

Brown Line Capacity Expansion Project

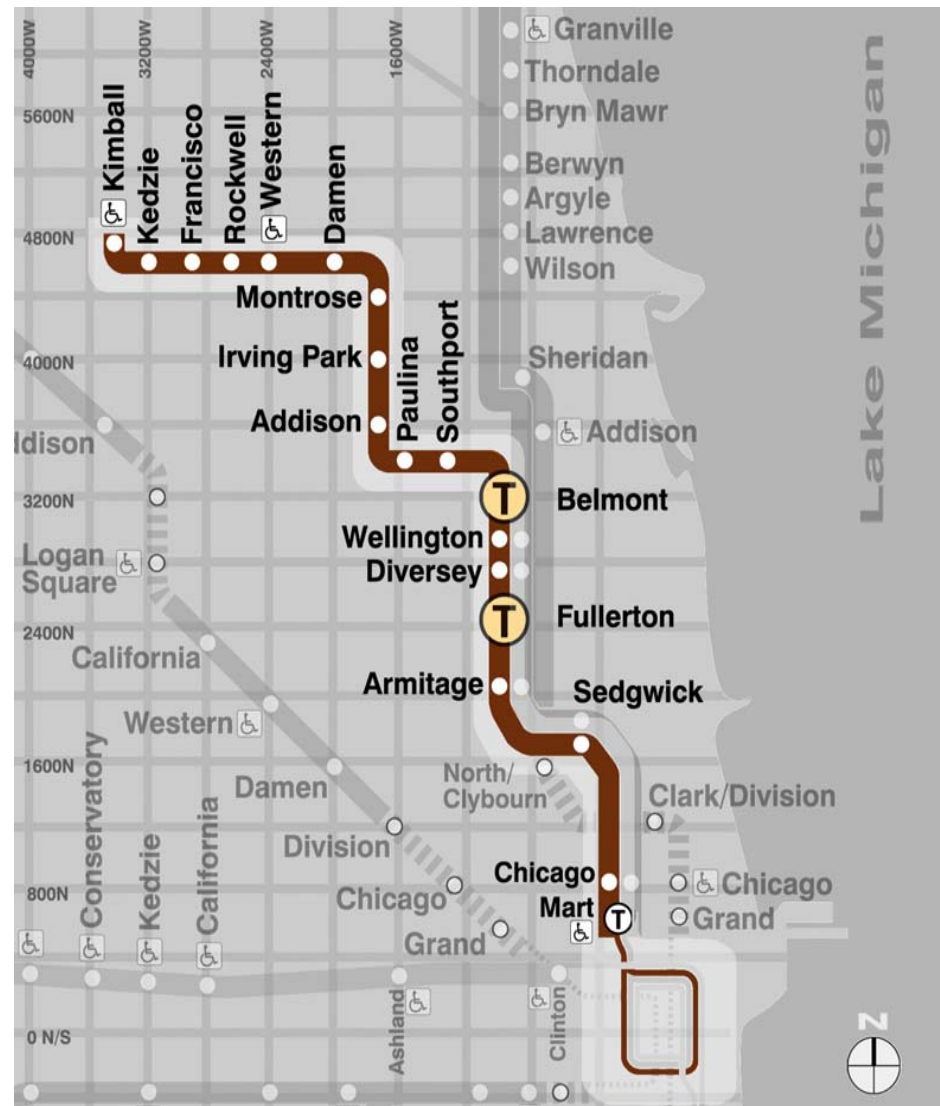


Armitage, Sedgwick, and Chicago Stations Community Meeting

Design Update

April 18, 2005

Lincoln Park High School



Brown Line Capacity Expansion Project



Armitage, Sedgwick, and Chicago Stations

Community Meeting Agenda:

1. Project Summary and Background
2. Planning, Finding and Implementing Cost Reductions
3. Guidelines for Further Cost Reductions
4. Armitage, Sedgwick, and Chicago Design Revisions
5. Armitage, Sedgwick, and Chicago Design Elements Maintained
6. Maintaining Community Outreach
7. Small Business Outreach
8. Questions and Answers

