

Construction Project Briefing

July 15, 2015



Today's Presentation

- **Traction Power**
 - ✓ **Kimball/Princeton/State Substations**
- **95th Street Terminal Improvement Program**
- **Wilson Transfer Station, Track, and Structure Reconstruction**
- **Ravenswood Loop Connector Track Reconstruction**



Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects

Justification of Need:	Substation equipment is obsolete and has exceeded its current lifespan
Priority of Project:	High
Total Project Budget:	\$34,726,123.00
Construction Contract Value:	\$25,634,144.25
Earned to Date:	28%
% Change Orders to Construction Contract:	0%
Percent Time Used to Date:	80%
Funding Source:	Bonds
Estimated Start Date/Estimated Length of Project:	Design NTP - October 1 st , 2013 Start of Construction (240 days after NTP) – May 29 th , 2014 Substantial Completion (800 days after NTP) – December 10 th , 2015
Designer of Record:	Parsons Transportation Group
Construction Manager/General Contractor:	STV (CM), / Clark Construction
Project Manager:	Barney Gray (GM); Teresa Llorente (PM)

Detailed Overview of Scope:

Rehabilitation of existing buildings and building envelopes to a state of good repair at Kimball, Princeton and State. Replace existing AC/DC conversion equipment, getaway cables, enclosures, and switches with new equipment, cables, enclosures, and switches.

Perform an existing conditions survey of feeder cables and section tie switches within the Kimball Yard.

Enhance the negative return system on the ballasted portion of the Brown Line between Kimball Yard and the Western Avenue Incline.



Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects

Impact on Customers:	Three single tracks, and two reroutes. Street and lane closures around worksites, Brown Line crossing impacts.
Benefit to System:	Improve traction power capacity reduced traction power related train defects, improved reliability for revenue service, and improved safety.
Benefit to Community:	Improved reliability and safety.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	49
Customer Communication Need:	Construction activity notices will be needed to alert businesses and residents to weekend, night work and power outages.

Comparable Projects:
<ul style="list-style-type: none">• NA



Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"><li data-bbox="324 292 1532 406">▪ Kimball – Installation of wall foundations is complete. Construction of exterior walls began. Installation of first lineup is ongoing. Interior mechanical work is ongoing.<li data-bbox="324 442 1532 592">▪ Princeton - Fabrication and testing of traction power equipment is ongoing. Testing and commissioning of first lineup is complete; punchlist items remain. Painting and testing of dielectric flooring is ongoing. Work on exterior punchlist items continues.<li data-bbox="324 635 1532 821">▪ State – Exterior masonry rehabilitation punchlist work remains. Roofing work is ongoing. Lead based paint abatement in building interior continues. Demo of traction power equipment is ongoing. Fabrication and testing of traction power equipment is ongoing. Interior mechanical, electrical, structural/architectural work continues.	Ongoing

Delay Explanation:
<ul style="list-style-type: none"><li data-bbox="57 1006 189 1035">• N/A



Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects



Kimball Substation: Construction of Exterior Walls Continues

Project Title: Traction Power Systems Upgrades and Improvements Kimball, Princeton, and State Substation Projects



Kimball Substation: Installation of Transformer

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:	\$240 M
Construction Contract Value:	Advance Package 1 (AP1): \$2,491,291 Advance Package 2 (AP2): \$23,058,838
Earned to Date Through End of May:	Advance Package 1: 99% Advance Package 2: 47%
Percent Change Orders to Construction Contract:	0%
Percent Time Used Through End of June:	Advance Package 1: 100% Advance Package 2: 100%
Funding Source:	Federal, State, Bond
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 / 300 days
Designer of Record:	Parsons Brinckerhoff, AP1 and AP2
Construction Manager/General Contractor:	Walsh/II In One JV, AP1 and AP2
Owners Representative:	Jacobs/SQN JV
Project Manager:	Katrina Denny (PM), Brittany Dyra (GM)

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
Construction Advance Package 2: Dan Ryan Retaining Walls	<ul style="list-style-type: none"> ▪ Work continues on the southwest quadrant retaining wall (Wall 1), northwest quadrant (Wall 2) and northeast quadrant (Wall 6). ▪ The jack and bore operation continues on the east side. 	Ongoing
Close-Out Advance Package 1: Dan Ryan Tower Lights and Sign Relocation	<ul style="list-style-type: none"> ▪ Documentation for Final Acceptance is being reviewed. 	Ongoing
Procurement	<ul style="list-style-type: none"> ▪ Request for Proposals for Design Build Services was advertised on April 30, 2015. Proposals are due early 3Q 2015. 	Ongoing

Delay Explanation:
N/A.



Project Title: 95th Terminal Improvement Program



AP2: Jack and Bore Work at Northeast Quadrant (Wall 6)



Project Title: 95th Terminal Improvement Program



AP2: Form Work at Northwest Quadrant (Wall 2)



Project Title: 95th Terminal Improvement Program



AP2: Backfill Work on Southwest Quadrant (Wall 1)



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:	12%
Percent Change Orders to Construction Contract:	(0.8 %)
Percent Time Used:	26%
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
Project Manager:	Pedro Hurtado (PM), John Titzer (GM)

