All Stations Accessibility Program (ASAP)

Strategic Plan
2024 Update

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GLOSSARY

The following is a list of key terms and their definitions used throughout the All Stations Accessibility Program Strategic Plan:

ACCESSIBLE MEANS OF EGRESS

A continuous and unobstructed way of egress travel from any point in a building or facility that provides an accessible route to an area of refuge, a horizontal exit, or a public way.

ACCESSIBLE ROUTE

A continuous, unobstructed path connecting accessible elements and spaces of a building. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, and ramps.

ALTERATION

A change to a building or facility that affects or could affect the usability of the building or facility. Normal maintenance, reroofing, or changes to mechanical and electrical systems are not alterations unless they affect the usability of the building or facility.

ENTRANCE

Any access point to a building or portion of a building or facility used for the purpose of entering. An entrance includes the approach walk, the vertical access leading to the entrance platform, the entrance platform itself, vestibule if provided, the entry door or gate, and the hardware of the entry door or gate.

GAP FILLER

A piece of material, generally the width of a train car access door, that fills the void between the edge of the car floor and the platform area so that customers using a wheelchair, scooter, etc. can access to and from the car on a continuous surface.

HIGH BARRIER GATE (HBG)

A protected station entry and/or exit point that controls entry with the use of a fare card reader. A high barrier “rotogate” only allows entry, with approved payment collection, and exiting.

MEZZANINE

Mezzanines are an intermediate floor at a rail station. Depending on the station configuration (i.e., elevated or subway), the mezzanine may be above or below the station entrance/exit. Not all rail stations have mezzanine levels.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The National Environmental Policy Act (NEPA) establishes protection of the environment as a national priority and mandates that environmental impacts must be considered before any federal action likely to significantly affect the environment is undertaken.

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

The National Fire Protection Association (NFPA) provides specifications related to fire prevention and protection.

NFPA 130

NFPA 130 – "Standard for Fixed Guideway Transit and Passenger Rail Systems" specifies fire protection and life safety requirements for underground, surface, and elevated fixed transit and passenger rail systems. These standards cover the following: stations; trainways; emergency ventilation systems; vehicles; emergency procedures; communications; control systems; and passenger rail systems.

PATH OF TRAVEL

A path of travel is required to connect an altered primary function area to an accessible entrance and is defined in the Americans with Disabilities Act of 1990 (ADA) as "a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, parking areas, and streets), an entrance to the facility, and other parts of the facility." The path of travel also includes the restrooms and public telephones, if any, that serve that area.

An accessible path of travel may include:

- Walks and sidewalks;
- Curb ramps and pedestrian ramps;
- Clear floor paths through corridors, waiting areas, mezzanines;
- Parking spaces and access aisles;
- Public elevators; and/or
- Bridges, tunnels, or other passageways between platforms.

PROGRAM ACCESSIBILITY

The ADA's requirement that a public entity's services, programs, or activities, when viewed in their entirety must be readily accessible to and usable by individuals with disabilities. Public entities are not necessarily required to make each of their existing facilities accessible.

RIGHT-OF-WAY

A strip of land that is granted, through an easement or other mechanism, for transportation purposes, such as for a trail, driveway, rail line or highway. A right-of-way is reserved for the purposes of maintenance or expansion of existing services within the right-of-way.

ROTOGATE

A rotogate is a tall turnstile that can be used for either entering and/or exiting a restricted area. A rotogate is within a steel bar enclosure and is divided to restrict movement.

SLOW ZONE

Slow zones are areas where trains are required to operate at slower than-normal speeds. Slow zones develop along track infrastructure due to age, regular wear and tear, extreme weather conditions, and other factors.

STATE OF GOOD REPAIR

An asset or system is in a state of good repair when no backlog of capital needs exists – hence all asset life cycle investment needs (e.g., preventive maintenance and rehabilitation) have been addressed and no capital asset exceeds its useful life.

STATIONHOUSE

The part of a rail station that provides an entrance/exit and contains the Customer Assistant kiosk, fare array, and vending machines that sell or reload CTA fare cards. Depending on the station configuration, stationhouses may have multiple levels: street, mezzanine, and platform.

WAYFINDING

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

VERTICAL ACCESSIBILITY

The provision of access where an accessible route experiences a change in level through the use of an accessible means of vertical access (i.e., ramps, elevators, and platform lifts).

YEAR OF EXPENDITURE (YOE)

Year of Expenditure dollars are dollars that are adjusted for inflation from a baseline year (e.g., present year) to the expected year of construction or mid-point of construction.

ACRONYMS

ADA – Americans with Disabilities Act of 1990

APPs – Wayfinding Applications

APS – Accessible Pedestrian Signals

ASAP – All Stations Accessibility Program

CA – Customer Assistant

CBC – Chicago Building Code

CBD – Central Business District

CDOT – Chicago Department of Transportation

CTA – Chicago Transit Authority

FEIS/ROD –Final Environmental Impact Statement/Record of Decision

DoB – Department of Buildings

DOT – Department of Transportation

FAST Act – Fixing America's Surface Transportation Act

FP – Forest Park

FTA – Federal Transit Administration

IATF – Infrastructure Accessibility Task Force

IDOT – Illinois Department of Transportation

LBMM – Lawrence to Bryn Mawr Modernization

MOPD – Mayor's Office for People with Disabilities

NFPA – National Fire Protection Association

RPM – Red and Purple Modernization

TIF – Tax Increment Financing

YOE – Year of Expenditure

EXECUTIVE SUMMARY

ACHIEVING ACCESSIBILITY AT THE CTA

In July 2018, at the close of the 25th anniversary celebration of the Americans with Disabilities Act (ADA), the Chicago Transit Authority (CTA) President Dorval R. Carter, Jr. announced a new initiative – the All Stations Accessibility Program (ASAP) – to establish a blueprint for making CTA's legacy rail system 100 percent accessible to people with mobility impairments over the next 20 years.

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CTA is committed to making its system completely accessible to people with disabilities; by 2038 CTA will become the first legacy transit system to make all its train stations vertically accessible.

CTA published the first ASAP Plan in 2018 with a four phase approach to making all rail stations ADA compliant. As of late 2023, CTA has been successful in funding fourteen (14) stations for full ADA improvements, funding a third of the necessary station improvements. The Plan is a living document with regular updates including a commitment to fully reissue it every five years. The 2024 ASAP Plan update incorporates new external input, changes to project phasing, updated costs, new information about additional funding sources, and various other updates to ensure the plan is a living document reflective of the current program needs.

ASAP goes beyond federal requirements to add accessibility across the entire CTA rail system. The ASAP Strategic Plan builds on CTA's most recent successes to add accessibility to the rail system and charts a clear path forward to accomplish the goal of creating a 100 percent vertically accessible rail system within 20 years. CTA will accomplish this goal by retrofitting or rebuilding the remaining 28 inaccessible rail stations as well as proactively rehabilitating or replacing its 163 existing elevators throughout the rail system to ensure that those stations maintain their accessibility. The ASAP Strategic Plan includes CTA's proposed station concepts, associated cost estimates, and a phased implementation strategy to steadily add elevators and other accessible features to the rail system and to maintain existing elevators over time.

Accessibility provides greater inclusiveness, benefitting everyone by creating environments that are usable by all people. People come in all shapes and sizes and with a range of physical, sensory, and cognitive abilities. These abilities span a broad spectrum and can also change over the course of a lifetime. ASAP benefits everyone, providing accessibility to all transit riders regardless of one's ability. Though ASAP's emphasis is on making all platforms and stations vertically accessible so that people with mobility impairments can use the rail system, the proposed ASAP upgrades also include accessible entrances/doors, accessible routes from curbs to platforms, improved directional signage, enhanced lighting as appropriate, removal of platform obstructions, and accessible employee facilities. All CTA rail stations include some accessible features, and the CTA will continue to examine and improve other accommodations, with the goal of promoting usage of its entire rail system by people of all abilities. The ASAP Strategic Plan also identifies wayfinding options that could make navigating the environment of CTA stations easier and more intuitive for people with a wide variety of disabilities, including people who are DeafBlind, blind, and visually impaired (see Chapter 3).

Accessibility extends beyond the CTA stationhouse doors. CTA is committed to work with our transportation partners and other agencies to provide accessibility outside of the CTA station. This will require leveraging various funding streams and stakeholders to promote improvements to the adjacent public realm.

CTA formulated a phased implementation strategy to achieve accessibility over the next 20 years. Forty-two (42) stations were non-accessible at the start of the ASAP Program. Phase One identified nine (9) stations, and since 2023 CTA has successfully funded all 9 of those stations with the help of partners. This means that ASAP will start delivering accessibility to the disability community in the near-term with the completion of Phase One by 2027.

Taking the lessons learned from the Phase One implementation and commentary from the community, CTA has realigned the program to match with implementation goals and funding priorities. Phase Two, identifies eight (8) more specific locations, of which five (5) stations have been funded as of the end of 2023. The result is that within five years, CTA has funded fourteen (14) stations for accessibility. The remaining twenty-eight (28) unfunded stations are contained within the remaining three Phases and future phases of the Red and Purple Modernization (RPM). With this update, the Forest Park Branch stations are included within the main ASAP Phases, recognizing the priority of the branch for modernization.

CTA also developed the Elevator Replacement Program to strategically maintain/replace existing passenger elevators across the rail system. The Elevator Replacement Program will rehabilitate or replace 163 existing passenger elevators within the CTA rail system to ensure the reliability of existing accessible stations. The Elevator Replacement Program prioritization approach provides a near-term roadmap and will be updated to account for new elevators that are added to the system as well as respond to current data on system performance and target the highest priority elevators. CTA has over $50M in funding targeted for elevator modernizations which is anticipated to fund over 20 elevator upgrades.

ACHIEVEMENTS TO DATE

The CTA executive team has worked closely with Chicago's disability community to pursue a vision of 100 percent accessibility for all customers, making significant progress to improve accessibility throughout the rail system within the City and in neighboring communities that CTA serves. When the ADA passed in 1990, the majority of the rail cars were accessible, but less than 10 (about six percent) of CTA's rail stations were accessible, and none of its buses complied with accessibility standards laid out in the legislation's implementing regulation. **Due to CTA's commitment to improving accessibility, today every rail car and bus in CTA's fleet is accessible to people with disabilities and 103 of CTA's 145 rail stations are accessible.**

Since the ASAP plan was published. CTA and CDOT have successfully used a combination of State, Federal, and local funds to provide full funding for fourteen (14) stations. As of the end of 2023, seven (7) stations are in construction, three (3) stations are in design, and four (4) stations are in planning. Once these stations are completed, the results will be:

- The Green Line will be fully accessible with the completion of Austin, Oak Park and Ridgeland stations on the Lake Line branch.
- A major downtown loop elevated station (State/Lake) with transfer to the Red Line subway will be accessible.

- A large section of the North Mainline Red Line will be accessible with the completion of four stations in the RPM Phase One project, closing a 1.5 mile gap.
- The O'Hare Blue Line will be accessible from O'Hare airport to Western station with completion of Montrose, Irving Park, Belmont, and California.– a distance of 13.5 miles.
- A major gap between accessible stations on the Blue Line Forest Park Branch will be reduced. Currently, 7 out of 11 stations are inaccessible. With funding for Racine and Pulaski Station, the number of inaccessible stations will decrease to five stations. This line will be accessible -- without gaps -- from UIC-Halsted Station to Illinois Medical District Station and from Kedzie-Homan Station to Pulaski Station. CTA continues to apply for additional funding for the Forest Park Branch stations.

Figure 1 and Figure 2 provide a snapshot of how much has been achieved to date and identifies those stations that are accessible, inaccessible, and how the CTA plans to continue this progress into the first phase of ASAP implementation.

APPROACH TO ADDING ACCESSIBILITY

The CTA ASAP program started by engaging stakeholders to gather input (detailed in Chapter 1). Recommendations were then processed resulting in a prioritization of projects which took into consideration need and complexity (detailed in Chapter 2). Once prioritized the station undergoes a design phase where the approach takes into consideration various types of complexities and constraints (detailed in Chapter 3). Once funding is ready and design is complete, CTA, with the use of contractors, constructs the changes to make the station accessible.

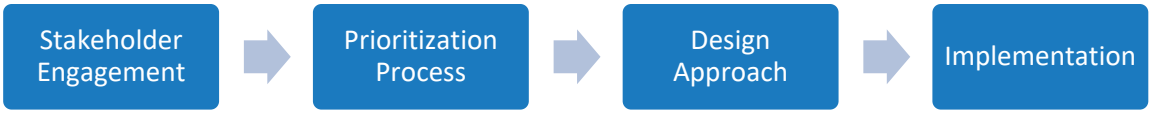


Figure 1 Station Accessibility Status

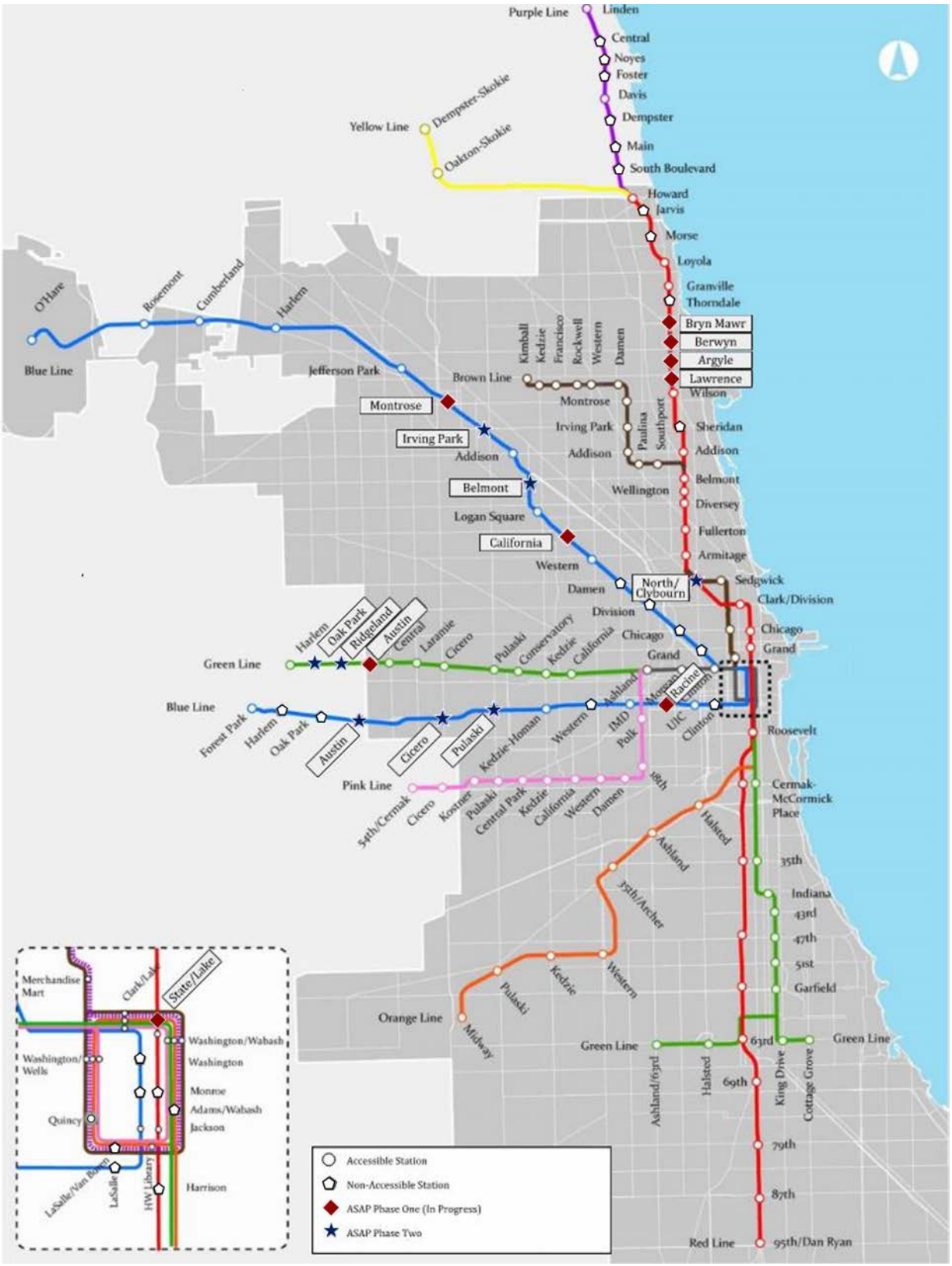
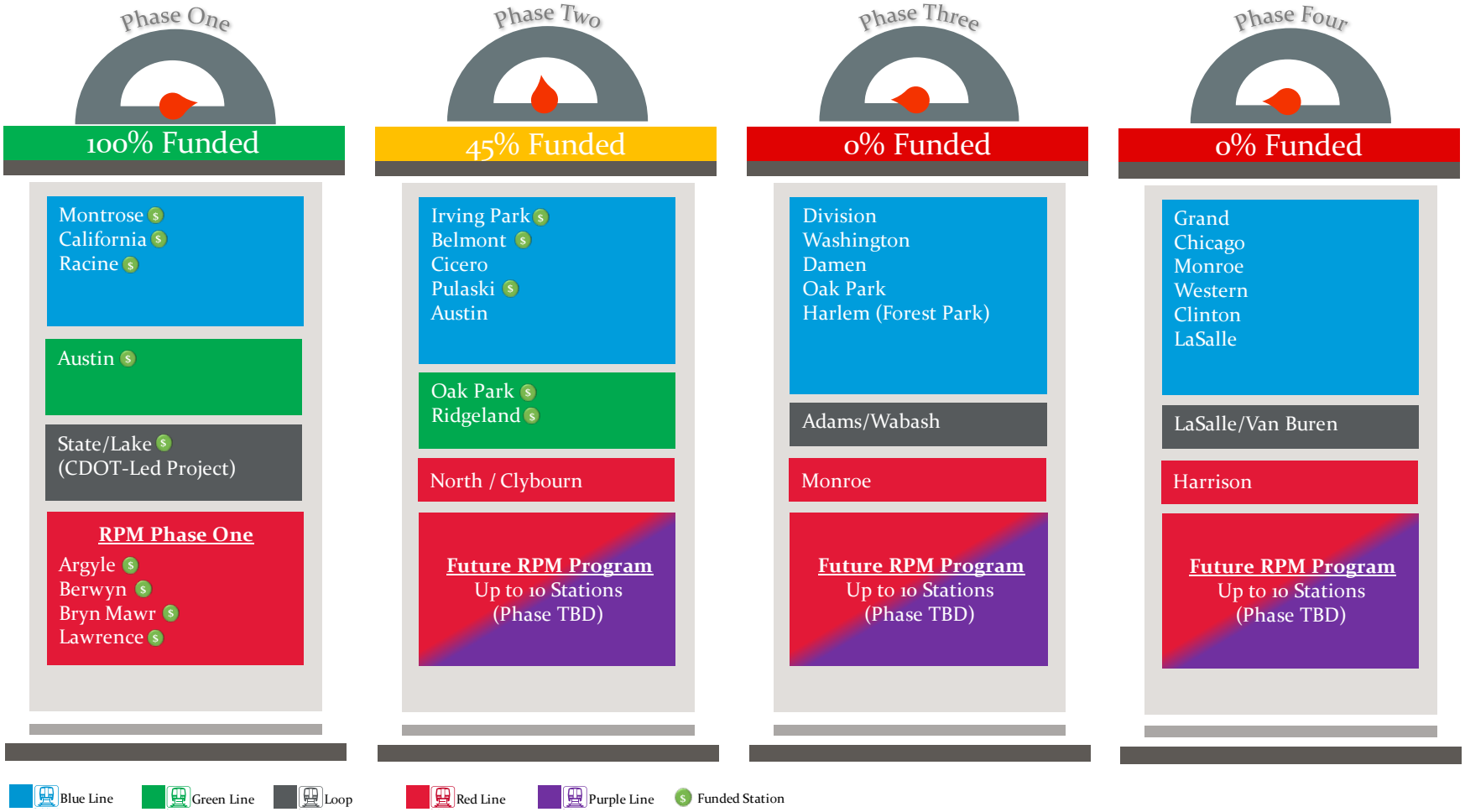


Figure 2 Twenty-Year Implementation Strategy by Phase, Pending Funding Availability



Note: Phases reflect the sequencing in which construction is estimated.

COMMITMENT TO ACCESSIBILITY

ASAP PHASE ONE: FUNDED

CTA (or CDOT) has fully funded all of the ASAP Phase One stations. All Phase One stations have been planned, designed, and will be constructed by 2027.

Table 1 ASAP Phase One Projects

ASAP Phase	Station	Project Cost	Status				Estimated Completion Year
			Funded	Planning	Design	Construction	
1	Austin	$25.5	●	●	●	●	2025
	Montrose	$25.0	●	●	●	●	2027
	California	$36.0	●	●	●	●	2027
	Racine	$62.0	●	●	●	●	2026
	State / Lake	$180.0	●	●	●	●	2027
	Lawrence Argyle Berwyn Bryn Mawr	$95.5	●	●	●	●	2025
	Total Cost	**$424.0m**					
	Legend	● Achieved ● In Progress ● Not Started					

ASAP PHASE TWO: IN PROGRESS

ASAP Phase Two stations represent the next tier of stations with the highest prioritization scores. CTA has already secured funding for five (5) of the stations, of which two (2) are in the design process. The remaining three funded stations are in the planning phase preparing for design procurement in 2024. The remaining stations are also advancing into detailed planning to support competitive grant applications and position for other funding opportunities.