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Brown Line Project Objectives:

- Increase the line's overall ridership capacity by 33% by extending platforms to allow 8-car operations
- Provide access to all CTA customers throughout all stations and comply with the accessibility requirements of the American with Disabilities Act
- Provide new, modern stations to replace those constructed between 1896 and 1907
- Upgrade signal, communications and power delivery system
- Total Project Budget of \$529.9 million including all project related costs
- Fullerton station ADA accessible by December 31, 2008
- Complete construction by the end of 2009

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Background:

- One bid package advertised in January 2004
- Bids for Brown Line Capacity Expansion Project first opened May 5, 2004
- Both bids exceeded construction budget
- Bids rejected by the Chicago Transit Board at the June 9, 2004 meeting

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Brown Line Bids:

A review of the bids received indicated the bids exceeded the budget in part due to:

- Project's complexity due to need to maintain full rail service during construction
- Project's complexity due to need to reconstruct stations in limited space
- Large size of construction package limited the number of bidders
- Market fluctuations in pricing of construction materials

After opening the bids, CTA retained an independent estimator who targeted cost reductions of \$152 million across the project

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Finding Project Savings:

- Target cost reductions across the entire Brown Line Capacity Expansion Project were identified
- Break the construction package into eight smaller bid packages to increase competition
- Adjust contract provisions to make CTA a better business partner for our construction contractors
- Reduce non-station features, such as substations and replacement of portions of existing elevated track structure
- Reduce non-customer features, such as janitor closets and employee restrooms
- Standardize common station elements and use less costly materials
- Gain construction efficiencies through temporary station closures

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Multiple Bid Packages:

Awarded Bid Packages

- Signals and Clark Junction
(Construction began December 13, 2004)
- Substations (Construction began January 10, 2005)

Planned Bid Packages

- Belmont and Fullerton (Advertised on March 11, 2005)
- Armitage, Sedgwick and Chicago
- Kimball, Kedzie, Francisco, Rockwell and Western
- Damen, Montrose, Irving Park and Addison
- Paulina, Southport, Wellington and Diversey
- Communications

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Reduce Non-Customer Features:

First, Reduce Non-Station Areas

- Minimize new and upgraded substations
- Minimize replacement of existing elevated track structure foundations
- Minimize repainting of existing elevated track structure
- Utilize CTA labor to complete some complex work

Reduce Non-Customer Features (cont.):

Second, Reduce Non-Customer Areas

- Reduce the size of janitor closets, employee restrooms, electrical rooms and communication rooms
- Realize efficiencies by streamlining electrical services
- Eliminate third exits where not required by code
- Revisit station layouts to reduce or eliminate real estate acquisitions

Additional Cost Reductions

Third, Station Components

- Install less expensive materials (i.e. substitute galvanized steel for stainless steel)
- Provide a common-element design set for various station components (platform railings, Customer Assistant Kiosk, windbreaks, etc.)
- Maintain existing canopies and associated support foundations
- Add fewer turnstiles at each station



Efficiencies Gained Through Temporary Station Closures:

- Increase contractor productivity
- Minimize, or eliminate, temporary work (temporary stairs, temporary platform extensions, etc.) necessary to maintain customer use of station
- Maximize contractor opportunities to utilize normal working hours

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Guidelines for Temporary Station Closures:

- Brown Line service will continue to run seven days a week
- No adjacent stations will be closed on weekdays
- No station farther than one half mile from another station will be closed on weekdays
- CTA staff will meet with the public prior to advertising each bid package to brief communities on proposed stations designs, temporary closures and service alternatives
- Temporary closure details will be posted prominently at each station, together with information about safe and convenient service alternatives
- CTA will develop a business outreach plan to assist those businesses most impacted by the construction schedule
- The first temporary closures will not take effect prior to September 2005

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Temporary Station Closures (Weekday and Weekend):

<u>No Closures</u>	<u>Some Weekend Closures Only*</u>	<u>Temporary Closures</u>	<u>Temporarily Closed Plus Some Weekend Closures</u>
Western	Armitage	Damen	Kimball
Belmont	Sedgwick	Montrose	Kedzie
Fullerton	Chicago	Irving Park	Francisco
		Addison	Rockwell
		Paulina	
		Southport	
		Wellington	
		Diversey	

