

Construction Project Briefing

November 20, 2019



Today's Presentation

- **ELMI – East Lake, Milwaukee, Illinois Substation Upgrade**
- **Your New Blue Signals Project**
- **Lake Line and South Mainline Track Improvements (Fast Tracks Program)**
- **Ravenswood Line – Ballasted Track Improvements (Fast Tracks Program)**
- **Electric Bus En Route Charger Stations**
- **Grand, Chicago & Division Renovations (Blue Line)**
- **Red and Purple Modernization Project**



Project Title: ELMI – East Lake, Milwaukee, Illinois Substation Upgrade

Justification of Need:	The existing traction power equipment at these substations is well past its useful life and needs to be replaced to assure reliable 600-volt DC traction power. Rehabilitate the substation buildings to a state of good repair.
Priority of Project:	High
Total Project Budget:	\$ 69M
Construction Contract Value:	\$ 42.9M
Earned to Date:	85%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	90%
DBE:	Goal: 20% / Commitment: 20% Contract is on track to meet the DBE goal Outreach events conducted: 2 (CTA)
Funding Source:	CTA Bonds, RTA Bonds
Estimated Start Date/Estimated Length of Project:	NTP: April 10, 2017; Substantial Completion March 8, 2020
Designer of Record:	T.Y. Lin International
Construction Manager/General Contractor:	STV

Detailed Overview of Scope:

Rehabilitation of existing buildings and building envelopes to a state of good repair at East Lake, Milwaukee, and Illinois. Scope of work includes replacement of roof, tuck-pointing, hazardous material abatement, structural repairs and improvements, plumbing and mechanical repairs and improvements, and electrical repairs and improvements.

Replace existing AC/DC conversion equipment at all locations and getaway cables at East Lake.

Part of the scope of this project includes CTA purchasing 10 East Lake from ComEd.



Project Title: ELMI – East Lake, Milwaukee, Illinois Substation Upgrade

Impact on Customers:	There will be minimum impact to CTA customers.
Benefit to System:	<ul style="list-style-type: none"> • Additional traction power capacity • Reduced traction power related train defects • Improved reliability for revenue service • Improved safety
Benefit to Community:	Improved Reliability and Safety
Impact on Accessibility:	None
Estimated # of Jobs Created:	897 indirect, 188 direct
Customer Communication Need:	Construction activity notices will be provided to inform businesses and residents regarding temporary construction impacts (noise, dust, street/alley closures) throughout the project.

Comparable Projects:

- Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects.



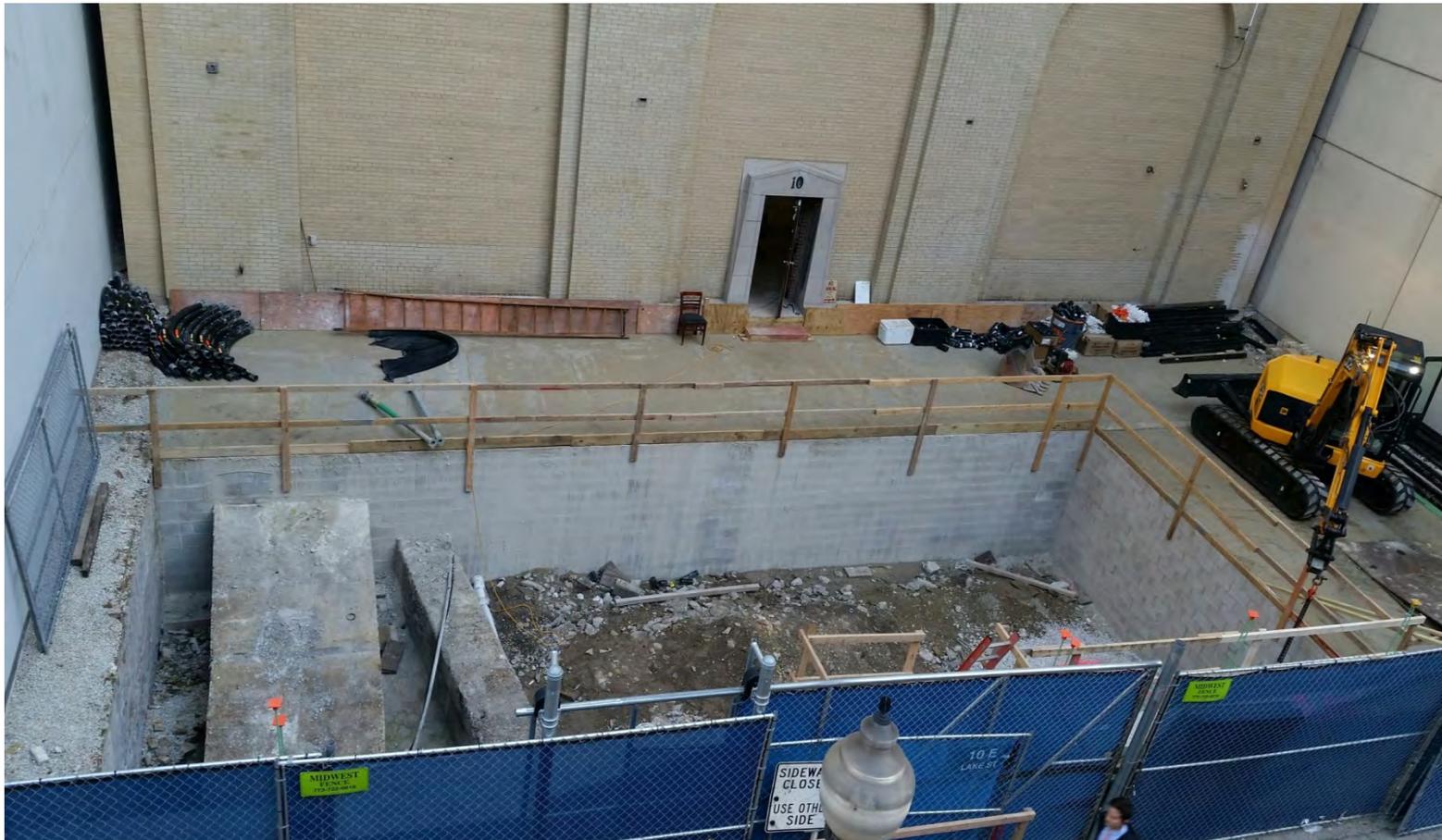
Project Title: ELMI – East Lake, Milwaukee, Illinois Substation Upgrade