Table 2 ASAP Phase Two Projects

ASAP Phase	Station	Project Cost (in Millions)	Status			
			Funded	Planning	Design	Construction
2	Oak Park	$36.0	●	●	●	●
	Ridgeland	$40.6	●	●	●	●
	Irving Park	$47.5	●	●	●	●
	Belmont	$54.1	●	●	●	●
	Pulaski	$74.6	●	●	●	●
	Cicero	$83.9	●	●	●	●
	Austin	$85.0	●	●	●	●
	North/ Clybourn	$195.8	●	●	●	●
	Total Cost	**$617.5 M**				
	Legend	● Achieved ● In Progress ● Not Started				

ASAP FUTURE PHASES: IN PROGRESS

The remaining 15 stations are included in future ASAP Phases Three and Four. The stations have been prioritized into those two groups based on a variety of needs. The cost to fund phases Three and Four is $3,190.8 million (based on year of expenditure). This cost does not include future RPM phases.

Table 3 ASAP Phase Three Projects

ASAP Phase	Station	Project Cost (in Millions)	Status: Funded	Planning	Design	Construction
3	Oak Park	$89.3	●	●	●	●
	Harlem	$84.8	●	●	●	●
	Division	$173.6	●	●	●	●
	Adams/ Wabash	$284.1	●	●	●	●
	Monroe/ State	$266.1	●	●	●	●
	Damen	$90.5	●	●	●	●
	Washington/ Dearborn	$213.8	●	●	●	●
	Total Cost	**$1,202.2 M**				

Table 4 ASAP Phase Four Projects

ASAP Phase	Station	Project Cost (in Millions)	Status: Funded	Planning	Design	Construction
4	Western	$113.5	●	●	●	●
	Chicago/ Milwaukee	$146.7	●	●	●	●
	Grand/ Milwaukee	$151.0	●	●	●	●
	LaSalle/ Van Buren	$355.9	●	●	●	●
	LaSalle	$312.1	●	●	●	●
	Monroe/ Dearborn	$252.0	●	●	●	●
	Clinton	$354.3	●	●	●	●
	Harrison	$303.1	●	●	●	●
	Total Cost	**$1,988.6 M**				

ELEVATOR REPLACEMENT PROGRAM

Along with making inaccessible stations accessible, it is important to ensure that existing elevators on CTA's rail system remain in a state of good repair. When an elevator is unexpectedly unavailable, customers may experience inconveniences and delays; this is especially true in areas of the system where there are long stretches of stations with no elevators. CTA has allocated over $50M in State, Federal and local funding to replace over twenty (20) elevators as listed below. The project is underway with phased construction to start in 2025. The project will continue as more funding is identified and is anticipated to be an on-going initiative.

The elevator replacement program is in addition to the heavy maintenance program which repairs selected components, such as doors, floors, sills, lighting, and other similar items that require more than routine maintenance. Additionally, other projects, such as the Western (Brown) Station Improvement project, will replace elevators as part of larger station modernizations.

Table 1 Elevator Replacement Program Funded Elevators

Line	Station	Number of Elevators
Loop / Transfer Stations	Clark/Lake Blue, Brown, Green, Orange, Pink, & Purple Line Transfer Station	4
	Washington/Wells Brown, Orange, Pink, & Purple Line Transfer Station	1
Red	Jackson	4
	Loyola	1
	Lake	1
	Chicago	2
Blue	Forest Park	1
	O'Hare	1
	Cumberland	1
Orange	Midway	2
Pink	18th	2
Brown	Western	2
Legend	Station Elevators Funded for Replacement	

Besides a full replacement of the elevator components, the heavy maintenance program of replacing elevator floors, doors and sills helps to ensure elevators remain in operating order. CTA has a continual program focused on replacing these components. In the past five years, eighty-four (84) elevators within rail stations have undergone heavy maintenance to maintain reliability.

Table 2 - Elevator Replacement Program Floor, Door and Sills Replacements

Year	Floors	Doors	Sills
2020	10	13	6
2021	5	11	11
2022	9	13	8
2023	14	18	7
2024	8	12	4
Total	**46**	**67**	**36**

TOTAL ASAP COST

The total estimated cost to implement all inaccessible stations included in ASAP as well as the Elevator Replacement Program is $4.9 billion as shown in Table 7.

Given the magnitude – in terms of scope and cost – of the future RPM Program, planning and design is being conducted through a separate process from this ASAP Program that will address accessibility within the broader context. Therefore, cost estimates for the future RPM Program are not included in the total cost of ASAP. The future RPM Program is in the early planning stages with an estimated total cost of nearly $6-8 billion, which includes both track and station rehabilitation.

Table 3 - ASAP and Elevator Replacement Program Cost

Phase or Segment	Funded Cost (In Millions for Year of Expenditure)	Unfunded Cost (In Millions for Year of Expenditure)
Phase 1 (Funded)	$424 million	
Phase 2 (Partially Funded)	$252.8 million	$364.7million
Phase 3 (Unfunded)		$1,202.2 million
Phase 4 (Unfunded)		$1,988.6 million
Future RPM Stations		Not Included
Subtotal Stations	**$676.8 million**	**$3,555.5 million**
Elevator Replacement Program	$64.0 million	$584.7 million
TOTAL Cost[a]	**$740.8 million**	**$4,140.2 million**

PHASED IMPLEMENTATION STRATEGY

Implementing alterations or reconstructing ASAP stations will take time, coordination, and commitment. The proposed phased implementation strategy continues to serve as a roadmap for sequencing stations to meet the original 20-year timeframe and is funding dependent. ASAP stations are slotted into four phases, which lays out a path for planning, designing, and constructing the proposed accessibility improvements at each station. As of the end of 2023, seven (7) stations are in construction, three (3) stations are in design, and five (4) stations are in planning. The remaining stations in Phase Two and Phases Three / Four will be implemented as funding is identified by CTA and/or CDOT. A full listing of CTA's currently inaccessible stations, by phase and program is shown in Figure 2 above.

CALL TO ACTION: ADVOCATING FOR ASAP

Building on the progress and momentum created over the last 30 years, and in partnership with the disability community, the ASAP Strategic Plan laid out the roadmap to deliver complete vertical accessibility to the CTA rail system within 20 years, contingent on the help from funding partners.

ASAP benefits everyone, but funding is a key piece of the puzzle to make ASAP a reality. Funding has already been fully secured for all the ASAP Phase One stations and five Phase Two stations. This was very much due to the advocacy and support of the accessibility community at local, state, and federal levels. Some of the most complex and costly stations remain, which will pose an even higher challenge for funding.

A new federal funding program was created to incentivize accessibility improvements beyond the ADA requirements. The Federal All Stations Accessibility Program (ASAP) grant was first made available in 2022 to directly support accessibility-focused transit projects or programs like ASAP. CTA – like many other legacy transit agencies throughout the country – has complied with the core requirements of ADA and continues to meet ADA requirements on new projects. But CTA's ASAP initiative is different. ASAP goes beyond ADA requirements to achieve vertical accessibility across the entire CTA rail system. A good public transportation system is a major asset for all U.S. cities; transit supports economic development by providing access to jobs and businesses, reducing road congestion, and lowering transportation costs for individuals and households by providing an alternative to driving. When a transit system is not fully accessible, the benefits it provides are not available to everyone. This long-term federal funding solution is needed to provide legacy transit systems with dedicated funding to improve accessibility beyond what is required by law and to create a system that is fully inclusive and accessible, embracing the true spirit of the ADA.

The State passed the Rebuild Illinois Capital plan in 2019, giving modes of transportation access to $45 billion. As recovery funds dry up, this plan will enable CTA to continue to move forward with capital plans as well as have a revenue stream to match federal funds. As a part of the plan, $4.7 billion has been set aside for mass transit going to RTA which is composed of CTA, Pace, and Metra. A significant portion of Phase 1 and Phase 2 has been funded from the source and it may remain as future local match pending other programs and sources.

CTA must continue to leverage all opportunities for funding. A portion of the Phase One program was funded through the Surface Transportation Program (STP) funds as coordinated through the Chicago Metropolitan Agency for Planning (CMAP). Other opportunities have been pursued with partners, such as IDOT, for stations that can be combined with highway projects. Future solutions may involve strategic alignment with other non-profit or private groups to open up non-traditional funding streams to support the FTA discretional programs.

Successful implementation of ASAP Phase One and Phase Two have relied heavily on Rebuild Illinois funds. Future ASAP Phases will also need to rely heavily on a stable and reliable source of state and federal capital funding to continue to make stations accessible. Accessibility will remain a central priority for CTA, even as it seeks to maintain, upgrade, and replace the existing system. Accessibility benefits everyone, and to make ASAP a reality, the CTA looks forward to ongoing collaboration with the disability community, the State of Illinois, and the Federal Government.

FUTURE ASAP STRATEGIC PLAN UPDATES

The ASAP Strategic Plan will be updated over time to remain consistent with ongoing planning, modernization, and construction work as part of CTA's Capital Program. The following regular updates are currently planned:

- CTA staff will provide annual updates on ASAP to the ADA Advisory Committee;
- The ADA Advisory Committee will include an update on ASAP as part of its annual update to the Chicago Transit Authority Board; and
- CTA staff will update the ASAP Strategic Plan every five years, which will be available on CTA's website: www.transitchicago.com/accessibility/asap.

CHAPTER 1: STRATEGIC PLAN OVERVIEW

DEFINING THE NEED

PROGRAM GOAL AND DEVELOPMENT

The Chicago Transit Authority (CTA) is committed to making the system completely accessible to people with disabilities in the next 20 years by becoming the first legacy transit system to make all of its rail stations accessible. To fulfill this commitment, CTA established the All Stations Accessibility Program (ASAP) to chart a clear path forward to accomplish its goal of creating a vertically accessible rail system within 20 years.

One of the best ways to get around Chicago is on the CTA. Every bus in the fleet is accessible. Now, with ASAP as a guide, the vision for an accessible rail system can become a reality.

Because some stations on the rail system are not currently usable by people with mobility impairments, ASAP is focused on adding vertical accessibility – i.e., elevators and ramps – at all inaccessible rail stations. The CTA began work on this effort in 2016, culminating in proposed station designs to add accessibility at all vertically inaccessible stations, including those associated with the Red Purple Modernization (RPM) Program along with associated cost estimates (see Chapter 6) and a phased implementation strategy (see Chapter 7).

With the 2024 update, CTA is refining the ASAP program based on lessons learned during the implementation of the Phase One stations. The prioritization is adjusted to align with discretionary grant opportunities and implementation realities. Cost estimates are updated to reflect current economics and design refinements. And the program is expanded to include opportunities to work with adjacent partners to expand impacts to the pathways to the stations.

Though ASAP's emphasis is on making all platforms and stations vertically accessible so that people with mobility impairments can use the rail system, the CTA remains committed to enhancing accessibility for all users. Therefore, additional accessibility features are incorporated into the proposed designs to make stations more accessible for customers with disabilities at all vertically inaccessible stations.

Program Goals:

- Make all CTA stations compliant with the Americans with Disabilities Act (ADA) requirements for accessible pathways, signage, and other physical elements.
- Maintaining existing accessible elements, such as elevators, through a program of replacement or rehabilitation and on-going maintenance programs.

- Incorporation of additional accessibility features, including technology innovations, to improve mobility for all users, including seniors.
- Work with adjacent stakeholders, such as CDOT and IDOT, to make pathways to the stations easily navigated by all users.
- Continue to maintain and progress other station elements, such as escalators, that may not be part of regulatory accessibility but provide for better access.

Beyond the addition of elevators, many of the proposed ASAP upgrades would benefit both people with and without disabilities. For example, all station designs consider sidewalks and crosswalks, power-assisted doors, accessible fare array, braille and signage, accessible Customer Assistant (CA) kiosks and staff toilet rooms, enhanced lighting as appropriate, and expanded platform clearances for wheelchair maneuverability. For each inaccessible station, ASAP evaluates structural changes and the removal of platform impediments, which would be needed to accommodate one or more elevators and allow wider platform clearances for easy maneuverability of a wheelchair or other mobility device.

The proposed station designs consider the right type and size of elevator that would fit within the physical constraints of each station. The CTA reviewed the historic aspects of ASAP stations, adjacent buildings that could be impacted, and additional exits to meet fire safety requirements. The CTA also reviewed the underground utilities that might be impacted and whether these can be avoided and considered pedestrian safety and connections outside stations as well as wayfinding upgrades and changes. All this work has been accomplished as part of ASAP to develop proposed design concepts that address accessibility needs while fully addressing the site constraints, so that the CTA has confidence in station concepts that can actually be built. Refinements to concepts may take place in the design process to consider additional input from designer/design-builders and constraints.

ASAP COMPONENTS

At the start of the ASAP program CTA had 145 rail stations, 103 stations were accessible. Nine (9) stations are part of Phase One are in design or construction. CTA has funded five (5) stations in Phase Two which will enter design in 2024 or early 2025. The remaining twenty-eight (28) stations that are not funded are divided between the remaining Phase Two stations, Phase Three, Phase Four, and the RPM Future Phases program.

Table 5 Inaccessible Stations, by Proposed Implementation Phase

No	Line	Station	Branch	Note / Related Program
ASAP Phase One				
1	Green	Austin	Lake	Under Construction
2	Blue	Montrose	O'Hare	In Design
3	Blue	California	O'Hare	In Design
4	Loop	State/Lake	Loop Elevated	CDOT-led Project Under Construction
5	Red	Lawrence	North Side Main Line	Under Construction
6	Red	Argyle	North Side Main Line	Under Construction
7	Red	Berwyn	North Side Main Line	Under Construction
8	Red	Bryn Mawr	North Side Main Line	Under Construction
9	Blue	Racine	Forest Park	Under Construction
ASAP Phase Two				
10	Green	Oak Park	Lake	Funded; in planning
11	Blue	Pulaski	Forest Park	Funded; in planning
12	Blue	Cicero	Forest Park	
13	Blue	Irving Park	O'Hare	Funded; in design
14	Blue	Austin	Forest Park	
15	Green	Ridgeland	Lake	Funded; in planning
16	Blue	Belmont	O'Hare	Funded; in design
17	Red	North/Clybourn	State Street Subway	
ASAP Phase Three				
18	Loop	Adams/Wabash	Loop Elevated	
19	Blue	Oak Park	Forest Park	
20	Blue	Harlem	Forest Park	
21	Blue	Washington/Dearborn	Dearborn Street Subway	
22	Blue	Damen	O'Hare	
23	Blue	Division/Milwaukee	Dearborn Street Subway	
24	Red	Monroe/State	State Street Subway	

No	Line	Station	Branch	Note / Related Program
ASAP Phase Four				
25	Blue	Chicago/Milwaukee	Dearborn Street Subway	
26	Blue	Grand/Milwaukee	Dearborn Street Subway	
27	Red	Harrison	State Street Subway	
28	Blue	Monroe/Dearborn	Dearborn Street Subway	
29	Blue	LaSalle	Dearborn Street Subway	
30	Blue	Western	Forest Park	
31	Loop	LaSalle/Van Buren	Loop Elevated	
32	Blue	Clinton	Forest Park	
Future RPM Program (Phase TBD)				
33	Red	Sheridan	North Side Main Line	
34	Red	Thorndale	North Side Main Line	
35	Red	Morse	North Side Main Line	
36	Red	Jarvis	North Side Main Line	
37	Purple	South Boulevard	Evanston	
38	Purple	Main	Evanston	
39	Purple	Dempster	Evanston	
40	Purple	Foster	Evanston	
41	Purple	Noyes	Evanston	
42	Purple	Central	Evanston	

ELEVATOR REPLACEMENT PROGRAM

As part of the ASAP effort, the CTA developed the Elevator Replacement Program to strategically maintain existing passenger elevators across the rail system. Given the importance of ensuring reliability at CTA's existing elevators, CTA has funded the replacement of up to 20 elevators as part of the Phase One / Phase Two implementation timeframe.

The Elevator Replacement Program provides a roadmap for bringing existing passenger elevators in the CTA rail system into a state of good repair. The initial Elevator Replacement Program is anticipated to be implemented over the same 20-year horizon as the ASAP rail station component. As new elevators are introduced to the system via ASAP they will be automatically incorporated into the Elevator Replacement Program. The intent is that the Elevator Replacement Program continues indefinitely beyond the 20-year ASAP horizon so that all elevator needs are reassessed every five years to ensure reliability at accessible stations. The prioritization process by which the CTA gathered data on the condition of its existing elevators to determine condition levels and evaluate needs is described in Chapter 2.

The Elevator Replacement Program will rehabilitate or replace all 163 existing passenger elevators to reduce the backlog of elevator rehabilitation and replacement needs and ensure reliability of these accessible stations. The typical useful life of an elevator ranges between 20-30 years, with an elevator's condition varying based on a variety of factors (e.g., location, enclosure type, exposure to weather elements, usage). As of 2023, 59 percent of all passenger elevators on the CTA rail system are over 20 years old and are nearing the end or are past their useful lives. Many CTA customers rely on elevators to access the rail system, and it is critical that these elevators are always functioning to ensure that customers can safely and reliably arrive at their destinations. With the necessary funding, as the Elevator Replacement Program is implemented, the backlog will decrease to the point where no backlog exists.

RELATED PLANNING EFFORTS AND PROGRAMS

ASAP builds on CTA's ongoing planning efforts, described below, and is focused on adding vertical accessibility. In addition, ASAP incorporates inaccessible stations related to two major program initiatives intended to modernize and expand the capacity of the CTA rail system (see Chapter 5).

RED AND PURPLE MODERNIZATION PROGRAM

The **Red and Purple Modernization (RPM) Program** is the largest capital improvement project in CTA history. RPM is a major initiative that will completely rebuild the nearly century old North Red Line from Belmont to Howard and the Purple Line from Belmont to Linden in Wilmette. RPM is part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

The CTA will rebuild stations within the RPM corridor, add much needed capacity to accommodate current and future riders, and provide faster and smoother rides with less crowding and more frequent service. The RPM Program is a multistage program to be completed in phases over time, led by RPM Phase One, which initiated a Design-Build contract in 2019.

RPM Phase One will close the two-mile gap in accessible stations between the Wilson and Granville stations. With RPM Phase One fully funded, the CTA has begun construction at four RPM Phase One stations on the Red Line (Lawrence, Argyle, Berwyn, and Bryn Mawr). These four stations will be made fully accessible and are included in ASAP Phase One. The stations are expected to be completed in late 2025.

The future RPM Program is in the preliminary planning stage and much more analysis, public outreach, and design work will be necessary to define the implementation strategies for the Future RPM Program. Stations associated with RPM Phase One and the Future RPM Program are listed in Table 4. Chapter 5 provides an overview of the future RPM Program.

FOREST PARK BRANCH RECONSTRUCTION PROGRAM

Recognizing the need within the aging corridor and building off of the Blue Line Forest Park Vision Study conducted in 2016 with IDOT as part of their I-290 Phase I Study, the CTA has initiated the Forest Park Branch reconstruction project. The Blue Line / I-290 program is a multi-modal corridor enhancement that is being jointly pursued by CMAP, CTA, and IDOT with support from the City of Chicago and Cook County. The program looks to address critical and urgent transportation facility deficiencies in both the CTA rail system and IDOT highway to alleviate slow zones and congestion while improving safety and access to key destinations.

With the State Rebuild Illinois infrastructure program, CTA completed the first Phase of the Forest Park Improvement program, which was track work between the Halsted portal and IMD station; Racine station ADA improvements; and a new traction power substation. The CTA is currently planning that a majority of the remaining work will largely happen in coordination with IDOT's I-290 highway and bridge projects as part of larger discretionary grant requests. As such, it is anticipated that the work may not follow in a linear manner from east to west. CTA is developing a strategic master plan for the remaining corridor rebuild. To support those efforts, this ASAP plan update pulls out the Forest Park stations for prioritization within the Phases. Chapter 5 provides an overview of the Forest Park Branch Reconstruction Program.

STATE OF GOOD REPAIR NEEDS

Like other legacy transit systems, CTA's system has many aging components that are either approaching or are past their useful lives (e.g., track, signals, trains, stations, power substations, yards, etc.). The transit industry refers to a transit system as being in a state of good repair when no backlog of capital needs exists, and only routine replacement and maintenance is required to meet daily operations. Given other pressing agency needs and a lack of capital funding (see Chapter 8), CTA has been unable to conduct some replacement and rehabilitation activities, which means that many capital assets now exceed their useful life. When capital investments are not made, the problem compounds over time and the backlog grows to a point where the quality of service suffers.

Addressing the extensive infrastructure asset needs in the face of limited resources presents a major challenge for CTA. Balancing competing needs is difficult given scarce local, state, and federal resources. In addition, infrastructure improvements – from routine maintenance and repair work to major systems work – are fundamentally linked to CTA's ongoing commitment to address the life cycle investment needs of all assets. Therefore, any improvement that CTA

implements now will require continued maintenance and rehabilitation throughout the assets' lifecycle until its eventual replacement.

Both accessibility and state of good repair objectives can be achieved via ASAP. While ASAP's emphasis is on creating a 100 percent vertically accessible rail system within 20 years, select state of good repair improvements will be incorporated within individual projects as ASAP stations are implemented to leverage both objectives. In other words, by coordinating project elements CTA can capitalize on reducing its state of good repair backlog while also adding accessibility. While achieving both outcomes in one project may increase the overall cost of an ASAP station, it also captures greater cost efficiencies in the long run.

STAKEHOLDER ENGAGEMENT

Throughout the planning process, CTA engaged with CTA's ADA Advisory Committee whose members represent various interests and disability-related organizations within the disability community. CTA also regularly met with and solicited input from the Mayor's Office for People with Disabilities (MOPD) and CTA Departments via a Working Group to ensure that MOPD guidance and CTA departmental areas of expertise was considered as part of the ASAP development process. These same members were consulted for this update.

