



# Construction Project Briefing



March 13, 2024



# Today's Presentation

- CDOT - Lake Line - Damen Station
- Non-Revenue Maintenance
- Traction Power Upgrades - Canal Tie House, Barry and Damen Substations
- O'Hare Line – Harlem Station Bus Bridge Improvements
- 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:	\$80,683,637
Earned to Date:	59%
Percent Change Orders to Construction Contract:	19.9%
Percent Time Used:	98%
DBE:	MBE: 30% WBE: 8% VBE: 0.96%
Funding Source:	TIF/CMAQ
Estimated Start Date/Estimated Length of Project:	897 days after NTP – SC Date: 3/28/24 (anticipated to push to July 2024)
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
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# Project Title: CDOT - Lake Line - Damen Station

## Construction Progress

Phase	Description	Status
<b>Construction</b>	<ul style="list-style-type: none"><li>• Install Station CMU and Door Frames</li></ul>	Completed
	<ul style="list-style-type: none"><li>• Continue Nail Laminated Timber (NLT) Ceiling</li></ul>	On-Going
	<ul style="list-style-type: none"><li>• Erect/Detail Platform/Canopy Steel</li></ul>	On-Going
	<ul style="list-style-type: none"><li>• Set Precast Platform Panels</li></ul>	On-Going
	<ul style="list-style-type: none"><li>• Install Platform Supervisor's Booth</li></ul>	On-Going
	<ul style="list-style-type: none"><li>• Install Canopy Steel at Platform</li></ul>	On-going
	<ul style="list-style-type: none"><li>• Steel Delivery for Pedestrian Bridge</li></ul>	Planned Early April



# Project Title: CDOT - Lake Line - Damen Station



## Station House at Damen Ave



# Project Title: CDOT - Lake Line - Damen Station



## Detailing Steel at North Tower



# Project Title: CDOT - Lake Line - Damen Station



**Hanging Canopy  
Steel at  
Platform level**



# Project Title: Non-Revenue Rail Vehicle Facility

## Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$47,903,964 (after CO# 2) - \$44,370,443 (after CO# 1)
Earned to Date:	84% (thru October 2023)
Percent Change Orders to Construction Contract:	11% (thru Change Order #2, Executed: 12/08/23)
Percent Time Used:	100%
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) Contractor is working with DBE on Good Faith Efforts.
Funding Source:	IDOT - Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 3/24/21 Project Duration – 1031 days thru Change Order #3
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 63<sup>rd</sup> 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
<b>Construction</b>	<p>Design Phase</p> <ul style="list-style-type: none"><li>• Design Package 3 – W48 Waterline Permit</li><li>• W48 Parking Lot Design</li><li>• Final Design</li></ul> <p>Construction Phase</p> <ul style="list-style-type: none"><li>• Storeroom 48 Existing Line Demo</li><li>• Trim-out Bathroom Accessories</li><li>• Painting Walls and Pipes</li><li>• Pulling &amp; Trimming Electrical Wires</li><li>• Changeover Main Gate/Guard Booth</li><li>• Communication Equipment Installation</li><li>• CTA to Install Tracks in South Yard</li><li>• DC Equipment Install</li></ul>	<p>Complete In Progress Complete</p> <p>Complete Complete In Progress In Progress In Progress In Progress In Progress Upcoming</p>