Construction Progress

Phase	Description	Status
<p>Construction</p>	<ul style="list-style-type: none"> • Installation, Testing, and Putting In-Service DC Switchgear. • Manufacturing of traction power equipment is in progress at East Lake Substation. • Factory Acceptance Testing of traction power equipment at East Lake Substation is progressing. • Tuckpointing, demolition, lead paint abatement, epoxy floor installation, di-electric floor installation, exhaust fan installation, plumbing, lighting, fire alarm, are in progress at East Lake Substation. • Exterior Ductbank installation has started • Lineups #2, #3, & #4 are in-service. • Lineup #1 is expected to be placed in service in December 2019. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Completed</p> <p>Ongoing</p>
<p>Delay Explanation:</p>		
<p>N/A</p>		



Project Title: ELMI – East Lake, Milwaukee, Illinois Substation Upgrade



Courtyard work at East Lake Substation



Project Title: ELMI – East Lake, Milwaukee, Illinois Substation Upgrade



Catch Basin Installation in Courtyard at East Lake Substation



Project Title: Your New Blue Jefferson Park to O’Hare Signals Project

Justification of Need:	The existing 30-year old signal system is approaching the end of its useful life. Maintaining the system has become increasingly difficult in as much as many components are now obsolete and difficult to repair or replace.
Priority of Project:	High
Total Project Budget:	\$ 207M
Construction Contract Value:	\$ 153,696,433.00
Earned to Date:	28%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	50%
DBE:	Goal: 10% Design / 15% Construction Commitment: 10.1% Design / 15% Construction Contract is on track to meet the DBE goal Outreach events conducted: 2 (CTA) 1 (KAJV)
Funding Source:	CTA Bonds, RTA Bonds, Federal Formula Funds, and Federal TIFIA loan
Estimated Start Date/Estimated Length of Project:	NTP: May 21, 2018; Substantial Completion May 20, 2021
Designer of Record:	KAJV – Mott McDonald
Construction Manager/General Contractor:	STV

Detailed Overview of Scope:

This is a design-build project that existing relay houses are going to be replaced with new relay houses on elevated or at grade platforms and existing relay rooms are proposed to be expanded/ refurbished and/or reconfigured to accommodate the new signal equipment. The existing relay houses/ rooms are located at the following locations: Jefferson Park, Central, Foster, Nagle, Harlem, Cumberland, River Road, Rosemont East, Rosemont Yard, Rosemont West, Old Manheim, O’Hare East and O’Hare West. Special trackwork improvements are at Central Interlocking.



Project Title: Your New Blue Jefferson Park to O’Hare Signals Project

Impact on Customers:	There will be 11 weekend Line Cuts: 2 – 9 Day Line Cuts from O’Hare to Rosemont, 2 Weekend Line Cuts from Rosemont to Harlem, and 7 Line Cuts from Harlem to Jefferson Park. Bus shuttles will be provided for these line cuts. In addition, there are 90 nighttime single track outages that may affect customers.
Benefit to System:	This will be the last section of the Blue Line to receive upgraded signals and interlocking systems. When completed, these systems will assure consistent, safe and reliable train operations on the entire Blue Line for many years to come. The proposed new equipment will provide bi-directional railway traffic protection and maintain headways at 90 seconds at 35 mph nominal. The Project will be designed with infrastructure provisions for a future Communication Based Train Control (CBTC) system, such as ducts for serial fiber/ cables, ample spare room for hardware in each relay/ audio house and ideal locations for transponders, radio transmitters/ antennae and wayside zone controllers.
Benefit to Community:	Improved Reliability and Safety
Impact on Accessibility:	During the 11 weekend Line Cuts, train stations will be inaccessible.
Estimated # of Jobs Created:	TBD
Customer Communication Need:	Construction activity notices will be provided to inform customers that Line Cuts will impact their commute.

Comparable Projects:

- Ravenswood Loop Connector
- Congress Dearborn – Jefferson Park to Forest Park Signal Replacement



Project Title: Your New Blue Jefferson Park to O'Hare Signals Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> • Manhole Investigation. Manholes are being cleaned, check valves are being inspected. • Ductbank Investigation and Installation. • Removal of cable from ductbanks. • Signal & Traction Power Cable Installation. • Potholing along the Right of Way. • Innerduct installation. • Asbestos testing. • Structural Steel Modifications • Weekend Line Cut from Harlem to Rosemont performed 10/25/19 through 10/28/19 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Completed</p>
Delay Explanation:		
N/A		



Project Title: Your New Blue Jefferson Park to O'Hare Signals Project



Sawcutting Cumberland Concrete Pier



Project Title: Your New Blue Jefferson Park to O'Hare Signals Project



Plowing Operation between Harlem and Cumberland



Project Title: Your New Blue Jefferson Park to O'Hare Signals Project



Plowing Operation between Harlem and Cumberland



Project Title: Lake Line and South Mainline Track Improvements (Fast Tracks Program)

Justification of Need:	The goal of this project is to replace worn and deteriorated track components to improve the quality of ride for customers, reduce maintenance, eliminate slow zones, and extend the life of the infrastructure in the project area.
Priority of Project:	High
Total Project Budget:	\$70 million
Construction Contract Value:	\$41,448,861
Earned to Date:	66% (Approximately thru end of October)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	78%
DBE:	<ul style="list-style-type: none"> • Goal: 22% Design / 22% Construction • Commitment: 22% Design / 22% Construction • Contract is on track to meet the DBE goal
Funding Source:	City rideshare fee
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP: April 5, 2019 • Projected Substantial Completion: December 31, 2019 (ahead of schedule) • Contractual Substantial Completion: November 29, 2020
Designer of Record:	Alfred Benesch & Company
Construction Manager / General Contractor:	STV Incorporated / Kiewit Infrastructure Company

Detailed Overview of Scope:

Project Limits: Lake Line – Wells Street to Ogden Avenue, South Mainline – 18th Street to 30th Street

Scope: The base scope includes both design and construction services to replace track ties and fasteners, replace footwalks, replace running rail and contact rail in selective curve areas, add track planking in the gauge of the mainline tracks in select areas, and perform incidental signal work and testing. The contract also includes rail grinding work within the project limits to improve the rail head profile and a survey of the entire Green Line to assist with developing future Green Line projects.