ASAP WORKING GROUP

In the first iteration of this plan the Working Group provided general oversight of the ASAP planning process as well as technical guidance related to station designs. All proposed station designs were shared with the Working Group, and each was reviewed interactively at in-person meetings where representatives engaged in lively discussions concerning station designs and other relevant issues related to the disability community. All proposed station designs reflect an iterative process that incorporates input received from the Working Group. Representatives from the MOPD, the Chicago Transit Authority Board, LCM Architects (a Chicago-based design firm consisting of experts in accessibility and universal design), CTA's Manager of ADA Compliance Programs, and personnel from various CTA Departments (e.g., Law, Planning, Infrastructure) served on the Working Group. This Working Group met regularly to provide input on the ASAP planning process as well as technical guidance related to the proposed station designs. For the 2024 update, the Working Group was reconvened to provide insights. The Working Group focused on reviewing recent installations for improvements, updated priorities, and other lessons learned that were used to improve the ASAP plan and ongoing implementations.

ADA ADVISORY COMMITTEE

The ADA Advisory Committee was established by Chicago Transit Authority Board and serves in an advisory capacity to the CTA. Its purpose is to provide CTA with recommendations on CTA's compliance with ADA, facilitate a dialogue between CTA and the disability community, and increase the use of CTA's services by people with disabilities. The ADA Advisory Committee, along with CTA's Manager of ADA Compliance Programs and the Vice President of Planning, meet quarterly and meetings are facilitated by the Chair of the Committee.

PUBLIC OUTREACH

A webpage on CTA's website was developed at the beginning of the planning process and serves as an important portal for sharing project updates with the general public. CTA's website now includes a progress update of the funded ASAP program.

For the initial plan, CTA participated in several public events that facilitated direct engagement with the disability community. CTA developed materials to distribute at and attended the AccessChicago expo event in July 2016. CTA shared information about ASAP with the public and interested stakeholders present at AccessChicago. Hosted by MOPD, the AccessChicago expo promotes the independence and inclusion of people with all types of disabilities by showcasing Chicago's wide range of accessible venues, products, and services. CTA also developed materials to distribute at and attended Chicago's annual Disability Pride Parade event in July 2016. The Disability Pride Parade provides an opportunity for all individuals to celebrate and strengthen the pride, power, and unity of people with disabilities, their families, and their allies.

BACKGROUND AND CONTEXT

Title II of the Americans with Disabilities Act of 1990 (ADA) contains numerous provisions that impact the physical accessibility of rail stations owned and operated by public entities like CTA. First, it requires that newly constructed rail stations be readily accessible to and usable by people with disabilities – meaning that they must be designed and constructed in accordance with rigid accessibility standards promulgated by the United States Department of Justice and the United States Department of Transportation. Second, ADA requires that when stations are altered, such alterations be done so that the altered elements comply with these standards to the extent it is technically feasible to do so. Where primary function areas are altered, ADA also requires that an accessible path of travel to the altered area be provided unless it would be a disproportionate cost to that of the alteration itself. Finally, ADA requires that stations identified as "key" stations be readily accessible to and usable by people with disabilities, requiring public transportation providers to modify them where necessary. In December 2009, CTA became compliant with ADA key station requirements. Consistent with ADA, CTA stations not designated as key stations, or that did not undergo reconstruction or alteration as defined by the ADA[1], were not required to be made accessible. Key stations were determined by the following criteria[2]:

- Stations where passenger boardings exceed average station passenger boardings on the rail system by at least fifteen percent, unless such a station is close to another accessible station;
- Transfer stations on a rail line or between rail lines;
- Major interchange points with other transportation modes, including stations connecting with major parking facilities, bus terminals, intercity or commuter rail stations, passenger vessel terminals, or airports;
- End stations, unless an end station is close to another accessible station; and
- Stations serving major activity centers, such as employment or government centers, institutions of higher education, hospitals or other major health care facilities, or other facilities that are major trip generators for individuals with disabilities.

Since ADA passed in 1990, the CTA bus fleet has grown from zero to 100 percent accessible. At the time ADA was passed, less than 10 (about six percent) of CTA's rail stations met the ADA requirements. Today, the rail system has grown to 145 stations, with 103 stations (71 percent) now accessible. After the completion of Phase One, the system will be 77 percent accessible and when all of the currently funded stations are completed, the system will be 81 percent accessible. With the implementation of accessibility at key stations, CTA now meets the program accessibility requirement as CTA services, programs, and activities are readily accessible to and usable by people with disabilities.

PROGRESS TO DATE

The work that CTA has completed to date puts the agency in compliance with the ADA and, in some cases, has gone beyond the ADA's requirements, as CTA has actively sought to add

[1] Alterations must affect the usability of the station and minor alterations/maintenance activities are not considered alterations.

[2] 49 CFR §37.47

accessibility even when not required by the ADA. CTA has consistently demonstrated a commitment to accessibility by continuing to upgrade existing stations with accessible features to make stations more accessible for customers with disabilities and building new stations that are fully accessible.

The primary measure of this process is funding of fourteen (14) stations from Phase One and Phase Two of the ASAP program since the original publication. CTA successfully funded the original first eight stations of the Phase One, plus one of the Forest Park Branch stations, through the Federal Core Capacity program for the RPM project, receipt of federal Surface Transportation Program funds and receipt of State funding from the Rebuild Illinois program. Additionally, CTA funded over half of the Phase Two with one of the largest awards in the first year (2022) of the Federal All Stations Accessibility Program in combination with other State Rebuild Illinois funds.

For example, in the last ten years alone, CTA has added or has funded the adding of accessibility at the following stations:

- Under Construction in 2023 – Racine upgraded expressway median station on the Blue Line; Austin upgraded elevated station on the Green Line; Berwyn, Bryn Mawr, Argyle, and Lawrence upgraded elevated stations on the Red and Purple Lines;
- In Design in 2023 – California upgraded elevated station on the Blue Line; Montrose upgraded expressway median station on the Blue Line;
- In Planning in 2023 – Irving Park and Pulaski upgraded expressway median stations on the Blue Line; Belmont upgrade subway station on the Blue Line; Oak Park, and Ridgeland upgraded elevated stations on the Green Line;
- Completed in 2018 - Quincy upgraded elevated station on the Loop Elevated;
- Completed in 2017 - Wilson upgraded elevated station on the Red and Purple lines;
- Completed in 2017 - Washington/Wabash new elevated station on the Loop Elevated;
- Completed in 2016 - Addison upgraded expressway median station on the Blue Line;
- Completed in 2015 - Clark/Division upgraded subway station on the Red Line;
- Completed in 2015 - Cermak-McCormick Place new elevated station on the Green Line;
- Completed in 2013 - Garfield, 63rd and 87th upgraded expressway median stations on the Red Line (during Dan Ryan Line Track Renewal/Red Line South Reconstruction project).

As an older transit system, the age of CTA's inaccessible stations range from 46 to over 120 years old. Most of the inaccessible stations are adjacent to an expressway, roadway, freight tracks, and/or dense built environments, which create a unique set of site constraints (see Chapter 3 and Chapter 4). With the completed and funded stations, CTA has one of the highest levels of vertical accessibility of its peers. Of similar legacy transit systems, Boston's MBTA currently leads with 76 percent of rail stations that are accessible, followed by Philadelphia with 72 percent, and finally New York City with 27 percent. With the completion of Phase One, CTA will be equal to the MBTA and with the completion of all funded stations, CTA will have the most stations compliant. Compared to its peers, CTA has made significant strides to expand accessibility and respond to the needs of a diverse customer base. The CTA is proud of the demonstrated success and steadfast commitment to the disability community, particularly given the state's fiscal challenges in recent years and into the foreseeable future.

Transit agencies nationwide are struggling to maintain aging assets, modernize their systems, and expand capacity to meet their future needs. Like most governmental agencies and other

transportation providers, local, state, and federal funding is in short supply. Recent one-time funding from the State and a new Federal discretionary grant program provided the jump start to the Phase One and Phase Two work, but additional revenue streams will be required to complete the remaining portions of the program.

2012 INFRASTRUCTURE ACCESSIBILITY TASK FORCE

The 2012 Infrastructure Accessibility Task Force (IATF) Report represents CTA's first strategic review and analysis of station accessibility across the entire rail system since the key stations were designated twenty years prior. The IATF began work in the fall of 2010, and the IATF Report was completed in the fall of 2012. The purpose of the IATF was to function as a resource for the CTA in developing initiatives to enhance accessibility for people with disabilities at CTA's rail stations. IATF representatives included members from:

- MOPD;
- CDOT;
- LCM Architects;
- The Chicago Lighthouse;
- Assistive Technology Unit, University of Illinois at Chicago;
- Chicago ADAPT; and
- CTA ADA Advisory Committee.

The goals and objectives of the IATF were to:

- Identify the highest priority stations to make accessible.
- Evaluate concepts for incorporating accessibility into the highest priority stations.
- Identify general planning recommendations and develop design considerations for future accessibility improvements.
- Determine next steps for achieving full accessibility of the CTA rail system.

The IATF Report provided a basis to compare and rank the 51 stations that were not fully accessible at that time. The IATF Report identified the following nine stations as high priorities for accessibility improvements, five of which are now accessible with two additional in construction to be accessible. The two remaining inaccessible stations were reprioritized due to constraints with property acquisition and discretionary funding applicability.

Inaccessible

- Adams/Wabash (Loop Elevated)
- Austin (Green Line) – CONSTRUCTION
- Damen (Blue Line)
- Racine (Blue Line) – CONSTRUCTION

Accessible

- 63rd (Red Line)
- Addison (Blue Line)
- Clark/Division (Red Line)
- Washington/Wabash (Loop Elevated)
- Wilson (Red Line)

Given the spotlight that the IATF Report shined on the 63rd station, CTA was able to successively implement this recommendation and further capitalize on another CTA initiative to upgrade the Red Line Dan Ryan branch. CTA added elevators at the Garfield (55th), 63rd, and 87th stations as part of the larger Red Line South Reconstruction project. As a result, all stations south of Roosevelt are now accessible. The IATF Report raised the profile of stand-alone accessibility projects, which led to CTA identifying an opportunity to leverage Tax Increment Financing (TIF)

to make the Quincy (Loop Elevated) station accessible. CTA implemented accessibility at this important downtown station in 2018.

REGULATORY OVERVIEW

A number of significant federal laws regulate public transportation accessibility for people with disabilities:

- Section 504 of the 1973 Rehabilitation Act (1973);
- Americans with Disabilities Act (1990); and
- Department of Transportation 49 CFR Part 37.

An overview of the federal legislative and regulatory framework relevant to the addition of vertical accessibility at transit stations is described in Appendix A. The design considerations as they relate to federal regulations and guidance that were incorporated as part of the development of the proposed station designs are described in Chapter 3.

In addition, accessibility codes contained in the Illinois Accessibility Code and the Chicago Building Code also apply.

CHAPTER 2: PRIORITIZATION PROCESS

DETERMINING PRIORITIES

PRIORITIZATION FACTORS

ASAP builds from the original IATF planning effort which used need based factors to rank stations for improvements. Station priority was determined based on a combination of needs and complexity, which accounted for the existing site conditions present at a station and the level of work necessary to accommodate ADA features.

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The ASAP prioritization process provides a high-level screening of inaccessible stations to determine the best pathway for implementation.

For the ASAP update, the need data was updated with current 2022 statistics, which is per current FTA direction post-COVID. The complexity scoring was reviewed and adjusted slightly where required due to further information regarding the ability to construct. The major update was the inclusion of an implementation score, which was weighted less than the need and complexity. The implementation score recognized that other factors, such as cost, historic requirements, ability to complete a segment, and ability to meet discretionary grant goals will influence the priority on a station.

The results of the analysis reflected the current funding strategy through discretionary grants and updated Bipartisan Infrastructure Law (BIL) goals. This recognized a reprioritization of some stations that may have higher barriers to implementation. The revised prioritization also included the Forest Park Branch stations individually to coordinate with the funding need for the reconstruction of the line.

NEEDS EVALUATION CRITERIA

The 20243 ASAP update maintained the same criteria as the original plan with updates to data as available. Per current FTA guidance, 2022 ridership data was used which reflects the current conditions after the COVID-19 pandemic.

Table 6 Needs Evaluation Criteria

ASAP Criteria	ASAP Data Source / Year
Station Ridership	
Total rail station entries recorded for all fare types	CTA, 2022
Persons with Disabilities Station Ridership	
ADA Paratransit ID Card	CTA, 2022
Circuit Breaker Disabled Free Ride	CTA, 2022
Reduced - Disabled, Paratransit, Reduced Fare	CTA, 2022

ASAP Criteria	ASAP Data Source / Year
Disabled Veterans Free Ride	CTA, 2022
Senior Station Ridership	
Ride Free	CTA, 2022
Reduced Fare	CTA, 2022
Station Gaps	
Distance (in feet) from closest accessible station on the same rail line	CTA 2023 system map
Connections	
Number of CTA and Pace routes, and Metra stations within 1/8 mile of the CTA station	CTA, Pace, and Metra 2023 system maps
Population	
Actual and 2040 forecast within ½ mile of station	2020 Census; GO TO 2040[a]
Paratransit	
Registered Paratransit home addresses within ½ mile of station	Pace, 2022
Employment	
Actual and 2040 forecast within ½ mile of station	2013 LEHD[b]; GO TO 2040[a]
University	
Enrollments for Colleges, Universities, and High Schools within ½ mile of station	National Center for Education Statistics,; Chicago Public Schools as updated
Points of Interest	
Movie theaters, hotels, courthouses, village/city halls, community centers, police stations, post offices, libraries within ½ mile of station	Google maps

[a] GO TO 2040 is the region's comprehensive plan by the Chicago Metropolitan Agency for Planning.
[b] ACS – American Community Survey; LEHD – Longitudinal Employer-Household Dynamics.

COMPLEXITY FACTOR

The ASAP methodology includes a complexity factor to measure a number of high-level complexity considerations (e.g., extent of utility work, presence of multiple platforms, station type), and the time needed for planning, design, construction, and agency coordination of accessibility improvements. Highly complex stations require complex design and engineering solutions to work within the physical constraints of a station that may include additional impacts to meet the same basic goals. Moreover, highly complex stations typically require more time for planning, design, construction, agency coordination, public processes related to potential impacts, and land acquisitions. Station and design complexity were assessed across key variables related to station configuration types described in Chapter 3 and illustrated in Figure 5.

As shown in Table 7, subway stations were grouped separately to account for their unique variables. For example, subway stations require intensive construction activities, such as excavation, utility relocation, and road closures, which make these projects inherently more

complex to design and construct. The complexity factor, coupled with field reconnaissance, helped to further define the actions necessary to accommodate accessibility at rail stations.

Table 7 Complexity Factor Penalties

Station Type	Variable	Complexity Penalty
Subway	Subway station configuration	-3
	Number of adjacent buildings/properties impacted	-1
	Presence of a six-corner intersection (e.g., Milwaukee)	-1
	Other station configuration challenges	-1 or -2
Elevated Median At-Grade	Station condition (repairs required)	-1
	Station condition (reconstruction needed)	-2
	Number of adjacent buildings/properties impacted	-1
	Need for land acquisition	-1
	Other station configuration challenges (e.g., site constraints, adjacent to other infrastructure)	-1 or -2

IMPLEMENTATION FACTOR

The 2024 ASAP update introduced a new factor into the prioritization of stations – the implementation factor. Based on the lessons learned from the first update, it was determined that an additional set of criteria was required to properly rank the stations. Four new factors were added that, similar to the complexity penalty, would result in a ranking from 0 to 5, with 5being the highest result.

The implementation factor looked at two direct factors, cost and historic coordination, in conjunction with two bonuses, segment completion and grant goals. The table below outlines the two factors plus bonuses and how they were weighted.

Table 8 Implementation Factor Criteria

Factor or Bonus	Variable
Cost Factor	Overall cost, scored from 3 (lowest) to 0 (highest), reflecting the ability to secure full funding
Historic Requirement Factor	Identification if a station has been identified as historic or may be considered historic / has adjacent historic impacts (-2 designated individual or -1 for linear designation or adjacent concerns)
Segment Completion Bonus	Bonus of 1 for stations that complete a line or major segment, thus providing for clarity to the ridership on accessible locations
Grant Goals Bonus	Bonus of 1 for stations within neighborhoods or areas that meet the current administration goals for equity

SCORING PROCESS

The ASAP scoring was iterative, with input from the Working Group incorporated and confirmed throughout the planning process. For all factors, stations were assigned a score between zero and five, with zero representing the lowest score and five the highest. A zero score was only assigned when the value of the criterion equaled zero (e.g., station is not located within ½ mile of any college, university, or high school). Percentiles were used for factors such as ridership and population. For example, the top 20 percent of stations with the highest ridership received a score of five and the bottom 20 percent received a score of one.

For the complexity assessment, highly complex stations are more challenging to design, engineer, and construct. Stations with higher complexity scores (5) are less complex and those with lower scores (zero) are more complex.

For the implementation assessment, higher scores reflected stations with lower costs, less historic concerns, and with some of the bonuses.

Prioritization scores for all remaining inaccessible stations can be found in Appendix B.

WEIGHTS

The remaining inaccessible ASAP stations were assessed using a weighting system. The ASAP weighting scheme was developed over time through an iterative process, with input from the working group. For the update, the individual weights of the criteria were not adjusted but the overall factors were changed to reflect the addition of the implementation assessment. As the goals remain to provide accessibility where the need is the greatest, the weight on the need score remained the highest with the newer implementation score at the lowest weight. The Tables below outlines the individual needs criteria weights and overall scoring weights.

Table 9 Needs Assessment Weights

Criteria	Weight (%)	Rationale
Station Ridership	20%	Linkage to CTA mission to deliver quality, affordable transit services that link people, jobs and communities
Persons with Disabilities Ridership	10%	Linkage to ASAP goal to make all stations vertically accessible within 20 years
Senior Ridership	5%	Important subsegment for mobility
Station Gaps	15%	Closing gaps is important to increase mobility to areas with fewer accessible stations
Connections	5%	All buses serving CTA stations are ADA accessible, improving connectivity between modes
Population	10%	Recognizing areas of potential higher ridership
Paratransit	20%	Important indicator of need by identifying areas with the potential for higher ADA ridership.

Criteria	Weight (%)	Rationale
Employment	7%	Recognizing areas of potential higher ridership
University	4%	Smaller segment for mobility
Points of Interest	4%	Important but less critical than employment
Needs Weight Total	**100%**	

Table 10 Needs Assessment Weights

Factor	Weight (%)	Rationale
Need	45%	Most important factor in providing accessible connections
Complexity	40%	Recognizes the ability to provide for accessibility more rapidly at less complex stations
Implementation	15%	Provides an additional factor to identify stations that may be more adaptable to discretionary grant funding
Total	**100%**	

QUALITATIVE CONSIDERATIONS

The qualitative factors described below were important additional considerations in informing the potential station phasing. They also provided a baseline understanding of how ASAP Phase One and the future ASAP Phases interface with the funding and timeframe assumptions for implementing the RPM Program.[3]

GEOGRAPHIC EQUITY

As previously noted, all stations from Roosevelt Road and south are already accessible. Elevators were installed at the Garfield (55th), 63rd, and 87th Red Line stations on the Dan Ryan branch as part of a larger Red Line South Reconstruction project. Today, all Red Line stations on the Dan Ryan branch have elevators, providing accessibility to many communities on the South Side of Chicago. Additionally, all but three of the Green Line stations that serve communities on the West Side of the CTA geographic service area have been made accessible. Overall, most of the inaccessible stations within CTA's Northern geographic service area will be addressed through the RPM Program. For the remaining geographic service areas with pockets of inaccessibility, the ASAP methodology grouped stations within four geographic service areas to ensure that

[3] ASAP fully adopts the preliminary schedules of the RPM Program. The ASAP implementation strategy will be updated as funding for this program becomes available.

geographic equity of the inaccessible stations was considered. All fourty-two (42) stations fell within the following four geographies:

- Central Business District (CBD);
- North;
- Northwest; and
- West.

CONSTRUCTION SEQUENCING

CTA developed a preliminary phased implementation strategy to serve as a roadmap for sequencing stations to meet the 20-year implementation timeframe. The construction sequencing exercise helped the CTA assess the viability of 20-year implementation. As part of this process, the following construction sequencing considerations were factored into ordering stations in four phases. The sequencing of stations (especially in the CBD), coordination, and constructability (i.e., the extent to which station design facilitates ease of construction) are important aspects to ASAP implementation. Another important consideration incorporated throughout the ASAP methodology is the need to balance infrastructure projects across the entire rail system. ASAP sequences construction work to minimize concurrent track-level work, given CTA's track maintenance needs, ongoing construction projects, and new projects that may coincide with ASAP's 20-year horizon (see Chapter 7). To do this, ASAP follows the general rule that no more than one project requiring track outages was scheduled along the same line simultaneously.

COORDINATION

The need to coordinate ASAP projects with external agencies like CDOT, IDOT, RTA, Cook County, and other internal CTA departments will be necessary to minimize conflicts with other construction and utility projects. Coordination will also be necessary around station designs and construction activities that could impact the maintenance needs of adjacent structures or affect the public way (e.g., crosswalks, sidewalks, side streets.) Proposed station designs that include impacts to non-CTA owned property (e.g., land acquisition, easements, air rights) was also considered. Ultimately, the property impacts and real estate needs will be determined by the final design, which may be different from those identified during the planning phase.

SCORING RESULTS

ASAP PHASE ONE STATIONS

As all of the ASAP Phase One stations are funded and in either construction or design, they were not included in the 2024 ASAP update for data. Please refer to the previous plan on how the original ASAP Phase One stations were ranked.

ASAP PHASE TWO STATIONS

The 2024 ASAP update resulted in the following scores for the Phase Two stations. As discussed previously, five of the stations are funded with the remaining three to be funded with future opportunities.

