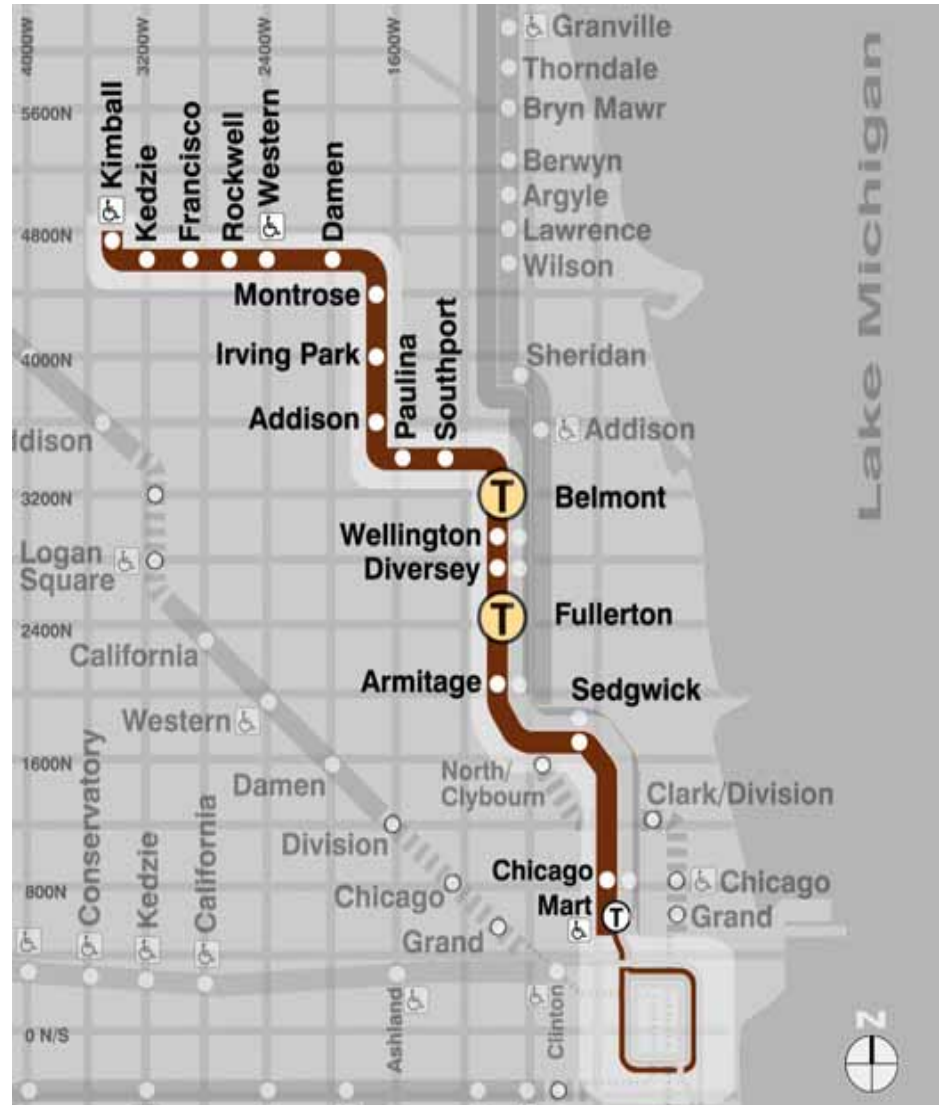


## Addison, Irving Park, Park, Montrose, and Damen Stations Community Meeting

Design Update

September 19, 2005

Sulzer Library



## Addison, Irving Park, Montrose, and Damen Stations Community Meeting Agenda:

1. Project Summary and Background
2. Planning, Finding and Implementing Cost Reduction
3. Guidelines for Further Cost Reductions
4. Addison, Irving Park, Montrose, and Damen Design Revisions
5. Addison, Irving Park, Montrose, and Damen Design Elements Maintained
6. Maintaining Community Outreach
7. 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 requirements of the Americans with Disabilities Act
- Provide new, modern stations to replace those constructed between 1896 and 1907
- Upgrade signal, communications, and power delivery systems
- 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 indicated the budget was exceeded 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 were identified across the entire Brown Line Capacity Expansion Project
- 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)
- Belmont and Fullerton Stations (Construction began August 17, 2005)
- Armitage, Sedgwick and Chicago (Awarded at September 14, 2005 CTA Board Meeting)
- Kimball, Kedzie, Francisco, Rockwell and Western (Awarded at September 14, 2005 CTA Board Meeting)