Project Title: Lake Line and South Mainline Track Improvements (Fast Tracks Program)

Impact on Customers:	<ul style="list-style-type: none"> • Construction work will occur during 15 weekend line cuts between May-December 2019. • 8 weekend line cuts will occur on the Lake Line between the following stations: <ul style="list-style-type: none"> • 1 line cut between California and Clark/Lake stations • 3 line cuts between Ashland and Clinton stations • 3 line cuts between Ashland and Clark/Lake stations • 1 line cut between Clinton and Clark/Lake stations • 7 line cuts will occur on the South Mainline between Roosevelt and 35th-Bronzeville-IIT stations. • Bus shuttles for passengers will be provided between stations for all weekend line cuts.
Benefit to System:	<ul style="list-style-type: none"> • The project will remove 14,753 ft. of slow zones that currently exist in the project area. • The project will reduce maintenance needs and extend the life of the track infrastructure in the project area.
Benefit to Community:	When completed, the project is expected to provide 5 minute round trip travel time savings and improve ride quality for Green Line passengers.
Impact on Accessibility:	None
Estimated # of Jobs Created:	910 total, 190 direct
Customer Communication Need:	Construction activity notices will be provided to inform customers and local businesses/residents how line cuts and road closures will impact them.

Comparable Projects:

- Ravenswood Loop Connector – Track Renewal
- Milwaukee Blue Line Track Improvements
- Lake Line – Laramie to Harlem – Tactical Ballasted Trackwork



Project Title: Lake Line and South Mainline Track Improvements (Fast Tracks Program)

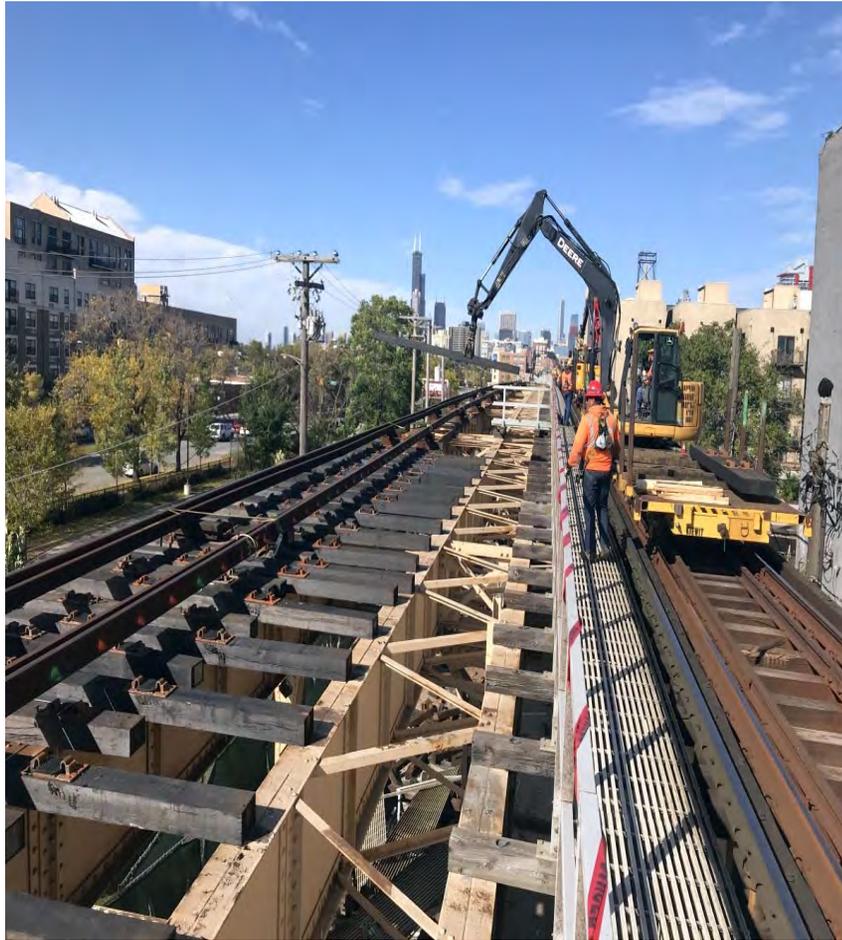
Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"> • Existing condition surveys at track-level and street-level • South Mainline rail grinding work • Final design for all construction work • Lake Line track work (7 weekend line cuts completed to date) • Lake Line rail grinding work • South Mainline track work (1 weekend line cut completed to date) • Post-construction survey of the entire Green Line 	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Planned</p> <p>Ongoing</p> <p>Planned</p>

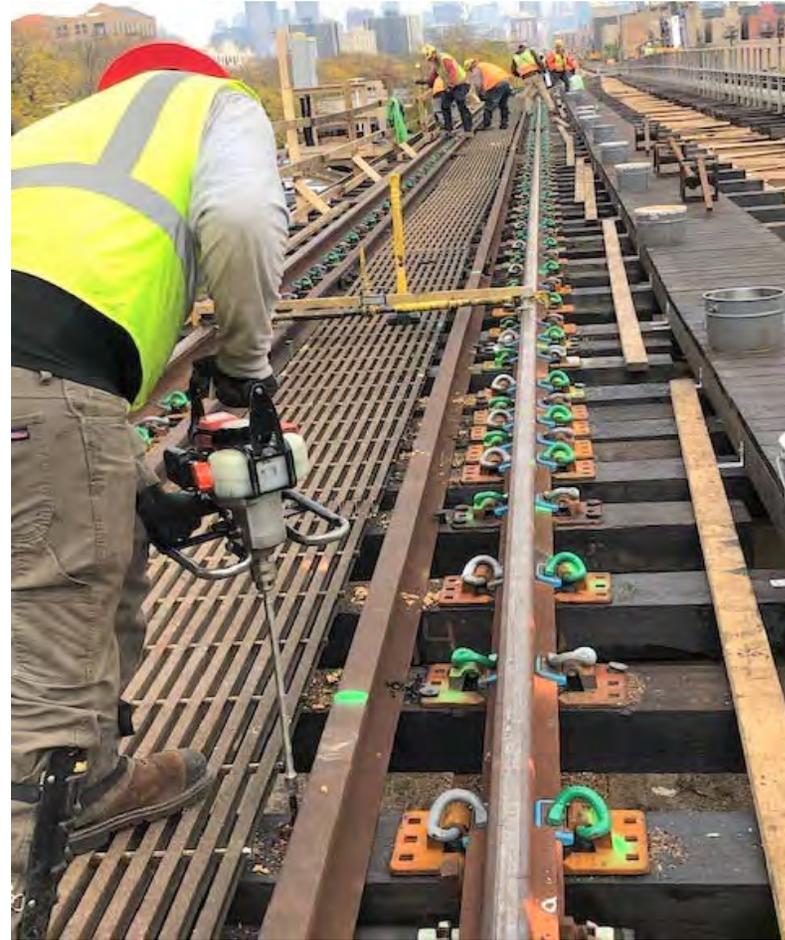
Delay Explanation:
<p>N/A</p>



Project Title: Lake Line and South Mainline Track Improvements (Fast Tracks Program)