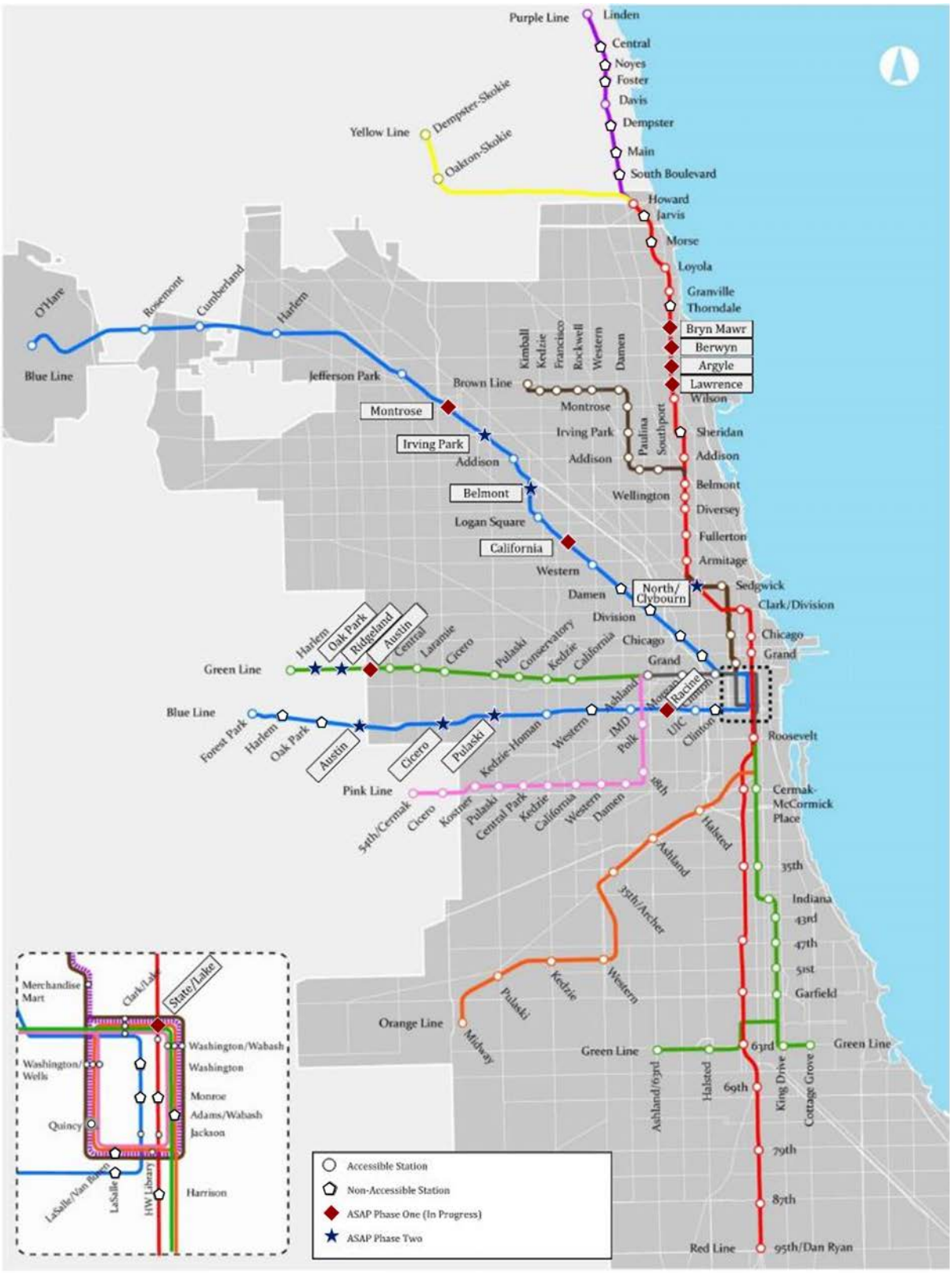
Table 11 ASAP Phase Two Station Scores

Line / Branch	Station	Needs Score	Complexity Score	Implementation Score	Combined Score
Green / Lake	Oak Park	2.48	4	3	3.17
Blue / Forest Park	Pulaski	3.35	3	3	3.16
Blue / Forest Park	Cicero	3.08	3	3	3.03
Blue / O'Hare	Irving Park	3.03	3	3	3.01
Blue / Forest Park	Austin	2.56	3	3	2.80
Green / Lake	Ridgeland	2.05	3	4	2.72
Blue / O'Hare	Belmont	3.45	2	3	2.65
Red / State Subway	North / Clybourn	4.27	1	2	2.62

The rankings for Phase Two reflect the following key concepts:

- Completion of the Green Line to being fully accessible on both branches with the upgrades to the Oak Park and Ridgeland stations (both funded).
- Completion of the Blue Line O'Hare Branch from O'Hare to Western with the completion of the Irving Park and Belmont stations (both funded).
- Prioritization of the Forest Park Branch for accessibility with the Pulaski (funded), Cicero, and Austin stations.
- Focus on the highest need score station that is not accessible at North / Clybourn.

Figure 3 ASAP Phase Two Stations



FUTURE ASAP PHASES

The remaining non-RPM inaccessible stations were placed into Phase Three and Phase Four priorities. Table 11 identifies the 15 stations for future phased implementation and their associated scores, ordered by the total score. Prioritization scores for all remaining inaccessible stations can be found in Appendix B.

The only exception on the prioritization by total score was the two remaining Red Line State Street Subway stations. The 2024 ASAP plan recommends the Monroe/State station be placed into Phase Three with the Harrison station remaining in Phase Four. For geographic diversity it is recommended that Monroe/State be completed in Stage 3 rather than all three Milwaukee subway stations.

Table 12 Future ASAP Phases Scores, by Total Score

Line / Branch	Station	Needs Score	Complexity Score	Implementation Score	Combined Score
Loop Elevated	Adams / Wabash	3.30	2	1	2.44
Blue / Forest Park	Oak Park	1.91	3	2	2.36
Blue / Forest Park	Harlem	1.68	3	2	2.25
Blue / Dearborn Subway	Washington / Dearborn	3.40	1	2	2.23
Blue / O'Hare	Damen	3.76	1	0	2.09
Blue / Milwaukee Subway	Division / Milwaukee	4.25	0	1	2.06
Blue / Milwaukee Subway	Chicago / Milwaukee	3.27	1	1	2.02
Blue / Milwaukee Subway	Grand / Milwaukee	2.86	1	2	1.99
Red / State Subway	Monroe / State	3.10	1	1	1.95
Red / State Subway	Harrison	3.30	1	2	1.89
Blue / Dearborn Subway	Monroe / Dearborn	2.95	1	1	1.88
Blue / Dearborn Subway	LaSalle	3.15	1	0	1.82

Line / Branch	Station	Needs Score	Complexity Score	Implementation Score	Combined Score
Blue / Forest Park	Western	2.76	1	1	1.79
Loop Elevated	LaSalle / Van Buren	2.90	1	0	1.71
Blue / Dearborn Subway	Clinton	2.41	1	0	1.48

As CTA moves through implementation, other adjacent projects may affect the prioritization by allowing for opportunities to leverage funding. An example may be the improvements to Union Station allowing for intermodal advantages associated with the Blue Line Dearborn Subway Clinton station to make it an opportunity for competitive grant funding. As such, Phase Three or Phase Four stations may be improved ahead of other locations to take the best advantage of funding opportunities.

ELEVATOR REPLACEMENT PROGRAM PRIORITIZATION

The prioritization methodology for the Elevator Replacement Program included three needs-based criteria that are indicative of an elevator's overall condition. These criteria are based on reliable quantitative data points that can be updated to routinely reassess and adjust priorities as the Elevator Replacement Program is implemented. In addition to quantitative criteria, five qualitative factors were also established as guidelines for Program implementation. These qualitative factors were developed to minimize customer impacts as elevators are replaced along the system.

For each of the three needs-based categories, existing elevators were assigned a score between zero and five, with zero or one representing the lowest score and five the highest. A zero score was only assigned when the value of the criterion equaled zero (i.e., elevator had zero hours of downtime). Using this methodology, higher scores were associated with higher needs (e.g., older elevators would have a higher age score than newer elevators). For each elevator, the three scores were added together for a maximum total score of 15 points. Similar to the ASAP prioritization process, scores were assigned by percentile, where the top 20 percent of stations with the highest values received a score of five, the second 20 percent received a score of four, and so on. Unlike the ASAP stations prioritization, the Elevator Replacement Program prioritization process did not apply a weighting scheme as all three of the needs-based criteria were assumed to be equally important. The criteria to define elevator rehabilitation or replacement needs, the qualitative factors considered, and the scoring are shown in

Table 13 Elevator Replacement Program Criteria

	Elevator Replacement Program Criteria	Data Source / Data Year	Score Ranges
Needs-Based Criteria	Station Ridership	CTA, 2022	1 – 5
	Elevator Age (years)	CTA, 2022	1 – 5
	Total Elevator Downtime (hours)	CTA, 2022	0 – 5
Qualitative Factors	Prefer that two adjacent accessible stations not be under construction in the same year		
	Prefer that no more than 2 stations in the CBD be under construction in the same year		
	Consider geographic equity to ensure that rehabilitation or replacement would be spread across the rail system		
	Each station will be assessed individually to determine if all elevators in the station should be rehabilitated or replaced concurrently or staggered (e.g., higher priority first followed by lower priority)		
	Consider the station's proximity to other accessible stations when the station is located in an area with a long stretch of stations with no elevators		

As previously noted, not all elevators at a single station may be in the same condition because an elevator's condition can vary based on a variety of factors (e.g., location, enclosure type, exposure to weather elements, usage).

Overall, the Elevator Replacement Program prioritization approach provides a near-term roadmap for ensuring reliability at existing passenger elevators in the CTA rail. The Elevator Replacement Program will be updated every five years with new data points to reassess where the greatest elevator rehabilitation or replacement needs are within the rail system and to adjust priorities as needed.

Table 14 Current Elevator Replacement Program

Line	Station	Number of Station Elevators to be Rehabilitated or Replaced
Loop / Transfer Stations	Clark/Lake Blue, Brown, Green, Orange, Pink, & Purple Line Transfer Station	Rehabilitate or replace all 4 elevators
	Washington/Wells Brown, Orange, Pink, & Purple Line Transfer Station	Rehabilitate or replace 1 of 2 elevators
Red	Jackson	Rehabilitate or replace all 4 elevators
	Loyola	Rehabilitate or replace the only elevator
	Lake	Rehabilitate or replace 1 of 3 elevators
	Chicago	Rehabilitate or replace both elevators
Blue	Forest Park	Rehabilitate or replace the only elevator
	O'Hare	Rehabilitate or replace the only elevator
	Cumberland	Rehabilitate or replace 1 of 2 elevators
Orange	Midway	Rehabilitate or replace both elevators
Pink	18th	Rehabilitate or replace both elevators
Brown	Western	Rehabilitate or replace both elevators

The Elevator priorities were reassessed to determine the next highest priority for rehabilitation or replacement. This listing will be reviewed prior to any funding being applied.

Table 15 Future Elevator Replacement Priorities

Line	Station	Number of Station Elevators to be Rehabilitated or Replaced
Loop / Transfer Stations	Washington Wabash Harold Washington Library	Rehabilitate or replace 1 of 4 elevators Rehabilitate or replace 1 of 3 elevators
Red	Addison	Rehabilitate or replace the only elevator
	Granville	Rehabilitate or replace the only elevator
	Sox-35th	Rehabilitate or replace the only elevator
	Fullerton	Rehabilitate or replace 1 of 2 elevators
	Grand	Rehabilitate or replace 1 of 3 elevators
	Chicago	Rehabilitate or replace 1 of 3 elevators
	Belmont	Rehabilitate or replace both elevators
Green	King Drive	Rehabilitate or replace 1 of 2 elevators
	Cottage Grove	Rehabilitate or replace 1 of 2 elevators
	Ashland	Rehabilitate or replace 1 of 3 elevators

Line	Station	Number of Station Elevators to be Rehabilitated or Replaced
	Central	Rehabilitate or replace the only elevator
	Cumberland	Rehabilitate or replace 1 of 2 elevators
Red, Orange, Green	Roosevelt	Rehabilitate or replace all 3 elevators
Orange	35th / Archer	Rehabilitate or replace the only elevator
	Western	Rehabilitate or replace the only elevator

CHAPTER 3: DESIGN APPROACH

DEVELOPING STATION DESIGNS

DESIGN PROCESS

The design process for the ASAP stations began by grouping inaccessible stations across common station configuration types as shown in Figure 5. Initial design schemes based on the configuration types were developed to serve as baseline design options before commencing more detailed design work for each individual station. The design schemes were a helpful tool to:

- Identify common technical constraints across the configuration types;
- Assess advantages and disadvantages of different design options;
- Identify preferred design features; and
- Gauge the level of effort to retrofit or rebuild inaccessible stations via rough order of magnitude (ROM) cost estimates. (Chapter 6 describes the cost estimating approach and the total costs for ASAP stations.)

• • •

Some inaccessible stations date as far back as 1895, which requires creative approaches to addressing the many challenges to making an older facility accessible.

DESIGN COMPLEXETIES AND CONSTRAINTS

A number of complexities and constraints emerged as part of the ASAP design process. The age of CTA's inaccessible stations ranges from 46 to over 120 years old, with some stations dating as far back as 1895. Stations were built in a few different configuration types and as a result, each station has unique design features and constraints, making the simple addition of one or more elevators complicated. Due to the age of the stations, most of the remaining stations will require the review by the State Historic Preservation Office (SHPO) for adverse effects to historic properties. These differences create site-specific constraints that require site-specific solutions. Some of the factors that must be considered when developing a design to make a station accessible are shown in Figure 4.

Figure 4 Complexities and Constraints

Platform Widths and Lengths
Many platforms are too narrow or too short to accommodate an elevator or to allow adequate space for wheelchair passing and turning.

Property Impacts
Some stations are located so close to adjacent buildings that many proposed modifications would only be possible if the adjacent structure is modified or removed.

Space Constraints
The size and layout of stationhouses cannot always accommodate elevators and the required space for elevator machine rooms, which are custom-engineered and specially fabricated machines that need to fit perfectly into the space where they will operate.

Utility Relocation
Relocating utility lines is often necessary; however, many utilities are over a century old and located in the public way, requiring extensive coordination with other City Departments.

Station Type
Station configuration types (subway, elevated, median, at-grade) have unique characteristics that make some configuration types more complex to design, engineer, and construct than others. For example, subway stations require intensive construction activities, such as excavation, utility relocation, and road closures, which make these projects inherently more complex to design and construct.

Adjacent Freight Rail
The location of adjacent freight rail lines sometimes limits the design options available to modify stations.

Age and Condition
Due to the age and condition of some of the CTA's stations, rebuilding the station to meet modern design standards makes sense rather than retrofitting the existing station unless historic resources prevent this approach.

Historic Resources
Some stations or elements of stations are designated as historic resources and cannot be altered in a manner that impacts their historic significance.

STATION CONFIGURATION

The station schemes revealed that, while stations with similar configurations may have similar characteristics, a prototypical station design cannot be applied because of the unique constraints at each station. For example, a station may have: distinctive physical features (e.g., adjacent freight rail, one entry/exit point, historic designation); buildings located adjacent to the station; nearby development patterns and levels of density within the surrounding communities; and inconsistent or insufficient platform lengths and widths. These differences create site-specific constraints that will require site-specific solutions. Moreover, as planning reaches more advanced stages, additional findings regarding each site will likely require further design customization. Therefore, a one-size-fits-all design approach cannot be applied, and custom design concepts have been developed for each inaccessible station, regardless of its configuration type.

Figure 5 Station Configuration Types

Embankment

Photo courtesy of Graham Garfield

Median

Photo courtesy of Graham Garfield

Subway – Side Platform

Photo courtesy of Graham Garfield

Subway – Center Platform

Photo courtesy of CTA/Flickr

Elevated

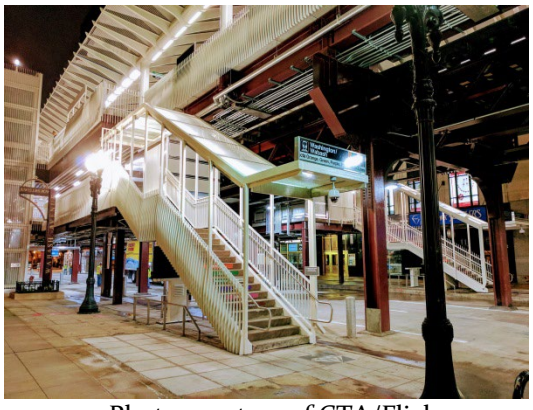


Photo courtesy of CTA/Flickr

At-Grade

Photo courtesy of Graham Garfield

The original ASAP report developed 10 percent concept designs for four Phase One stations, all of which are now either in construction or design. The remaining stations, excluding the Forest Park branch, were all developed to a schematic level to provide information for cost modeling and potential issues / constraints. For the 2024 ASAP update, seven of the Phase Two stations were developed to 10 percent concept designs in support of development of detailed scopes for funded implementation or discretionary grant applications.

Table 15 describes the level of design detail incorporated within the 10 percent concept designs developed for the ASAP Phase Two stations and the schematic designs previously developed for the remaining stations identified for future ASAP Phases. Overall, the ASAP Phase Two station designs include more robust engineering and analysis than the schematic designs that were developed for the remaining stations in future ASAP Phases.

As the 10 percent concept designs of the ASAP Phase One stations and the schematic designs for future ASAP Phases continue to progress through more detailed design completion (e.g., 30 percent, 60 percent, 90 percent), there are likely to be modifications to the proposed designs contained in the ASAP Strategic Plan. This is because more information will become available from future land survey and geotechnical survey reports, in-depth engineering and design work, agency coordination, and public feedback. Moreover, many of the stations proposed for implementation in future ASAP Phases may require additional modifications to the proposed designs as a result of future changes to land uses, real estate development and density, traffic operations, travel patterns, and roadway configurations. The 2024 ASAP update reflects some of the lessons learned from the implementation of the Phase One stations within the narrative and cost estimates.

Table 16 Level of Detail Applied to 10% Conceptual and Schematic Designs

10% Conceptual Design (ASAP Phase One & Two)	Schematic Design (Future ASAP Phases)
Review of property impacts/real estate needs	Review of property impacts/real estate needs
Review of accessible route from curbside to platform	Review of accessible route from curbside to platform
Life safety code requirement analysis, including emergency egress calculations to support the proposed improvements	Limited life safety code requirement analysis, excluding emergency egress calculations to support the proposed improvements
Field reconnaissance, including limited measurements of as-built conditions	Limited visual field reconnaissance
Clearance analysis (vertical and horizontal) to provide unobstructed wheelchair maneuverability at platform level	–

DESIGN REFERENCES

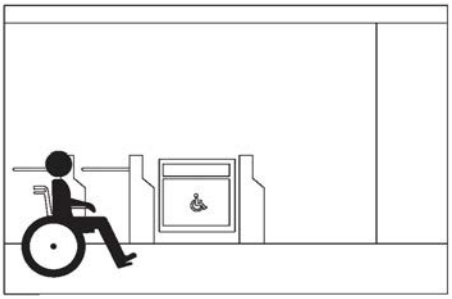
Although ADA standards differ between a retrofit (alteration) or rebuild (new construction), all construction activities must comply with the applicable USDOT ADA regulations[4] as well as the applicable accessibility codes contained in the Illinois Accessibility Code (IAC) and the Chicago Building Code (CBC). In developing the proposed designs, CTA followed the requirements of ADA and its implementing regulations as well as the IAC and the CBC. CTA's ASAP goal is to add vertical accessibility to its legacy rail system and the proposed ASAP design plans achieve this goal, including the requirement to incorporate accessible routes from curbs to platforms. In other words, adding vertical accessibility means that stations, by default, are designed to also include accessible routes. Figure 6 provides a simplified illustration of an accessible route.

In addition, major alterations and new construction to transportation facilities require plans and permits. Permits are approved by the Chicago Department of Buildings (DoB). The MOPD participates in this process by reviewing all projects for accessibility compliance. The Chicago Fire Prevention Bureau is also involved in permit review. As part of the design process, the proposed station designs consider and meet, where possible, current life safety code requirements under the National Fire Protection Association (NFPA) 130 Standard for Fixed Guideway Transit and Passenger Rail Systems and the CBC for emergency egress. Together Federal Transit Administration (FTA) guidance[5] and life safety requirements provided a roadmap for developing the proposed design plans to achieve accessibility.

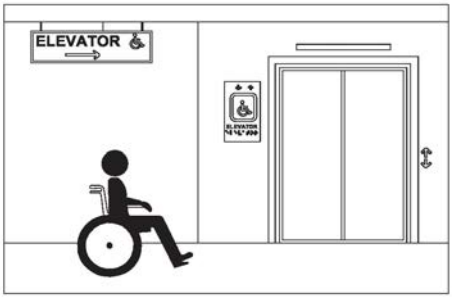
Unlike new construction, there are circumstances where adding accessibility at an existing station presents significant challenges. For example, the location of underground utilities may severely reduce the clearances available for an elevator; balancing historic preservation and accessibility priorities may mean that elevators are located outside the general station circulation paths; or sidewalk widths may not have adequate space to accommodate elevators near existing entrances and/or exit stairs. Where complexities occur, including those related to an accessible route, preliminary design and engineering solutions have been identified.

Figure 6 Accessible Route

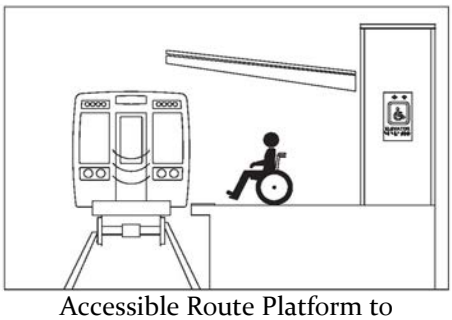
Accessible Route Into Station



Accessible Route Through Fare Array



Vertical Accessible Route



Accessible Route Platform to Train

[4] 49 CFR Part 37 - Transportation Services for Individuals with Disabilities (ADA).
[5] FTA Circular 4710.1, "Chapter 3 – Transportation Facilities", (November 4, 2015). See 49 CFR Part 37 for the relevant regulations.

