

Construction Project Briefing May 2009

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Project Title: Brown Line Capacity Expansion Project

Managing Department: Facilities Construction

Justification of Need:	Accommodate increased ridership, provide accessibility, upgrade support systems
Total Project Budget:	\$529.9M
Earned to Date:	\$464.8M or 87.7%
Percent Change Orders to Construction Contract:	6.21% (includes all 7 contracts)
Percent Time Used to Date:	83%
Funding Source:	FFGA
Estimated Start Date/Estimated Length of Project	NTP 12/2004; Completion Date 12/31/2009
Project Manager:	Bob Wittmann (GM) and Pedro Hurtado and John Titzer (PM)

Detailed Overview of Scope:

- Extend platforms to allow for 8-car operations
- Make stations ADA accessible
- Rehab 18 stations; add elevators to 13 stations
- Restore 8 historic stations in agreement with the Illinois Historic Preservation Agency
- Upgrade signal, power and communications delivery system



Project Title: Brown Line Capacity Expansion Project
Managing Department: Facilities Construction

Construction Progress

Phase	Description	Status
Construction	Wellington <ul style="list-style-type: none"> ▪ Installation of elevators, stationhouse stairs, station brick, CA kiosk, platform decking and painting of the track structure continues. 	To be complete late July 2009
	Fullerton <ul style="list-style-type: none"> ▪ Installation of elevator, electrical work in support rooms, CA kiosk, gateway and concession masonry continues. Work on the historic stationhouse masonry and stair system is ongoing. 	To be complete December 2009
	Belmont <ul style="list-style-type: none"> ▪ Installation of elevator, station house floor slabs, concession steel, and stair and masonry installation on the north side of Belmont continues. Escalator installation to begin in early May. 	To be complete December 2009

Delay Explanation:

- No current delays.



Project Title: Subway Escalators

Managing Department: Facilities Construction

Justification of Need:	Escalators beyond useful life; high maintenance cost
Total Project Budget:	\$22.8M
Construction Contract Value:	\$16.7M
Earned to Date:	\$8.27M or 50%
Percent Change Orders to Construction Contract:	.7%
Percent Time Used to Date:	48%
Funding Source:	FTA
Estimated Start Date/Estimated Length of Project	NTP 1/7/08; Completion Date 9/22/10
Project Manager:	Bob Wittmann (GM) and Rick Herndobler (PM)

Detailed Overview of Scope:

- Replace nine escalators, reopen one exit and relocate one escalator facility on Red and Blue Lines Subway



Construction Progress

Phase	Description	Status
In Service	Adams/Jackson Red (street to mezzanine escalator)	Completed 4/18/09
	Randolph/Washington Blue (platform to mezzanine escalator)	Completed 5/4/09
Construction	Monroe/Adams Red (street to mezzanine escalator)	Return to Service September 2009
	Adams/Jackson Red (street to mezzanine escalator)	Return to Service October 2009
	Harrison Red (platform to mezzanine escalator)	Return to Service October 2009

Delay Explanation:
<ul style="list-style-type: none">No current delays.



Project Title: Dearborn Subway Tie Replacement Project

Managing Department: Power & Way Construction

Justification of Need:	Growing number of slow zones in Dearborn Subway
Priority of Project:	Critical
Total Project Budget:	\$87.8M
Construction Contract Value:	\$56.6M
Earned to Date:	\$2,754,120 or 4.9%
Percent Change Orders to Construction Contract:	0%
Percent Time Used to Date:	12.8%
Funding Source:	ARRA
Procurement Status:	Completed
Estimated Start Date/Estimated Length of Project:	NTP 3/27/09; Total project length = 345 days from NTP (March 7, 2010).
Project Manager:	Carole Morey (GM) and David Heard (PM)

Detailed Overview of Scope:

- Work includes replacement of all wooden half-ties and ballasted track with direct fixation track systems, replacement of portions of running rail and all contact rail and contact rail chairs, special track work in LaSalle Crossover, negative return and signal work, concrete repair in deteriorated sections of tunnel and footwalk, and grouting and sewer cleaning.