**Delay Explanation:**



# Project Title: Non-Revenue Rail Vehicle Facility



**Painting Overhead Exhaust**



# Project Title: Non-Revenue Rail Vehicle Facility



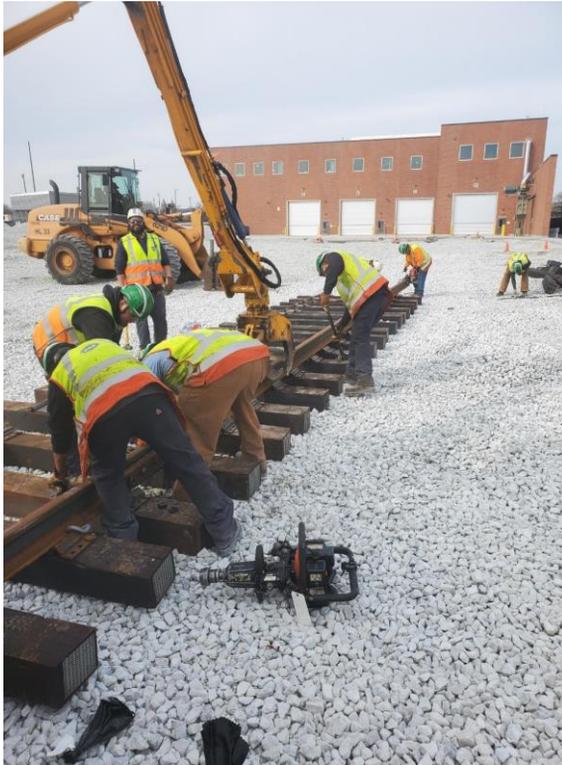
**South Yard Ballast Delivery**



# Project Title: Non-Revenue Rail Vehicle Facility



**Construction of South Yard and Storage Shed**



**Track 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

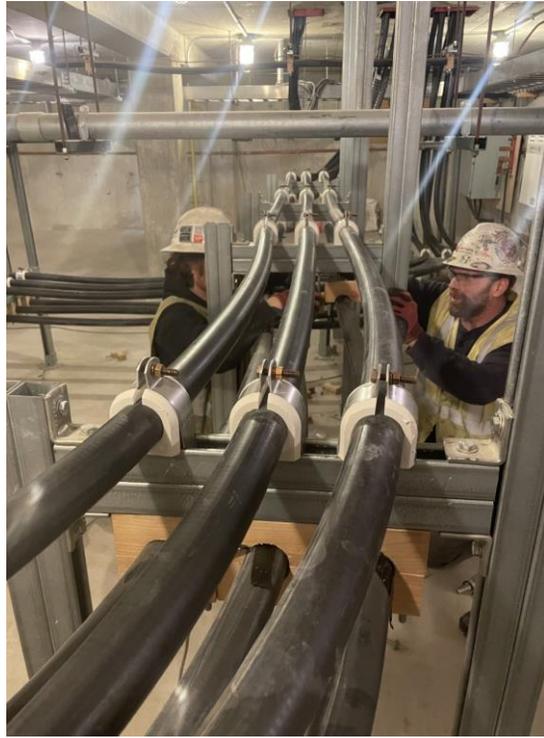
Phase	Description	Status
<b>Haymarket Substation</b>	<ul style="list-style-type: none"><li>• Install new electrical equipment</li></ul>	Completed
	<ul style="list-style-type: none"><li>• Build building interior, flooring, rooms and finishes</li></ul>	Completed
	<ul style="list-style-type: none"><li>• Equipment testing and commissioning.</li></ul>	Ongoing
<b>Canal Tie-House</b>	<ul style="list-style-type: none"><li>• Commission Tie-House</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• Interior Tie-House Build-Out</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• Cable connections to Tie-House</li></ul>	Ongoing
<b>Damen Substation</b>	<ul style="list-style-type: none"><li>▪ Fabricate new substation electrical equipment</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• Build building exterior walls and roof</li></ul>	Completed
	<ul style="list-style-type: none"><li>• Build building interior, flooring, rooms and finishes</li></ul>	Ongoing
<b>Barry Substation</b>	<ul style="list-style-type: none"><li>• Building exterior walls and roof.</li></ul>	Ongoing
	<ul style="list-style-type: none"><li>• Build building interior, flooring, rooms, and finishes</li></ul>	Upcoming
	<ul style="list-style-type: none"><li>• Equipment testing and commissioning.</li></ul>	Upcoming
<b>Belmont Crossover</b>	<ul style="list-style-type: none"><li>• Punchlist work.</li></ul>	Ongoing