Based on the design plans for ASAP Phase One and Phase Two stations, some locations, primarily expressway stations, do not satisfy all current CBC standards for exiting. While the ADA technical requirements[6] apply nationally, life safety code requirements are largely under the purview of states and municipalities that regulate and enforce them. Additional coordination with the DoB, Fire Prevention Bureau, and the MOPD will be necessary to determine a suitable egress standard to enable construction permitting in instances where strict code compliance for emergency egress is not attainable.

As shown in Table 16, a core set of design elements identified in the FTA's regulatory guidance, which references the applicable regulations and USDOT ADA Standards, as well as current CBC requirements for exiting were considered (where applicable) when developing station designs for ASAP Phase Two and future ASAP Phases. A discussion of the key complexities and the proposed design solutions for the ASAP Phase Two stations and the stations identified for future ASAP Phases are described in Chapter 4.

[6] United States Department of Transportation ADA Standards for Transportation, November 29, 2006.

Table 17 Design Elements Considered (Where Applicable)

	Altered or New Station Element	10% Conceptual Design (ASAP Phase Two)	Schematic Design (ASAP Future Phases)
FTA Guidance[a]	Accessible Parking	●	
	Passenger Loading Zones	●	●
	Bus Boarding and Alighting Areas	●	●
	Accessible Routes	●	●
	Directional Signs	●	●
	Curb Ramps	●	●
	Entrances	●	●
	Doors	●	●
	Ramps	●	●
	Stairs	●	●
	Elevators	●	●
	Platform Lifts	–	–
	Escalators	●	●
	Ticketing and Automatic Fare Vending	●	●
	Platforms	●	●
	Mini-High Platforms	–	–
	Public Address Systems	●	●
	Clocks	–	–
	Telephones	–	–
	Areas of Refuge	●	●
Egress Code Review NFPA 130 Exiting Criteria / CBC Exiting Criteria	NFPA 130 – Evacuate platform occupant load from platform in 4 minutes or less	●	–
	NFPA 130 – Evacuate from most remote point on platform to a point of safety in 6 minutes or less	●	–
	NFPA 130 – Maximum travel distance on the platform to a point at which a means of egress route leaves the platform should not exceed 325'[b]	●	–
	NFPA 130 and CBC – Minimum clear width of 44" should be provided along all platforms, corridors, and ramps serving as a means of egress	●	–
	CBC – Egress stairs should be minimum of 44" wide	●	–
	CBC – Minimum door width should be 36"	●	–
	CBC – Maximum travel distance to exit door shall not exceed 150'	●	–

[a] Identified within the "Optional Facilities Checklist for New Construction and Alterations", Federal Transit Administration Circular 4710.1 (November 4, 2015). See 49 CFR Part 37 for the relevant regulations.
[b] The DoB and the Fire Prevention Bureau have allowed the CTA to use a hybrid of NFPA 130 (2014) and the CBC on past projects as follows: Reduce NFPA 130 (2014) maximum travel distance of 325' by 50 percent to achieve a maximum dead-end travel distance of 162'-6".

CTA'S RELATED PROGRAMS AND THE CDOT-LED STATIONS

To achieve accessibility across the entire rail system, all vertically inaccessible stations will be retrofitted or rebuilt. While the RPM stations are included within ASAP, planning and design for these stations is being conducted through separate processes that will address accessibility within the broader context of these programs and projects. As such, the RPM stations may involve a more expansive scope of work that includes other interrelated infrastructure work (e.g., track, support structures, power substations), with accessibility representing just one aspect of the entire project infrastructure scope at these stations.

Similarly, CTA is developing a Forest Park Branch Master Plan that will build off of the Blue Line Vision Study to provide a flexible planning tool in support of discretionary grant applications or other future funding opportunities. Similar to RPM, the overall program is inclusive of track and systems upgrades beyond station rehabilitations for accessibility and state-of-good repair. The Forest Park branch is anticipated to be constructed in conjunction within associated roadway improvements by IDOT and therefore may not be completed in a linear fashion. Additionally, CTA is prioritizing the Forest Park branch stations for ASAP improvements due to the large gaps in the system and age, which may advance station work ahead of track improvements.

Currently the design and construction for the CDOT-led State/Lake station on the Loop Elevated Line is being advanced separately by CDOT as part of the Phase One implementation. It may be anticipated that CDOT may lead other future downtown or near downtown stations, especially those with significant roadway impacts, such as subway stations. The ASAP plan is agnostic to who may construct the stations.

DESIGN CONSIDERATIONS

All proposed station improvements will include elevators and/or ramps, accessible entrances, accessible routes from curbs to platforms, improved directional signage, removal of platform obstructions, accessible employee facilities, and enhanced lighting as appropriate. Within the ASAP 20-year horizon period the proposed improvements are in the early stages of project development and will evolve over time as ASAP projects advance through more detailed planning and design, and construction. While preliminary discussions with some agency partners, such as CDOT, IDOT, and MOPD have occurred as part of the ASAP planning process, continued dialogue throughout the project development process will be necessary to ensure that station designs are coordinated with agency partners and approved and permitted by the DoB.

Moreover, adding accessibility has the potential to trigger other operational and policy issues, as design decisions can have cascading effects and implications for CTA. For example, gap fillers provide a smooth accessible pathway between a platform and a train car. Platform obstructions can negate the use of CTA's standard gap filler. Potential solutions include removing or relocating platform impediments (if possible), custom gap fillers at specific locations, or modifications to berthing areas. With the aid of the working group, many of these issues have been identified and more comprehensive solutions will need to be analyzed in greater depth in subsequent phases of design.

Within the spectrum of transit accessibility there are a myriad of design features, materials, and applications to enhance accessibility, many of which are not required by regulation. In addition, not all transit accessibility options may be applicable to CTA, others require further research and public input, and some may not be practical for CTA from an operational and/or policy

perspective. CTA will need to analyze these issues in more detail. Therefore, additional accessibility enhancements may be incorporated incrementally as designs are refined, coordination with agency partners continues, and operational and policy issues are resolved.

ELEVATOR TYPES

ASAP station designs include three types of elevator configurations. An elevator type was selected for each station based on its relationship to the size and layout constraints of the stationhouse(s) and platform(s). The three elevator types and their minimum dimensions are:

1) Full Turn-Around (9'-10" x 8'-8") – This type of elevator provides a high level of maneuverability within the elevator itself. The stationhouse and platform levels must have space available to accommodate these larger elevators. Full turn-around elevators are incorporated into designs depending on the amount of unobstructed space outside the elevator door at the stationhouse and/or platform level, which can vary between stations.
2) "L" Turn (9'-10" x 8'-8") – This type of elevator provides a high level of maneuverability within the elevator itself. "L" turn elevators are incorporated into designs depending on the amount of unobstructed space outside the elevator door at the stationhouse and/or platform level, which can vary between stations.
3) Pass-Through (6'-6" x 9'-4") – This type of elevator does not allow for wheelchair turning movements within the elevator itself. Pass-through elevators are incorporated into designs when widths are restricted at the stationhouse and/or platform level, which can vary between stations.

As previously noted, the unique constraints of inaccessible stations require individualized design and engineering solutions to add accessibility. In 2018, the working group reviewed the proposed station designs for ASAP Phase One and future ASAP Phases, and revisions were incorporated through an iterative process to address feedback.

With the implementation of the Phase One design, two major improvements to the elevator concepts were recommended which will affect some of the schematic design concepts. First, the "L" Turn elevators were not advanced as the complex mechanics increased dimensional requirements and introduced long-term maintainability issues. Second, the original ASAP plan incorporated machine-room less elevators to reduce the necessary expansion footprints. These elevators are problematic for permitting and maintenance. CTA's current design criteria prohibits machine-room less elevators and recommends a minimum of a 200 SF machine room to support each elevator.

CHAPTER 4: TOOLS FOR ENHANCED ACCESSIBILITY

INCREASING ACCESSIBILITY

WAYFINDING OPPORTUNITIES

The ASAP goal is to create a vertically accessible rail system within 20 years. Looking ahead, the ADA Advisory Committee requested that the CTA explore additional opportunities that go beyond legal requirements, to provide enhanced wayfinding for a broader segment of the disability community. The intent of this request was to identify wayfinding options that could make navigating the environment of CTA stations easier and more intuitive for people with a wide variety of disabilities, including people who are DeafBlind, blind, and visually impaired.

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Accessibility means more than just the physical pathway from the door to the train. Providing tools to better navigate to and within the station is critical.

In response to the ADA Advisory Committee request, the CTA commenced a high-level review of six wayfinding treatments and technologies that may enhance accessibility and be suitable for application in CTA stations. CTA is investigating these treatments and technologies by asking other transit agencies who have used them about their experience, gathering input from MOPD, CDOT, and IDOT about these wayfinding options, and coordinating internally with CTA Departments. This information will help the CTA identify potential operational and policy issues in order to develop a recommendation about which wayfinding elements would be suitable for the CTA system.

What must also be considered is that some of the wayfinding options are newer technology and will require additional research on the state-of-the-practice to better understand their benefits, limitations, and appropriateness at key stations, certain types of stations, or system-wide before implementation can occur. CTA understands that there is no one wayfinding approach that would meet the needs of all transit users and that a combination of different solutions may be needed. Ideally, one or more of the wayfinding options described below could be implemented, either as a separate pilot or as part of an ASAP station concept.

The following six wayfinding options were identified as part of ASAP Phase 1 for future consideration to assist all who use the rail system, and especially customers who are visually impaired, blind, and DeafBlind. One of the items has been successfully installed and is part of CTA's standard design criteria. Updates on discussions and progress for the rest are included.

12) **Tactile Ground Surface Indicators** – The purpose of tactile ground surface indicators is to give pedestrians who are blind or who have a visual impairment a warning of hazards (e.g., warning surfaces at the edge of platforms) and directional information to aid navigation of the environment (see picture at right). Truncated domes at the edge of CTA platforms are in widespread use in the United States on transit platform edges and the bottom of curb ramps. Tactile directional surfaces indicate the direction of travel and are more commonly used in Asia, Europe, and Canada. A common concern with directional ground surface indicators is that they may also create obstructions for wheelchair users when placed in a common pathway.

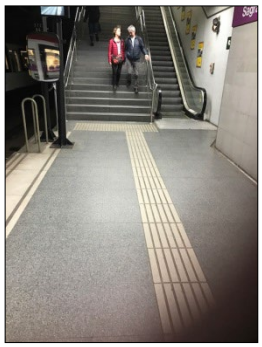
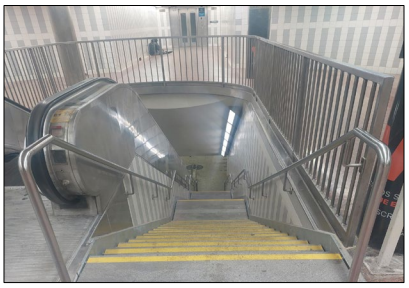


Photo courtesy of Sonali Tandon/CTA

CTA has reviewed the tactile directional surface pathways concept further within the various departments. There are concerns with how the pathways will work in complex station layouts. Within CTA stations, applications may be best served by providing the pathway from the entrance(s) to the CA kiosk or from the head rail car first door to a CA assistance button. The installation of different materials for the pathways will need to be carefully coordinated, especially in areas of exterior exposure, to avoid long term maintenance issues and tripping hazards.

2) Floor Graphics – Floor graphics employ color, contrast, and markings to identify routes through larger complex stations or to transfer connections and to highlight important elements, such as fare arrays or elevators, and to help customers navigate stations safely throughout the accessible route, such as highlighted stair nosings (see picture at right). Floor graphics are helpful for people who have some sight and rely on that sight, as well as other aids, to navigate through the environment.



Source: CTA (Clark / Lake Station)

Since the original ASAP Plan, CTA has successfully installed contrasting stair nosings at Clark and Lake station and Grand on the Blue Line. This detail has become required for all CTA projects and replacement of treads, when feasible, is included with any major renovation.

Floor graphics are still in consideration, especially at high volume or complex stations. Since COVID, there have been some lessons learned in the usage of floor graphics and durability that can be applied when a trial is completed.

3) Directional Signage – Improved directional signage includes signage in more locations, with greater font sizes, in high contrast, and located in well-lit areas. Since 85 percent of the people considered blind or visually impaired retain some vision and rely on that limited vision, it is important to provide information and directional signage that allows people with low vision to navigate independently.

Photo courtesy of CTA/Flickr

CTA currently provides required directional and informational signage. With all major improvement projects, the signage is upgraded to the new standards, which include larger lettering and clearer fonts.

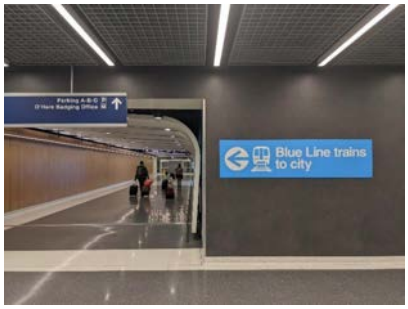


Photo courtesy of CTA/Flickr

Recently CTA upgraded the wayfinding within the O'Hare International Airport to assist all customers, including those with disabilities. The signage was designed with large lettering, distinctive backgrounds, the CTA train icon, and arrows to clearly mark the pathway to the CTA station. Similar applications can be used in renovated stations or areas to assist in defining the pathways to and from key locations, such as bus stops or curb side pickups.

4) Tactile Maps – Tactile maps are modeled using raised surfaces to help people who are blind or visually impaired and others to plan routes, for example through a rail station, a building, or on bus stop poles to indicate boarding locations.

Source: San Francisco Municipal Transportation Agency (SFMTA)

The evolution of 3D printing technology makes the option to consider tactile maps more readily available to explore. The primary hinderance to a large scale implementation of tactile maps is the ability to update and replace the maps when they are damaged, or information becomes outdated.

5) Pedestrian Routes to Bus Stops – Ensuring the pedestrian routes are accessible from rail stations to connecting bus stops is part of full program accessibility. These include treatments related to curb ramps, crosswalks with cane detectable surfaces, color contrasting cross walk borders, and Accessible Pedestrian Signals (see below) that provide information for pedestrians at street crossings through audible signals and vibrotactile surfaces. CDOT is currently analyzing different technologies for Accessible Pedestrian Signals and is working to implement a pilot program.

Source: Chicago Department of Transportation (CDOT)

6) Accessible Pedestrian Signals (APS) – This wayfinding option is related to pedestrian routes from rail stations to connecting bus stops. APS communicates pedestrian street crossing timing information in nonvisual formats (e.g., audible signals, vibrotactile signaling). Any street level APS technology will require consultation with MOPD as well as coordination with CDOT or IDOT for implementation.

Source: DNAinfo/Ewa Kern-Jedrychowska

7) Tactile Signs at Bus Stops: Outside of rail stations, CTA also started a pilot in 2022 to provide tactile signage at bus stops. As the trial was evaluated, it was determined that the signage could be expanded, including usage within any ASAP station update with other wayfinding solutions to assist visually impaired riders from the train to the bus stop. Since this initial pilot CTA applied for 5310 Mobility funding and received an award to complete the tactile bus sign installation.

Photo courtesy of CTA/Flickr

8) Destination to Station: One of the most common concerns voiced by the accessibility community during meetings for the plan update was the route to the station. This was noted as especially a concern for stations located where access to the CTA station is from bridges over the expressway. While CTA may not always have the ability to directly adjust or change the infrastructure to the station, they will work to express the community concerns when feasible.

9) Wayfinding Applications (APPs) – APPs send signals to smart phones to assist blind or visually impaired users to understand navigation information generally provided in a visual format. APPs are a developing technology. One limitation of this system is that it may only be useful to people with smart phones.


Source: Gatwick Airport / Pointr Labs

CTA has participated in a subgroup reviewing the usage of these applications with other agencies. New York Metro is doing a current implementation of a system that is a good test case. Even if implemented, cell phone systems are viewed as a secondary support as they may not be best for all users.

Some of the wayfinding options described above may be more suitable for application in CTA system than others, while others may be more suitable for application at certain types of stations (e.g., key stations). As a next step, CTA will:

- Continue to review how tactile pathways can be implemented successfully, including outreach to the community on usage.
- Coordinate with CDOT on pedestrian routes outside rail stations that connect with bus stops and potential installation of APS.
- Review the current trial implementation of tactile signage at bus stops and expand with lessons learned.
- Further enhance directional signage and lighting in stations.
- Continue with seeking feedback on wayfinding APPs from users in other systems on adaptability and usability of these APPs. The CTA will remain engaged on the topic with the goal of potentially adopting something similar when the technology is more advanced.

OTHER ENHANCEMENTS

With the ASAP Update, CTA explored with the ADA community what worked, and did not work, at some of the more recent station improvements. Additionally, CTA did a site visit with ADA community members at a station that was undergoing an elevator rehab to understand concerns during various project stages. . These discussions provided insights into areas where CTA can provide enhancements within all station upgrade projects.

Areas for improvement include:

- Placement of elevators in areas with proper lighting, security, and entry. This may be challenging within some constrained areas, but a safe waiting environment for an elevator is critical to the ability to use the station.
- Continue and expand the contrasting strip on the nose of stair treads and ensure proper lighting at stairs. Clarity of the stairs is a critical item for users with low vision.
- Inclusion of shelters with a wheelchair area and infrared heater at the first car boarding point in all exposed platform stations. Most wheelchair users prefer to enter the first car to facilitate boarding and a heated, sheltered waiting environment is desired.
- Adjacent to benches, provide a clear space for a wheelchair user. This allows them to be included in waiting environments with their able party members.
- Redesign of ADA fare gates, as feasible with security, to allow for a longer time for entry to avoid the gate closing while entering.
- Station design should consider how to incorporate quiet areas where passengers with cognitive concerns or other disabilities can find refuge from the main pathways.
- Stations with major bus transfer points or similar connections to include seated waiting areas that are inclusive of all needs and provide next connection information.
- Provide for a higher contrast signage and button for the customer assistance button.
- Consider how information can be provided on CTA's website to preview each station regarding accessibility features to allow for pre-familiarization of the location.
- When art or other visual interest items are included within a station, ensure information is provided in other accessible formats.
- If neighborhood or other community information is provided, consider how to work with those agencies to include accessible options.
- CTA is also working with our newly created innovation department to pilot other alternative technologies or solutions to create enhancements for the ADA community in our station projects.

CHAPTER 5: ASAP PHASE TWO AND FUTURE ASAP PHASES

ADDING ACCESSIBILITY

ASAP PHASE TWO

With ASAP Phase One in full design or construction, this chapter focuses on the eight stations in Table 4 that are prioritized for ASAP Phase Two, which include:

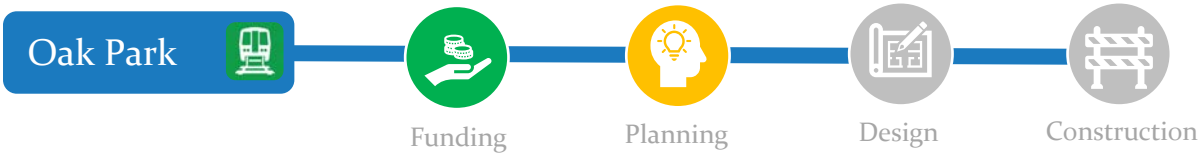
- Oak Park – Green Line (Lake branch)
- Pulaski – Blue Line (Forest Park branch)
- Cicero – Blue Line (Forest Park branch)
- Irving Park – Blue Line (O'Hare branch)
- Austin – Blue Line (Forest Park branch)
- Ridgeland – Green Line (Lake branch)
- North/Clybourn – Red Line (State St subway)
- Belmont – Blue Line (O'Hare branch)

• • •

ASAP includes creative and thoughtful engineering solutions to transform CTA's inaccessible stations.

With the exception of North/Clybourn, CTA has advanced all of the Phase Two stations to a 10 percent concept design. These designs, included in Appendix C, reflect the lessons learned in the Phase One implementation and provide the necessary information for enhanced cost estimating.

OAK PARK – GREEN LINE (LAKE BRANCH)



This station is located at 100 S. Oak Park Avenue, Oak Park, in the northeast quadrant of the Oak Park Avenue / South Boulevard intersection and serves the western geographic service area. The station provides service to residents of the Village of Oak Park. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Embankment
Opened	1901
Upgrades	Reconstructed 1962
Rail Ridership (2022)	181,093
Connecting Bus Route(s)	Pace Route #311 – Oak Park Avenue

The stationhouse is located just above street level and has only stairs for an entrance. The center platform is located above the stationhouse on an embankment. The stationhouse is accessed from the platform level via two sets of stairs and one up-only escalator.

The station originally had a secondary entrance to the east of the main stationhouse at Euclid Boulevard / South Boulevard intersection. In 1973, the entrance was converted to an unmanned exit only facility and subsequently completely closed in the late 1980s.

Following is a summary of the proposed modifications and the key design considerations at this station. Appendix C contains a visual representation of the proposed design for this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications between street-level and stationhouse include the addition of an ADA compliant ramp.
- The existing stairs and escalator to the platform will remain with upgrades to handrails and treads as required to meet accessibility requirements.
- The elevator connecting the stationhouse and platform is proposed to be positioned on the paid side of the stationhouse, and centered between the two sets of stairs that connect to the platform level.
- Stairs at the east end of the platform are proposed to be reopened to the public to provide an emergency exit through an existing corridor under the inbound tracks.
- Additional elements include a new ADA compliant CA kiosk / toilet room, electrical room, communications room, and elevator machine room to support the upgrades and overall accessibility.