Project Title: Dearborn Subway Tie Replacement Project

Managing Department: Power & Way Construction

Impact on Customers:	One construction season (2009-2010); 10 Single Tracks, 13 Line Cuts
Benefit to System:	Slow zones in Dearborn Subway will be eliminated; can safely run trains at higher speeds.
Benefit to Community:	Faster commute time through the Dearborn subway once construction is complete.
Impact on Accessibility:	N/A
Estimated # of Jobs Created:	400
Customer Communication Need:	Project website, signage, additional Customer Assistants at Blue Line Stations

Comparable Projects:

- Block 37 Half Tie Project (Red and Blue Lines)
- State Street Subway Tie Project



Project Title: Dearborn Subway Tie Replacement Project
Managing Department: Power & Way Construction

Construction Progress

Phase	Description	Status
Milestone A	<ul style="list-style-type: none"> ▪ Tie demolition, rail replacement and placement of temporary plates between the North Portal and Grand Crossover 	Ongoing (End 8/24/09)
Milestone B	<ul style="list-style-type: none"> ▪ Half-tie replacement and replacement of rail from 1000 feet south of Grand crossover to south end of platform at Clark/Lake. 	Not Started (To be completed 10/23/09)
Milestone C	<ul style="list-style-type: none"> ▪ Half-tie replacement and replacement of running rail from south end of platform at Clark/Lake to east of river. ▪ Removal of ballast, pour of new invert and half-ties and replacement of running rail from east of river to south portal. ▪ Special track work at LaSalle crossover. 	Not Started (To be completed 12/7/09)

Delay Explanation:
<ul style="list-style-type: none"> ▪ No current delays.



Project Title: Loop Signals Project

Managing Department: Power & Way Construction

Justification of Need:	Upgrade Towers and Interlocking Control Systems to current technology; Tower 18 past useful life
Total Project Budget:	\$103.2M
Construction Contract Value:	\$67.5M
Earned to Date:	\$37.9M or 56.1%
Percent Change Orders to Construction Contract:	39.8%
Percent Time Used to Date:	85.9%
Funding Source:	FTA, RTA and Bond Funds
Estimated Start Date/Estimated Length of Project	NTP 2/21/07; Original Completion Date 9/2009; Revised Completion Date 9/2010
Project Manager:	Barney Gray (GM) and Brittany Dyra (PM)

Detailed Overview of Scope:

- New Bi-directional Cab Signal System for the Loop
- Construction of new Control Tower at Lake/Wells
 - New control panel with remote controls for Tower 12 and Jefferson
- Installation of a new Signal Facility Building at Randolph/Wells
- Installation of a new Tower 12 Relay House
- Installation of new Interlocking at Jefferson



Project Title: Loop Signals Project

Managing Department: Power & Way Construction

Construction Progress

Phase	Description	Original Completion Date	Revised Completion Date	Actual Completion Date
Milestone 1	Approved Signal Block Design	8/20/07	4/2008	3/18/08
Milestone 2	Approved Cable Plan	9/4/07	5/2008	5/21/08
Milestone 3	Approved Tower 18 Circuit Design	9/19/07	6/2008	12/2/08
Milestone 4	Audio Circuit Cutover	9/2008	N/A	9/14/08
Milestone 5	Tower 18 Relay Room	3/20/09	10/2009	TBD
Milestone 6	Tower 18 (Can't start until Milestone 5 is complete)	None Provided	3/2010	
Milestone 7	Tower 18 Interlocking	8/2009	3/2010	
Milestone 8	Tower 12 Interlocking	8/2009	7/2010	
Milestone 9	Substantial Completion	9/2009	9/2010	

Delay Explanation:

- Original project schedule to be complete 9/2009; current project schedule shows completion for 9/2010. See dates above for details.



