

Kimball, Kedzie, Francisco, Rockwell, and Western Stations Community Meeting

Design Update

May 9, 2005

Horner Park Field House



Community Meeting Agenda:

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

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

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

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

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

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

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

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

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.**

Temporary Station Closures (duration and closures):

Station	Construction Duration	Temporary Closure Duration
Kimball	9 Months	4 - 6 Months + 10 Weekend Closures
Kedzie	10 Months	6 - 8 Months + 10 Weekend Closures
Francisco	10 Months	6 - 8 Months + 10 Weekend Closures
Rockwell	11 Months	6 - 8 Months + 10 Weekend Closures
Western	8 Months	No Closures

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

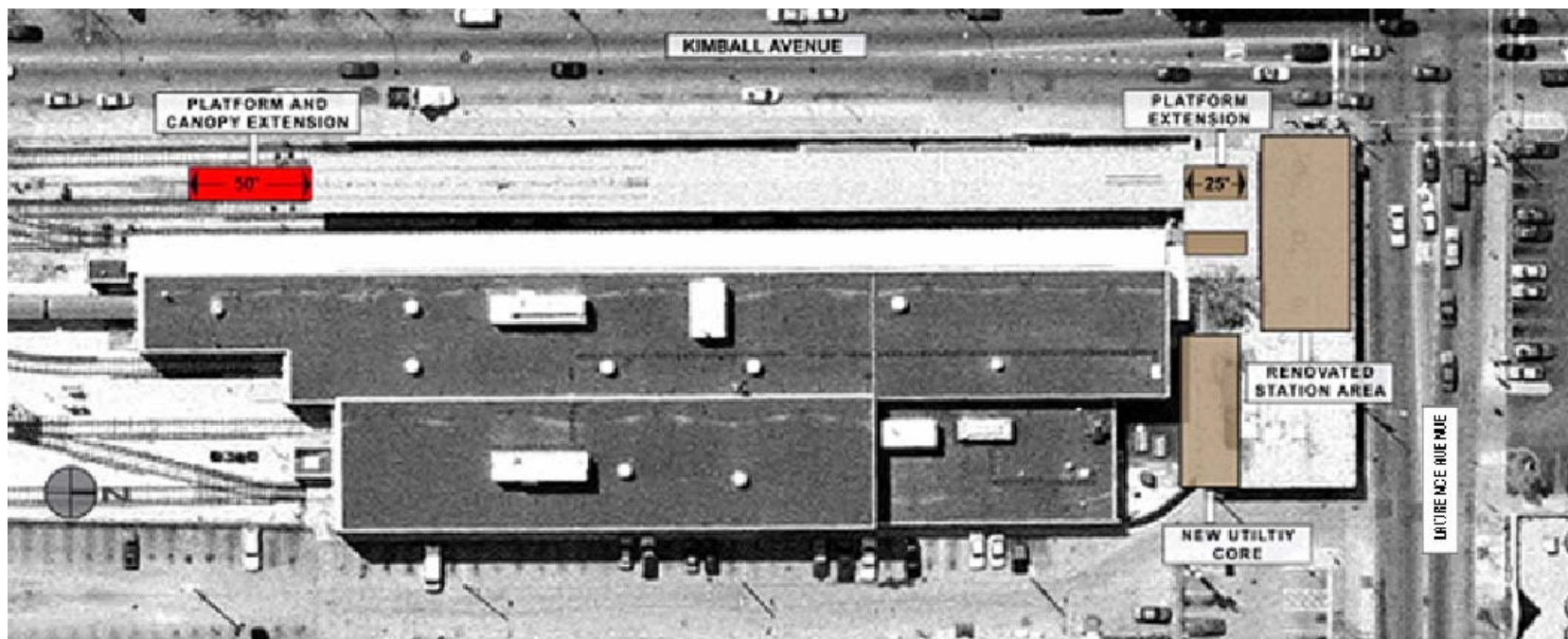
Kimball, Kedzie, Francisco, Rockwell, and Western Stations Design Revisions:

- Design Revisions
- Design Elements Maintained

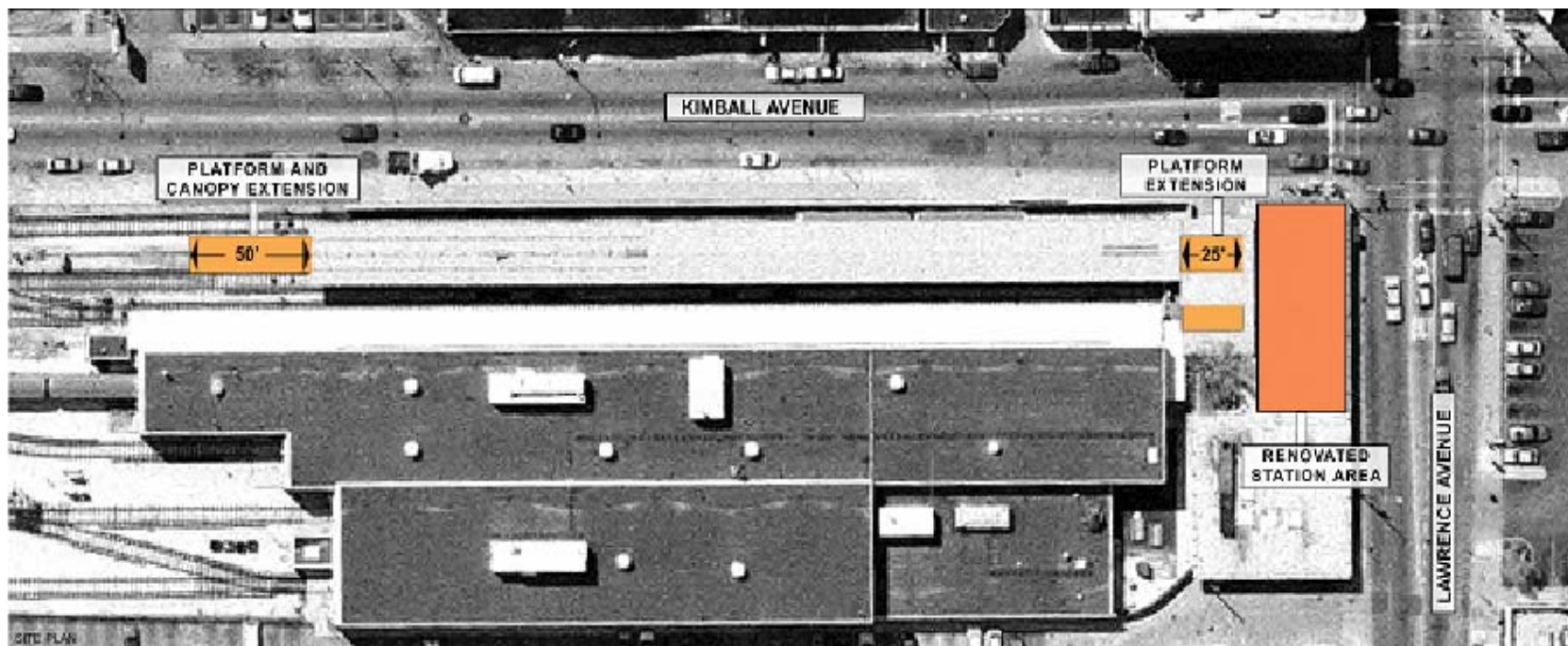
Kimball Station

- Delete brick wall extension at south end of Kimball
- Delete granite floors in station house unpaid area, except at turnstiles, and replace with concrete
- Delete station support rooms (electrical, communications, revenue, janitor's closet and power wash rooms)
- Delete sidewalk replacement

Kimball Station 2003



Kimball Station 2005



Kedzie & Rockwell Stations

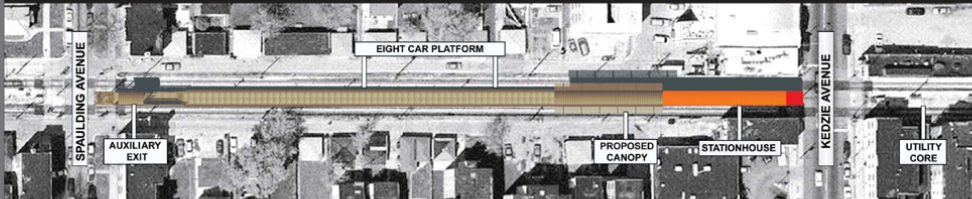
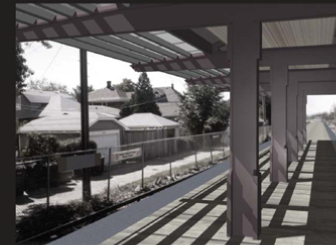
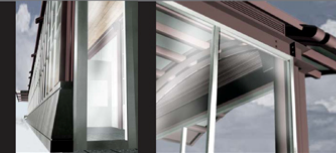
- Incorporation of standard light fixtures
- Delete canopy and add two covered windbreaks
- Eliminate toilet room, janitor's closet, and revenue room
- Delete granite pavers (except at turnstiles)
- Replace wood ceilings with metal paneling
- Relocate electrical and communications cabinets to platforms from utility core