KEY DESIGN CONSIDERATIONS

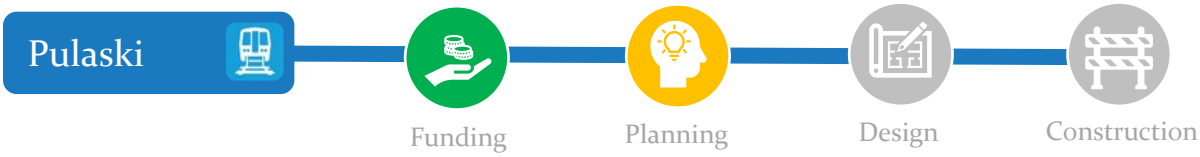
- ***Embankment integrity.*** The existing embankment is part of the original construction and may be structurally sensitive due to its age. The current design calls for the elevator to be located in the stationhouse to limit the impact on existing embankment structures.
- ***Adjacent freight rail.*** An active Class I railroad operates on the abutting embankment. The elevator is proposed to be located in the stationhouse to limit interfering with the existing abutting embankment structures and railroad operations.
- ***Accessible route impediments.*** The accessible route from curb to the stationhouse is currently impeded by steps at the crosswalk and steps leading to the station entrance. Due to the existing sidewalk and street configuration, the space is currently inadequate to install an ADA compliant ramp unless the pedestrian area is expanded. Additionally, the Village of Oak Park is investigating street scape improvements in the area that will need to be coordinated to provide a fully accessible pathway from the station house to the adjacent sidewalks.
- ***Emergency egress.*** An existing set of stairs (currently closed to the public) are proposed to be reopened at the auxiliary Euclid Avenue stationhouse at the east end of the platform to meet emergency exiting standards.
- ***Historic resource.*** The Austin (Green) line station was considered a historic resource by the State Historic Preservation Office (SHPO). It is anticipated the Oak Park (Green) station will be found the same. Modifications to the station will be required to be coordinated and approved by SHPO and other agencies with jurisdiction.

RENDERING

A conceptual rendering of the Oak Park station shows some of the proposed improvements to this station (see Figure 7).

Figure 7 Proposed Oak Park – Green Line (Lake Branch) Station Planning Rendering

PULASKI – BLUE LINE (FOREST PARK BRANCH)



This station is located at 530 S Pulaski Avenue and 531 S Keeler Avenue, Chicago, and serves the West geographic service area. This station is located along I-290 (Eisenhower Expressway). The stationhouse entrance/exit is located at Pulaski Avenue, which passes over the Expressway. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1958
Upgrades	None
Rail Ridership (2022)	306,653
Connecting Bus Route(s)	CTA Route #53 – Pulaski

The station currently has one point of access on Pulaski Avenue. The Keeler Avenue entrance was converted to exit only in 1973 and closed permanently in 1978. The stationhouse is at the bridge level with a long ramp to the platform located at expressway level.

Following is a summary of the proposed modifications and the key design considerations at this station. Appendix C contains a visual representation of the proposed design for this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications will maintain the primary entrance at Pulaski with the removal of the ramp and replacement with an elevator and stairway.
- The Keeler entrance will be reopened with an accessible ramp to provide two points of egress from the station.
- General improvements to the platform area for safety, wayfinding, and improved passenger experience.

KEY DESIGN CONSIDERATIONS

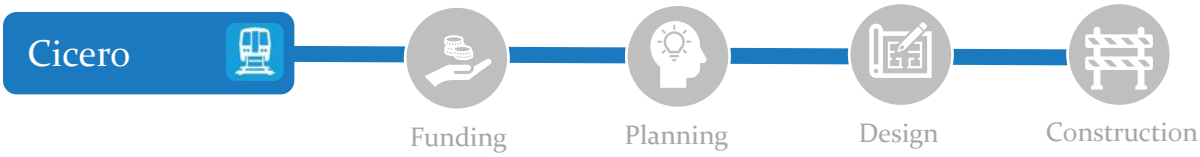
- ***Emergency egress.*** The proposed design will reopen the Keeler Avenue entrance to provide for two emergency egress points. The distance of travel will remain not in compliance due to the large distance from the center of platform to the egress points on the bridges.
- ***Ease of stationhouse access.*** The ability to get to the station entrances is dependent on the IDOT bridge structures. The bridges are scheduled for reconstruction in the next few years, and it would be beneficial if they are coordinated with access as requested by the ADA community.
- ***Historic resource.*** The Forest Park Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

RENDERING

A conceptual rendering of the Pulaski station shows some of the proposed improvements to this station (see Figure 10).

Figure 8 Proposed Pulaski – Blue Line (Forest Park Branch) Station Planning Rendering

CICERO – BLUE LINE (FOREST PARK BRANCH)



This station is located at 720 S Cicero Avenue and 721 S Lavergne Avenue, Chicago, and serves the West geographic service area. This station is located along I-290 (Eisenhower Expressway). The stationhouse entrance/exit is located at Cicero Avenue, which passes over the Expressway. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1958
Upgrades	None
Rail Ridership (2022)	197,380
Connecting Bus Route(s)	CTA Route #54 – Cicero CTA Route #57 – Laramie Pace Route #305 – East Roosevelt Road Pace Route #316 – Laramie Avenue

The station currently has one point of access on Cicero Avenue. The Lavergne pedestrian bridge entrance was severely damaged in a fire in 1972 and reopened as exit only in 1973. It was closed permanently in 1977. The stationhouse is at the bridge level with a long ramp to the platform located at expressway level.

Following is a summary of the proposed modifications and the key design considerations at this station. Appendix C contains a visual representation of the proposed design for this station.

PROPOSED STATION MODIFICATIONS

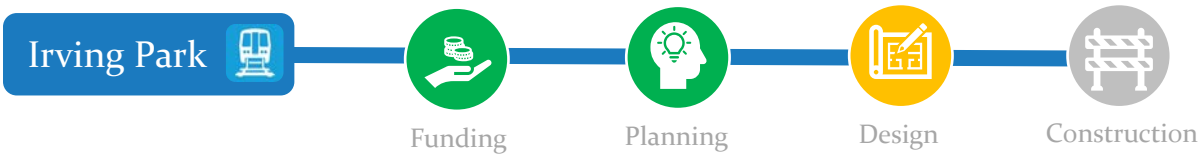
- The proposed modifications will maintain the primary entrance at Cicero with the removal of the ramp and replacement with an elevator and stairway.
- The Lavergne entrance will be reopened with an accessible ramp to provide two points of egress from the station. This will require coordination with IDOT for reconstruction and reopening of the pedestrian bridge.
- General improvements to the platform area for safety, wayfinding, and improved passenger experience.

KEY DESIGN CONSIDERATIONS

- ***Emergency egress.*** The proposed design will reopen the Lavergne Avenue entrance to provide for two emergency egress points. The distance of travel will remain not in compliance due to the large distance from the center of platform to the egress points on the bridges.
- ***Ease of stationhouse access.*** The ability to get to the station entrances is dependent on the IDOT bridge structures. The bridges are scheduled for reconstruction in the next few years, and it would be beneficial if they are coordinated with access as requested by the ADA community.

- ***Historic resource.*** The Forest Park Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

IRVING PARK – BLUE LINE (O'HARE BRANCH)



This station is located at 4131 W. Irving Park Road, Chicago, and serves the Northwest geographic service area. This station is located along I-90/I-94 (Kennedy Expressway). The stationhouse entrances/exits are located at Irving Park Road on the north end of the platform, and N. Pulaski Road on the south end of the platform. Irving Park and Pulaski both pass under the Expressway. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1970
Upgrades	2016 at stationhouse and platform levels
Rail Ridership (2022)	566,895
Connecting Bus Route(s)	CTA Route #54A – North Cicero/Skokie Blvd CTA Route #80 – Irving Park CTA Route #53 – Pulaski

The station has three entrances and one exit-only rotogate: one stationhouse with a CA kiosk on the south side of Irving Park Road; one high-barrier gate (HBG) entrance on the north side of Irving Park Road; one unmanned stationhouse with an HBG on the west side of Pulaski Road; and one exit-only rotogate on the east side of Pulaski Road. Each of these egress and ingress points for the platform are located under the bridge structures that support I-90/I-94 and the Blue Line center platform over Irving Park Road and Pulaski Road.

CTA has prepared two design concepts for the stationhouse. The recommended plan, which is outlined below and included in Appendix C, maintains the elevators at the current main entrances to minimize the distance of travel at platform level and continuity of primary station access, utilizing narrow pass-thru elevators that require validation during detailed design to constructability. The alternative is based on the original ASAP concept which would have placed full-sized elevators at the current exit only locations.

The following is a summary of the proposed modifications and the key design considerations at this station.

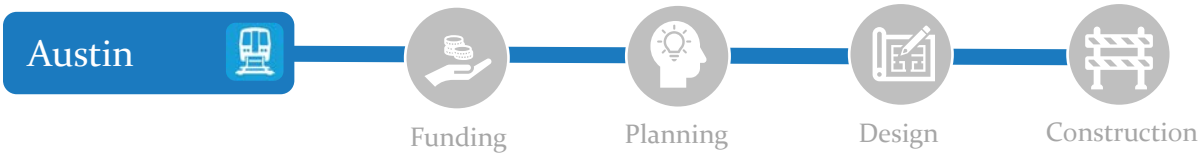
PROPOSED STATION MODIFICATIONS

- The proposed modifications include modifications to the current main Irving Park Road south side and Pulaski Road east side entrances to install elevators and upgrade the CA kiosk, entrances, and fare arrays for accessibility.
- The stationhouses on the north side of Irving Park Road west side of Pulaski Road will remain unchanged.
- Sidewalk areas in front of the stations to be modified as necessary to accommodate the increased stationhouse areas and considerations for enhanced pedestrian access.

KEY DESIGN CONSIDERATIONS

- ***Platform width.*** The center loading area platform width is 12'-2", which requires the utilization of narrower pass through elevators to maintain the shorter pathway to the boarding area from the current primary entrances. If during detailed design it is determined that the area is still too constrained for elevators and a pathway, the elevators will need to be placed in the original ASAP location at the far ends, increasing path of travel distance for users. The platform cannot be widened significantly due to the location between the IDOT expressway lanes and bridge structures.
- ***Stationhouse size and site constraints.*** The size of the existing stationhouses cannot accommodate the new work without expansion. The proposed Pulaski stationhouse will also require a permit/agreement from the City of Chicago to accommodate the proposed stationhouse, the sidewalk area will be relocated. IDOT will also require coordination, especially for any modifications into the embankment / walls of the current bridge structure. Given the various needs of the transportation partners, all proposed changes will require extensive inter-agency coordination between the CTA, CDOT, and IDOT.
- ***Multimodal connections.*** There are multiple pedestrian crossings and bus connections that provide access to the existing station. While the existing bus stop locations would not be impacted by the proposed stationhouses, pedestrian access will need to be enhanced. Due to the presence of expressway on and off ramps, there is a large amount of vehicular traffic and turning movements in the area. Inter-agency coordination will be necessary to evaluate crosswalk options, street configuration alternatives, and any traffic study requirements before crosswalk improvements are implemented.
- ***Emergency egress.*** The platform length in relation to the existing and proposed entrances is too long to meet emergency exiting standards and additional emergency exits cannot be added without major implications to the interstate facility.
- ***Historic resource.*** The O'Hare Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

AUSTIN – BLUE LINE (FOREST PARK BRANCH)



This station is located at 1050 S Austin Avenue and 1050 S Lombard Avenue, Chicago, and serves the West geographic service area. This station is located along I-290 (Eisenhower Expressway). The primary stationhouse entrance/exit is located at Austin Avenue, which passes over the Expressway with a secondary entrance/exit on Lombard Avenue. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1960
Upgrades	None
Rail Ridership (2022)	208,113
Connecting Bus Route(s)	CTA Route #91 – Austin Pace Route #315 – Austin Boulevard

The station currently has two points of access. The primary entrance is on Austin Avenue with a long ramp from the expressway level to the platform. A secondary entrance is on Lombard Avenue with a high-barrier gate (HBG) unmanned access point and a stairway down to a long track level walkway to the platform.

Following is a summary of the proposed modifications and the key design considerations at this station. Appendix C contains a visual representation of the proposed design for this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications will maintain the primary entrance at Austin with the removal of the ramp and replacement with an elevator and stairway.
- The Lombard entrance will be modified to provide for a full accessible entry with ramp to platform level.
- General improvements to the platform area for safety, wayfinding, and improved passenger experience.

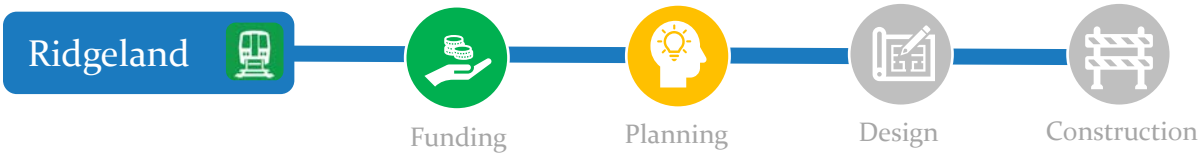
KEY DESIGN CONSIDERATIONS

- ***Emergency egress.*** Due to the spacing of the entrances being dictated by the bridges, the distance of travel will remain not in compliance.
- ***Ease of stationhouse access.*** The ability to get to the station entrances is dependent on the IDOT bridge structures. The bridges are scheduled for reconstruction in the next few years, and it would be beneficial if they are coordinated with access as requested by the ADA community.
- ***Coordination with Future IDOT work.*** Part of the I-290 reconstruction project is to remove the center ramps from the Austin and Harlem locations to more conventional side ramps. This will require some significant roadway profile revisions in the area of the Austin station and may affect the bridge heights. If the IDOT project is not done at the

same time as the CTA project, temporary work may be required to facilitate the intermediate conditions.

- ***Historic resource.*** The Forest Park Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

RIDGELAND – GREEN LINE (LAKE BRANCH)



This station is located at 36 N. Ridgeland Avenue, Oak Park, in the northeast quadrant of the Ridgeland/South Boulevard intersection and serves the western geographic service area. The station provides service to the residents of the Village of Oak Park. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Embankment
Opened	1901
Upgrades	Reconstructed 1962
Rail Ridership (2022)	159,921
Connecting Bus Route(s)	CTA Route #86 –Narragansett / Ridgeland Pace Route #314 – Ridgeland

The stationhouse is located just above street level at the northeast quadrant of the Ridgeland Avenue/South Boulevard intersection. The center platform is located above the stationhouse on an embankment. The stationhouse is accessed from platform level via one stairway. The existing station was built concurrently with the Austin and Oak Park Green Line stations; therefore many of the design constraints are similar. Unlike the Austin and Oak Park stations, the Ridgeland station is not configured with an access point on the east end of the platform. Instead, the station currently has a single access point through the stationhouse. The platform begins to the east of the stationhouse, so the clearance issues around the stairs are not an issue.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications between street level and stationhouse will include the addition of a ramp out into the existing sidewalk.
- The elevator connecting the stationhouse and platform is proposed to be positioned across from the base of the stairs to access the platform.
- The stair to the platform will be removed and replaced with a narrow stair that still meets code requirements to allow for passage from the elevator to the boarding area at platform level.
- Other stationhouse improvements include an accessible fare array, CA kiosk / toilet room, and electrical / communications upgrades.
- An access point on the east end of the platform is proposed to provide an emergency exit through an adjoining exit corridor under the inbound tracks and through the embankment wall.

KEY DESIGN CONSIDERATIONS

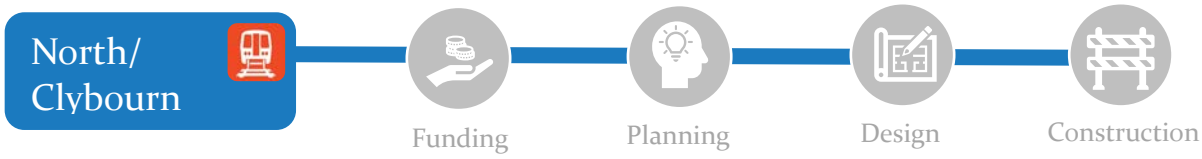
- ***Embankment integrity.*** The existing embankment is part of the original construction and may be structurally sensitive due to its age. The current design calls for the elevator to be located in the stationhouse to limit the impact on existing embankment structures. (Embankment impacts are described as part of the emergency egress design constraint.)
- ***Adjacent freight rail.*** An active Class I railroad operates on the abutting embankment. The elevator is proposed to be located in the stationhouse to limit interfering with the existing abutting embankment structures and railroad operations.
- ***Stationhouse layout.*** The existing stationhouse layout limits the ability to implement accessibility improvements throughout the accessible route. The stationhouse layout is proposed to be reconfigured to accommodate a wheelchair accessible route, which requires extension of the station house into the current pedestrian areas, including a revised curb line and relocated bike parking. The proposed changes will require agency coordination with the Village of Oak Park.
- ***Emergency egress.*** Unlike the Austin and Oak Park stations, the Ridgeland station is not configured with an access point on the east end of the platform. Therefore, emergency exit stairs are proposed to be added from the platform in addition to a new exit corridor under the inbound tracks. A secured opening through the abutment wall is also proposed for emergency exiting only. Due to the age of the embankment wall and its unknown condition, there is a higher level of risk with respect to disturbing the embankment structure. In case the embankment wall has stability issues, an alternative option would add an exterior stair and walkway over the inbound tracks, embankment wall, and land at ground level.
- ***Historic resource.*** The Austin (Green) line station was considered a historic resource by the State Historic Preservation Office (SHPO). It is anticipated the Ridgeland station will be found the same. Modifications to the station will be required to be coordinated and approved by SHPO and other agencies with jurisdiction.

RENDERING

A conceptual rendering of the Ridgeland station shows some of the proposed improvements to this station (see Figure 9).

Figure 9 Proposed Ridgeland – Green Line (Lake Branch) Station Planning Rendering

NORTH/CLYBOURN – RED LINE (STATE STREET SUBWAY)



This station is located at 1599 N. Clybourn Avenue, Chicago, and serves the northern geographic service area. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Side Platforms
Opened	1943
Upgrades	2010 (Plaza)
Rail Ridership (2022)	852,006
Connecting Bus Route(s)	CTA Route #8 – Halsted CTA Route #N9 – Ashland (Overnight Only) CTA Route #72 – North

The subway station currently has one point of access located at street level at the northeast corner of the North/Clybourn intersection. The stationhouse at street level connects to the mezzanine level via stairs where customers can transfer between and traverse to inbound and outbound platforms. The inbound and outbound platforms are each connected to the mezzanine level with one stairway and one up-only escalator. Trains can be accessed at dual platforms, with trains operating on center tracks. This subway configuration is not commonly found on the CTA rail system.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- A new elevator is proposed to be added within the existing street-level stationhouse at North/Clybourn, providing access to the mezzanine and the outbound platform.
- A second elevator is proposed at mezzanine-level to access the inbound platforms.
- In order to increase capacity and provide additional egress, a new access point is proposed on the east side of Dayton Street, south of North Avenue. The new mezzanine-level Dayton Street stationhouse would be accessed from street level by a new elevator, stair, and up-only escalator.
- The paid side of the Dayton Street entrance would connect at the mezzanine level with the existing stairs and escalators and the two new elevators to and from the platforms.
- To meet egress requirements, a new stair is proposed at the northwest quadrant of the Halsted/Clybourn intersection to serve the southeast end of the platform.
- Overall, the proposed modifications maintain the existing stairs and escalators.

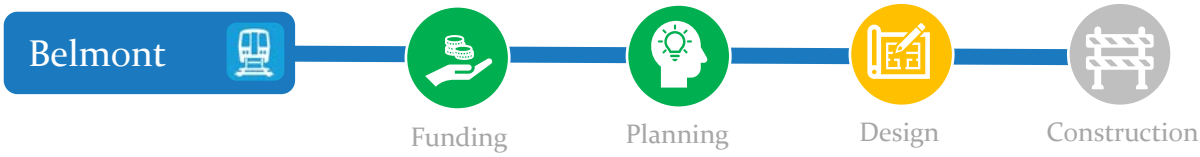
KEY DESIGN CONSIDERATIONS

- ***Side platform configuration.*** The side platform subway configuration requires multiple levels of access: stationhouse at street level, mezzanine corridor, and platform. This

configuration presents challenges for the placement of elevators. At North/Clybourn, one elevator is able to serve the street-level stationhouse, the mezzanine-level corridor and the outbound platform, with a second elevator from the mezzanine level corridor to the inbound platform. A third elevator from street level to the new Dayton mezzanine-level entrance will allow customers to access the two elevators from the mezzanine-level corridor to the two platforms.

- ***Limited entrance/exit points.*** There is currently only one point of egress and ingress to the station from the existing street-level stationhouse at the southeast corner of North Avenue/Clybourn Avenue. This single point of access means that all travelers must funnel through the same route to enter and exit the station, which often becomes congested at this high ridership station. A previously closed auxiliary entrance/exit south of Clybourn Avenue on the east side of Dayton Street is proposed to be reopened. Unlike the main stationhouse at North Avenue/Clybourn Avenue that is located at street level, the Dayton auxiliary access point would be located at mezzanine level and would be accessed from street level via a new stair, elevator and an up-only escalator. All operations, including the CA Kiosk, are proposed to be located at mezzanine level. To meet exiting requirements, a third stair-only exit at the Halsted/Clybourn intersection is proposed via an existing corridor at mezzanine level above the tracks. This corridor will be reopened to a new stairway leading up to street level at the northwest quadrant of Halsted/Clybourn.
- ***Property impacts.*** Tenant space is currently leased in a portion of the stationhouse building. Access to the tenant space may be impacted due to the placement of one of the elevators within the existing main stationhouse.