Project Title: Ravenswood/North Main Line Tie Renewal Project

Managing Department: Power & Way Construction

Justification of Need:	Slow zone prevention and elimination
Total Project Budget:	\$44.5M
Construction Contract Value:	\$22.8M
Earned to Date:	\$21.1M or 92%
Percent Change Orders to Construction Contract:	0%
Percent Time Used to Date:	100%
Funding Source:	Bond Funds
Estimated Start Date/Estimated Length of Project	NTP 4/16/08; Original Completion Date 4/11/09; Revised Completion Date 6/1/09
Project Manager:	Carole Morey (GM) and Grace Ohs (PM)

Detailed Overview of Scope:

- Replace ties and all associated track components from:
 - Lakewood to Western
 - Seminary to Lakewood
- Furnish and deliver materials
- CTA forces to perform tie replacement on the North Main Line between Lawrence and Jarvis, in the Sheridan curves, and Clark Junction curves



Construction Progress

Phase	Description	Status
Closeout	<ul style="list-style-type: none"> ▪ Construction punch list work and signal punch list work is completed. ▪ Review of LDs for late material delivery. 	Complete With Purchasing
Planning upcoming work	<ul style="list-style-type: none"> ▪ CTA Forces to perform tie renewal on North Main Line portion of the track 	Schedule TBD

Delay Explanation:

- Delay in the delivery of materials (Contractor).



Project Title: Blue Line Signals Project

Managing Department: Power & Way Construction

Justification of Need:	Signal system is beyond expected service life and upgrades needed for compatibility with new AC-powered railcars. Traction Power upgrades needed to reduce power shutdowns and service disruptions.
Total Project Budget:	\$243M
Construction Contract Value:	\$183.3M
Earned to Date:	\$163.2M or 89%
Percent Change Orders to Construction Contract:	6.1%
Percent Time Used to Date:	95%
Funding Source:	CTA Bonds, RTA, FTA, IDOT
Estimated Start Date/Estimated Length of Project	NTP 12/1/05; Original and Current Completion Date 7/1/09
Project Manager:	Barney Gray (GM) and Grace Ohs (PM)

Detailed Overview of Scope:

- Blue Line Signal and Traction Power Upgrades.
- Replace and upgrade signals, power distribution, and associated components at various facilities in the Dearborn Subway, and on the Congress and Kennedy Branches of the Blue Line and State Street Subway. Upgrades to communication facilities.



Construction Progress

Phase	Description	Status
Punch list	<ul style="list-style-type: none">Partial substantial completion from Forest Park to Clinton and from Jefferson Park to Clark/Lake. Punch list work has started.	Ongoing
Construction	<ul style="list-style-type: none">Work continues in the Dearborn Subway from Clinton to Clark/Lake and in State Street Subway.	Ongoing

Delay Explanation:

- Contractor claimed delays:
 - Delayed Single Track on 12-07-2007 (\$7,615)
 - Lack of Single Track on 01-29-2008 (\$11,068)
 - Chestnut Audio Room – Wall Panels Unforeseen (\$11,697)



Project Title: O'Hare Blue Line Tie Project

Managing Department: Power & Way Construction

Justification of Need	Slow zone prevention and elimination
Total Project Budget:	\$126M
Construction Contract Value:	\$100.9M
Earned to Date:	\$96.5M or 95.5%
Percent Change Orders to Construction Contract:	9.4%
Percent Time Used to Date:	96.8%
Funding Source:	Bond Funds
Estimated Start Date/Estimated Length of Project	NTP 9/17/07; Original Completion Date 11/27/08; Revised Completion Date 6/2009
Project Manager:	Barney Gray (GM) and Colleen Zinck (PM)

Detailed Overview of Scope:

- Replace track ties and associated components in three phases from:
 - Jefferson Park to Harlem (NB & SB)
 - Harlem to O'Hare Portal (NB & SB)
 - Addison to Jefferson Portal (NB & SB)
- Change order work includes welding (completed 167 welds by March 17, 2009), negative cable installation, RF drawing preparation and wayside signs and markers.



Construction Progress

Phase	Description	Status
Punch list	<ul style="list-style-type: none">• Complete punch list items in conjunction with new change work that includes installation of negative return.	Ongoing

Delay Explanation:
<ul style="list-style-type: none">▪ No delay to this project; contract extended to June 2009 for additional change work.

