

Construction Project Briefing

November 18, 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**
- **North Main Line/Purple Line Express – Track Improvement Project**
- **O'Hare Line – Addison, Irving Park, Montrose, Harlem and Cumberland Station Renovations (Your New Blue)**



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Justification of Need:	Substation equipment is obsolete and has exceeded its current lifespan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
Construction Contract Value:	\$25,634,144
Earned to Date:	70%
% Change Orders to Construction Contract:	0%
Percent Time Used to Date:	95%
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">▪ Kimball – Installation of Phase 1 DC Gear ongoing. Field testing of equipment ongoing. Installation of negative cables and gauge pads completed.▪ Princeton – Installation of Phase 1 DC dielectric floor completed; installation of Phase 1 DC lineup continues. Field testing of equipment ongoing.▪ State – Installation of DC dielectric floor and GPO board completed. Installation of DC equipment completed. Field testing of equipment ongoing. Demo of traction power equipment ongoing. Installation of second lineup began. Interior mechanical, electrical, structural/architectural work continues.	Ongoing

Delay Explanation:

- N/A



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



Kimball Substation: Installation of Negative Cables and Gauge Pads



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



State Substation: Installation of GPO Board

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:	\$280 M
Construction Contract Value:	Advance Package 1: \$2,482,588 Advance Package 2: \$23,330,834 Main Terminal Contract: \$180,000,000
Earned to Date:	Advance Package 1: 100% Advance Package 2: 55% Main Terminal Contract: 0%
Percent Change Orders to Construction Contract:	Advance Package 1: (0.3%) Advance Package 2: 1.2% Main Terminal Contract: 0%
Percent Time Used:	Advance Package 1: 100% Advance Package 2: 100% Main Terminal Contract: 0%
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 Main Terminal Contract: NTP Dec 2015 (Anticipated) / 1118 days
AP1/AP2 Construction Manager/General Contractor:	Walsh / II in One JV
Main Terminal Contractor:	F.H. Paschen / Milhouse JV
Owners Representative:	Jacobs/SQN JV
Project Manager:	Katrina Denny (PM), Brittany Dyra (GM)



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

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

Construction Progress

Phase	Description	Status
Construction Advance Package 2: Dan Ryan Retaining Walls	<ul style="list-style-type: none"> ▪ Final grading at northwest and southwest quadrants (Wall 1 and Wall 2) ▪ Drainage work at northeast quadrant (Wall 6) progressing ▪ Drainage work at the southeast quadrant (Wall 4) began ▪ Concrete encased fiber optic duct bank installation continues on the east and west sides. 	Ongoing
Procurement Main Terminal Contract	<ul style="list-style-type: none"> ▪ The Main Terminal Contract was awarded to F.H. Paschen / Milhouse JV at the October Board Meeting. ▪ Construction to begin 2nd Quarter in 2016. 	Ongoing

Delay Explanation:
N/A.



Project Title: 95th Terminal Improvement Program



AP2: Concrete Work and Grading at Wall 1



Project Title: 95th Terminal Improvement Program



AP2: Concrete Wall Pours Complete at Wall 6



Project Title: 95th Terminal Improvement Program



AP2: Excavation and Drainage Work at Wall 4



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:	19%
Percent Change Orders to Construction Contract:	(0.8 %)
Percent Time Used:	38%
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"> All stage 1 caissons have been completed. 	Completed
	<ul style="list-style-type: none"> West foundations for new elevator and escalator have been installed 	Completed
	<ul style="list-style-type: none"> Micropile foundation installation started in early October 	Ongoing
	<ul style="list-style-type: none"> Continue installation of temporary shoring towers, columns and pedestals near Broadway. 	Ongoing
	<ul style="list-style-type: none"> Structural concrete deck pours (1st Pour) will continue into December. Dual Block (2nd pour) are scheduled to begin in early December 	Ongoing
	<ul style="list-style-type: none"> Foundations for new ADA ramps at Sunnyside auxiliary entrance have been installed. Structural Steel for the ramps is scheduled to begin in early November. 	Ongoing
	<ul style="list-style-type: none"> Steel beams and stringers for SB platform started the week of October 12 	Ongoing
	<ul style="list-style-type: none"> Pre-cast platform is scheduled for installation in mid November. 	Planned
	<ul style="list-style-type: none"> Canopy steel and polycarbonate roofing scheduled to start in December 	Planned

Delay Explanation:
N/A



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



Crews placing structural concrete deck south of Wilson



Project Title: Wilson Transfer Station, Track & Structure Reconstruction



Installing reinforcement for temporary shoring tower at Broadway



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:	\$42,187,541.00
Earned to Date:	95.6% (as of 10/1/15)
Percent Change Orders to Construction Contract:	4.56%
Percent Time Used to Date:	81.3% (as of 10/1/15)
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:	Fifteen (15) weekend line cuts in 2015. 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	<ul style="list-style-type: none"><li data-bbox="324 332 1039 365">▪ Substantial Completion issued to the Contractor<li data-bbox="324 408 884 441">▪ Contractor performing punchlist work	Completed Ongoing