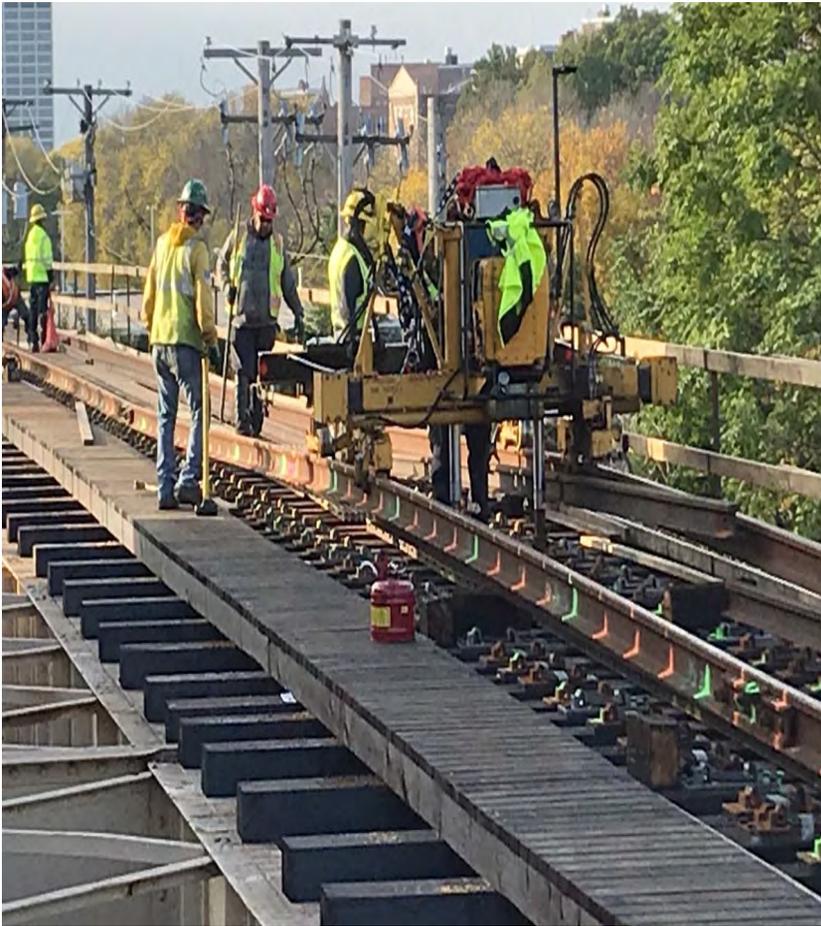
Installing Ties



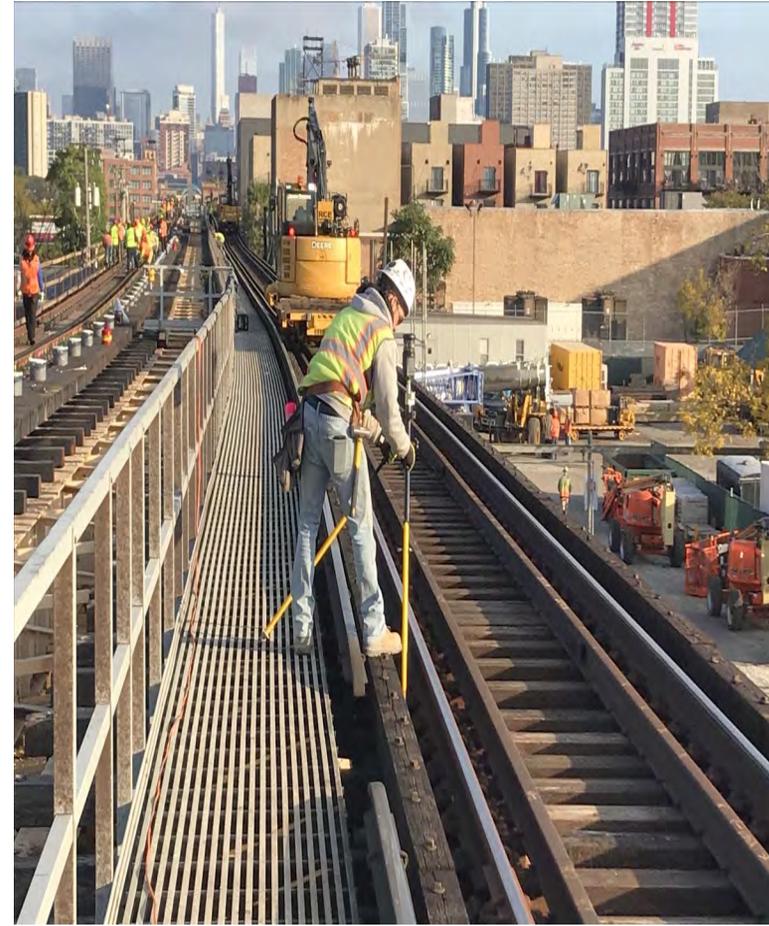
Drilling SIG for Spikes & Gauging Rail



Project Title: Lake Line and South Mainline Track Improvements (Fast Tracks Program)



Dropping Rail



Surveying Curves



Project Title: Ravenswood Line – Ballasted Track Improvements (Fast Tracks)

Justification of Need:	The planned improvements for the Fast Tracks Program will reduce the time of typical round-trip commutes on the Red, Blue, Brown and Green lines by upgrading track and electrical power in multiple locations throughout the system. This project will address the Ravenswood Line – Ballasted Track Improvements project. This project will replace components that have been in service since 1991.
Priority of Project:	High
Total Project Budget:	\$ 16.4M
Construction Contract Value:	\$ 10.6
Earned to Date:	12%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	42% through September
DBE:	DBE Goal is 20%
Funding Source:	CTA Bonds
Estimated Start Date/Estimated Length of Project:	NTP: July 7, 2019; Substantial Completion January 6, 2020
Designer of Record:	CTA
Construction Manager/General Contractor:	WSP/ F.H. Paschen

Detailed Overview of Scope:

The general Scope of Work includes, but is not limited to, replacement of grade crossings, at Kedzie and Francisco/Manor also the replacement of ties, rail fasteners, stone ballast, select running rail and incidental signal and traction power work. At stations between Western Ave and Kimball.