*** Distance between stations exceeds 1/2 mile. All 3 stations would be closed concurrently for up to 6 weekends.**

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Maintain Long Term Improvements:

- Wider, longer platforms to increase capacity and alleviate overcrowding
- Installation of elevators or ramps to facilitate ADA accessibility
- New, modern stationhouses
- Refurbished canopies
- Increase fare array
- Install bike storage racks
- Enhanced station entrances
- Fiber optic communication backbone
- New protective paint coating of track structure over stationhouses



Armitage, Sedgwick, and Chicago Stations Design Update:

- Platform Level Revisions
- Platform Level Design Elements Maintained
- Stationhouse Level Revisions
- Stationhouse Level Design Elements Maintained

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Armitage, Sedgwick, and Chicago Platform Level Revisions:

General Revisions:

- Refurbished historic canopies only
- Railing revised to provide Brown Line identity
- Windbreaks modified to match railing design
- Standardize Lighting



Armitage, Sedgwick, and Chicago Platform Level Revisions:

Armitage Station

- Platforms moved south approximately 30-ft
- Rotogates relocated to platform level south of Armitage

Sedgwick Station

- Platforms moved east approximately 40-ft
- Historic rehabilitated canopies only will be provided
- Delete third exits

Chicago Station

- Relocated refurbished historic canopies to middle of platforms
- Modified material for new stationhouse facade

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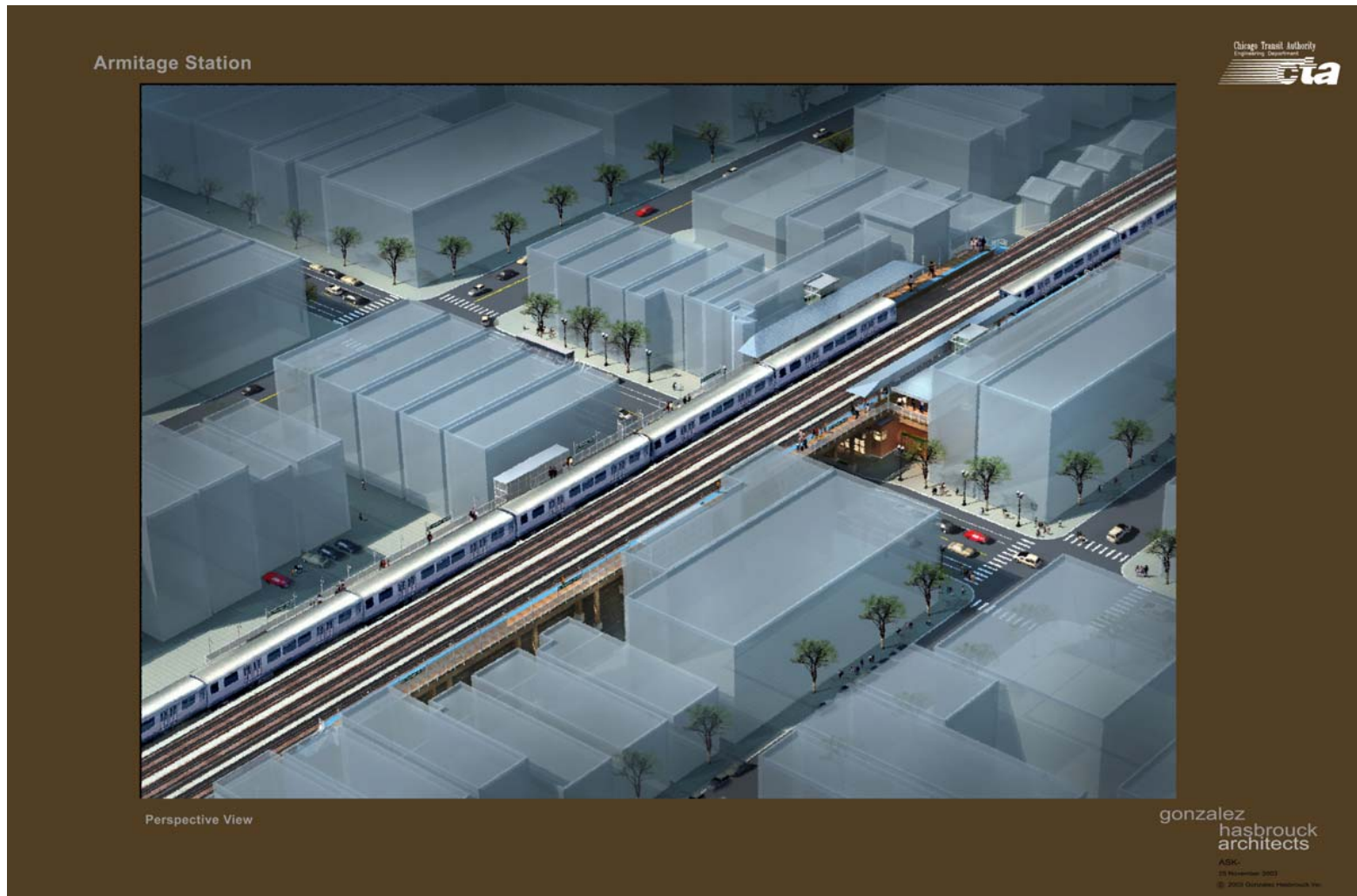
Armitage, Sedgwick, and Chicago Stations **Platform Level Elements Maintained:**

