



Construction Project Briefing

March 8, 2023



Today's Presentation

- CDOT - Lake Line - Damen Station
- Non-Revenue Maintenance
- Traction Power Upgrades - Canal Tie House, Barry and Damen Substations
- Red and Purple Modernization Project



Project Title: CDOT - Lake Line - Damen Station

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	
Construction Contract Value:	\$67,316,000.00
Earned to Date:	19%
Percent Change Orders to Construction Contract:	2.7%
Percent Time Used:	53%*
DBE:	MBE: 30% WBE: 8% VBE: 0.96%
Funding Source:	TIF/CMAQ
Estimated Start Date/Estimated Length of Project:	*897 days after NTP – New SC Date: 3/28/24
Designer of Record:	Perkins and Will
Construction Manager/General Contractor:	Arcadis / FH Paschen



Project Title: CDOT - Lake Line - Damen Station

Impact on Customers:	This will be a new Elevated CTA Station on the Lake Branch of the Green Line at Damen and Lake Streets. CTA has also implemented slow zones due to structural on-going work.
Benefit to System:	The new station will provide transit connectivity, convenience and amenities to residents, workers and visitors alike.
Benefit to Community:	New, modern transit facility that will serve the burgeoning needs of the Kinzie Industrial Corridor. The new station will also support visitors to the United Center, Malcom X College and educational institutions.
Impact on Accessibility:	This will be a fully accessible CTA station equipped with escalator and elevator access to both platforms and accessible path to the new station house.
Customer Communication Need:	Customer and Community facing is being handled through CDOT.

Comparable Projects:

Morgan Station on Green Line



Project Title: CDOT - Lake Line - Damen Station

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Installation of ERS and Framing at bent 2222/2223	Completed
	<ul style="list-style-type: none">• Pour Pile Caps at Bent 2218	Completed
	<ul style="list-style-type: none">• Installation of New Columns at bent 2218	On-Going
	<ul style="list-style-type: none">• Detail New columns at base connections at 2218	On-Going
	<ul style="list-style-type: none">• Continue station house caisson caps and grade beams	On-Going
	<ul style="list-style-type: none">• Install Platform Steel and temporary Stairs	Planned Q2



Project Title: CDOT - Lake Line - Damen Station



Damen Station

**Installing Bolts
for
New Columns at
Bent 2218**



Project Title: CDOT - Lake Line - Damen Station



Damen Station
Backfilling Bridge
Tower
Foundation in
Station House



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$44,370,833
Earned to Date:	39% (thru December 2022)
Percent Change Orders to Construction Contract:	4% (Change Order #1 – \$1,694,221 – Executed October 4 th , 2022)
Percent Time Used:	79%
DBE:	Goal: 30% Design / 27% Construction Commitment: 30% Design / 27% Construction Workforce Goals: 10% Career Opportunity/ 10% Apprentice/ 35% EDA Outreach events conducted: 3 (CTA / Clark) Contract is on track to meet the DBE goal
Funding Source:	IDOT - Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 3/24/21 Project Duration 803 Days – Change Order 1
Designer of Record:	STV Inc.
Construction Manager/General Contractor:	WSP/Clark Construction

Detailed Overview of Scope: Perform Design/Build Services to design and construct a new maintenance facility at the CTA's 63rd Lower Yard. This facility will be utilized to repair and maintain CTA's Non-Review Rail Mounted Equipment Fleet. This facility will include three maintenance and inspection tracks, a vehicle wash track with equipment, a paint booth, a welding room, a multipurpose lunchroom and classroom, locker and washroom facilities, supervision offices, and storage facilities.



Project Title: Non-Revenue Rail Vehicle Facility

Impact on Customers:	While no direct impact to rail service, this facility will allow CTA Rail Maintenance to efficiently maintain the CTA's non-revenue fleet. This will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system. This will allow CTA to maintain reliable service to our customers.
Benefit to System:	The ability to effectively and efficiently maintain the CTA's non-revenue fleet will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system.
Benefit to Community:	This facility will be design to compliment the surrounding neighborhood from an aesthetic perspective. It will also bring additional activity to the immediate neighborhood.
Impact on Accessibility:	The building will obtain City of Chicago Building permits, which included accessibility reviews.
Customer Communication Need:	Customer impact will be minimal. Community outreach efforts are ongoing with local elected official and the neighboring school to discuss and minimize impacts during construction. Communications will continue with the surrounding residences and business regarding any upcoming impacts to the surrounding area during construction.