Delay Explanation:
<ul style="list-style-type: none"><li data-bbox="59 1058 185 1090">• N/A



Project Title: Ravenswood Loop Connector Track Reconstruction



Contractor demolishing ties at Halsted Curve



Project Title: Ravenswood Loop Connector Track Reconstruction



Contractor Installing Curved Rail at Halsted Curve

Project Title: NML – Purple Line Express – Track Improvement Project

Justification of Need:	The last major renewal of these tracks occurred in the early-mid 1970's. Aside from the spot replacement of a few ties along this track, the majority of ties along track 1 & 4 have reached the end of their useful life.
Priority of Project:	High
Total Project Budget:	\$28,396,026
Construction Contract Value:	\$19,803,757
Earned to Date:	38%
% Change Orders to Construction Contract:	0%
Percent Time Used to Date:	70%
Funding Source:	CTA Bonds, Federal, PBV
Estimated Start Date/Estimated Length of Project:	NTP – Issued May 18, 2015 Substantial Completion (190 days after NTP) – November 28, 2015
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	Parsons Brinkerhoff (CM), / Kiewit Infrastructure (GC)
Project Manager:	Kevin Loughnane (GM); Charles Freeman (PM)

Detailed Overview of Scope:

- Replacement of approximately 16,500 timber ties, plates and fasteners
- Restoration of track alignment, profile and cross-leveling
- Ballast removal, grading, replacement, compaction and dressing
- Tie and fastener replacement at the Berwyn Crossovers Tracks 1 and 2
- Replacement of approximately 5500 linear feet of running rail on Track 4 from Lawrence to north of Bryn Mawr.
- Furnish and install new 115 lb. jointed rails, complete with joint bars, rail to rail joint bonds, fasteners.



Project Title: NML – Purple Line Express – Track Improvement Project

Impact on Customers:	There will be some noise while work is being performed. Red and Purple Line service will experience impacts during weekend work.
Benefit to System:	Existing slow zones will be removed and allow for faster run times from Evanston to downtown. There will be improved reliability for revenue service, and improved safety.
Benefit to Community:	Improved reliability and safety and faster run times from Evanston to downtown.
Impact on Accessibility:	None.
Estimated # of Jobs Created:	100
Customer Communication Need:	Neighborhood aldermen and other community officials have been notified. Construction activity notices have been distributed to alert businesses and residents.

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



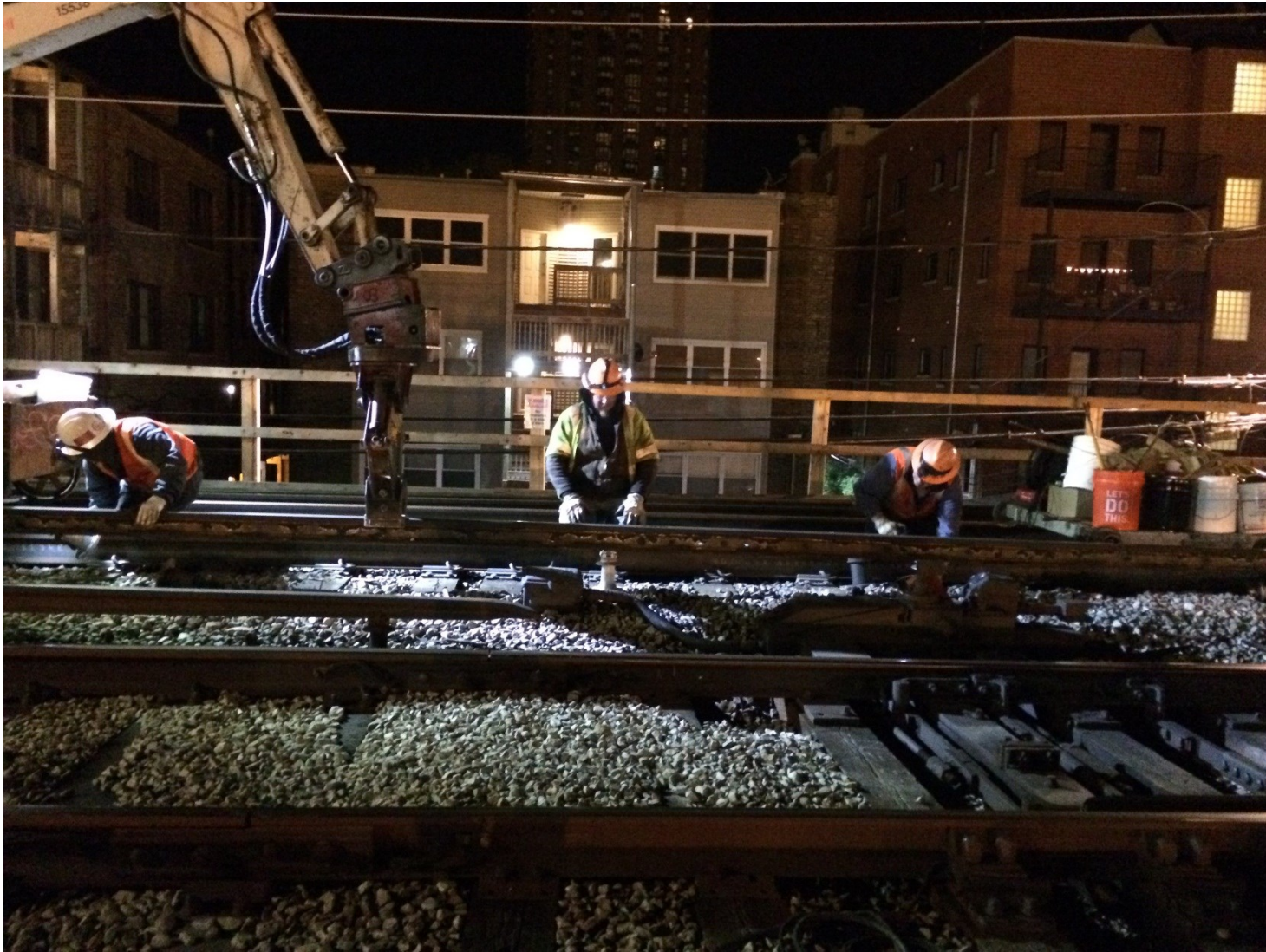
Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Tie replacement is 60% complete.• Contact rail chain installation on Track four is 65% complete.• 5,400 feet of old rail, cut out and replaced with new rail.• Rail bonding work is on-going.	On-going