- Wider platforms
- Elevators to each platform
- Soundpanels at track level
- Rehabilitated historic canopies
- State of the art audio/visual public address systems to be installed by communications package
- Platform shelters, customer heaters and benches
- Increase wayfinding and ADA compliant signage

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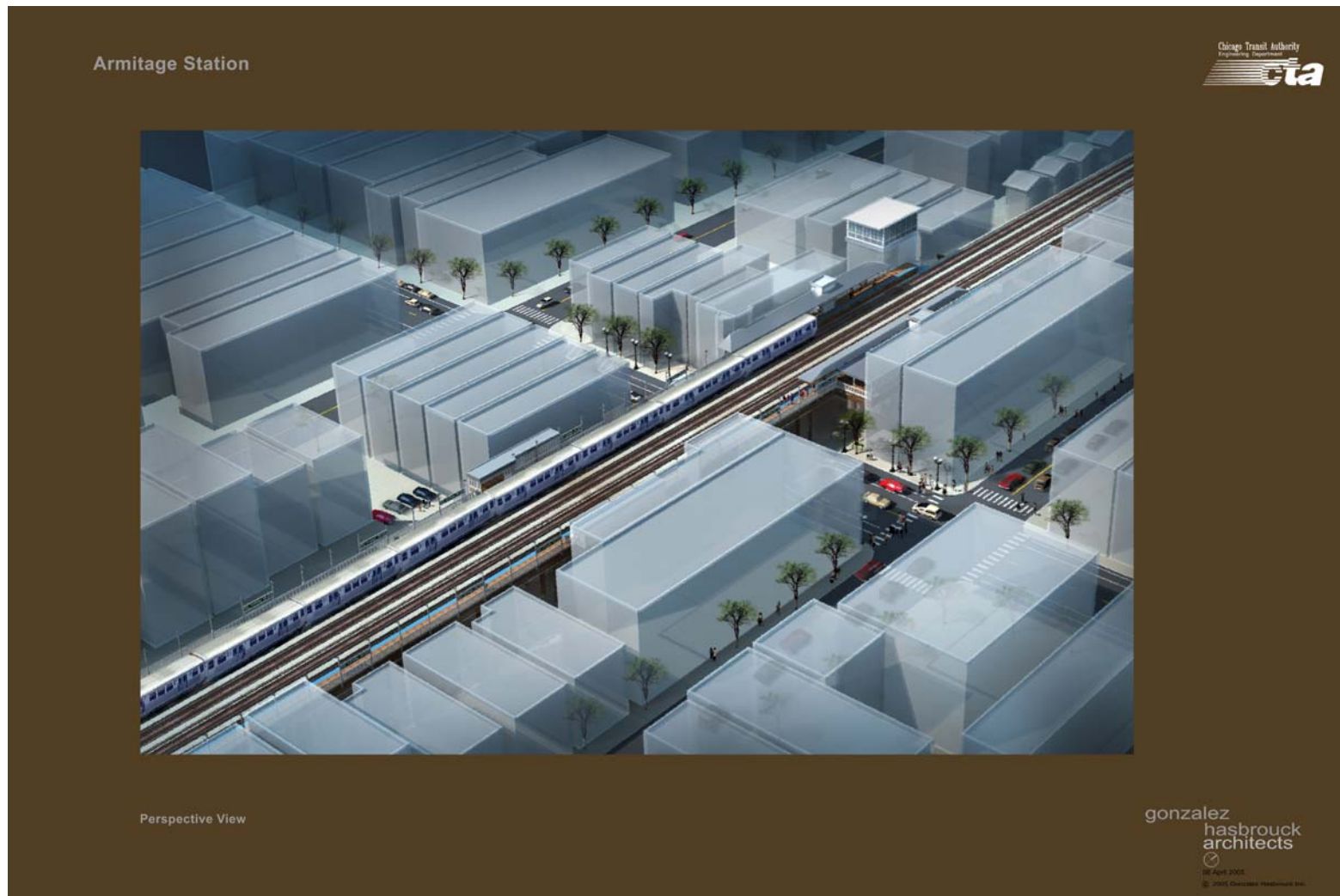
Armitage Platform Level Rendering December 2003:



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Armitage Platform Level Rendering, April 2005



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Sedgwick Platform Level Rendering, December 2003:



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Sedgwick Platform Level Rendering, April 2005:



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Chicago Platform Level Rendering, December 2003:



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Chicago Platform Level Rendering, April 2005:



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Armitage, Sedgwick, and Chicago Stationhouse Level Revisions:

General Revisions:

- Reduced the size and eliminated walls for communication rooms, electrical rooms, revenue rooms and janitor rooms
- Simplified Customer Assistant Kiosk
- Changed perimeter fencing mesh to chain link behind the stationhouses

Armitage, Sedgwick, and Chicago Stationhouse Level Revisions:

Armitage Station

- Historic Stationhouse remained as primary station entrance
- Eliminated or reduced mesh in-fill at stairs and enclosures
- Installed less glass in elevator enclosures
- Increased turnstiles from 2 to 4 (reduced from 5)
- Electrical Substation will not be constructed at Armitage Station



Armitage, Sedgwick, and Chicago Stationhouse Level Revisions (cont.):

Sedgwick Station

- Installed less glass in elevator enclosures
- Removed masonry façade on Hudson Street at emergency exits
- Relocated Emergency exits to platform level
- Increased turnstiles from 2 to 4
- Electrical substation will remain

Armitage, Sedgwick, and Chicago Stationhouse Level Revisions (cont.):

Chicago Station

- Removed building addition north of historic stationhouse
- Moved Inbound platform stairs at Superior to the north side of the street
- Increased turnstiles from 2 to 6 (reduced from 8) at Chicago Avenue
- Provided for future installation of additional turnstiles, increase from 6 to 8



Armitage, Sedgwick, and Chicago Stations **Stationhouse Level Elements Maintained:**

- Larger unpaid area and wider stairs
- Increased wayfinding and ADA compliant signage
- Emergency exits maintained at Sedgwick Station
- Six High Barrier Gates will remain at auxiliary entrance on Superior Street (3 on each platform) at the Chicago Station

