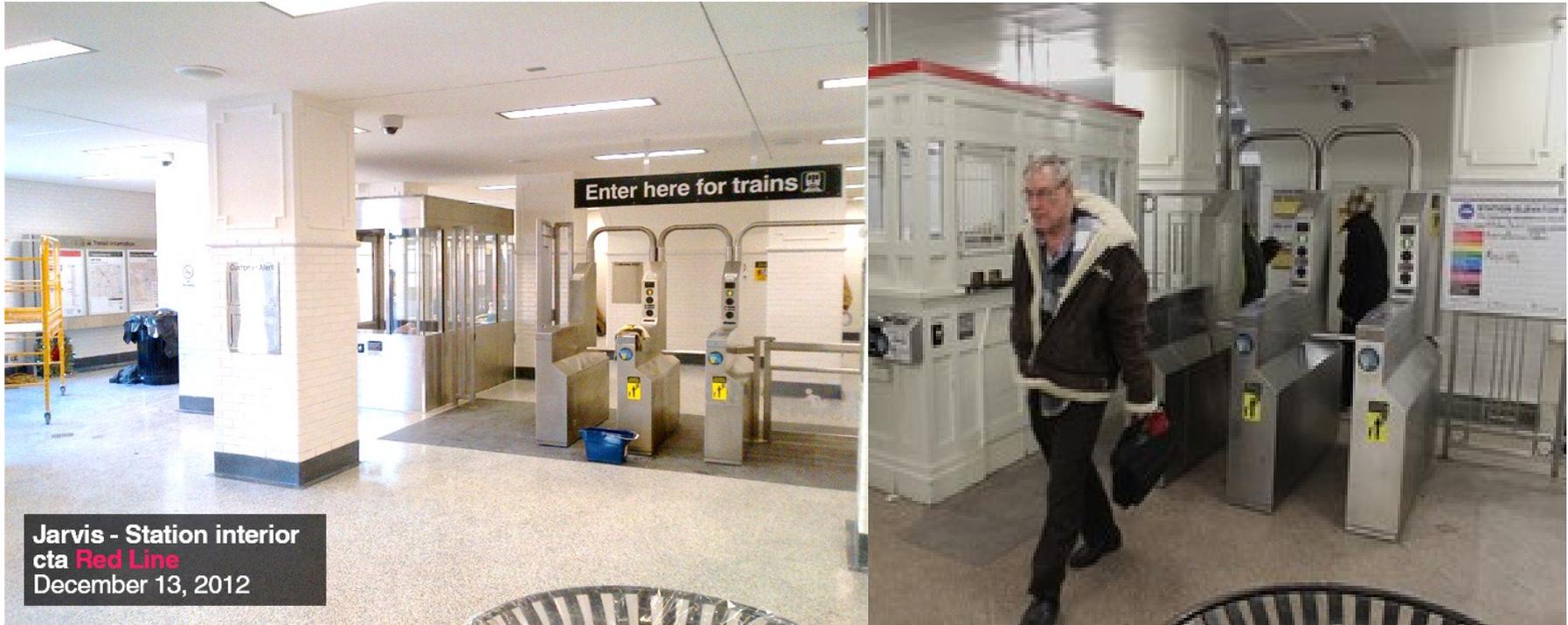
After



Project Title: North Red Line Stations

Managing Department: Facilities Construction

Stationhouse Rehabilitation at Jarvis Station



Project Title: North Red Line Stations

Managing Department: Facilities Construction

Lawrence Station