Schedule Revision Explanation:

- NA





Rail removal and reinstallation of new

Project Title: NML – Purple Line Express – Track Improvement Project



Track 4 – Chair replacement crew



Project Title: O’Hare Line – Addison, Irving Park, Montrose, Harlem and Cumberland Station Renovations (Your New Blue)

Justification of Need:	To return the stations to a state of good repair. The Addison station will be made accessible with the addition of a new elevator.
Priority of Project:	High
Total Project Budget:	\$41,571,760
Construction Contract Value:	\$25,564,645
Earned to Date:	15%
% Change Orders to Construction Contract:	0%
Percent Time Used to Date:	33%
Funding Source:	Federal, State, Bond
Estimated Start Date/Estimated Length of Project:	Design NTP – April 23, 2015 Start of Construction (+/-187 days after NTP) – November, 2015 Substantial Completion (540 days after NTP) – October, 2016
Designer of Record:	Muller and Muller
Construction Manager/General Contractor:	Parsons Brinckerhoff (CM), / F.H. Paschen, S.N. Nielson (GC)
Project Manager:	Steven Mascheri (GM); Mario Battle (PM)

Detailed Overview of Scope:

The O’Hare Line- Addison, Irving Park, Montrose, Harlem and Cumberland Station Renovation Project will upgrade five stations along the O’Hare Blue Line. The project goals are to improve reliability, increase capacity and reduce travel time from downtown to the O’Hare airport station. The Addison station will receive an additional upgrade of an elevator to add accessibility for people with disabilities.

All stations will receive new platform edge and topping replacement. Platform furniture will be rehabilitated and replaced as needed. Light fixtures will be provided with new lamps & ballasts, in addition all five stations are to be painted.



Project Title: O’Hare Line – Addison, Irving Park, Montrose, Harlem and Cumberland Station Renovations (Your New Blue)

Impact on Customers:	<ul style="list-style-type: none"> • 146 maximum nightly single track occurrences • 21 maximum weekend single track occurrences Weekend station closures at Addison (4) and Montrose (2) • Partial platform closures (longitudinal) – 3 weeks per side at: <ul style="list-style-type: none"> • Addison, Irving Park, Montrose, Harlem • Various station entrance closures at Irving Park, Cumberland, and Montrose
Benefit to System:	Extensive renovations at all stations. Addison station will become ADA compliant.
Benefit to Community:	Improved reliability, safety and accessibility
Impact on Accessibility:	Improves accessibility by providing elevator at Addison.
Estimated # of Jobs Created:	Approximately 50
Customer Communication Need:	Construction activity 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 for extended partial platform closures.
Comparable Projects:	
<ul style="list-style-type: none"> • Red Line South Dan Ryan station renovations 	



Project Title: O'Hare Line – Addison, Irving Park, Montrose, Harlem and Cumberland Station Renovations (Your New Blue)

Construction Progress

Phase	Description	Status
Design	<ul style="list-style-type: none"> ▪ Design for station renovations including new elevator at Addison 	Ongoing
Construction	<ul style="list-style-type: none"> ▪ Construction scheduled to start in November 2015. 	
Addison Platform Extension (35')	<p>Planned activities (November 2015)</p> <ul style="list-style-type: none"> • Relocation of existing signal equipment • Partial canopy demolition at North end of platform • Installation of four new caissons • Precast platform placement 	Ongoing
Addison Stair Installation	Installation of new staircase from stationhouse to platform level. To be installed after completion of platform extension.	Starting Q1 2016

Delay Explanation:

- N/A

