



Todays Presentation

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



Justification of Need:

Priority of Project:	Medium
Total Project Budget:	
Construction Contract Value:	\$80,670,482.24
Earned to Date:	47%
Percent Change Orders to Construction Contract:	19.8%
Percent Time Used:	91%
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
1	



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



Construction Progress

Phase	Description	Status
Construction		
	Set Outbound Stair at North Tower	Completed
	Erect Steel for Station Roof	Completed
	Start installing Nail Laminated Timber (NLT) Ceiling	On-Going
	Erect/Detail Platform/Canopy Steel	On-Going
	Set Precast Platform Panels	On-Going
	Install North Tower Elevator Steel	Planned Early Q1
	Install CMU walls at Station House	Planned Early Q1
	Steel Delivery for Pedestrian Bridge	Planned Late Q1





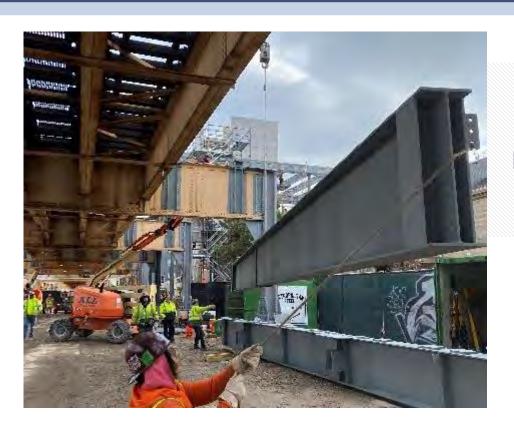
Pumping Concrete at South Exterior Wall





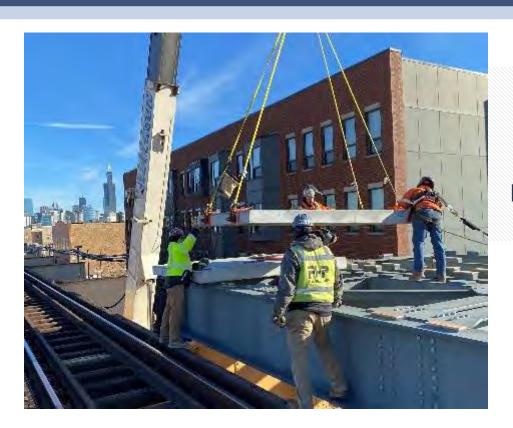
Installing Wood
Blocking to
prepare for NLT
Ceiling





Lifting Platform Steel – West of Station





Setting Precast Platform Panels on New Steel



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:	66% (thru September 2023)
Percent Change Orders to Construction Contract:	11% (thru Change Order #2, Executed: 12/08/23)
Percent Time Used:	94%
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 – 995 days thru Change Order #2
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.



Comparable Projects:

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.

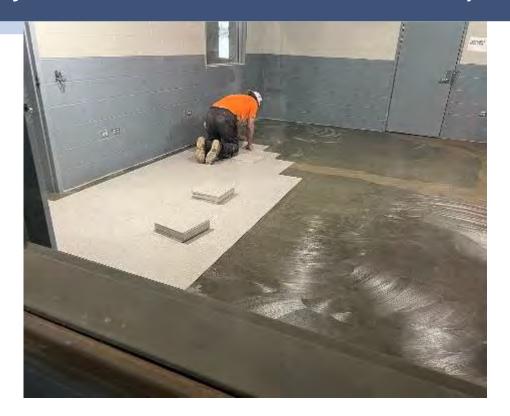


Construction Progress

Phase	Description	Status
Construction	Design Phase Design Package 3 – W48 Waterline Permit W48 Parking Lot Design Final Design Construction Phase Install Rail at Track D Install Track C,B,A Overhead Crane Installation Overhead Door Installation Installing CMU Walls Duct banks/Conduit Installation Painting Walls Storeroom 48 Waterline Installation Installing Paint and Blast Booth Install Flooring Tiles Install Wall Bricks in Bathrooms Install Fabric & Stone at South Yard	Complete In Progress Complete Complete Complete Complete Complete Complete In Progress In

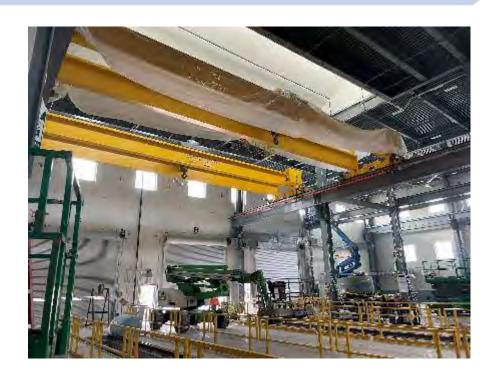
Delay Explanation:





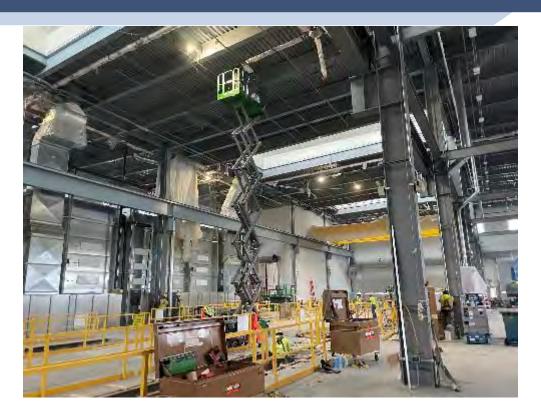
Build out of work stations and offices





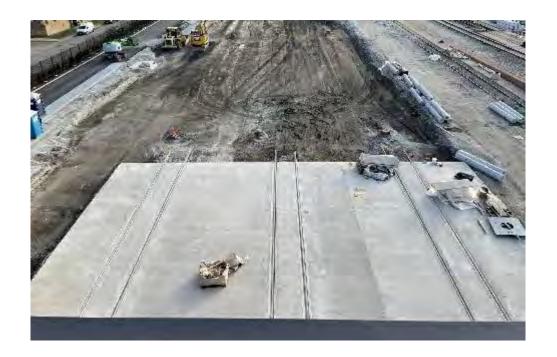
Commissioning Cranes





Overhead Pipe Installation





South Yard - Excavation



Priority of Project:

Justification of Need:	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.

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

Total Project Budget: \$122.8 Million

High

Construction Contract Value: \$67.9 Million

68% (As of December 2023) Earned to Date:

Percent Change Orders to Construction Contract: 16.7%

Percent Time Used: 75% (As of December 2023) Goal: 25%

Commitment: 25.3% DBF: 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: October 20, 2021, Estimated Duration 1020 days/Substantial Completion August 5, 2024

Designer of Record: TYI in

Construction Manager/General Contractor: WSP / John Burns Construction



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



Construction Progress

Phase	Description	Status
Haymarket Substation	 Install new electrical equipment Build building interior, flooring, rooms and finishes Equipment testing and commissioning. 	Ongoing Ongoing Ongoing
Canal Tie- House	 Commission Tie-House Interior Tie-House Build-Out Cable connections to Tie-House 	Upcoming Ongoing Upcoming
Damen Substation	 Fabricate new substation electrical equipment Build building exterior walls and roof Build building interior, flooring, rooms and finishes 	Ongoing Ongoing Upcoming
Barry Substation	Building exterior walls and roof.Build exterior walls and roof.Build interior, flooring, rooms and finishes	Ongoing Upcoming Upcoming
Belmont Crossover	Punchlist work.	Ongoing







Masonry Continued and Roof Installation at Damen







Transformer #2 Delivery and Installation at Haymarket

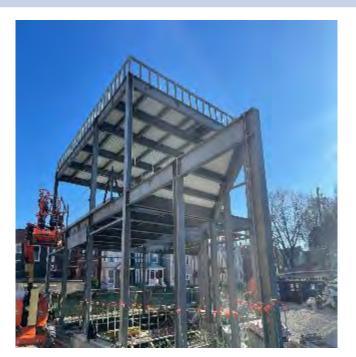






Cable Installation at Canal







Continued Structural Steel Erection and Decking Installation at Barry



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 - \$1,364,324,117
Earned to Date:	70.42%
Percent Change Orders to Construction Contract:	7.2%
Percent Time Used:	72.62%
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment: 20% Contractor is on track to meet the DBE goal Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA
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

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:

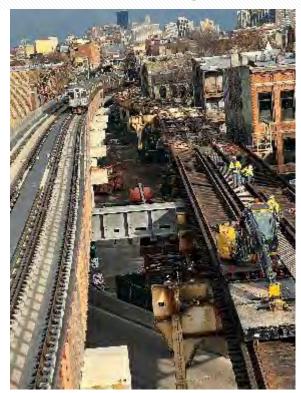
- Lawrence to Bryn Mawr Modernization (LBMM) complete reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Ave.
- Red-Purple Bypass (RPB) Construction 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.