Project Title: Ravenswood Line – Ballasted Track Improvements (Fast Tracks)

Impact on Customers:	There will be some impact to CTA customers and surrounding community related to pedestrian and vehicular detours for track and crossing replacements Bus Shuttles will be provided throughout construction.
Benefit to System:	<ul style="list-style-type: none"> • Reduces the typical round trip commute times • Upgraded track and electrical power in multiple locations • Improved reliability for revenue service • Improved safety
Benefit to Community:	Improved Reliability, Travel Times and Safety
Impact on Accessibility:	None
Estimated # of Jobs Created:	45 Direct and 216 Indirect
Customer Communication Need:	Construction activity notices will be provided to inform businesses and residents regarding temporary construction impacts (noise, dust, street/alley closures) throughout the project.

Comparable Projects:

- Lake Line and South Mainline Track Improvements (Fast Tracks Program)



Project Title: Ravenswood Line – Ballasted Track Improvements (Fast Tracks)

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• The project has a total of six Track Access Occurrences (line-cuts.) To date there are 5 remaining.	Ongoing
	<ul style="list-style-type: none">• Surveying to locate and verify underground utilities.	Ongoing
	<ul style="list-style-type: none">• Pre-Plating of track ties in preparation of weekend line cut.	Ongoing
	<ul style="list-style-type: none">• Removal of Running Rail, 3rd rail and ballast through the limits of Rockwell Station.	Completed
	<ul style="list-style-type: none">• Installation of new Ties plates rail chairs and rail through out station limits at Rockwell.	Completed
N/A		



Project Title: Ravenswood Line – Ballasted Track Improvements(Fast Tracks)



Removing Existing Ties



Project Title: Ravenswood Line – Ballasted Track Improvements(Fast Tracks)



Installation of Pre-Plated Ties



Project Title: Ravenswood Line – Ballasted Track Improvements(Fast Tracks)



Loading Ballast Carts



Project Title: Ravenswood Line – Ballasted Track Improvements(Fast Tracks)



Installation and Spreading of Ballast



Project Title: Electric Bus En Route Charger Stations

Justification of Need:	
Priority of Project:	Normal
Total Project Budget:	\$31.9M
Construction Contract Value:	(\$13,934,337.00 Infrastructure Installation) – (\$18,012,857.00 Bus Procurement)
Earned to Date:	38%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	80%
DBE:	<ul style="list-style-type: none"> • Goal: 30% • Commitment: 30%
Funding Source:	FTA, CTA Bond, Grants CMAQ
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP: 7-12-2018 • Projected Substantial Completion: 4-15-2020 • Contractual Substantial Completion: 12-14-2019
Designer of Record:	JLK Architects
Construction Manager / General Contractor:	CM = WSP/SQN GC = Proterra / Mortenson

Detailed Overview of Scope:

The Contractor will provide design, construction services, vehicle delivery, and equipment installation services to the CTA for a complete charging infrastructure system for 100% electric propulsion buses at the Navy Pier Bus Turnaround, the Chicago & Austin Bus Turnaround, and the Chicago Garage.



Project Title: Electric Bus En Route Charger Stations

Impact on Customers:	<ul style="list-style-type: none">• This work will have minimal impact on CTA customers at Navy Pier, and Chicago & Austin Bus Turnaround.• There will be a lane closure at the Grand Ave. / Park Ave. intersection during the tie in to the ComEd vault for power later in Q4.
Benefit to System:	The City of Chicago has committed to “Going Green”. Electric buses reduce the strain on the environmental hazards of traditional combustion engines.
Benefit to Community:	Clean, quiet, well lit buses promote green living.
Impact on Accessibility:	N/A
Estimated # of Jobs Created:	100
Customer Communication Need:	Construction activity notices will be provided to inform customers and local businesses/residents how the lane closures will impact them.

Comparable Projects:

- This is the first of its kind at this scale in the United States.



Project Title: Electric Bus En Route Charger Stations

Construction Progress

Phase	Description	Status
Construction	<p><u>Chicago Garage</u></p> <ul style="list-style-type: none"> • Commissioning of the slow depot charger • Coordination and planning for the permanent power cutover • Continued preparation for the overhead charger 	<p>In-Progress</p> <p>In-progress</p> <p>In-progress</p>
	<p><u>Chicago/Austin</u></p> <ul style="list-style-type: none"> • Interior/Exterior structural glazed tile is being installed • Fireproofing is being sprayed on • Site preparation for landscaping and paving has begun • The contractor is making all connections for all on-site utilities connected to the existing facility • Roof has been installed, sealed and is watertight 	<p>In-progress</p> <p>In-progress</p> <p>In-progress</p> <p>In-progress</p> <p>Complete</p>



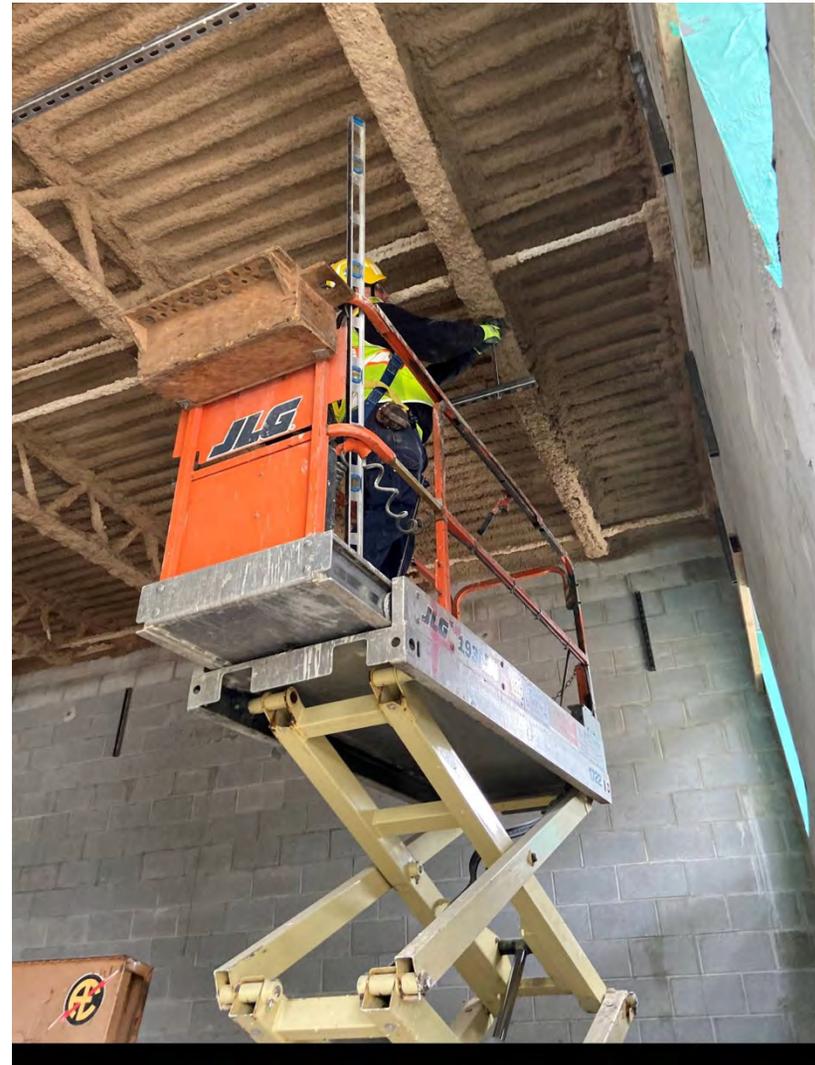
Project Title: Project Title: Electric Bus En Route Charger Stations



