

Construction Project Briefing

April 5, 2017



Today's Presentation

- **95th Street Terminal Improvement Program**
- **Wilson Transfer Station, Track, and Structure Reconstruction**
- **Ravenswood Loop Signals Upgrade Project**
- **Illinois Medical District (IMD) Rehabilitation Project**



Project Title: 95th 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:	\$280 M
Construction Contract Value:	Advance Package 1: \$ 2,482,588 Advance Package 2: \$24,697,210 Main Terminal Contract: \$180,000,000
Earned to Date:	Advance Package 1: 100% Advance Package 2: 96% Main Terminal Contract: 13%
Percent Change Orders to Construction Contract:	Advance Package 1: (0.3%) Advance Package 2: 7% Main Terminal Contract: 0%
Percent Time Used:	Advance Package 1: 100% Advance Package 2: 100% Main Terminal Contract: 44%
DBE:	Advance Package 1: Goal: 30% / Commitment: 35.19% / Current Attainment*: 37.26% Advance Package 2: Goal: 30% / Commitment: 30% / Current Attainment*: 32.03% Main Terminal Contract: Goal: 27% / Commitment: 27% Outreach events conducted: 8 *Attainment is based on progress payments and may vary over the life of the project
Funding Source:	Federal, State, Bond



Project Title: 95th Terminal Improvement Program

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 / 661 days Main Terminal Contract: NTP Issued Nov 24, 2015 / 1118 days
AP1/AP2 Construction Manager/General Contractor:	Walsh / II in One JV
Main Terminal Contractor:	F.H. Paschen / Milhouse JV
Owners Representative:	Jacobs/SQN JV

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: 95th 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 th 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.

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



Project Title: 95th Terminal Improvement Program

Construction Progress

Phase	Description	Status
<p>Close-out Advance Package 2: Dan Ryan Retaining Walls</p>	<ul style="list-style-type: none"> ▪ CTA issued Substantial Completion for Milestone 2 on May 15, 2016. ▪ Field work punchlist work is complete. ▪ Administrative close-out is ongoing. 	Ongoing
<p>Design/ Pre-Construction Main Terminal Contract</p>	<ul style="list-style-type: none"> ▪ Design progression on Design Package 5: North Terminal is ongoing. ▪ Contractor is evaluating various Trade Work Package bids, such as Storefront & Curtainwall, Building Electrical & Communications, South Terminal Interior Building Trades. ▪ Bid solicitation is ongoing for Traffic Signals, Building and Site Signage. ▪ The following Concurrence of Award (COA) were executed: <ul style="list-style-type: none"> ▪ COA-10: Bus Canopy Steel, Site Demo & Earthwork 	Ongoing
<p>Construction Main Terminal Contract</p>	<ul style="list-style-type: none"> ▪ 95th St. Bridge Pier Extension work completed. ▪ West barrier wall concrete poured and forms stripped. ▪ Permanent traction power and local signal ductbanks installed. ▪ Site preparation for cutover to east side track work. ▪ Existing ComEd station feeder ductbank demolished and removed. ▪ Installation of earth retention systems south of existing platform. 	Ongoing

Delay Explanation:

N/A



Project Title: 95th Terminal Improvement Program

Public Outreach



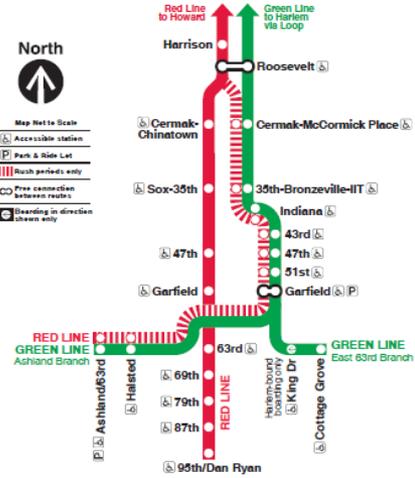
95th Street Terminal Reconstruction 2017 Red Line Service Impacts



The Chicago Transit Authority (CTA) is beginning the next major construction phase of its signature 95th Terminal Improvement Project that began in 2014 and is expanding and greatly improving the 95th/Dan Ryan Red Line station.