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



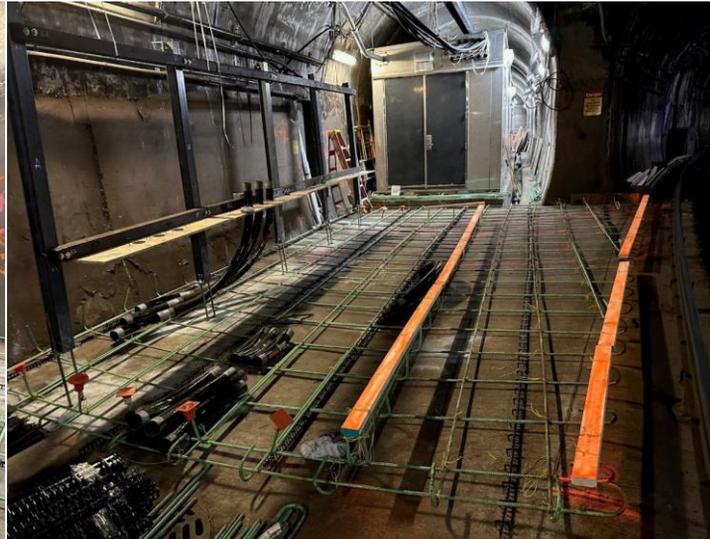
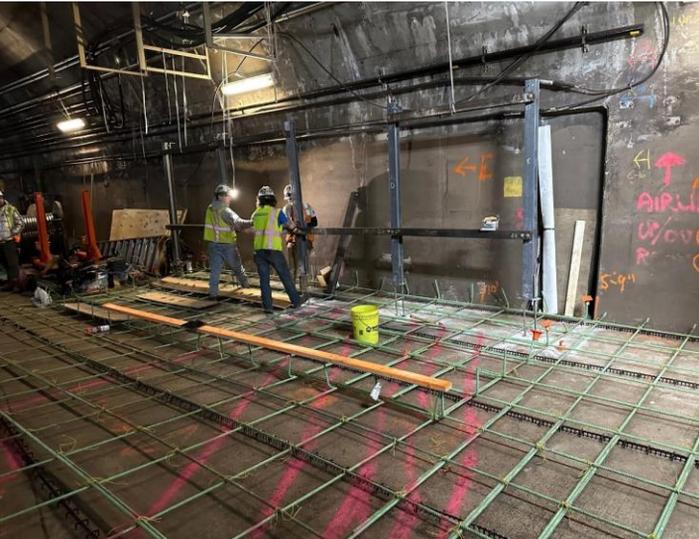
**Interior Substation Electrical Install at Damen**



**Traction Power Duct Install at Haymarket**



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



**Rebar and Cable Install for Ductbank at Canal**



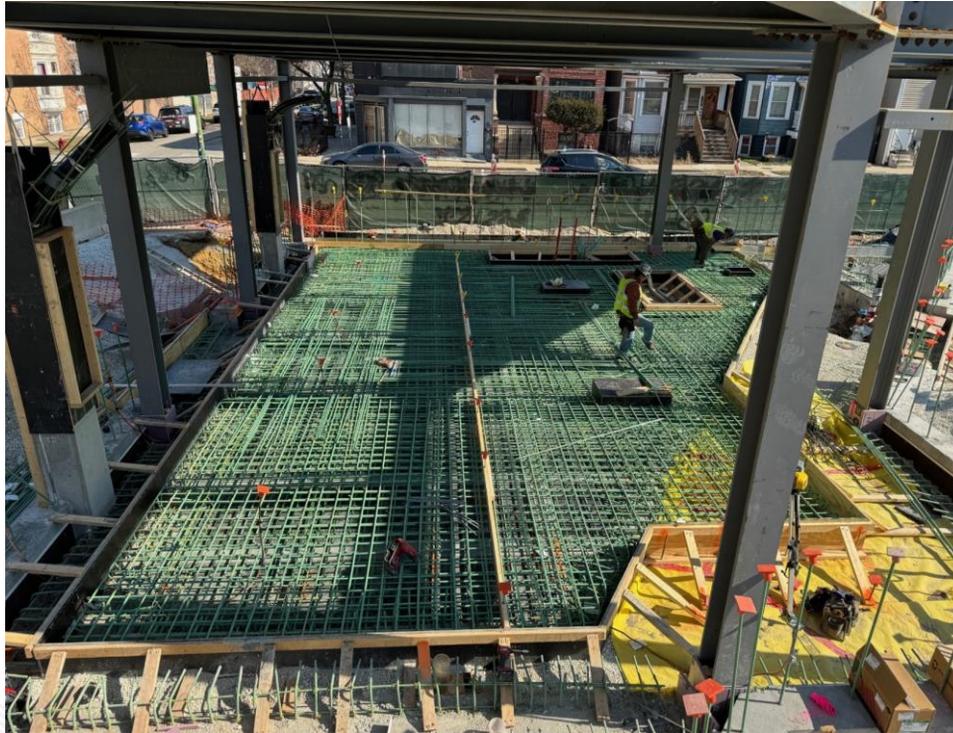
# Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



**Second Story Concrete Floor Pour at Barry**



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



**First Floor Rebar Installation for Floor Slab at Barry**



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



**First Floor Concrete Pour for Floor Slab at Barry**



# Project Title: O’Hare Line – Harlem Station Bus Bridge Improvements

## Justification of Need:

The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013. At that time, CTA noted significant deterioration to the concrete deck, concrete piers, and structural steel support elements due to salt corrosion and water infiltration. More recently, critical defects caused by concrete deck expansion joint failure have been identified in the south pier. The bridge needs to be replaced before it becomes a safety hazard and has to be taken out of service.