Chicago Austin – Building Exterior



Project Title: Project Title: Electric Bus En Route Charger Stations



Chicago/Austin – Masonry and Fireproofing Installation



Project Title: Grand, Chicago & Division Renovations (Blue Line)

Justification of Need:	Most elements of the Grand, Chicago, and Division Blue Line Stations have not experience major renovation or updating since the construction of the Dearborn Subway in 1951. In order to bring both stations to a state of good repair, upgrades are required. New elements will be brought up to current ADA standards.
Priority of Project:	High
Total Project Budget:	\$39,000,000
Construction Contract Value:	\$29,955,000
Earned to Date:	16.6% (thru September 2019)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	72.67% (thru September 2019)
DBE:	<ul style="list-style-type: none"> • Goal: 30% Design / 30% Construction • Commitment: 30% Design / 30% Construction • Contract is on track to meet the DBE goal • Outreach events conducted: 2 (CTA) & 2 (FHP)
Funding Source:	CTA Bonds, RTA Bonds, IDOT, TIFIA, TIF
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • NTP: September 27, 2018 • Projected Substantial Completion: March 18, 2020 • Contractual Substantial Completion: March 18, 2020
Designer of Record:	Mueller & Mueller
Construction Manager / General Contractor:	WSP

Detailed Overview of Scope: The Grand, Chicago, and Division Blue Line Stations will be brought to a state of good repair. Scope of work includes electrical and lighting upgrades, floor and wall replacements, sidewalk repair, updated signage, stair repairs, water mitigation, and improved customer amenities.



Project Title: Grand, Chicago & Division Renovations (Blue Line)

Impact on Customers:	<ul style="list-style-type: none"> • 9 Total Weekend Station Closures (3 at each station). • Stairways will be taken out of service, sequentially, for 42 days each. • 9 Weekend Single Tracks. • 60 Nightly Single Tracks. • Longitudinal Partial Platform Closures: 2 at each station (8 total) for a duration of 3-4 weeks each.
Benefit to System:	Extensive renovations to all three stations.
Benefit to Community:	Improved reliability, and safety
Impact on Accessibility:	No impact
Estimated # of Jobs Created:	507 indirect, 106 direct
Customer Communication Need:	Construction activity notices and customer notices will be needed to alert customers, businesses and residents to weekend and night work occurrences. Extensive communication will be required for weekend closures and extended partial platform closures.
Comparable Projects:	
<ul style="list-style-type: none"> • O'Hare Line – Addison, Irving Park, Montrose, Harlem, and Cumberland Station Renovations • O'Hare Line – Belmont and Jefferson Park Station Improvements 	



Project Title: Grand, Chicago & Division Renovations (Blue Line)

Construction Progress

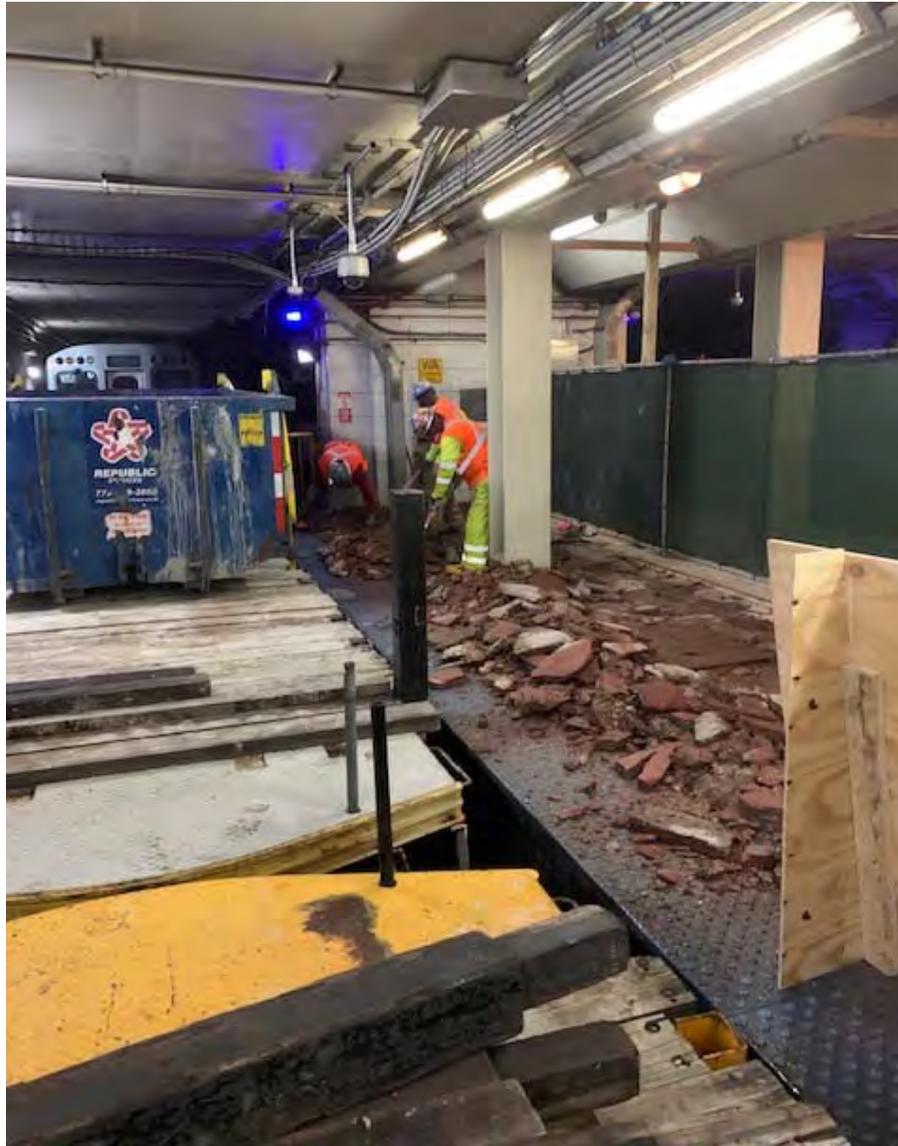
Phase	Description	Status
Design	<ul style="list-style-type: none">Achieve Final Design.	Complete
Construction	<ul style="list-style-type: none">Stairway and Partial Mezzanine Closures.	Ongoing
	<ul style="list-style-type: none">Installation of Stair and Mezzanine Enhancements.	Ongoing
	<ul style="list-style-type: none">Topping Slab Replacement at Division Station.	Ongoing
	<ul style="list-style-type: none">Topping Slab Replacement at Grand Station.	Planned
	<ul style="list-style-type: none">Topping Slab Replacement at Chicago Station.	Planned
	<ul style="list-style-type: none">Installation of Platform Level Enhancements.	Planned
	<ul style="list-style-type: none">Installation of Street Level Head Houses and Sidewalk Work.	Planned