The next phase will include work on the tracks, existing station platform and the new North and South Terminal buildings. To complete this work, the CTA will need to make some minor changes to Red Line service during the construction period.

Beginning April 3, CTA will reroute some Red Line trains in the off-peak direction only for approximately 2 ½ hours each weekday in order to maintain Red Line service, keep the 95th/Dan Ryan station open and minimize customer impacts during construction. During these times, some off-peak direction Red Line trains south of Roosevelt will be rerouted onto the Green Line to or from the Ashland/63rd station.



Morning rush period (from 7:56am to 9:14am):

- Normal Red Line rush period Howard-bound service (peak direction service on the South Side).
- Every other train beginning its trip from Howard towards the South Side (off-peak direction service on the South Side) will be rerouted after Roosevelt station to Ashland/63rd Green Line station; the remaining Red Line trains will continue regular route to 95th/Dan Ryan station.

Evening rush period (from 4:40pm to 5:58pm):

- Normal Red Line rush period 95th-bound service (peak direction service on the South Side).
- Every other Howard-bound train (off-peak direction on the South Side) entering the Loop south of Roosevelt will originate from Ashland/63rd Green Line station.

All trains, including those rerouted, will have the appropriate destination signs marked Ashland/63rd, 95th/Dan Ryan or Howard.

Attention Red Line Customers

Rush Period Service Changes Between Roosevelt and 95th

Starting Mon, April 3, during morning and evening rush periods only, some Red Line trains will be rerouted south of Roosevelt to/from Ashland/63rd via the Green Line due to construction for the 95th Terminal Improvement Project.

Check destination signs and listen for announcements during weekday rush periods.

Trains will continue to operate between Howard and 95th 24-hours a day, seven days a week, and are not affected during non-rush periods.

More information: transitchicago.com/95thTerminal



Why is the reroute needed?

The reroute is necessary as construction continues on the South Terminal Building, including foundations, structural steel, track alignment work, platform construction, as well as foundation work for the North Terminal and 95th Street bridge widening work. CTA will need to close both the east and west sides of the track (at separate times) that serves 95th/Dan Ryan station as well as provides CTA operators access to 98th Street rail yard. Normal service is expected to resume in fall 2017.

The reroute will affect less than 10 percent of all Red Line trains while allowing CTA to continue to accommodate service needs across the entire line. Customers traveling to the South Side will have additional options and service towards 95th/Dan Ryan or Ashland/63rd station, which connect to several key bus routes.

A modern transit center

The 95th Street Terminal Improvement Project is a \$280 million project to completely rebuild the Red Line South's busiest station and create a safer, larger and more-efficient environment for transit riders. The completed project will not only create a signature statement for the South Side, but will better serve the existing high volume of riders by providing safer passenger access to buses and the train station. This modern facility will also expand passenger capacity and provide riders with a safer, pedestrian-friendly environment that will offer fewer delays and shorter travel times. The project is expected to be complete in 2018.

transitchicago.com/95thTerminal
[facebook.com/thecta](https://www.facebook.com/thecta)
 @cta



Project Title: 95th Terminal Improvement Program

Public Outreach



CTA to reroute some Red Line trains during 95th Street station work



CTA Red Line service changes coming in April



Red Line Trains To Use Green Line As 95th Street Station Work Continues



Major construction project will affect Red Line service through fall



Project Title: 95th Terminal Improvement Program



95th Bridge Pier Extension Complete, West Side Barrier Wall Concrete Pour



Project Title: 95th Terminal Improvement Program



Earth Retention System Installation



Project Title: 95th Terminal Improvement Program



Extended Lane Closure Installed, West Barrier Wall Complete



Project Title: 95th Terminal Improvement Program



Reconstruction of West Track



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:	64%
Percent Change Orders to Construction Contract:	(0.7 %)
Percent Time Used:	79%
DBE:	Goal: 25% / Commitment: 27.52% Outreach events conducted: 1
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