### **Planned Bid Packages**

- 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:**

**(Established January, 2005)**

- 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>
<b>Western</b>	<b>Armitage</b>	<b>Damen</b>	<b>Kimball</b>
<b>Belmont</b>	<b>Sedgwick</b>	<b>Montrose</b>	<b>Kedzie</b>
<b>Fullerton</b>	<b>Chicago</b>	<b>Irving Park</b>	<b>Francisco</b>
		<b>Addison</b>	<b>Rockwell</b>
		<b>Paulina</b>	
		<b>Southport</b>	
		<b>Wellington</b>	
		<b>Diversey</b>	

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



# Brown Line Capacity Expansion Project

## Temporary Station Closures - Durations Prepared in January 2005

Station		Type	Estimated Construction Duration	Temporary Closure Duration	Closure Detail
1	Kimball	At Grade	9 months	4-6 months + 10 weekend closures	During weekdays, only non-adjacent stations would be closed. For 10 weekends, Kimball, Kedzie, Francisco and Rockwell will be closed concurrently.
2	Kedzie	At Grade	10 months	6-8 months + 10 weekend closures	
3	Francisco	At Grade	10 months	6-8 months + 10 weekend closures	
4	Rockwell	At Grade	11 months	6-8 months + 10 weekend closures	
5	Western	Elevated	8 months	No Closure	No Closure
6	Damen	Elevated	13 months	10-12 months	Only non-adjacent stations would be closed at any given time.
7	Montrose	Elevated	13 months	10-12 months	
8	Irving Park	Elevated	13 months	10-12 months	
9	Addison	Elevated	13 months	10-12 months	
10	Paulina	Elevated	13 months	10-12 months	
11	Southport	Elevated	13 months	10-12 months	
12	Belmont	Elevated	53 months	No Closure	No Closure
13	Wellington	Elevated	16 months	10-12 months	Wellington and Diversey will not be closed at the same time.
14	Diversey	Elevated	16 months	10-12 months	
15	Fullerton	Elevated	47 months	No Closure	No Closure
16	Armitage	Elevated	15 months	6 weekend closures	Armitage, Sedgwick and Chicago will be closed concurrently for 6 weekends.
17	Sedgwick	Elevated	15 months	6 weekend closures	
18	Chicago	Elevated	17 months	6 weekend closures	

**\*To be finalized prior to Contract Award (will not exceed duration listed)**

## Maintain Long Term Improvements:

- Wider, longer platforms to increase capacity and alleviate overcrowding
- Installation of elevators or ramps to facilitate ADA accessibility
- New, modern stationhouse
- 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

## Addison, Irving Park, Montrose, and Damen Stations Design Update:

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



## Addison, Irving Park, Montrose, and Damen Platform Level Revisions:

### General Revisions:

- Refurbished existing canopies
- Railing revised to provide standardized Brown Line identity
- Windbreaks modified to match railing design
- Standardized Lighting

## Addison, Irving Park, Montrose, and Damen Platform Level Revisions:

### **Damen Station**

- Platforms moved west approximately 17-ft
- Reconfigured stairs

### **Montrose Station**

- Reconfigured stairs

## Addison, Irving Park, Montrose, and Damen Platform Level Revisions:

### **Irving Park Station**

- Platforms moved south approximately 14-ft
- Rotogates moved to platform level at auxiliary exits

### **Addison Station**

- Eliminated third exit from inbound and outbound platforms
- Reconfigured stairs
- Rotogates moved to platform level at auxiliary exits

## Addison, Irving Park, Montrose, and Damen Stations Platform Level Elements Maintained:

- Wider platforms
- Elevators to each platform
- Soundpanels at track level
- Refurbished historic and existing 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

## Addison, Irving Park, Montrose, and Damen Stationhouse Level Revisions:

### General Revisions:

- Reduced the size and eliminated common walls within communication, electrical, revenue, and janitor rooms
- Simplified Customer Assistant Kiosk

## Addison, Irving Park, Montrose, and Damen Stationhouse Level Revisions:

### **Addison Station**

- Installed fewer areas of glass in elevator enclosures
- Eliminated or reduced mesh in-fill at stairs and enclosures
- Reduced turnstiles from 5 to 3, provided for future installation (4 total including future installation)