Comparable Projects:



Project Title: Non-Revenue Rail Vehicle Facility

Construction Progress

Phase	Description	Status
Construction	<p>Design Phase</p> <ul style="list-style-type: none">• Design Package 3 – W48 Waterline Permit• Design Package 4 – 61st Street Parking Lot• Final Design <p>Construction Phase</p> <ul style="list-style-type: none">• Precast Panel Erection• Structural Steel Installation• Roof Drain Installation• Roof Decking Installation• Roofing Installation• Punch Windows Installation• Underground Electrical• Underground Plumbing	<p>In-Progress</p> <p>In-Progress</p> <p>Complete</p> <p>Complete</p> <p>In Progress</p> <p>In Progress</p> <p>In Progress</p> <p>Upcoming</p> <p>Upcoming</p> <p>Upcoming</p> <p>Upcoming</p>

Delay Explanation:



Project Title: Non-Revenue Rail Vehicle Facility



Steel Erection Final Stages



Project Title: Non-Revenue Rail Vehicle Facility



New Horizon – Roof Decking



Project Title: Non-Revenue Rail Vehicle Facility



CAP Installing Roof Drainpipe Hangers



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

The CTA has identified additional traction power demands based on results from the Blue Line Load Flow study and determined that three (3) areas along the blue line O’Hare branch and Dearborn subway may experience problems with running the new fleet at the service levels proposed. To continue providing a reliable and safe service, it is necessary to build two (2) new traction power substations, one at Barry and the other at Damen with all their infrastructure support along with installing a new Tie Breaker house in the Dearborn subway. Also, the project includes the replacement of all traction power equipment at the Haymarket substation.

Justification of Need:

Priority of Project:	High
Total Project Budget:	\$122.8 Million
Construction Contract Value:	\$67.8 Million
Earned to Date:	23% (As of January 2023)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	47% (As of January 2023)
DBE:	Goal: 25% Commitment: 25.3% Workforce Goals: 10% Career Opportunity/ 8% Apprentice/ 25% EDA Contract is on track to meet the DBE goal
Funding Source:	CTA Bonds / Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 10.20.21 Estimated Duration 1020 days/Substantial Completion August 5, 2024
Designer of Record:	TYLin
Construction Manager/General Contractor:	WSP / John Burns Construction



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Impact on Customers:	Minor service disruptions during track access occurrences.
Benefit to System:	The new Traction Power Substation will increase service reliability to the Blue Line.
Benefit to Community:	New buildings will enhance and will blend with the surrounding community and will benefit transit riders in the Blue Line with a safer and more reliable service.
Impact on Accessibility:	N/A
Customer Communication Need:	Construction Activity Notices.

Comparable Projects:

East Lake, Milwaukee & Illinois (ELMI) and Broadway substations



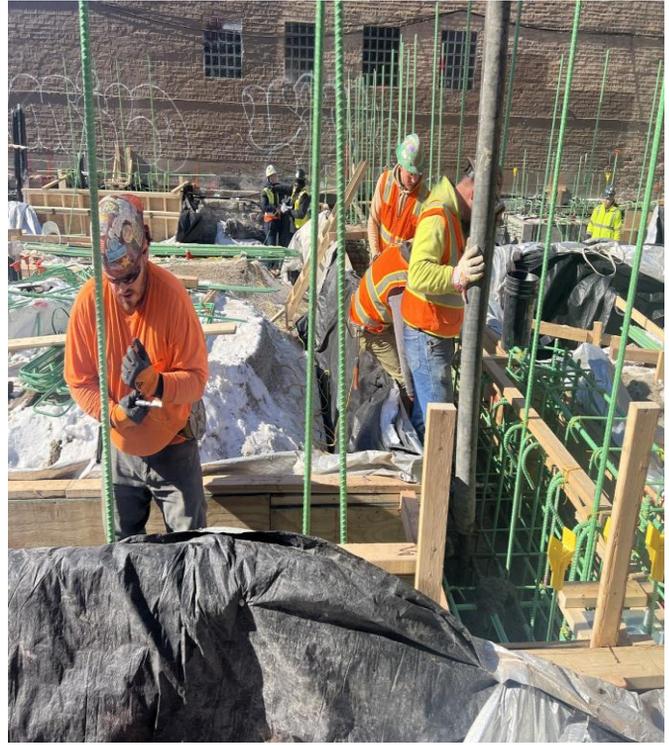
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Construction Progress

Phase	Description	Status
Haymarket Substation	<ul style="list-style-type: none">• Install new electrical equipment• Build building interior, flooring, rooms and finishes• Equipment testing and commissioning.	Upcoming Upcoming Upcoming
Canal Tie-House	<ul style="list-style-type: none">• Fabricate new Canal Tie-House equipment• Install new Canal Tie-House equipment• Install, form, and pour new Ductbank 2	Ongoing Ongoing Upcoming
Damen Substation	<ul style="list-style-type: none">• Fabricate new substation electrical equipment• Install foundation micropiles and grade beams• Build building exterior walls and roof	Ongoing Ongoing Upcoming
Barry Substation	<ul style="list-style-type: none">• Obtain foundations permit• Obtain building permit• Site excavation and preparation for foundation micropiles and grade beams.	Ongoing Ongoing Upcoming
Belmont Crossover	<ul style="list-style-type: none">* Pre-planning and site verification• Pre-Building trackwork and pre-cast ductbanks• Mobilize and demo existing traction power ductbanks ;	Ongoing Ongoing Upcoming