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"> • New modern, more spacious and accessible stationhouse with three (3) entrances. • Upgraded track structure infrastructure and signals for more reliable service. • New transfer point between Red and Purple express rail lines.
Benefit to Community:	<ul style="list-style-type: none"> • Modern facility with new system upgrades. • Easy access entrances through three (3) entry points. • Bigger platforms that will accommodate higher capacity for passengers to avoid overcrowding. • Platform canopies to protect customers from elements. • New ADA accessible station.
Impact on Accessibility:	Station will be fully accessible upon completion.
Estimated # of Jobs Created:	560
Customer Communication Need:	<ul style="list-style-type: none"> • 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.

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



Project Title: Wilson Transfer Station, Track & Structure Reconstruction

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> • Cutover weekend for stage 4 is completed • Opened new track 3 for revenue service • Closed existing track 4 for demolition • Track 4 demolition activities started • Wilson main station build out continues. • Wilson auxiliary station build out continues • Sunnyside ramp steel structure and precast floor installation continues. • Start caisson installation activities for new track 4 • Install new east elevator steel structure tower • Install new supervisor booth at east platform 	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Planned</p> <p>Planned</p> <p>Planned</p>
<p>N/A</p>		



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



New Wilson main station foundations



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



New Wilson auxiliary foundations



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



New west ramp steel structure installation at Sunnyside



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



Arcadis_US - Wilson Red Line Station
Camera 2 - March 16, 2017 08:11

New track 3 in service



Project Title: Ravenswood Loop Signal Upgrade Project

Justification of Need:	The signal system for the Ravenswood Loop Connector section of the CTA Brown line was originally commissioned in 1975. In order to decrease headways and improve reliability, the system will be replaced with a new system.
Priority of Project:	High
Total Project Budget:	\$ 50 M
Construction Contract Value:	\$ 32.6M
Earned to Date:	26.7%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	62%
DBE:	Goal: 10% / Commitment: 10% Outreach events conducted: 1 (CTA)
Funding Source:	CTA PBV, CTA Bonds, FTA
Start Date/Length of Project:	November 4, 2015 – January 3, 2018
Designer of Record:	Parsons Transportation
Construction Manager/General Contractor:	Parsons Brinckerhoff/Ragnar Benson Construction, LLC

Overview of Scope: The signal system upgrade will include the following features:

- Removal of all existing signal equipment, cabling, and signal platforms.
- Design & install new platforms, cabling, cable support brackets, and signal equipment.
- Communication network design, configuration, installation, and commissioning.



Project Title: Ravenswood Loop Signal Upgrade Project

Impact on Customers:	54 hour line cut to cut over new signal system.
Benefit to System:	<ul style="list-style-type: none"> • Decreased headways • More reliable equipment • More robust signal network • Better diagnostic abilities • More reliable track circuit indications • Added loss of shunt detection system • Optimized curve speeds (potentially reduce run times)
Benefit to Community:	<ul style="list-style-type: none"> • Maximizing number of trains allowed in the corridor. • Less customer inconvenience due to signal system malfunction.
Impact on Accessibility:	None
Estimated # of Jobs Created:	89
Customer Communication Need:	<ul style="list-style-type: none"> • Construction activity notices will be provided to inform businesses and residents regarding line cut and construction impacts (noise, dust, street/alley impacts) throughout the project.