Priority of Project:	Medium
Total Project Budget:	\$34.5 Million
Construction Contract Value:	\$19.6 Million
Earned to Date:	\$1.5 Million
Percent Change Orders to Construction Contract:	0
Percent Time Used:	35%
DBE:	DBE goal: 25%. DBE Firms: MW Powell, Highway Safety Corp., Argo Construction LLC, Vision Painting, Alpine Demolition, W.E.B. Production & Fabricating, AC Iron LLC, S & J Construction, Livewire Electrical Systems.
Funding Source:	Rebuild Illinois, Federal 2020, Federal 2016, Surface Transportation Program (CMAP)s
Estimated Start Date/Estimated Length of Project:	GC NTP: September 5, 2023. Substantial Completion: March 2025 (NTP + 550 days)
Designer of Record:	HNTB
Construction Manager/General Contractor:	CM: TranSystems/TY Lin JV. GC: John Burns Construction Company.



# Project Title: O'Hare Line – Harlem Station Bus Bridge Improvements

Impact on Customers:	Minor changes in bus service and Park & Ride access for those who use the Harlem Blue Line Station on the O'Hare Branch. Rail services will not be impacted.
Benefit to System:	New bridge superstructure and interface between bridge and station, new concrete approaches, bridge deck, ADA-compliant curbs and sidewalks, new canopy on bridge. New bus operator bathroom facility, painting, improved drainage.
Benefit to Community:	Replacement of the bridge before it becomes unsafe will help ensure continuity of service on bus routes out of the O'Hare Line Harlem Station.
Impact on Accessibility:	New ADA-compliant curbs and sidewalks for improved accessibility.
Customer Communication Need:	Construction Activity Notices, coordination with Alderman, press releases.

## Comparable Projects:

Montrose Bridge Replacement (IDOT).



# Project Title: O'Hare Line – Harlem Station Bus Bridge Improvements



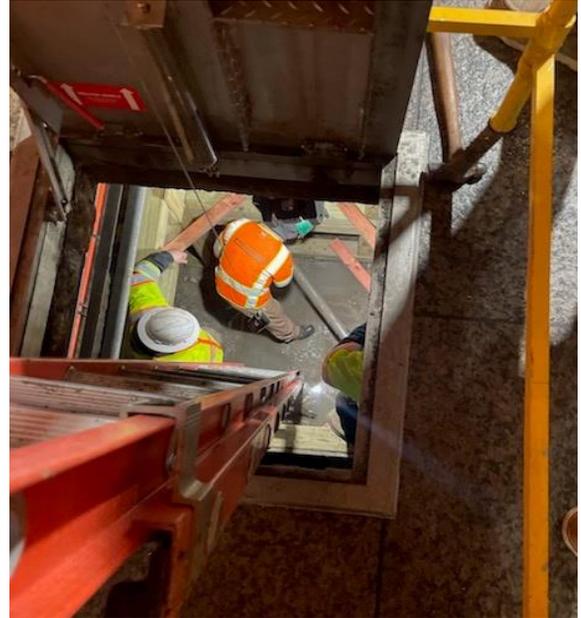
**Closure of west entrance to station in preparation for bridge demolition**



# Project Title: O'Hare Line – Harlem Station Bus Bridge Improvements



**Directional boring under I-90 for temporary power**



**Temp Power Conduit Entering Under Station Platform**



# Project Title: O'Hare Line – Harlem Station Bus Bridge Improvements



**Bus Bridge Canopy  
Demolition**



**Bus Bridge Shielding  
Installation**



# Project Title: RPM Phase One – Design-Build Contract

<b>Justification of Need:</b>	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 - \$1,364,324,117	
Earned to Date:	73.24%	
Percent Change Orders to Construction Contract:	7.2%	
Percent Time Used:	75.19%	
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-Fluor Design-Build Team	
Owners Representative:	Elevated Solutions Partners	
<b>Detailed Overview of Scope:</b>	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"> <li>• 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.</li> <li>• 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.</li> <li>• Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations.</li> </ul>	