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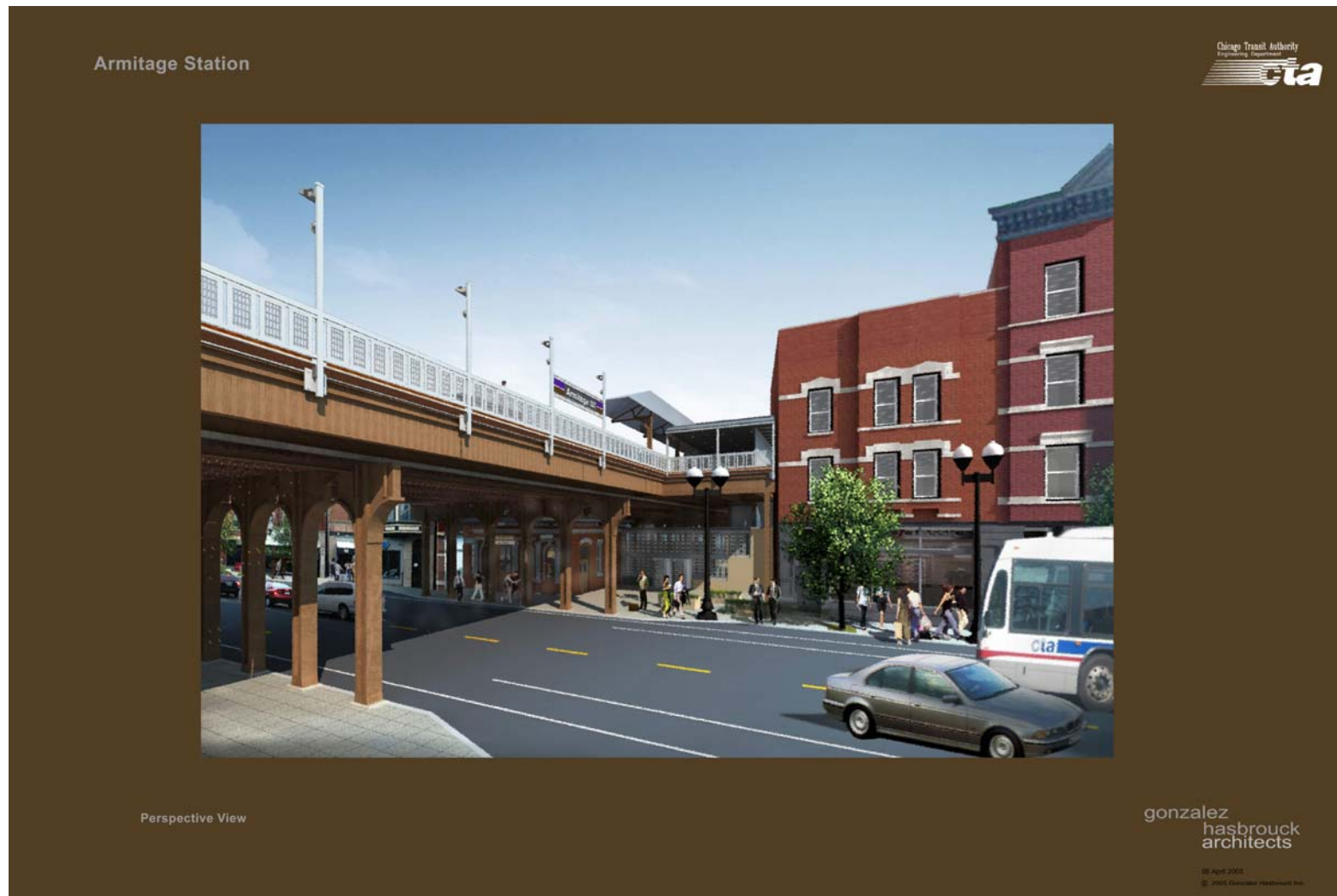
Armitage Street Level Rendering, December 2003:



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Armitage Street Level Rendering, April 2005:



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Sedgwick Street Level Rendering, December 2003:



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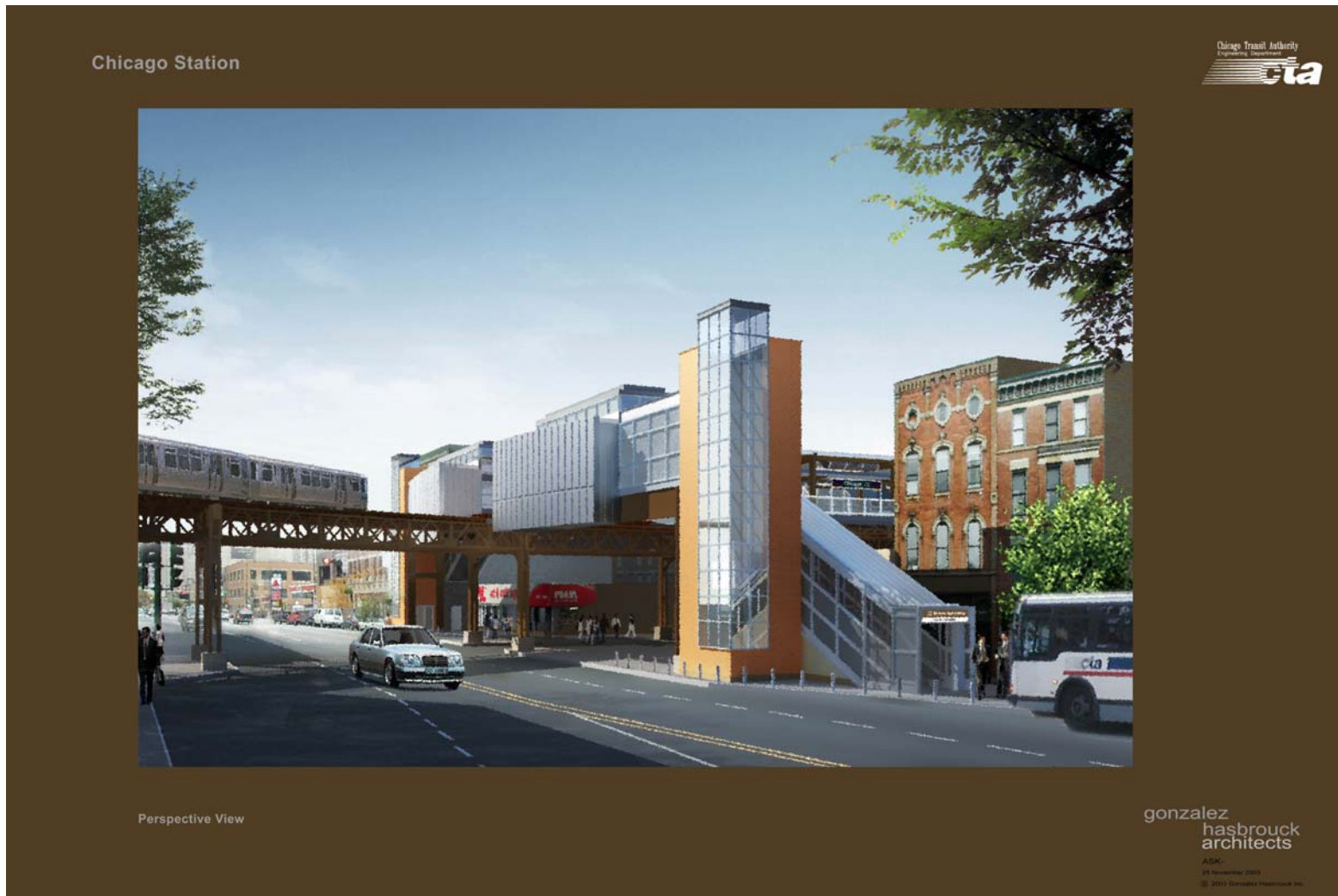
Sedgwick Street Level Rendering, April 2005:



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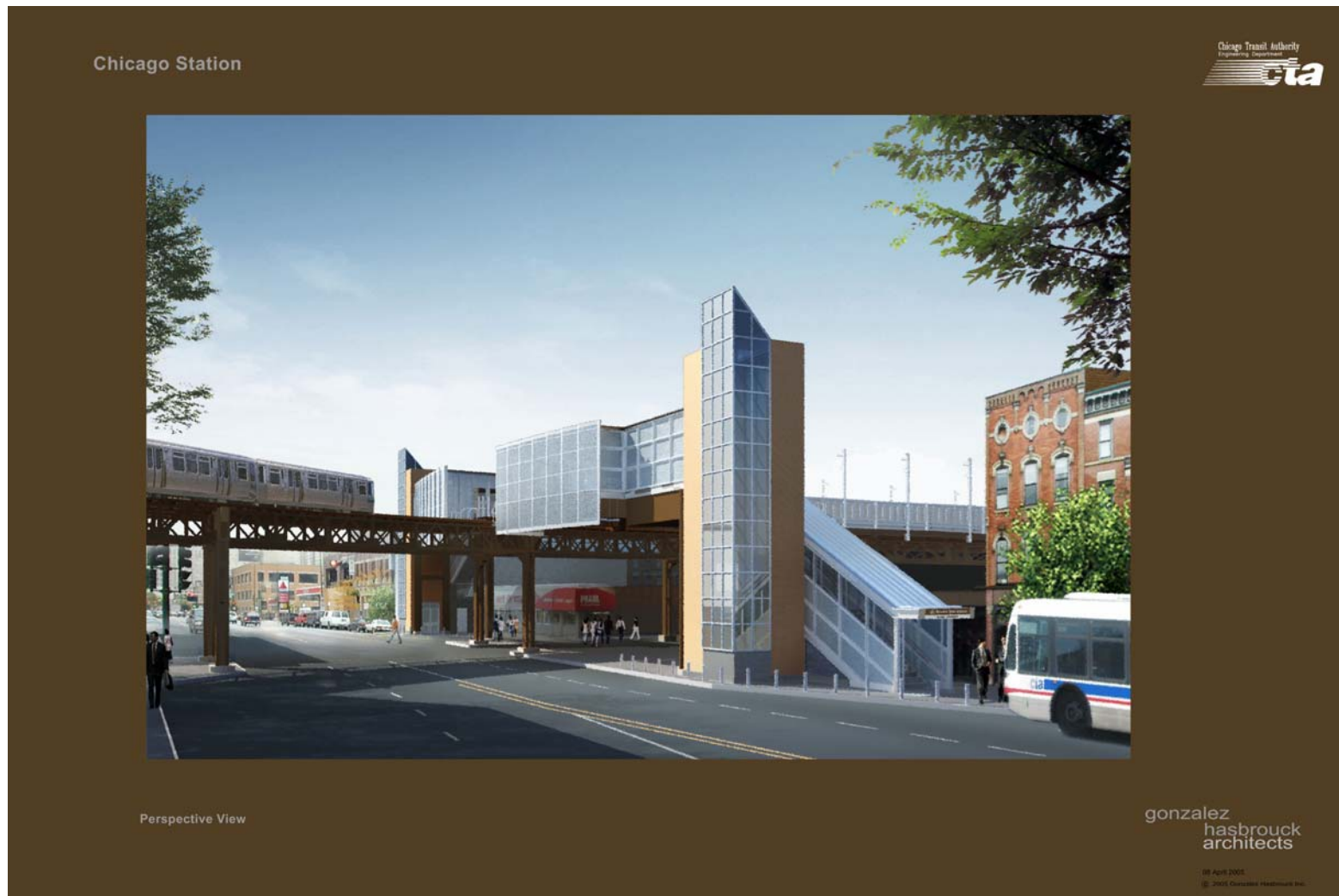
Chicago Street Level Rendering, December 2003:



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Chicago Street Level Rendering, April 2005:



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Maintain Community Outreach:

- Meet with community prior to each bid advertisement
- Meet with the community when a contractor is selected
- Develop outreach networks to keep communities informed of project progress
- Continue to meet with the community throughout construction
- Maintain Brown Line information on CTA website

Small Business Outreach

- Meet with the community prior each bid advertising
- Meet with Aldermen, local chambers of commerce, and Community organizations to discuss project and assess needs
- Collaborate with third party entities with small business development expertise to develop mitigation strategies
 - Local Chambers of Commerce
 - Community Development Organizations
- Take suggestions and needs, develop dissemination and mitigation strategies

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Forward questions and comments to
brownlinecomments@ctacipm.com

Question and Answer Period