Comparable Projects:
<ul style="list-style-type: none"> • Loop Signal Project • Dearborn Signal Project



Project Title: Ravenswood Loop Signal Upgrade Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"><li data-bbox="388 261 938 289">• Installation of cable brackets and cable.<li data-bbox="388 332 1412 361">• Installation of foundations and structural steel to support new signal houses.<li data-bbox="388 404 855 432">• Installation of new signal houses.<li data-bbox="388 475 900 504">• Installation of new signal equipment.<li data-bbox="388 546 1035 575">• Integration and troubleshooting of new system.<li data-bbox="388 618 643 646">• System Cutover.	Ongoing Ongoing Planned Planned Planned Planned



Project Title: Ravenswood Loop Signal Upgrade Project



Installation of signal house foundation rebar at Cleveland



Project Title: Ravenswood Loop Signal Upgrade Project



Installation signal house platform steel at Cleveland



Project Title: Illinois Medical District (IMD) Rehabilitation Project

Justification of Need:	To improve the accessibility of the Illinois Medical District Station and rehabilitate the station to a state of good repair. The project will make all three station entrances ADA accessible, including the addition of an elevator to the Ogden entrance.
Priority of Project:	High
Total Project Budget:	\$23 M
Construction Contract Value:	\$14,221,000
Earned to Date:	4.3%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	40%
DBE:	Goal: 30%, Commitment: 30% Outreach events conducted: 2 (CTA)
Funding Source:	TIF
Estimated Start Date/Estimated Length of Project:	NTP: September 26, 2016 Substantial Completion (406 days after NTP) – November 6, 2017
General Contractor:	McHugh Construction/ UJAMAA Joint Venture
Construction Manager / Owners Representative:	STV

Detailed Overview of Scope:

The Illinois Medical District Rehabilitation Project will rehabilitate the Damen and Paulina stationhouses and concourses through structural reinforcements and upgraded exterior envelopes & interior improvements. The project will reconstruct and expand the Ogden stationhouse providing new upgraded electrical service and elevator access to the platform as well as reinforced structural components. Platform restorations and improvements will also be incorporated. All three station entrances will be ADA compliant and will incorporate lighting improvements, communication system improvements and signage upgrades.



Project Title: Illinois Medical District (IMD) Rehabilitation Project

Impact on Customers:	<p>Station will remain open at all times. Temporary Station Entrance closures will occur and access to portions of the platform will be limited during phased construction work. ADA accessibility will be maintained at either the Paulina Stationhouse or Damen Stationhouse during all phases of construction.</p> <ul style="list-style-type: none"> • 50 maximum nightly single track occurrences. • 5 maximum weekend single track occurrences. • Partial platform closures
Benefit to System:	Improved customer circulation. Provides accessibility to customers with disabilities at all 3 entrances of IMD Station which maintains the highest ridership on the Congress Branch.
Benefit to Community:	Improved aesthetics and pedestrian safety with new metal panel stationhouse exteriors, stainless steel stationhouse interior panels & new stationhouse storefronts. Upgraded LED lighting, upgraded communication systems and new signage.
Impact on Accessibility:	New elevator installation at Ogden Stationhouse. Concrete resurfacing of Damen & Paulina Concourses.
Estimated # of Jobs Created:	63
Customer Communication Need:	Construction activity notices will be needed to alert customers, businesses and residents to temporary entrance closures, weekend and night work occurrences. Extensive communication will be required for weekend closures and for extended partial platform closures.

Comparable Projects:	
<ul style="list-style-type: none"> • Quincy Loop Station Upgrade • YNB 5-Stations Project 	



Project Title: Illinois Medical District (IMD) Rehabilitation Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> ▪ Review of Submittals and Process Plans ▪ Paulina Temp ADA Accessibility Work ▪ Damen Entrance Closure for Rehabilitation ▪ Damen Concourse Rehabilitation ▪ Partial Platform Rehabilitation ▪ Ogden / Paulina Entrance Closure for Rehabilitation 	<p>Ongoing</p> <p>Complete</p> <p>Complete</p> <p>Ongoing</p> <p>Ongoing</p> <p>Planned</p>

Delay Explanation:

N/A



Project Title: Illinois Medical District (IMD) Rehabilitation Project



Damen Stationhouse temporary work platform tower erection



Project Title: Illinois Medical District (IMD) Rehabilitation Project



Damen Concourse topping slab demolition