# Project Title: RPM Phase One – Design-Build Contract

Phase	Description	Status
<b>Administrative / Design:</b>	<ul style="list-style-type: none"> <li>▪ Continued submittal/revisions of required management plans</li> <li>▪ Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements</li> </ul>	<p>Ongoing Ongoing</p>
<b>Construction:</b>	<ul style="list-style-type: none"> <li>▪ Red-Purple Bypass (RPB)               <ul style="list-style-type: none"> <li>– Ravenswood structure rehabilitation</li> <li>– North Mainline structure rehabilitation</li> <li>– Demo and removal of the existing NM steel structure, NM3 and NM4</li> <li>– Stage 2 punchlist work</li> <li>– Installation of the Stage 3 drilled shafts</li> <li>– Construction and concrete placement for the Stage 3 NM substructure</li> <li>– Clark Substation Traction Power cable relocations</li> <li>– Clark Relay House Removal</li> </ul> </li>   <li>▪ Lawrence to Bryn Mawr Modernization               <ul style="list-style-type: none"> <li>– Stage A Punchlist work</li> <li>– Drilled shaft installation</li> <li>– Concrete substructure work</li> <li>– Bryn Mawr Station foundation work</li> <li>– Cast-in-place bridge construction at Ardmore</li> <li>– Berwyn Station foundation work</li> <li>– Drainage excavation</li> <li>– Gantry erection</li> </ul> </li>   <li>▪ Corridor Signal Improvements (CSI)               <ul style="list-style-type: none"> <li>– LBMM Stage A systems punchlist activities</li> <li>– RPB Stage 2 systems punchlist activities</li> <li>– Continued signal testing and monitoring at Clark, Kenmore, Winona and adjacent signal houses</li> <li>– HVAC, Fire suppression and electrical improvements at Jarvis Relay Room</li> <li>– Removal of decommissioned signal/comm cables from trolley poles along track 1 from Thorndale to Jarvis</li> <li>– Installation of brackets and messenger cable along track 4</li> <li>– Installation of signal equipment platforms from Addison to Sheridan</li> </ul> </li> </ul>	<p>Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Complete</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing Started Started Started</p> <p>Ongoing Ongoing Ongoing Ongoing Complete</p> <p>Ongoing Ongoing</p>



## Red-Purple Bypass



**North Main Line  
Column Pour Work**



## Lawrence to Bryn Mawr Modernization

### Berwyn Station Elevator Mat Slab Foundation Work



## Lawrence to Bryn Mawr Modernization



**Concrete Columns  
Cap Pour**



## Lawrence to Bryn Mawr Modernization



**Drainage  
Excavation**



## Lawrence to Bryn Mawr Modernization



**Gantry  
Assembly  
at  
Ardmore**



# Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p>CTA's RPM staff celebrated Lunar New Year at the Argyle Street parade on Feb. 17, including bringing the popular CTA "mini train" to allow attendees a chance to ride through the parade.</p>	<ul style="list-style-type: none"> <li>• Weekly Red-Purple Bypass Project updates for 44<sup>th</sup> ward</li> <li>• Lawrence to Bryn Mawr project updates for 46<sup>th</sup>, 48<sup>th</sup> wards</li> <li>• Kickoff of weekly Clark Street "Open for Business" outreach to small businesses for Clark Street closure (Roscoe-Newport) 2/9-3/30</li> <li>• RPM Next Phases Public Meeting – Evanston/Wilmette focus</li> <li>• RPM monthly virtual office hours</li> <li>• 48th Ward Virtual Ward Night - Under 'L' Activation</li> <li>• Argyle Lunar New Year Parade</li> </ul>	<p>Weekly</p> <p>Bi-weekly</p> <p>Jan. 29-ongoing</p> <p>Feb. 1</p> <p>Feb. 13</p> <p>Feb. 15</p> <p>Feb. 18</p>
Workforce & SBE/DBE		<ul style="list-style-type: none"> <li>•Monthly DBE/Workforce Outreach &amp; Compliance Meeting</li> <li>•Q1 Workforce Outreach Event at Altgeld Gardens</li> <li>•DBE and Workforce Numbers as of 2/29/2024</li> <li>•Dollars Awarded To Date: \$268,557,217             <ul style="list-style-type: none"> <li>• Unique DBE Firms To Date: 119</li> <li>• Unique Firms New to CTA: 54</li> </ul> </li> <li>•Total Labor Hours Produced: 1,605,747</li> <li>•Total Dollars Earned: \$94,211,543</li> <li>•Jobs created to date (construction trade labor on the design-build team): 2,112 individuals</li> </ul>	<p>Ongoing</p> <p>Jan. 25</p>