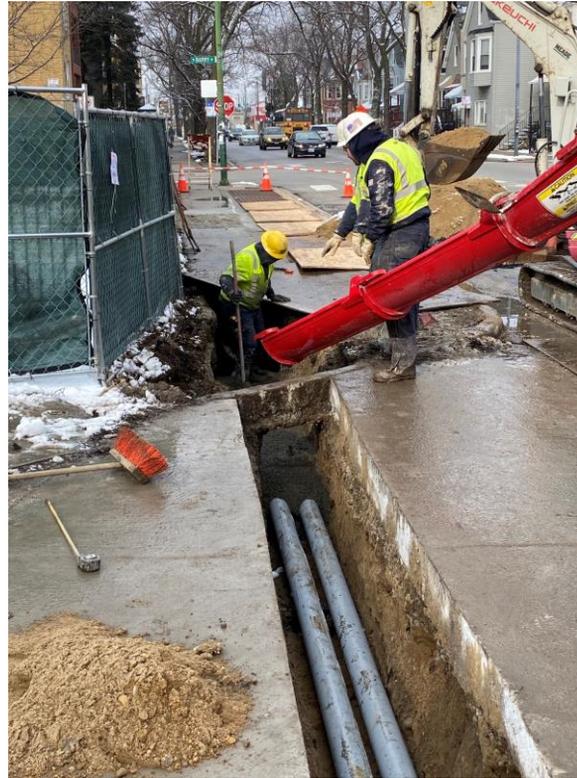
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Pouring Grade Beams at Damen



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Installing Conduit for Signal Room Service at Barry



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Belmont Crossover Pre-Build Inspection



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.	
Priority of Project:	High	
Total Project Budget:	\$ 2.1 Billion (excludes Transit TIF interest payments)	
Construction Contract Value:	Original - \$1,272,275,929 Current - \$1,268,818,121	
Earned to Date:	60.4%	
Percent Change Orders to Construction Contract:	-0.27%	
Percent Time Used:	71.0%	
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment: 20% Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA	Contractor 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-Flour 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:	
	<ul style="list-style-type: none"> • Lawrence to Bryn Mawr Modernization (LBMM) – 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 (RPB) - 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 (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations. 	



Red-Purple Bypass



**North Main Line
Steel Detailing**



Red-Purple Bypass



**Ravenswood
Existing Column
Removal**



Lawrence to Bryn Mawr Modernization



**Bryn Mawr Temporary
Station
Stair installation**



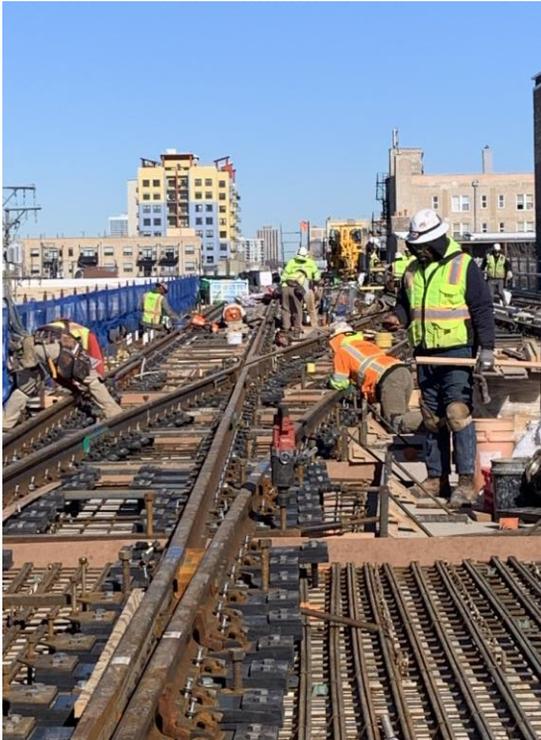
Lawrence to Bryn Mawr Modernization



**Sound Wall
Installation
over
Balmoral Avenue**



Lawrence to Bryn Mawr Modernization



**Special Track Work
Installation**



Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p>The CTA mini-train made its annual appearance at the Argyle Lunar New Year parade on Jan. 28, 2023.</p>	<ul style="list-style-type: none"> Weekly Red-Purple Bypass Project updates for 44th ward Lawrence to Bryn Mawr project updates for 48th ward Wilton Neighbors – project update Edgewater Chamber of Commerce – project update Argyle Lunar New Year Parade February monthly “Virtual Office” Q&A with constituents 	<p>Weekly</p> <p>Bi-weekly</p> <p>Jan. 18</p> <p>Jan. 24</p> <p>Jan. 28</p> <p>Feb. 14</p>
Workforce & SBE/DBE	 <p>CHICAGO COOK WORKFORCE PARTNERSHIP A proud partner of the American Job Center network</p> <p>HIRE 360</p>	<ul style="list-style-type: none"> Monthly DBE/Workforce Outreach & Compliance Meeting DBE and Workforce Numbers as of 2/28/2023 Dollars Awarded To Date: \$237,829,944 <ul style="list-style-type: none"> Unique DBE Firms To Date: 89 Unique Firms New to CTA: 34 Total Labor Hours Produced: 1,157,484 Total Dollars Earned: \$67,500,993 Jobs created to date (construction trade labor on the design-build team): 1,813 individuals 	<p>Ongoing</p>