BELMONT – BLUE LINE (O'HARE BRANCH)



This station is located at 3355 W. Belmont Avenue, Chicago, and serves the Northwest geographic service area. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1970
Upgrades	2019 (Plaza)
Rail Ridership (2022)	826,171
Connecting Bus Route(s)	CTA Route #77 – Belmont CTA Route #82 – Kimball / Homan

The subway station currently has one point of access located at street level at the southeast quadrant of the Belmont Avenue/Kimball Avenue intersection. The stationhouse at mezzanine level is accessed from platform level via one stairway and one up-only escalator. One stairway, and one up-only escalator, connects the stationhouse with the north end of a center loaded platform.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all existing stairways and escalators.
- One proposed elevator will provide access between street level and the unpaid side of the stationhouse.
- One elevator will provide access between the paid side of the stationhouse and the platform.
- An additional exit only stairway is proposed to the west side of Kimball Avenue near Belmont to meet exiting requirements.
- An emergency stairway is proposed to be placed at the south end of the platform and provide a street-level exit at Barry Avenue/Kimball Avenue.

KEY DESIGN CONSIDERATIONS

- ***Limited entrance/exit points.*** The existing station has one point of egress and ingress. An emergency exit-only set of stairs is proposed to be added at the southern end of the platform, with the street level exit located in the parkway on the north side of Barry Avenue and east of Kimball Avenue.
- ***Utility coordination.*** To maintain 10-car platforms and provide the necessary emergency egress at the south end, a significant amount of work within the roadway is required. It is anticipated this will necessitate a large amount of utility coordination and potential relocation.

- ***Historic resource.*** The O'Hare Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

RENDERING

A conceptual rendering of the Belmont station shows some of the proposed improvements to this station (see Figure 10).

Figure 10 Proposed Belmont – Blue Line (O'Hare Branch) Station Planning Rendering

ASAP PHASE THREE

ADAMS/WABASH – (LOOP ELEVATED)

This station is located at 201 S. Wabash Avenue, Chicago, and serves the CBD geographic service area. The station is located above the intersection of Wabash Avenue and Adams Street. The station is listed as a contributor to the Loop Retail National Register of Historic Places district and is also encumbered by the 1981 Master Plan for the Loop Elevated: Rehabilitation and Historic Preservation (City of Chicago, CTA) that identifies its trestle as NRHP eligible. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Elevated
Opened	1896
Upgrades	Cosmetically refurbished in 1989
Rail Ridership (2022)	1,083,952
Connecting Bus Route(s)	CTA Route #1 – Bronzeville / Union Station
	CTA Route #7 – Harrison
	CTA Route #28 – Stony Island
	CTA Route #126 – Jackson
	CTA Route #151 – Sheridan

The station currently has four stairways connecting the street to the stationhouse at mezzanine level. There are four stairways connecting the paid side of the stationhouse to the platform, and three exit only stairs at platform level. Two sky bridges allow customers to transfer between the inner or outer loop platforms.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed design requires reconstruction of this elevated station, due to the age and condition, significant deterioration of the existing station elements, and issues with maintainability.
- The mezzanine level would be removed, and separate stationhouses are proposed to be located at platform-level to serve inner or outer loop destinations.
- Removal of the mezzanine at stationhouse level will require one additional CA booth so that both the inner and outer platforms are served.
- Each stationhouse is proposed to be served by two sets of stairs, one elevator, and one up-only escalator between street and platform levels.
- One sky bridge at the southern end is proposed to enable transfers, as well as a stairway and one elevator at each platform to access the sky bridge.
- The inner loop emergency exit stairway at the south end of the inner loop platform would be rebuilt.

KEY DESIGN CONSIDERATIONS

- ***Station age and condition.*** Due to the age and condition of existing station components, complete station reconstruction is warranted. Incorporating new elements into the

current infrastructure is not a cost-effective option. The best value for CTA is to rebuild the station to meet modern design standards.

- ***Mezzanine height restrictions.*** In addition to water infiltration and maintainability issues, headroom and vertical clearance requirements cannot accommodate a reconstructed mezzanine; therefore, the two stationhouses are proposed to be located at platform level. Eliminating the mezzanine would shift the stairs connecting the street and platform further from the intersection, which would help alleviate pedestrian congestion at the intersection quadrants. This proposed design also provides central locations for the elevators at street level and minimizes conflicts with customers using the stairs or escalators at platform level.
- ***Escalator access.*** With the removal of the mezzanine, customers will need to travel over 40 steps from street level to the proposed stationhouse at platform level. Given that this is a high ridership station, escalators not only offer a key customer amenity, but also expedite stationhouse access.
- ***Historic designation.*** The existing elevated trestle structure, which is not part of the stationhouse, is a historic element of the station. Therefore, the CTA will seek ways to avoid, minimize, or mitigate any potential adverse effects as a result of new station construction. CTA will need to mitigate the impact to the trestle before construction of the new station begins, likely through architectural photography, exhibit, or donation.

OAK PARK – BLUE LINE (FOREST PARK BRANCH)

This station is located at 950 S Oak Park Avenue and 950 S East Avenue, Oak Park, and serves the West geographic service area. This station is located along I-290 (Eisenhower Expressway). The primary stationhouse entrance/exit is located at Oak Park Avenue, which passes over the Expressway with a secondary entrance/exit on East Avenue. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1960
Upgrades	None
Rail Ridership (2022)	164,142
Connecting Bus Route(s)	Pace Route #311 – Oak Park Avenue

The station, along with Harlem, is exactly the same as the Phase Two Austin station. It currently has two points of access. The primary entrance is on Oak Park Avenue with a long ramp from the expressway level to the platform. A secondary entrance is on East Avenue with a high-barrier gate (HBG) unmanned access point and a stairway down to a long track level walkway to the platform.

Following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications will maintain the primary entrance at Oak Park with the removal of the ramp and replacement with an elevator and stairway.
- The East entrance will be modified to provide for a full accessible entry with ramp to platform level.
- General improvements to the platform area for safety, wayfinding, and improved passenger experience.

KEY DESIGN CONSIDERATIONS

- ***Emergency egress.*** Due to the spacing of the entrances being dictated by the bridges, the distance of travel will remain not in compliance.
- ***Ease of stationhouse access.*** The ability to get to the station entrances is dependent on the IDOT bridge structures. The bridges are scheduled for reconstruction in the next few years, and it would be beneficial if they are coordinated with access as requested by the ADA community.
- ***Coordination with Future IDOT work.*** Part of the I-290 reconstruction project is to remove the center ramps from the Austin and Harlem locations to more conventional side ramps. At Oak Park, there may be some coordination with the highway horizontal and vertical realignment. If the IDOT project is not done at the same time as the CTA project, temporary work may be required to facilitate the intermediate conditions.
- ***Historic resource.*** The Forest Park Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

HARLEM – BLUE LINE (FOREST PARK BRANCH)

This station is located at 701 S Harlem Avenue and 700 S Circle Avenue, Oak Park, and serves the West geographic service area. This station is located along I-290 (Eisenhower Expressway). The primary stationhouse entrance/exit is located at Harlem Avenue, which passes over the Expressway with a secondary entrance/exit on Circle Avenue. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1960
Upgrades	None
Rail Ridership (2022)	164,142
Connecting Bus Route(s)	Pace Route # 307 – Harlem Avenue

The station, along with Oak Park, is exactly the same as the Phase Two Austin station. It currently has two points of access. The primary entrance is on Harlem Avenue with a long ramp from the expressway level to the platform. A secondary entrance is on Circle Avenue with a high-barrier gate (HBG) unmanned access point and a stairway down to a long track level walkway to the platform.

Following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications will maintain the primary entrance at Oak Park with the removal of the ramp and replacement with an elevator and stairway.
- The East entrance will be modified to provide for a full accessible entry with ramp to platform level.
- General improvements to the platform area for safety, wayfinding, and improved passenger experience.

KEY DESIGN CONSIDERATIONS

- ***Emergency egress.*** Due to the spacing of the entrances being dictated by the bridges, the distance of travel will remain not in compliance.
- ***Ease of stationhouse access.*** The ability to get to the station entrances is dependent on the IDOT bridge structures. The bridges are scheduled for reconstruction in the next few years, and it would be beneficial if they are coordinated with access as requested by the ADA community.
- ***Coordination with Future IDOT work.*** Part of the I-290 reconstruction project is to remove the center ramps from the Austin and Harlem locations to more conventional side ramps. This will require some roadway profile revisions in the area of the Harlem station and may affect the bridge heights. If the IDOT project is not done at the same time as the CTA project, temporary work may be required to facilitate the intermediate conditions.
- ***Historic resource.*** The Forest Park Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

WASHINGTON/DEARBORN – BLUE LINE (DEARBORN STREET SUBWAY)

This station is located at 19 N. Dearborn Street, Chicago, and serves the CBD geographic service area. The stationhouse entrances/exits are located at mid-block between Randolph and Washington, and between Washington and Madison. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1951
Upgrades	Rehabilitated 1982 to 1984
Rail Ridership (2022)	1,846,738
Connecting Bus Route(s)	CTA Route #J14 – Jeffery Jump CTA Route #20 – Madison CTA Route #22 – Clark CTA Route #36 – Broadway CTA Route #56 – Milwaukee CTA Route #60 – Blue Line/26th CTA Route #124 – Navy Pier CTA Route #157 – Streeterville/Taylor

The station currently has two points of access on Dearborn Street: one at mid-block between Randolph and Washington and one between Washington and Madison. The Randolph/Madison stationhouse at mezzanine level is accessed from the street by three sets of stairs, and the Washington/Madison stationhouse at mezzanine level is accessed from the street by four sets of stairs. Two sets of stairs and two up-only escalators connect the platform level to the Randolph/Washington stationhouse. The Washington/Madison stationhouse is connected via one stair and one up-only escalator to the north loading area platform, and a double-wide exit stair from the south non-loading area platform.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all of the existing stairs and escalators between the street and stationhouse levels, and between stationhouse and the platform.
- One elevator is proposed to be added between street level and each stationhouse.
- One elevator is proposed to be added between each stationhouse and platform.

KEY DESIGN CONSIDERATIONS

- ***Co-location of the stair, escalator, and elevator.*** The platform loading area is located between the Randolph/Washington stationhouse (north) and the Washington/Madison stationhouse (south). The stationhouse cannot accommodate the mezzanine to platform elevator within its existing geometry and size. A corridor on the paid side of the Randolph/Washington stationhouse is proposed to extend to the south under Dearborn Street directly in-line with the existing inbound platform area. A corridor on the paid side of the Washington/Madison stationhouse is proposed to extend to the north under Dearborn Street directly in-line with the existing outbound platform area. These corridors will provide access to and from the elevators that serve customers between the

stationhouse and platform levels, landing near the midpoint of the platform to provide centralized access for inbound and outbound trains.

- ***Impacts to the Daley Center.*** Placement of the street-level elevator between Randolph and Washington would be coordinated with the underground pedestrian walkway (the Pedway) that connects with the Daley Center and the stationhouse. The street-level elevator is proposed to connect with the Randolph/Washington stationhouse west of the stairs, connecting the street and mezzanine levels on the west side of Dearborn. The elevator would not interfere with the existing security booth that monitors traffic to the underground parking facility.
- ***Impacts to the George W. Dunne Cook County Office Building***. Placement of the street-level elevator between Washington and Madison, and immediately north of Calhoun Place would be coordinated with the underground pedestrian walkway (the Pedway) that connects with the George W. Dunne Cook County Office Building and the stationhouse. The street-level elevator is proposed to connect with the Washington/Madison stationhouse north of the Calhoun Place (alley) on the west side of Dearborn.

DAMEN – BLUE LINE (O'HARE BRANCH)

This station is located 1558 N. Damen Avenue, Chicago, on the west side of Damen approximately one-half block south of Milwaukee and North Avenues and serves the Northwest geographic service area. The station is NRHP eligible per the CTA 1989 Programmatic Agreement. The station is also listed as contributor to Wicker Park National Register of Historic Places district and as a contributor to the City of Chicago Milwaukee Avenue Landmark District. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Elevated
Opened	1895
Upgrades	1980; 2015 at stationhouse level
Rail Ridership (2022)	947,465
Connecting Bus Route(s)	CTA Route #50 – Damen CTA Route #56 – Milwaukee CTA Route #72 – North

The historic street level stationhouse is located on the west side of Damen Avenue. A set of stairs leads to each of the inbound and outbound platforms from the stationhouse. Trains operate on center tracks. An existing, exit-only, stairway is located from the north end of the outbound platform to the north side of North Avenue.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain the existing stairways.
- One elevator is proposed to be added to access the inbound platform and one elevator is proposed to be added to access the outbound platform.
- Two new stairs are proposed to be added for emergency exit only. These are proposed to be placed on the east side of Damen Avenue to serve both the inbound and outbound platforms.
- The non-loading area located at the north end of the outbound platform is proposed to be widened.

KEY DESIGN CONSIDERATIONS

- ***Historic designation.*** As a historic station, CTA will seek ways to avoid, minimize, or mitigate any potential adverse effects as a result of alterations. The proposed design takes into account the public-facing historic elements of the station, principally the stationhouse facade that represents the character defining feature of the station by placing the inbound and outbound elevators in locations that do not necessitate modifications to the historic stationhouse facade.
- ***Platform widths.*** Overall, narrow platform widths restrict customer capacity at this high ridership station. The southeast ends of both the inbound and outbound platforms are narrower than other sections of the platforms. The southeast ends of the inbound and outbound platforms are proposed to the widened to create a consistent platform width of 12'. Moreover, the existing outbound platform between the loading platform and North Avenue includes a narrow passageway with the 2' wide tactile warning tiles along the platform edge, resulting in only a 2'-5" smooth walkway within this section. The proposed

station design increases this section of platform width to 7' to accommodate a minimum width of 5' for wheelchair passing and turning space without touching the truncated domes.

- ***Property impacts.*** The outbound elevator may be placed within the back of an adjacent building, which will require an agreement with the owner or land acquisition. Widening the north end of the outbound platform will also require air rights agreements with several private landowners. The widening of the south end of the inbound platform occurs over a public alley.
- ***Emergency egress.*** Two emergency exits (one for the inbound and one for the outbound platforms) are proposed to be added on the east side of Damen Avenue. The outbound exit will be within CTA property at ground level and the inbound exit will require a sidewalk bump-out on the east side of Damen Avenue, which would eliminate two metered parking stalls.

DIVISION/MILWAUKEE – BLUE LINE (DEARBORN STREET SUBWAY)

This station is located at 1200 N. Milwaukee Avenue, Chicago, and serves the Northwest geographic service area. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1951
Upgrades	None
Rail Ridership (2022)	906,421
Connecting Bus Route(s)	CTA Route #9/X9 – Ashland CTA Route #56 – Milwaukee CTA Route #70 – Division

The station currently has two points of access via stairs on the east and west sides of Ashland Avenue and between Division and Milwaukee. Two sets of bi-directional stairs and one set of exit only stairs connect the center loaded platform with the stationhouse at mezzanine level.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain the stairway between street and stationhouse on the west side of Ashland Avenue, but the stairway on the east side would be removed.
- The stationhouse is proposed to be expanded to extend under the intersection island at street-level known as Polonia Triangle. This expansion will provide a direct connection between Polonia Triangle and the unpaid side of the stationhouse via an elevator, stairway, and an up-only escalator.
- On the paid side of the stationhouse there are proposed to be two stairs and one elevator between the stationhouse and platform, and one exit-only stair and one exit-only escalator from platform to stationhouse.

KEY DESIGN CONSIDERATIONS

- ***Six-corner intersection configuration.*** At street level, the six-corner intersection presents challenges for a centrally located elevator that does not impede sidewalk users. Two existing stairs provide connections between the street and stationhouse level. One stair is located on a narrow sidewalk with adjacent buildings where space is inadequate for an elevator, and the other stair is located on a pedestrian island, known as the Polonia Triangle, in the center of this intersection. Polonia Triangle is an optimal location for an elevator due to its: central location relative to the intersection configuration; location of bus stops around the island to support multimodal connectivity; size and available space to accommodate stairs, an escalator, and an elevator next to each other; and landing at stationhouse level at a location close to the CA kiosk. Over time Polonia Triangle has evolved into a space for various community uses. Further coordination with community groups and Special Service Area representatives to gather input and incorporate potential design modifications, including relocating the existing fountain within the Polonia Triangle, will be necessary to ensure that the proposed station design is responsive to community needs.

- ***Potential street reconfiguration and island expansion.*** Based on initial discussions with CDOT, the existing island area may be expanded in the future and the number of travel lanes may be reduced prior to the proposed station upgrades. The potential expansion of this island presents an attractive opportunity to add accessibility at this central location without impacting the community uses of the Polonia Triangle space. However, reducing travel lanes on Ashland is not consistent with other CTA transit planning efforts.
- ***Stationhouse size and layout.*** The existing stationhouse size and layout cannot functionally accommodate elevators. The stationhouse layout is proposed to be reconfigured and its footprint expanded to accommodate the addition of elevators, to provide an unobstructed accessible route, and generally enhance circulation and customer capacity at this high ridership station.

CHICAGO/MILWAUKEE – BLUE LINE (DEARBORN STREET SUBWAY)

This station is located at 800 N. Milwaukee Avenue, Chicago, and serves the Northwest geographic service area. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1951
Upgrades	None
Rail Ridership (2022)	586,427
Connecting Bus Route(s)	CTA Route #56 – Milwaukee CTA Route #66 – Chicago

The station currently has three points of access via stairs at the Chicago/Milwaukee/Ogden/May intersection. These stairs are located as follows: (1) North side of Chicago between May and Ogden; (2) South side of Chicago west of Milwaukee; and (3) In the center island bordered by Chicago, Ogden, and Milwaukee. One stairway and one up-only escalator connect the midpoint of a center loaded platform with the stationhouse at mezzanine level.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all existing stairways and the up-only escalator that are currently in use.
- One proposed elevator, located in the intersection island, will provide access between street level and the unpaid side of the stationhouse.
- One proposed elevator will provide access between the paid side of the stationhouse and the platform.
- An emergency stair is proposed at the south end of the platform to provide a street-level exit near the east quadrant of the Milwaukee Avenue/Ogden Avenue intersection.

KEY DESIGN CONSIDERATIONS

- ***Six-corner intersection configuration.*** At street level, the six-corner intersection presents challenges for a centrally located elevator that does not impede sidewalk users. Three existing stairs provide connections between the street and stationhouse level, two of which are located on narrow sidewalks with adjacent buildings where space is inadequate for elevators. The third stair is located on a pedestrian island in the center of this intersection. The island location is optimal for an elevator due to its central location relative to the intersection configuration and landing at stationhouse level at a location close to the CA kiosk.
- ***Potential pedestrian island expansion.*** As part of the ASAP effort CTA initiated discussions with CDOT related to future roadway configurations in the station area. CDOT is assessing whether to expand the existing island area and reconfigure the roadway. Should these changes materialize at some point in the future, the proposed station design will be updated to utilize more of the expanded island.

- ***Co-location of the stair, escalator, and elevator.*** The stationhouse cannot accommodate the mezzanine to platform elevator within its existing geometry and size. A corridor on the paid side of the stationhouse is proposed to extend southeast under Milwaukee Avenue and directly above and in-line with the existing inbound platform. This corridor will provide access to and from the elevator between the stationhouse and platform levels, landing near the midpoint of the platform to provide centralized access for inbound and outbound trains.

MONROE/STATE – RED LINE (STATE STREET SUBWAY)

This station is located at 26 S. State Street, Chicago, and serves the CBD geographic service area. The stationhouse entrances/exits are located at mid-block between Madison and Monroe, and between Monroe and Adams. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1943
Upgrades	None
Rail Ridership (2022)	988,180
Connecting Bus Route(s)	CTA Route #2 – Hyde Park Express CTA Route #6 – Jackson Park Express CTA Route #10 – Museum of Science & Industry CTA Route #29 – State CTA Route #36 – Broadway CTA Route #62 – Archer CTA Route #146 – Inner Drive / Michigan Express CTA Route #148 – Clarendon / Michigan Express

The station currently has two points of access on State Street: one is located at mid-block between Madison and Monroe and the other between Monroe and Adams. Both stationhouses are at mezzanine level and are accessed at platform level via two stairs and two up-only escalators. Both stationhouses are connected to the platform in the same manner by two sets of stairs and one up-only escalator.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all of the existing stairs and escalators between the street and stationhouse levels, and between stationhouse levels and the platform.
- One elevator is proposed to be added between street level and each stationhouse.
- One elevator is proposed to be added between each stationhouse and platform.

KEY DESIGN CONSIDERATIONS

- ***Adjacent pedestrian traffic.*** Potential conflict with pedestrian traffic could occur on State Street. The existing two stationhouses (mid-block between Madison and Monroe, and Monroe and Adams) on State Street are each served by two stairs and two escalators. To minimize conflicts with the existing stairs and escalators, elevators are proposed to be located at the midpoint between them. For the Madison/Monroe entrance, the elevator is proposed to be located on the west side of State Street because of existing property lines on the east side of the street. For the Monroe/Adams entrance the elevator is proposed to be located on the east side of State Street, due to an active alley on the west side of State Street.
- ***Co-location of the stair, escalator, and elevator.*** The platform loading area is located between the Madison/Monroe stationhouse (north) and the Monroe/Adams stationhouse (south). The stationhouses cannot accommodate the mezzanine to platform elevator

within their existing geometry and size. A corridor on the paid side of the Madison/Monroe stationhouse is proposed to extend to the south under State Street directly in-line with the existing inbound platform. A corridor on the paid side of the Monroe/Adams stationhouse is proposed to extend to the north under State Street directly in-line with the existing outbound platform. These corridors will provide access to and from the elevators that serve customers between the stationhouse and platform levels, landing near the midpoint of the platform to provide centralized access for inbound and outbound trains.