Administrative / Design: Continued submittal/revisions of required management plans Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Ongoing Corridor Signal Improvements Red-Purple Bypass (RPB) Red-Purple Bypass (RPB) Red-Purple Bypass (RPB) North Mainline structure rehabilitation North Mainline Stage 2 track work Installation of signal cabling for permanent bypass track equipment Installation of cable brackets below the new North Mainline structure Installation of traction power positive and negative cables below the new structure Complete Complete	Phase	Description	Status
Red-Purple Bypass (RPB) Ravenswood structure rehabilitation Ongoing North Mainline structure rehabilitation Ongoing North Mainline Stage 2 track work Installation of signal cabling for permanent bypass track equipment Installation of cable brackets below the new North Mainline structure Installation of traction power positive and negative cables below the new structure Complete Complete	Administrative / Design:	Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and	
Installation of contact rail and auxiliary negative return rail on the new North Mainline deck Pre-testing of signal circuits at Clark, Barry, and Addison Relay Houses Transition to Stage 3 (12/4/2023) Lawrence to Bryn Mawr Modernization Pre-cast Segment fabrication (1,555) Stage A Punchlist work Viaduct Demolition Embankment Excavation Retaining Wall Demolition and Removal Drilled shaft installation Concrete substructure work Corridor Signal Improvements (CSI) Stage A systems punchlist activities Installation of signal equipment along the RPB North Mainline Structure Terminations of signal cabling at Clark Junction Relay House and adjacent tie-in houses Testing of Clark RH, Addison RH, and Barry RH signal circuits during RPB Stage 3 cutovers Complete Complete Complete Complete Complete Decommissioning and removal of NM3 and NM4 traction power, signal equipment and cabling at Clark Junction Performing surveys and planning for the completion of bracket and messenger installation along viaduct walls north of Thorndale to Jarvis	Construction:	 Red-Purple Bypass (RPB) Ravenswood structure rehabilitation North Mainline structure rehabilitation North Mainline Stage 2 track work Installation of signal cabling for permanent bypass track equipment Installation of cable brackets below the new North Mainline structure Installation of traction power positive and negative cables below the new structure Installation of contact rail and auxiliary negative return rail on the new North Mainline deck Pre-testing of signal circuits at Clark, Barry, and Addison Relay Houses Transition to Stage 3 (12/4/2023) Lawrence to Bryn Mawr Modernization Pre-cast Segment fabrication (1,555) Stage A Punchlist work Viaduct Demolition Embankment Excavation Retaining Wall Demolition and Removal Drilled shaft installation Concrete substructure work ** Corridor Signal Improvements (CSI) Stage A systems punchlist activities Installation of signal equipment along the RPB North Mainline Structure Terminations of signal cabling at Clark Junction Relay House and adjacent tie-in houses Testing of Clark RH, Addison RH, and Barry RH signal circuits during RPB Stage 3 cutovers Commissioning of traction power and signal systems for the NM2 track at Clark Junction Decommissioning and removal of NM3 and NM4 traction power, signal equipment and cabling at Clark Jxn Performing surveys and planning for the completion of bracket and messenger installation along 	Ongoing Complete Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Complete



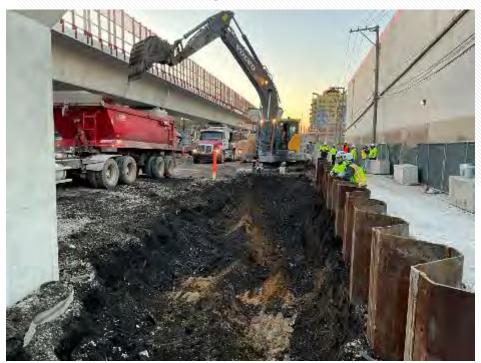
Red-Purple Bypass



NML Tracks 1 and 2 in-service and demolition of Tracks 3 and 4



Lawrence to Bryn Mawr Modernization



Bryn Mawr
Station
Excavation Work



Lawrence to Bryn Mawr Modernization



Caisson Rebar
Cage Lift
at
Berwyn



Lawrence to Bryn Mawr Modernization



Column Concrete Pour



Lawrence to Bryn Mawr Modernization



Rebar Deck Installation at Ardmore



	Outreach type	Major Activities	Timing
Community	The RPM team kicked off its sixth small business promotional campaign on Nov. 22.	Weekly Red-Purple Bypass Project updates for 44 th ward Lawrence to Bryn Mawr project updates for 46 th , 48 th wards Lawrence to Bryn Mawr SEAC (Southeast Asia Center) - tour 5700 N Winthrop – project update Chicago Cubs management –project update More than 12,000 "Discover" Open for Business winter campaign door hangers distributed RPM monthly virtual office hours Edgewater Chamber of Commerce – meet and greet with new executive director and project update	Weekly Bi-weekly Nov. 24 Dec. 2 Dec. 6 Dec. 11 Dec. 12 Dec. 13
Workforce & SBE/DBE	CTA Diversity and HR participated in Track to Trades with Chicago Builds at Dunbar School.	*Monthly DBE/Workforce Outreach & Compliance Meeting *Chicago Builds Track to Trades *DBE and Workforce Numbers as of 12/31/2023 *Dollars Awarded To Date: \$268,309,734	Ongoing Dec 4 - 5