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"><li data-bbox="367 249 1468 321">• Concrete elevated structure demolition (track # 1) from Leland abutment to bent 7110 was completed<li data-bbox="367 364 1497 435">• Permanent electrical underground duct banks for permanent power has been installed along with concrete pads for transformers and switchgears<li data-bbox="367 478 1352 549">• Caisson installations continues north of Wilson – 32 of 47 caissons completed.<li data-bbox="367 592 1400 664">• Installation of concrete column pedestals and caps continues following caisson installation<li data-bbox="367 706 1420 778">• Temporary shoring foundations are being installed in preparation for the installation of shoring towers<li data-bbox="367 821 1497 892">• City Electric continues with underground duct bank relocation work on Wilson and Broadway Ave.<li data-bbox="367 935 1477 1006">• Steel structure, columns and girders, for new track #1 being fabricated and expected to be delivered by Mid- July	Completed Completed Ongoing Ongoing Ongoing Ongoing Planned



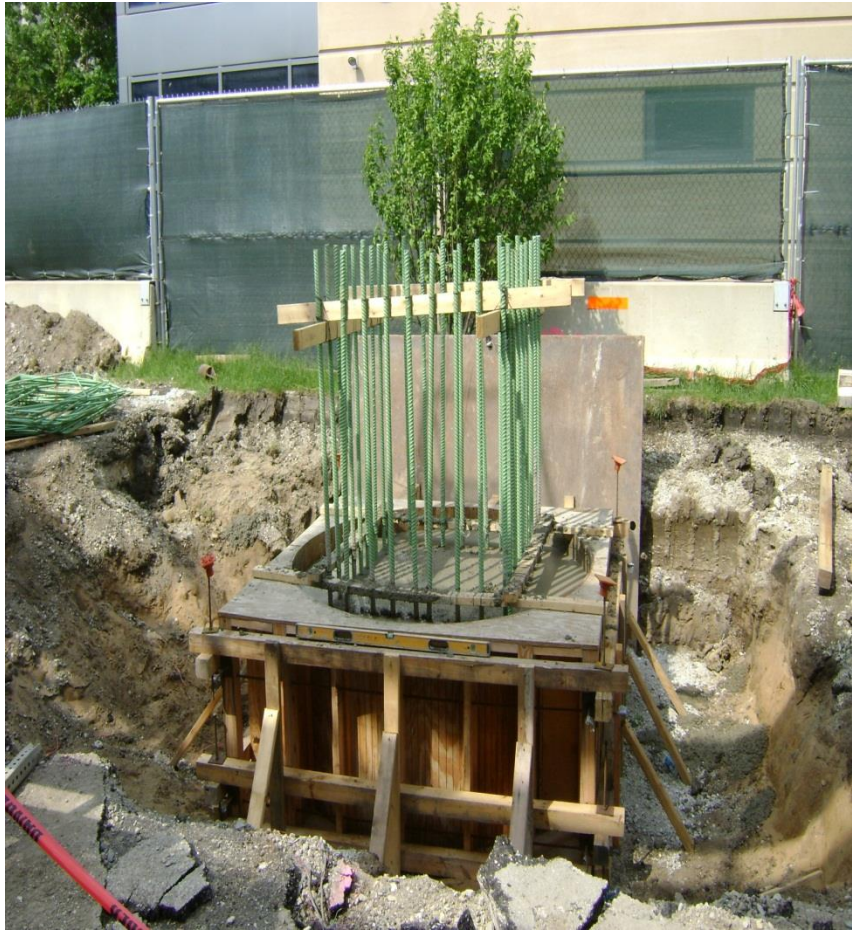
Project Title: Wilson Transfer Station, Track & Structure Reconstruction



Column Pedestal Installation



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



Caisson Cap Installation



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



Caisson installation – North of Wilson



Project Title: Ravenswood Loop Connector Track Reconstruction

Justification of Need:	Ties and rail beyond their useful life and require replacement
Priority of Project:	High
Total Project Budget:	\$57,243,294
Construction Contract Value:	\$40,346,442
Earned to Date:	42% (as of June 15 th)
Percent Change Orders to Construction Contract:	0%
Percent Time Used to Date:	50% (as of May 15 th)
Funding Source:	FTA/IDOT/CTA
Estimated Start Date/Estimated Length of Project:	NTP issued 10/3/14; substantial completion 12/22/15
Designer of Record:	T.Y. Lin
Construction Manager/General Contractor:	Kiewit Infrastructure Company (GC) Parsons Brinkerhoff (CM)
Project Manager:	Steven Mascheri (GM) Bill Polacek (PM)

Detailed Overview of Scope:

Replacement of ties and rail between from the south limit of the Armitage station to the south limit of the Merchandise Mart station. Work will be performed under a series of weekend line cuts.



Project Title: Ravenswood Loop Connector Track Reconstruction

Impact on Customers:	Thirteen (13) weekend line cuts in 2015. Two (2) weeknight single tracks. Limits of line cuts will vary between Armitage and the Merchandise Mart/Clark and Lake.
Benefit to System:	Improved reliability of track conditions, smoother ride for passengers.
Benefit to Community:	Improved reliability and travel times.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	80
Customer Communication Need:	Construction activity notices will be provided to alert businesses and residents to weekend, night work.

Comparable Projects:
<ul style="list-style-type: none"> Blue Line (Milwaukee) Track Renewal



Project Title: Ravenswood Loop Connector Track Reconstruction

Construction Progress

Phase	Description	Status
Construction	▪ Contractor completing submittals and material procurement.	Ongoing
	▪ The first seven line cuts are complete.	Completed
	▪ Weekend line cuts eight and nine are scheduled for July 17 th and July 24 th	Planned
	▪ Weekend line cuts scheduled through Fall 2015.	Ongoing

Delay Explanation:
<ul style="list-style-type: none">• N/A



Project Title: Ravenswood Loop Connector Track Reconstruction



Contractor Placing Track at Sedgwick Station



Project Title: Ravenswood Loop Connector Track Reconstruction



Contractor Installing New Running Rail