## Addison, Irving Park, Montrose, and Damen Stationhouse Level Revisions (cont.):

### Irving Park Station

- Installed fewer areas of glass in elevator enclosures
- Reduced turnstiles from 5 to 3, provided for future installation (4 total including future installation)
- Reconfigured stairs

## Addison, Irving Park, Montrose, and Damen Stationhouse Level Revisions (cont.):

### **Montrose Station**

- Existing stationhouse will be demolished to provide adequate exiting capacity
- Reconfigured auxiliary stairs
- Reduced turnstiles from 4 to 3, provided for future installation (4 total including future installation)



## Addison, Irving Park, Montrose, and Damen Stationhouse Level Revisions (cont.):

### Damen Station

- Reconfigured auxiliary stairs
- Reduced turnstiles from 4 to 3, provided for future installation (4 total including future installation)

## **Addison, Irving Park, Montrose, and Damen Stations** **Stationhouse Level Elements Maintained:**

- Larger unpaid area and wider stairs
- Increased wayfinding and ADA compliant signage

# Brown Line Capacity Expansion Project



## Addison Street Level Rendering December 2003:



# Brown Line Capacity Expansion Project



## Addison Street Level Rendering, September 2005



# Brown Line Capacity Expansion Project



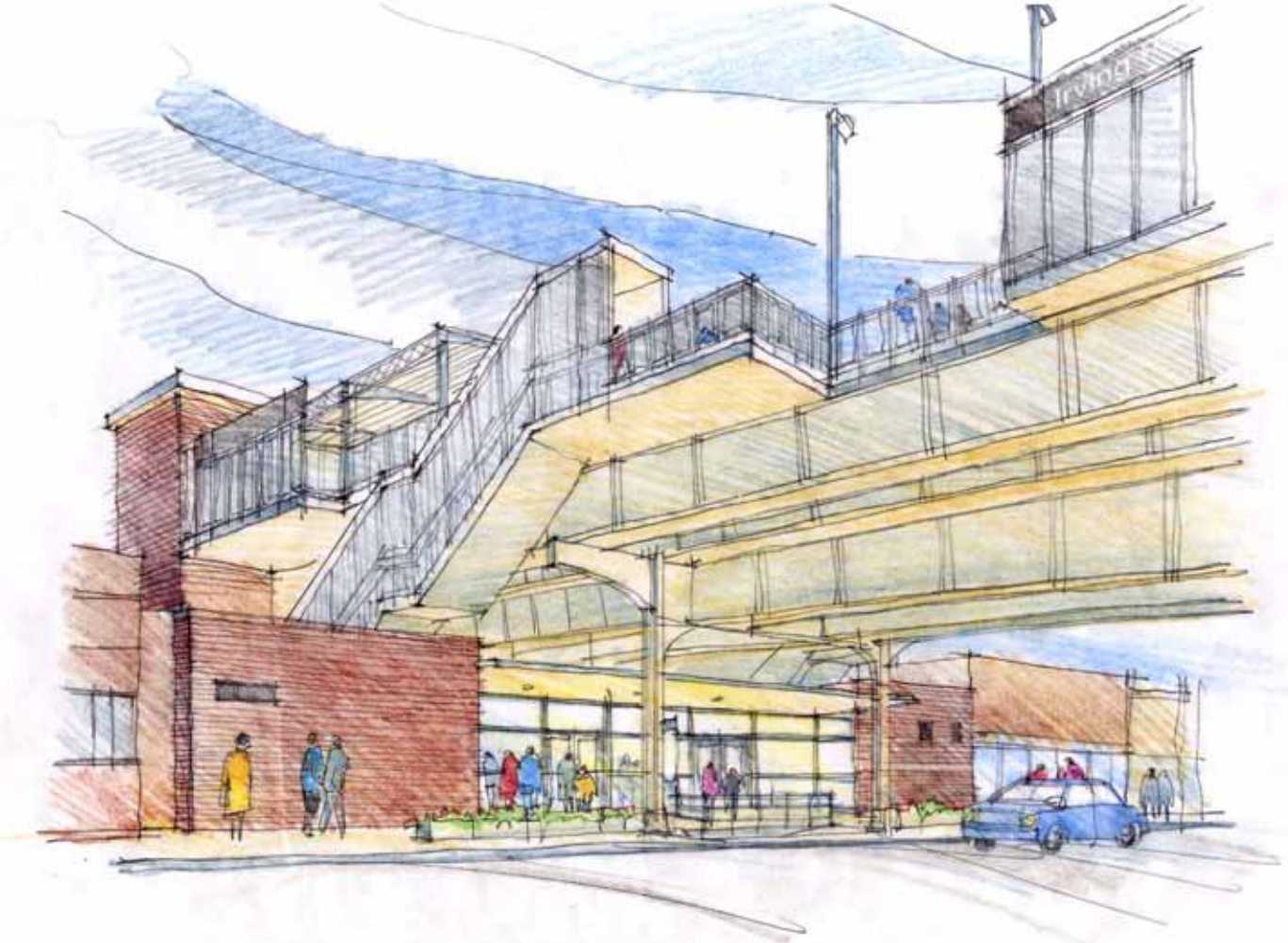
## Irving Park Street Level Rendering, December 2003:



# Brown Line Capacity Expansion Project



## Irving Park Street Level Rendering, September 2005:





## Montrose Street Level Rendering, December 2003:





## Montrose Street Level Rendering, September 2005:





# Brown Line Capacity Expansion Project



## Damen Street Level Rendering, December 2003:



# Brown Line Capacity Expansion Project



## Damen Street Level Rendering, September 2005:





# countdown to a **new BROWN**

## Brown Line

### Capacity Expansion Project

- **Station Construction Impact**
  - Businesses along the entire line have requested assistance from CTA during temporary station closures to keep customers coming
    - Free Advertising on CTA
    - Marketing Campaign
    - Timely Information for Planning Purposes
    - Brown Line Fact Sheet

Brown Line - Business Outreach





# countdown to a **new BROWN**

## Brown Line

### Capacity Expansion Project

- **Business Outreach Plan**
  - Parameters - Small businesses within two blocks of each station.
  - Approximately 364 businesses reside within two blocks of stations.
  - Two levels of service:
    - Within one block of a station
    - Within two blocks of a station





# countdown to a **new BROWN**

Within One Block



Brown Line - Business Outreach





# countdown to a **new BROWN**

## Brown Line

### Capacity Expansion Project

- Advertising – CTA Car Cards
- CTA will design and place car cards in unsold ad space on Brown Line trains encouraging customers to continue to support businesses impacted by construction.
- Small businesses interested in being included in the car card campaign are asked to provide CTA with an electronic version of their logo and name to place on the car cards.
- A series of car cards will be designed with the various business names and logos so all interested businesses are accommodated. Several businesses will be included on each car card.
- \$10,000 Placement Value plus Production Costs
- (140 Rail Cars x \$22/placement) x 3 months

Brown Line - Business Outreach





# countdown to a **new BROWN**

## Brown Line

### Capacity Expansion Project

- **Marketing Campaign**

- “Open for Business” Postcard Template – A postcard template will be provided that businesses can use to notify customers that they are still open for business during construction. The template will be provided on CD-ROM.
- Progress Posters – Posters depicting the ongoing progress of the Brown Line capacity expansion project will be created and sent to businesses for display. Posters will be updated and distributed as appropriate.





# countdown to a **new BROWN**

## Brown Line Capacity Expansion Project

### Marketing Campaign

- “Open for Business” Starter Kit – A kit will be provided to affected businesses to provide information and assistance in attracting customers during station construction. The kit will include:
  - Informational Letter – A letter to the business owners detailing the project and information specific to nearby station construction such as a schedule of temporary station closings and existing alternate service.
  - “Open for Business” Poster - A poster for display reminding customers and passersby that their establishment is “Open for Business” during construction.







