REQUISITION NO.: C26FT103350367 **B-2**

CONTRACT AWARD RECOMMENDATION SUMMARY

CONTRACT AMOUNT: $86,300,000.00 (Not-to-Exceed)

FUNDING: FTA

DESCRIPTION: **Request for Proposals (RFP)**

Design-Build Services for the Forest Park Program – Track Improvements Kedzie to Pulaski Project.

AWARD RECOMMENDED TO: Kiewit Infrastructure Company

PREVIOUS CONTRACTOR: N/A

Remarks:

See Supplemental Remarks

THE FOREST PARK BRANCH REBUILD PROGRAM DEPARTMENT WILL UTILIZE THIS CONTRACT.

BIDDERS RESPONDING:

Solicitations sent via email: 223
Solicitations Requested via Internet: 167

John Burns Construction Company, LLC
Kiewit Infrastructure Company
Walsh Construction Company II, LLC

DBE Goal: 25% Design / 20% Construction **of contract**

DBE Participation Commitment: 25.77% of Design Phase/ Commitment to meet 20% of Construction Phase **of contract**

Were good faith efforts documented? N/A

Proposed DBE subconsultants:

11.40% American Surveying & Engineering, Ltd (Design Survey)
5.52% Facet Engineering, LLC (Electrical and Communications Design)
3.63% GSG Consultants, Inc. (Geotechnical and Environmental Investigation and Design)
5.22% Rubinos & Mesia Engineers, Inc. (Civil Engineering)

Diversity B. Johnson	*B. Johnson*	DATE *11/9/2026*	Law S. Baker	*S. Baker*	DATE *11/6/2026*
Infrastructure W. Mooney	*W. Mooney*	DATE *11/6/2026*	Purchasing & Supply Chain E. G. McCormack	*E. G. McCormack*	DATE *11/9/2026*
Finance T. J. McKone	*T. J. McKone*	DATE *11/9/2026*	Acting President N. Leerhsen	*N. Leerhsen*	DATE *11/6/2026*

REQUISITION NO. C26FT103350367
CONTRACT AMOUNT $86,300,000.00 (Not-to-Exceed)
FUNDING: FTA

SUPPLEMENTAL REMARKS

Background:

CTA issued a Request for Proposals (RFP) for qualified firms to provide design-build construction services for the Forest Park Program – Track Improvements Kedzie to Pulaski Project. The project includes full depth track reconstruction from Station 175+50, near the Homan Ave. bridge, to Station 215+00, near the Pulaski Street bridge.

This project is needed to restore track conditions that have resulted in slow zones along approximately 81 percent of the Branch. This project will address the existing slow zones by completely reconstructing approximately 0.75 miles of track and restore operating speeds and service reliability.

The general scope of work includes the design, removal and replacement of all subballast, ballast, tie, rail, special track work, and other track material, associated civil, site, and drainage improvements; and traction power, electrical, communications, and signal systems. The work includes:

- Coordinating with IDOT and CDOT regarding existing and proposed drainage systems, maintenance of traffic, site access from the expressway and/or city streets, existing utility data and protection.
- Coordinating, submitting, and obtaining necessary permits from the Chicago Department of Buildings.
- Designing the proposed improvements in accordance with CTA standards and other applicable agency requirements.
- Constructing the improvements in accordance with CTA approved design and contract requirements, including milestones, timelines, and approvals.
- Connecting the proposed improvements to existing conditions at both ends of the project limits, including signal cable duct banks, cabling, and traction power connections.

Procurement Process:

Through public advertisement, CTA solicited a Request for Proposals (RFP) from experienced firms to perform the scope of services detailed in the RFP. The following evaluation criteria were established in descending order of importance:

1. Project Approach
2. Qualifications of the Firm
3. Qualifications of Proposed Staff and Key Personnel

The evaluation and technical committees were recommended by the Vice President of Purchasing and Supply Chain and approved by the Acting President. The RFP stated that CTA's primary objective was to select the responsible Proposer whose proposal offers the best overall value to CTA.

CTA received responses from the following three firms:

1. John Burns Construction Company, LLC
2. Kiewit Infrastructure Company
3. Walsh Construction Company II, LLC

The proposals were evaluated in accordance with the criteria established in the RFP. Based on the evaluation results, Kiewit Infrastructure Company was selected as the most qualified firm to proceed into negotiations. Following the successful conclusion of negotiations, CTA requested a Best and Final Offer (BAFO) from Kiewit Infrastructure Company. The evaluation committee reviewed the BAFO Technical Proposal and BAFO Price Proposal and reached consensus that the BAFO was fair and reasonable.

Recommendation:

Staff recommends contract award to Kiewit Infrastructure Company, the qualified, responsive, and responsible proposer that submitted the BAFO determined to be the best overall value to CTA in the amount $86,300,000.00. Board approval is required pursuant to Purchasing Policy and Procedures, Section 1.7(M) because the contract was procured by RFP and the amount is over $250,000.