Delay Explanation:

N/A



Project Title: Grand, Chicago & Division Renovations (Blue Line)



Division Station SB Platform Demolition



Project Title: Grand, Chicago & Division Renovations (Blue Line)



Division Station SB Platform Topping Pour



Project Title: Grand, Chicago & Division Renovations (Blue Line)



Finishing of Division Station SB Platform Concrete Topping



Project Title: Grand, Chicago & Division Renovations (Blue Line)



New Platform Topping and Glazed Tile at NB Division Platform



Project Title: Grand, Chicago & Division Renovations (Blue Line)



Conduit Installation at Grand Mezzanine



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 that is past it's useful life.
Priority of Project:	High
Total Project Budget:	\$2.1 Billion (excludes Transit TIF interest payments)
Contract Value:	\$1,272,275,929
Earned to Date:	9%
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	11%
DBE:	Design Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment 20% Contract 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 – 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 - 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 – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations.



Project Title: RPM – Phase One – Design-Build Contract

Impact on Customers:	Track closures and temporary station closures during construction. Temporary relocation of bus stops and bus reroutes during construction phasing. Temporary sidewalk, traffic lane, and parking lane closures during construction phasing.
Benefit to System:	The Red-Purple Bypass will allow CTA to operate more trains and reduce delays at the Clark Junction. Signal improvements will reduce customer congestion by allowing for additional trains. 100 year old structures are being replaced to improve reliability and extend life of system. Four new, larger, ADA accessible stations with wider platforms will replace current 90+ year old facilities.
Benefit to Community:	Improved pedestrian safety around new modern stations and structures. Enhanced lighting, improved street clearance, removal of columns from streets, enhanced signage, improved areas under track structures, and new station entrance at Hollywood Avenue.
Impact on Accessibility:	Upon project completion, Lawrence, Argyle, Berwyn and Bryn Mawr stations will include elevator access and other ADA access improvements throughout. Station improvements include wider platforms, better lighting, and modern accessible amenities.
Estimated # of Jobs Created:	1,400+ and counting
Customer Communication Need:	Frequent communication is required to provide customers advance and real-time information regarding rail and bus service modifications due to construction.

Comparable Projects:

- Brown Line Capacity Expansion Project
- Your New Blue Program
- Red Line Extension



Project Title: RPM – Phase One – Design-Build Contract



Red-Purple Bypass – Assembling Rebar Cage for Drilled Shaft



Project Title: RPM – Phase One – Design-Build Contract



Red-Purple Bypass – Drilling Drilled Shaft



Project Title: RPM – Phase One – Design-Build Contract



Red-Purple Bypass – Placing Temp Steel Casing in Drilled Shaft



Project Title: RPM – Phase One – Design-Build Contract



Red-Purple Bypass – Installing Permanent Liner in Drilled Shaft



Project Title: RPM – Phase One – Design-Build Contract



Red-Purple Bypass – Installing Rebar Cage in Drilled Shaft



Project Title: RPM – Phase One – Design-Build Contract



Red-Purple Bypass – Placing Concrete via Tremie Pipe in Drilled Shaft



Project Title: RPM Advance Contracts

Justification of Need:	<ul style="list-style-type: none"> • Advance Utility Relocation to relocate utilities in conflict with future RPM Phase One construction. • Demolition Work Orders: Two Mid-Con Work Orders to demolish buildings at 18 parcels to facilitate future RPM Phase One Construction.
Priority of Project:	<ul style="list-style-type: none"> • High
Total Project Budget:	<ul style="list-style-type: none"> • Additional support costs as part of RPM Phase One Project Budget of \$2.2B • Advance Utility Relocation: \$35,000,000 per Ordinance No. 017-53 • Demolition: \$4,380,195 Construction Contract Value
Construction Contract Value:	<ul style="list-style-type: none"> • Advance Utility Relocation: \$26,571,086.19 Work Orders Authorized (as of 10/24/19) • Demolition: \$4,380,195
Earned to Date:	<ul style="list-style-type: none"> • Advance Utility Relocation: 100% (ComEd duct bank), 90% (all work) • Demolition: 98%
Percent Change Orders to Construction Contract:	<ul style="list-style-type: none"> • Advance Utility Relocation: N/A • Demolition: 0% (Demolition Package 1 Reduced by Unused Allowances)
Percent Time Used:	<ul style="list-style-type: none"> • Advance Utility Relocation: 100% • Demolition: 100%
DBE:	<ul style="list-style-type: none"> • Advance Utility Relocation: CTA Diversity continues to work with Utilities to provide opportunities for DBEs and other diverse contractors. • Demolition: Work Orders are on track to meet the DBE goals of 30%
Funding Source:	<ul style="list-style-type: none"> • CTA Bonds, FTA Core Capacity Grant, CMAQ, TIFs
Estimated Start Date/Estimated Length of Project:	<ul style="list-style-type: none"> • Advance Utility Relocation NTP: 06/25/18 (373 days) <ul style="list-style-type: none"> • Planned Substantial Completion: Q1 2020 • Demolition NTP: 01/16/18 (322 Days) <ul style="list-style-type: none"> • Planned Substantial Completion: 12/04/18 • Demolition Substantial Completion: 03/22/2019 (Contractor notified of potential Liquidated Damages)



Project Title: RPM Advance Contracts

Designer of Record:	<ul style="list-style-type: none">• Advance Utility Relocation: Relevant Utility Agency• Demolition: CTA
Construction Manager/General Contractor:	<ul style="list-style-type: none">• Advance Utility Relocation: CM= WSP; GCs = Relevant Utility Agency or Contractor• Demolition: CM = WSP; GCs = ICC Group Inc. and John Burns Construction
Detailed Overview of Scope: <ul style="list-style-type: none">• Advance Utility Relocation: Relocate underground and overhead facilities prior to track and station construction.• Demolition: Demolish properties needed for RPM Phase One prior to track and station construction.	