## Brown Line Capacity Expansion Project

### Marketing Campaign

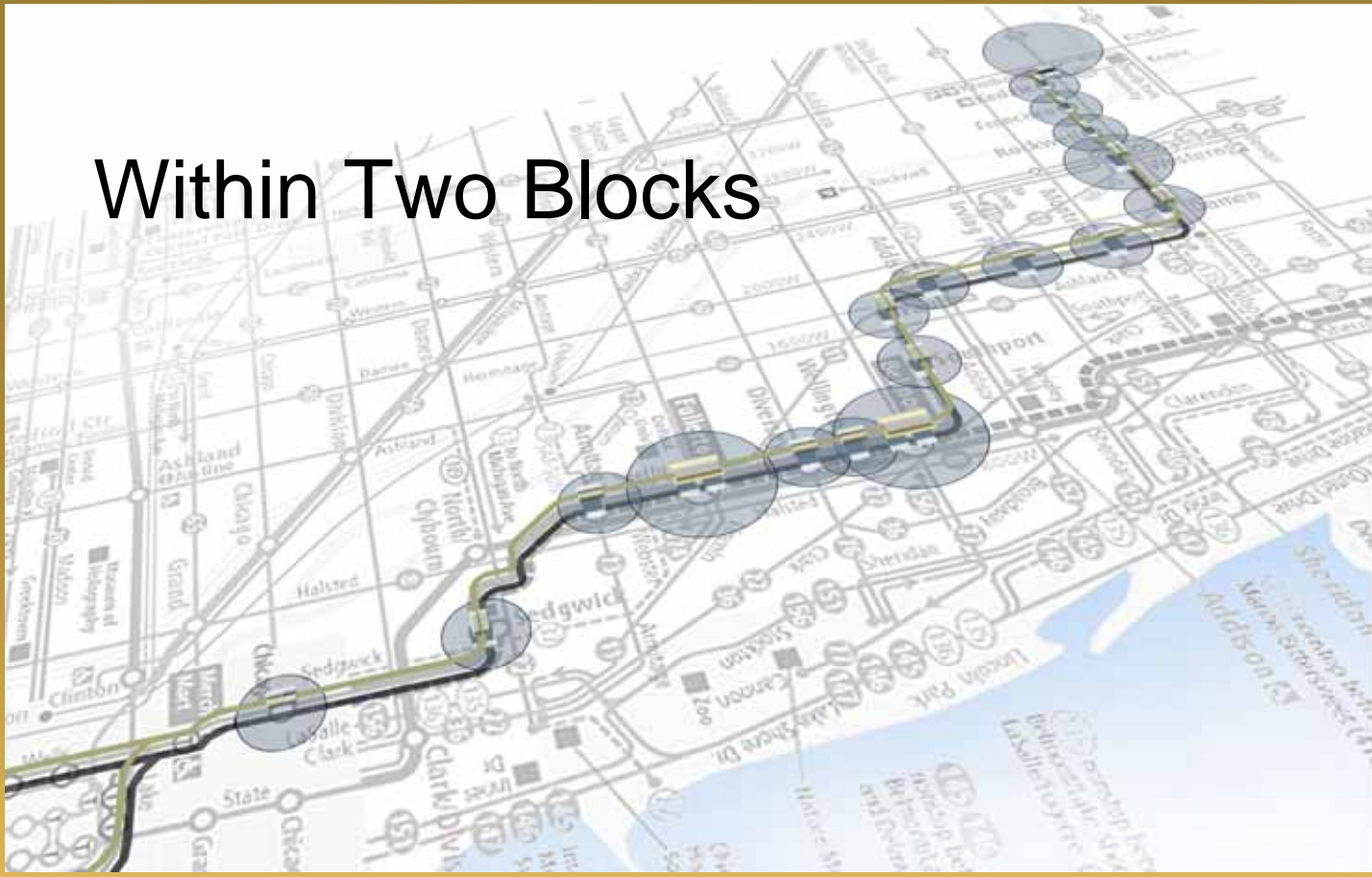
- “Open for Business” Starter Kit (continued)
  - Brown Line Fact Sheet – A one-sheet overview of the construction, proposed dates of closures, and facts and statistics on the project that business owners can provide to customers visiting their establishments.





# countdown to a **new BROWN**

Within Two Blocks



Brown Line - Business Outreach





# countdown to a **new BROWN**

## Brown Line

### Capacity Expansion Project

- **Marketing Campaign**
  - Progress Posters – Posters depicting the ongoing progress of the Brown Line capacity expansion project will be created and sent to businesses for display on a regular basis.
  - “Open for Business” Starter Kit
    - Informational Letter
    - “Open for Business” Poster
    - Brown Line Fact Sheet

Brown Line - Business Outreach





## Brown Line

### Capacity Expansion Project

- CTA is committed to its customers, businesses, and residents in the Brown Line community
  - CTA will keep affected businesses and community members updated on the project's progress and timeline
- Scheduled Completion – December 2009





## Brown Line Capacity Expansion Project

- **Maintain Community Outreach**
  - Meet with community prior to each bid advertisement.
  - Meet with community when a contractor is selected.
  - Develop outreach networks to keep communities informed of project progress. CTA continues to provide monthly updates to the community through Brown Line Task Force.
  - Continue to meet with community throughout construction.
  - Maintain Brown Line information on web site.





# Brown Line Capacity Expansion Project

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Please feel free to contact me as we move forward with the Brown Line renovation:

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## Questions and Answers