Brown Line Capacity Expansion Project



Kedzie Station - 2003

cta KEDZIE STATION



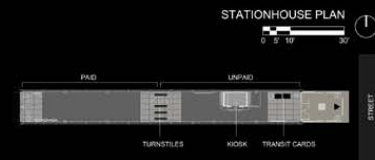
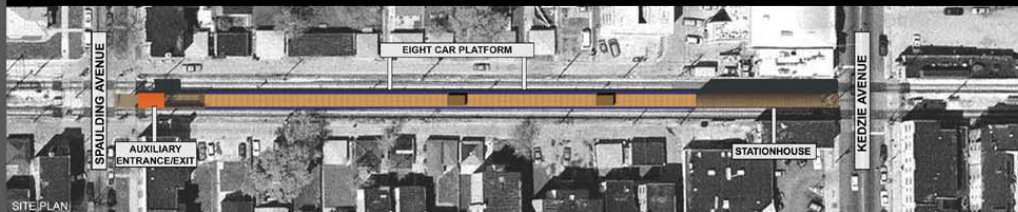
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Brown Line Capacity Expansion Project



Kedzie Station - 2005

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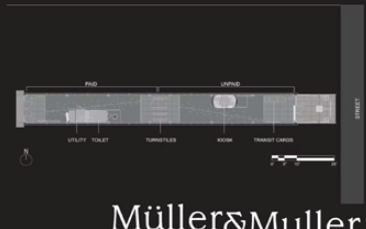
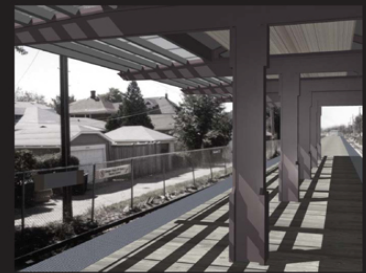
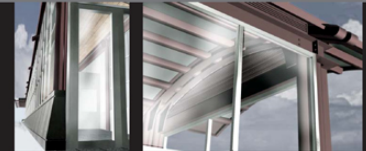
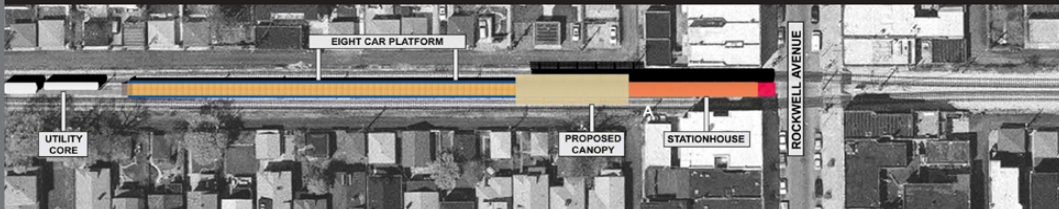
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Brown Line Capacity Expansion Project



Rockwell Station - 2003

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Brown Line Capacity Expansion Project



Rockwell Station - 2005



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Francisco Station

- Delete relocation of canopy from Rockwell to Francisco and add a windbreak
- Eliminate toilet room, janitor's closet, and revenue room
- Relocate electrical and communication cabinets to platforms from utility core

Brown Line Capacity Expansion Project



Francisco Station - 2003

cta FRANCISCO STATION



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Brown Line Capacity Expansion Project



Francisco Station - 2005



Western Station

- Redesign stairs with rotogate at the top of the stairs without full-height enclosure
- Eliminate northwest stair at Western
- Extend outbound platform an additional 15 feet east
- Reconfigure exit stair at east end of inbound platform

Brown Line Capacity Expansion Project



Western Station - 2003



Brown Line Capacity Expansion Project



Western Station - 2005



Kimball, Kedzie, Francisco, Rockwell, and Western Station Elements Maintained:

- 8 car platforms
- ADA accessible stations
- Increase wayfinding and ADA compliant signage
- Platform windbreaks and benches
- State of the art audio/visual public address systems to be installed by communications package
- Information Kiosks at the street level and on the platform
- Provide additional turnstiles (Kedzie, Francisco, Rockwell)
- Larger paid & unpaid areas (Kedzie, Francisco, Rockwell)
- Rehabilitate historic canopy at Francisco
- Provide landscaping at Francisco
- Maintain entry/exit at Spaulding

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 to each bid advertising
- Meet with Alderman, local chambers of commerce, and Community Organizations to discuss project and assess needs.
 - Some meetings to date:
 - Alderman Natarus, Chicago Avenue and Franklin Avenue Business owners
 - Alderman Tunney, Central Lakeview Merchants, Lakeview East Chamber
 - Alderman Mell's office (Gary Medina) North River Commission, LADCOR, Albany Park Chamber of Commerce, Reps from Northeastern Illinois
 - Alderman Daley, Armitage Merchants Association, Lincoln Park Chamber of Commerce
 - Alderman Schulter, North Center Chamber of Commerce, Greater Rockwell Organizations, Ravenswood Industrial Council, Albany Park Community Center, Beans and Bagels, Lincoln Square Chamber of Commerce
- Collaborate with third party entities with small business development expertise to develop strategies
 - Local Chambers of Commerce
 - Community Development Organizations
- Take suggestions and needs, develop dissemination and mitigation strategies

Forward questions and comments to
brownlinecomments@ctacipm.com

Question and Answer Period