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Impact on Customers:	<ul style="list-style-type: none">• Periodic flagging activities while poles being set/removed.• Bus reroutes for street closures.
Benefit to System:	<ul style="list-style-type: none">• Reduces risk and duration for the future RPM Phase One Design-Build Project.
Benefit to Community:	<ul style="list-style-type: none">• Reduces risk and duration for the future RPM Phase One Design-Build Project.
Impact on Accessibility:	<ul style="list-style-type: none">• None
Estimated # of Jobs Created:	<ul style="list-style-type: none">• N/A
Customer Communication Need:	<ul style="list-style-type: none">• Construction Activity Notices will be provided to inform businesses and residents regarding temporary construction impacts (noise, dust, street/alley closures) throughout the advance work.
Comparable Projects:	
N/A	



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Construction Progress

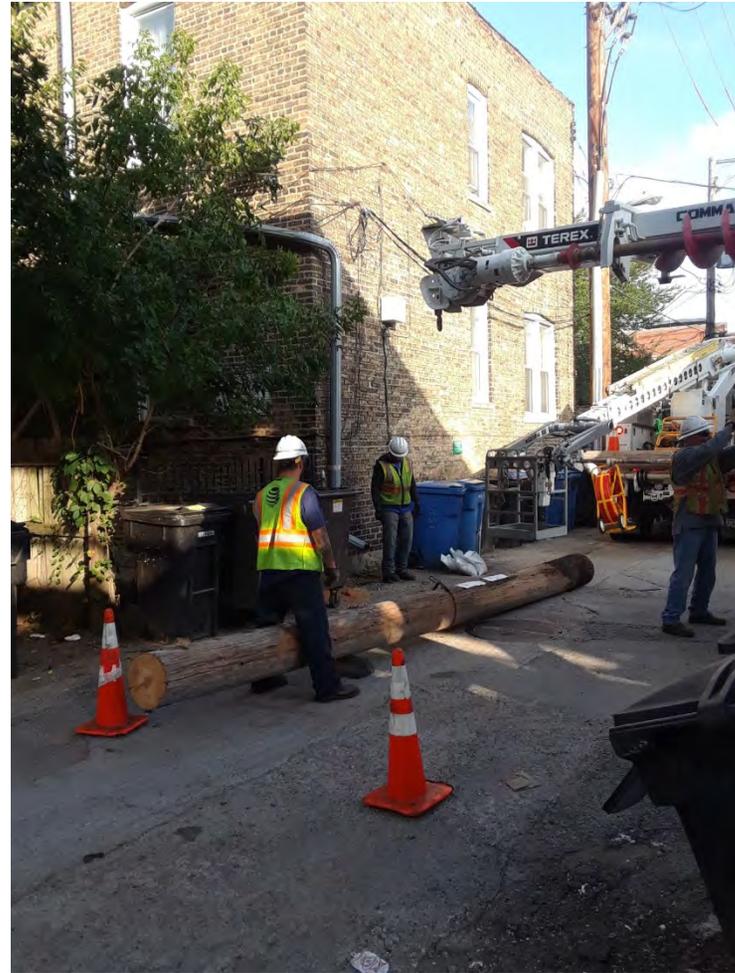
Phase	Description	Status
Design:	<ul style="list-style-type: none">Advance Utility Relocation – The majority of the design packages are through OUC. Work Orders continue to be processed.	Ongoing
Construction:	<ul style="list-style-type: none">Advance Utility Relocation – ComEd, Comcast, RCN and AT&T continue relocation of existing facilities; major infrastructure is complete for ComEd, PGL and CDWM-Water. Pole removal continues in RPB and LBMM areas. Customer service transfers continue in LBMM area. Final pavement restoration in RPB and LBMM areas anticipated to take place in November.	Ongoing
Close-Out:	<ul style="list-style-type: none">Demolition Package 2 – GC is preparing closeout submittals.	Ongoing

Delay Explanation:

N/A



Project Title: RPM Advance Contracts



ComEd customer service transfers in LBMM (left) and AT&T pole removal in RPB (right)

Project Title: RPM Community Outreach

Outreach type	Major Activities	Timing
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Community</p>  <p>Bands on Bryn Mawr</p>	<ul style="list-style-type: none"> • Project groundbreaking with Mayor Lightfoot • “Construction is here” posters w/ alerts info signup installed at Belmont station • 48th Ward chambers of commerce monthly meeting • Bands on Bryn Mawr • Newport Roscoe Neighbors Block Club • Lakeview East Chamber of Commerce meeting 	<p>Oct. 2</p> <p>Oct. 2</p> <p>Oct. 10</p> <p>Oct. 11</p> <p>Oct. 22</p> <p>Oct. 30</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Workforce</p>  <p>Englewood Job Fair</p>	<ul style="list-style-type: none"> • Workforce/DBE Outreach and Compliance meetings • Elevating Futures Scholarship Fund launch • Englewood Job Fair • Cook County Cmsr Dennis Deer’s Annual Health Summit and Job Fair • Chicago Department of Aviation Community Career Fair • Chicago Department of Aviation – Construction and Vendor Outreach Event 	<p>Monthly</p> <p>TBD</p> <p>Oct. 16</p> <p>Oct. 17</p> <p>Oct. 22</p> <p>Oct. 24</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">SBE/DBE</p>  <p>RPM Small Business graduation</p>	<ul style="list-style-type: none"> • RPM Small Business Educational Series graduation • CTA Building Small Businesses Program – Second capacity building session for DBEs • “Meet the Contractor” small business roadshow with the Austin African American Business Networking Association 	<p>Oct. 4</p> <p>Oct. 24-25</p> <p>Oct. 25</p>