ASAP PHASE FOUR

HARRISON – RED LINE (STATE STREET SUBWAY)

The Harrison Street station is served by two separate stationhouses. The manned stationhouse is located at 608 S. State Street, and an unmanned stationhouse is located at 800 S. State Street (at Polk Street). This station serves the CBD geographic service area, and also provides access to an educational, residential, and commercial area. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1943
Upgrades	2014 Harrison entrance and Polk entrance
Rail Ridership (2022)	665,812
Connecting Bus Route(s)	CTA Route #2 – Hyde Park Express CTA Route #6 – Jackson Park Express CTA Route #29 – State CTA Route #62 – Archer CTA Route #146 – Inner Drive / Michigan Express

The station currently has two points of access (on State Street slightly south of Harrison Street and on the south side of Polk Street west of its intersection with State Street). The Harrison stationhouse at mezzanine level is accessed from street level via two sets of stairs, and the Polk stationhouse at mezzanine level is accessed from street level via one set of stairs. One stairway, and one up-only escalator, connects the midpoint of a center loaded platform with the Harrison stationhouse. One stairway, and one up-only escalator, connects the midpoint of a center loaded platform with the Polk stationhouse.

Following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all of the existing stairs and escalators between the street and stationhouse levels, and between stationhouse levels and the platform.
- One elevator is proposed to be added between street level and each stationhouse at Harrison and at Polk, facilitating equivalent entries and paths of travel. This was deemed necessary since the Harrison and Polk entrance points are separated by 700'.
- To complete these accessible routes, one elevator is proposed to be added between each stationhouse and the platform.

KEY DESIGN CONSIDERATIONS

- ***Ventilation shafts.*** Existing ventilation shafts on State Street limit elevator placement at the Harrison entrance. Ventilation shafts are located on both the east and west sides of State Street and immediately south of the stairs connecting the street and stationhouse levels. Since the shaft openings on the west side of State Street are larger and would block the accessible route from an elevator to the stationhouse, the elevator connecting the street to stationhouse levels is proposed to be placed on the east side of State Street. As a

result, the elevator would impact one of the four driveways accessing an adjacent parking lot. Further coordination with the property owner on this issue will be necessary to potentially relocate the parking lot entrance. Additional inter-agency coordination will be necessary to evaluate curb cuts before improvements are implemented.

- ***Space constraints.*** Limited space within the public way on Polk Street affects options for elevator placement. A narrow sidewalk between the existing stair and property line on the south side of Polk Street provides inadequate space for an elevator. Therefore, the elevator is proposed to be placed in a protected bump-out, which will require the removal of one of two existing eastbound right-turn lanes. Placement at this location will also shorten the distance for pedestrians crossing Polk Street on the west side of State Street. Coordination with CDOT on this issue will be necessary as design for these improvements progresses.
- ***Co-location of the stair, escalator, and elevator.*** The geometry of the Harrison and Polk stationhouses cannot accommodate the mezzanine to platform elevator within their existing geometry and size. A corridor on the paid side of the Harrison stationhouse is proposed to extend to the south under State Street and directly above and in-line with the existing inbound platform. A corridor on the paid side of the Polk stationhouse mezzanine is proposed to extend to the north under State Street directly above and in-line with the existing outbound platform. These corridors will provide access to and from the elevators that serve customers between the stationhouse and platform levels, landing near the midpoint of the platform to provide centralized access for inbound and outbound trains.

GRAND/MILWAUKEE – BLUE LINE (DEARBORN STREET SUBWAY)

This station is located at 502 N. Milwaukee Avenue, Chicago, and serves the Northwest geographic service area. Due to low ridership and safety concerns, this station was closed from February 1992 until June 1999. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1951
Upgrades	None
Rail Ridership (2022)	479,315
Connecting Bus Route(s)	CTA Route #8 – Halsted CTA Route #56 – Milwaukee CTA Route #65 – Grand

The station currently has two points of access between the street and the stationhouse, which is located at mezzanine level, at the Grand/Halsted/Milwaukee intersection. One stairway, and one up-only escalator, connects the midpoint of a center loaded platform with the stationhouse at mezzanine level.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all existing stairways and the escalators that are currently in use.
- One elevator is proposed to be located within an existing mixed-use building at the northwest corner of Milwaukee/Halsted to provide access between street level and the unpaid side of the stationhouse.
- One second proposed elevator will provide access between the paid side of the mezzanine-level stationhouse and the platform.
- To facilitate transfers, a new stairway is proposed on the south side of Grand Avenue, west of Halsted, to connect with a previously closed corridor, which leads to the stationhouse.
- One proposed stairway is proposed on the north side of Grand Avenue, west of Halsted, to connect to a previously closed corridor to access the stationhouse.
- One proposed elevator will provide access between the paid side of the stationhouse and the platform.
- To meet exiting requirements, an emergency stair is proposed at the south end of the platform. This stair will connect the platform to a mezzanine level walkway under and to the south side of Milwaukee, and another stairway from mezzanine to street level in the southeast quadrant of Milwaukee and Halsted.

KEY DESIGN CONSIDERATIONS

- ***Six-corner intersection configuration.*** At street level, the six-corner intersection presents challenges for a centrally located elevator that does not impede sidewalk users. Two existing stairs provide connections between the street and stationhouse level. A new stairway from street to the stationhouse is proposed to be located on the south side of

Grand Avenue west of Halsted Street. This new stairway is proposed to connect to the stationhouse via a corridor that is currently closed to the public. All stairs are located on narrow sidewalks with adjacent buildings where space is inadequate for an elevator. The intersection does not contain a pedestrian island; therefore, an elevator connecting to the stationhouse cannot be centrally located within this intersection.

- ***Utility location.*** An easement has been provided by the real estate developer of the building at the northwest corner of Milwaukee and Grand Avenues (bordered by Milwaukee, Grand, and Green). The easement would have enabled the addition of an elevator to access the stationhouse from inside the building at this location. The elevator would have connected to an existing stationhouse corridor that is located under the sidewalk on the north side of Grand Avenue and to the north of the existing stairway. This corridor would have connected with another existing corridor that currently provides pedestrian access to the southwest side of the stationhouse. However, an existing 5' diameter gravity sewer on the west side of, and parallel to, Milwaukee Avenue, between the existing mezzanine and the top of the subway tube, causes a grade change. The presence of the sewer line is the reason for a short flight of stairs (four steps) that currently connect the corridor to the stationhouse. There is not sufficient space for a ramp, and a small lift or an elevator (for the four-step rise) was considered but not recommended. Since relocating the sewer line would be exceptionally complicated and cost prohibitive, the best option is to locate the elevator outside the affected area, rather than using the dedicated easement.
- ***Property impacts.*** The existing sidewalk at the northwest quadrant of Halsted/Milwaukee is inadequate to accommodate an elevator, and a bump-out into Milwaukee is not possible due to tight lane configurations, significant bus service and a designated bike lane currently in place. To avoid street impacts within the public way along Milwaukee Avenue, the street to mezzanine elevator is proposed to be located within an existing building. The use of this space would require agreements and/or land acquisition with private landowners.

MONROE/DEARBORN – BLUE LINE (DEARBORN STREET SUBWAY)

This station is located at 114 S. Dearborn Street, Chicago, and serves the CBD geographic service area. The stationhouse entrances/exits are located at mid-block between Madison and Monroe, and between Monroe and Adams. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1943
Upgrades	None
Rail Ridership (2022)	818,687
Connecting Bus Route(s)	CTA Route #22 – Clark
	CTA Route #24 – Wentworth
	CTA Route #36 – Broadway
	CTA Route #62 – Archer
	CTA Route #151 – Sheridan

The station currently has two points of access on Dearborn Street: one is located at mid-block between Madison and Monroe and the other between Monroe and Adams. The Madison/Monroe stationhouse at mezzanine level is accessed from street level via three sets of stairs, and the Monroe/Adams stationhouse at mezzanine level is accessed from street level via four sets of stairs. Both stationhouses are connected to the platform in the same manner by two sets of stairs and two up-only escalators.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all of the existing stairs and escalators between the street and stationhouse levels, and between stationhouse levels and the platform.
- One elevator is proposed to be added between street level and each stationhouse.
- One elevator is proposed to be added between each stationhouse and platform.

KEY DESIGN CONSIDERATIONS

- ***Space constraints.*** Due to the existing property lines and sidewalk widths, elevators are proposed to be located on the west side of Dearborn Street. The two westernmost lanes on Dearborn are used for parking and a bi-directional bike lane adjacent to the curb. To minimize disruptions to motorists and bicyclists, and to create a buffer from automobile traffic, the elevator serving the Madison/Monroe stationhouse is proposed to be located adjacent to and west of the curb, north of the south entrance to the Chase Bank Building, and adjacent to the bike lanes. The elevator serving the Monroe/Adams stationhouse will also be located on the west side of Dearborn Street.
- ***Adjacent pedestrian traffic.*** Potential conflicts could occur with pedestrian traffic on Dearborn Street. The placement of the Madison/Monroe elevator at street level provides adequate space for pedestrians to comfortably maneuver between the elevator and Chase Bank Building. Even though this elevator is adjacent to the back of the west curb, it allows 6'-2" of clear sidewalk width within the public right-of-way and a minimum passage width of 19' between the Chase Bank Building and the elevator. Similarly, the elevator at street

level to the Monroe/Adams stationhouse is proposed to be aligned adjacent to the pedestrian sidewalk with adequate space for pedestrians to maneuver.

- ***Co-location of the stair, escalator, and elevator.*** The platform loading area is located between the Madison/Monroe stationhouse (north) and the Monroe/Adams stationhouse (south). The stationhouses cannot accommodate the mezzanine to platform elevator within their existing geometry and size. A corridor on the paid side of the Madison/Monroe stationhouse is proposed to extend to the south under Dearborn Street directly in-line with the existing inbound platform. A corridor on the paid side of the Monroe/Adams stationhouse is proposed to extend to the north under Dearborn Street directly in-line with the existing outbound platform. These corridors will provide access to and from the elevators that serve customers between the stationhouse and platform levels, landing near the midpoint of the platform to provide centralized access for inbound and outbound trains.

LASALLE – BLUE LINE (DEARBORN STREET SUBWAY)

This station is located at 150 W. Congress Parkway, Chicago, and serves the CBD geographic service area. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway Center Platform
Opened	1951
Upgrades	None
Rail Ridership (2022)	463,028
Connecting Bus Route(s)	CTA Route #22 – Clark
	CTA Route #24 – Wentworth
	CTA Route #36 – Broadway

The subway station currently has two points of access between the street and stationhouse at mezzanine level via stairs on each side of Congress Parkway, west of Clark Street. One stairway, one up-only escalator, and one down-only escalator connects the mezzanine level stationhouse with the east end of a center loaded platform. East of Financial Place and on the south side of Congress Parkway, approximately 400' west of the existing LaSalle Blue Line entrance, the LaSalle Metra station can be accessed by one set of stairs and one elevator from street level up to the train platforms on the 2nd floor.

Following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications maintain all of the existing stairs and escalators.
- One elevator is proposed to be added between street level and the unpaid side of the stationhouse.
- One elevator is proposed to be added between the paid side of the stationhouse and the platform.
- East of Financial Place, a new entrance would be created with a new mezzanine-level stationhouse on the west end of the platform.
- The addition of a new stationhouse to serve the west end of the platform will require one additional CA.
- The existing Metra station elevator is proposed to be modified so as to enable access between the unpaid side of the west-end of the new stationhouse, the street, and the LaSalle Metra station train platforms on the 2nd floor.
- A stair to provide access between the street and the west-end of the stationhouse will also be added.
- On the paid side a stairway, one up-only escalator, and an elevator will provide access between the west end of the stationhouse and the platform.
- In addition to resolving egress issues, the new entrance would facilitate multi-modal connectivity, direct access to the Blue Line (and O'Hare) for Metra Riders on the Rock Island District Line to Joliet, IL, and would serve a growing area along Wells Street.

KEY DESIGN CONSIDERATIONS

- ***Connectivity to Metra.*** A new stationhouse is proposed to be added east of Financial Place to serve the west end of the platform, to improve connectivity to Metra's LaSalle station, and to provide a secondary emergency exit. The existing elevator to access Metra is proposed to be retrofitted to also serve the new mezzanine-level stationhouse, and new stairs are also proposed to be added.
- ***Co-location of the stair, escalator, and elevator.*** The existing stationhouse cannot accommodate the mezzanine to platform elevator within its existing geometry and size. A corridor on the paid side of the stationhouse is proposed to extend to the west under Congress Parkway directly in-line with the existing inbound platform. This corridor will provide access to and from the elevator that will serve customers between the stationhouse and platform levels, landing near the east end of the platform to provide access for inbound and outbound trains.
- ***Property impacts.*** There is an opportunity to shift the location of the street-level elevator on Congress south to minimize impacts to the public way. This would require using plaza space that belongs to the U.S. Immigration and Customs Enforcement at the southwest quadrant of Clark and Congress and would require extensive agency coordination. Security concerns could potentially negate this option as an opportunity, but it is worth exploring as design continues.

WESTERN – BLUE LINE (FOREST PARK BRANCH)

This station is located at 430 S Western Avenue, Chicago, and serves the West geographic service area. This station is located along I-290 (Eisenhower Expressway). The primary stationhouse entrance/exit is located at Western Avenue, which passes over the Expressway. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Median
Opened	1958
Upgrades	None
Rail Ridership (2022)	237,176
Connecting Bus Route(s)	CTA Route #7 – Harrison CTA Route #49/X – Western

The station currently has a single point of access on Western Avenue with a long ramp from the expressway level to the platform. Unlike most Forest Park Branch Blue Line stations, it was not constructed with a secondary entrance. There are two options that may be considered to provide the necessary emergency egress. The first would construct an accessible pathway to a new headhouse on the Maplewood pedestrian bridge, providing a similar arrangement to the Pulaski station. This would be preferred from an egress code compliance as it has the exits at either end of the platform, avoiding a dead end situation. The second option would be to construct a second entrance on the east side of Western Avenue, similar to the Montrose Blue (O'Hare) or Addison Blue (O'Hare) stations. There are more complexities with the track level construction with this consideration and it does make the platform a dead end. The selection of the egress alternative would need to be further evaluated.

CTA recently completed an internal analysis on potential methods to increase capacity on the Blue Line. The analysis recommended a larger three track station at Western to function as a turnback point for trains. The costs and description contained within this ASAP document reflect a more modest improvement focused on accessibility and state-of-good repair improvements only.

Following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed modifications will maintain the primary entrance at Western with the removal of the ramp and replacement with an elevator and stairway.
- A new second egress point will be installed to provide necessary exit capacity, either at the Maplewood pedestrian bridge or the east side of Western Avenue.
- General improvements to the platform area for safety, wayfinding, and improved passenger experience.

KEY DESIGN CONSIDERATIONS

- ***Emergency egress.*** Due to the spacing of the entrances being dictated by the bridges, the distance of travel will remain not in compliance even with the additional of an entrance at the Maplewood pedestrian bridge. If the entrance is added on Western Avenue, additional considerations will be required for the dead end platform.

- ***Ease of stationhouse access.*** The ability to get to the station entrances is dependent on the IDOT bridge structures. The bridges are scheduled for reconstruction in the next few years, and IDOT is required to coordinate with CTA. CTA will communicate access coordination as requested by the ADA community.
- ***Historic resource.*** The Forest Park Blue Line is considered a linear historic resource by the State Historic Preservation Office (SHPO). Modifications to the station will be required to be coordinated and approved by SHPO and other authorities having jurisdiction.

LASALLE/VAN BUREN – (LOOP ELEVATED)

This station is located at 121 W Van Buren Street, Chicago, and serves the CBD geographic service area. The station is located above Van Buren Street. The station is identified by the CHRS as an "Orange" rated property, which means that it "possesses potentially significant architectural or historical features" and is therefore subject to the City's Demolition Delay Ordinance. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Elevated
Opened	1897
Upgrades	None
Rail Ridership (2022)	343,373
Connecting Bus Route(s)	CTA Route #36 – Broadway

The station currently has two stationhouses, one on each side, and four stairways connecting street level to the stationhouses at mezzanine level. There are two stairways connecting the mezzanine transfer level to the unpaid sides of the inner and outer stationhouses at platform level. There are two stairways each on the paid sides of the inner and outer platforms to the mezzanine transfer level.

The following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- The proposed design requires reconstruction of this elevated station, and maintains the basic vertical geometry of this station.
- The stationhouses are proposed to be repositioned to provide wider platform areas.
- One proposed elevator will provide access between the street, mezzanine, and inner platform.
- One elevator will provide access between the street, mezzanine, and outer platform. Transfer between these two elevators would occur via a mezzanine transfer level, which eliminates the need for a sky bridge.

KEY DESIGN CONSIDERATIONS

- ***Station age and condition.*** Due to the age and condition of existing station components, complete station reconstruction is warranted. Incorporating new elements into the current infrastructure is not a cost-effective option. The best value for CTA is to rebuild the station to meet modern design standards.
- ***Space constraints.*** Due to sidewalks and adjacent buildings, elevators are proposed to be placed in the northwest and southeast pedestrian quadrants of the LaSalle/Van Buren intersection to access the station. Unlike the Adams/Wabash station, vertical clearance is not as restricted at this station. Therefore, the proposed station design maintains a mezzanine level. Accessible transfers between the inner and outer loop platforms can be made via the mezzanine level. The curb line on the east side of LaSalle Street, south of Van Buren, is proposed to be bumped out to provide a protected area to access the elevator. The bump-out would also shorten the distance for pedestrians crossing the street. Further coordination with CDOT on this issue will be necessary.

- ***Historic designation.*** CTA will need to conduct additional historic analysis and documentation at this station to identify the historic elements. The CTA will seek ways to avoid, minimize, or mitigate any potential adverse effects to the historic elements before construction of the new station begins, likely through architectural photography, exhibit, or donation.

CLINTON – BLUE LINE (DEARBORN SUBWAY)

This station is located at 426 S Clinton Street, Chicago, and serves the Loop geographic service area. This station is located in the Dearborn Subway extension that was completed in conjunction with the Forest Park branch. The primary stationhouse entrance/exit is located on Clinton Street. The station history as well as rail ridership and bus routes serving this station are as follows:

Station Configuration Type	Subway
Opened	1958
Upgrades	None
Rail Ridership (2022)	430,028
Connecting Bus Route(s)	CTA Route #7 – Harrison CTA Route #37 – Sedgwick CTA Route #60 – Blue Island/26th CTA Route #157 – Streeterville/Taylor

The station was constructed after the main Dearborn Subway stations with the Forest Park branch. It is the closest CTA station to Union Station, providing transfer to Metra and Amtrak. As it is just west of the tunnel under the Chicago River, it is a very deep station with the platform approximately 53 feet below street grade. The station has a single entry point on Clinton Street under the Congress Boulevard / W Ida B Wells Drive highway structures. Four sets of stairs connect to a common mezzanine. From the mezzanine, two long, narrow escalators and one switchback stairway go down to platform level.

A conceptual design for the Clinton station has not been completed as of the 2024 ASAP update. The work will be very structurally complex to install the elevators from street to mezzanine and mezzanine to platform. Additional egress points and stairs will be required for code, which may result in access points on S Jefferson Street at the western end of the platform.

Following is a summary of the proposed modifications and the key design considerations at this station.

PROPOSED STATION MODIFICATIONS

- One elevator will be required from street level to the unpaid mezzanine. With the bridge structure over the main stair entrances restricting vertical clearance, it may need to be located north of the current stairs with a structural extension to current mezzanine area.
- One elevator will be required from the paid mezzanine to the platform. There is no current clear vertical pathway within the existing stationhouse footprint without reconfiguration of the escalators or stairs.
- The mezzanine area will require reconfiguration for ADA accessible components.
- Additional egress stairs will be required for exiting capacity from platform.

KEY DESIGN CONSIDERATIONS

- ***Space constraints.*** The current station footprint does not have a clear vertical pathway to the platform without impacting either the current escalators or stairs. Location of the elevator in a new mezzanine extension with shaft to platform level will require reconfiguration of the mezzanine paid and unpaid areas. Given the substandard width of the existing escalators which cannot be widened without impacting platform clearances, a

full reconstruction of the vertical access may be required which would have significant excavation and utility relocation considerations.

- ***Platform structure.*** The current platform is similar to most subway platforms with columns located 4'-0" from the outside edges. In areas where vertical transportation meets the platform, this causes a continuous area of restriction that is less than CTA current design standards. The necessary addition of elevators / stairs and potential revisions to the escalators may exacerbate this condition if not carefully considered.
- ***Emergency egress.*** The station currently has only one exit stair from platform. Additional stairs will be required to meet egress code and are anticipated to require new structures to the deep subway shaft. It may require the addition of a new entrance at S Jefferson Street.
- ***Subway access with highway bridge.*** The Clinton subway platform is very deep below street level and below the highway structure carrying the Congress Boulevard / Ida B Wells Drive extension to the Eisenhower Expressway. Development of new vertical elements (stairs, elevators, and potentially escalators) to the platform level will require new structures to the street, necessitating large openings and probable significant utility work. The bridge vertical clearance from the street level may restrict elevator placements.
- ***Coordination with Union Station, Amtrak and IDOT.*** The station work will need to be coordinated with multiple entities which include Amtrak and IDOT. A connection to Union Station has been requested, but along with complex reconstruction issues at this location, tunnelling to Union Station will also be a challenge. Work will also have to be coordinated with highway as the I-290 expressway operates above the station.

CHAPTER 6: RELATED PROGRAMS

INTEGRATING INITIATIVES

RED AND PURPLE MODERNIZATION PROGRAM

The RPM Program is the largest capital program in CTA's history and is greatly needed in order to expand capacity on its most utilized rail lines. The RPM Program is proposed as a massive, multistage program to be completed in phases, allowing CTA to make the greatest number of improvements while meeting the public's expectations for timely delivery of the improvements. The RPM Program includes the North Red and Purple lines that run from just north of Belmont station to the Linden station. This corridor is currently:

- 9.6 miles long;
- Includes 21 stops;
- Operates on structure built over 90 years ago; and
- Carries one out of five CTA train rides.

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ASAP brings together other major modernization and capacity expansion programs at the CTA into one comprehensive initiative to add accessibility at all vertically inaccessible stations.

The purpose of the RPM Program is to improve capacity, travel time, ride quality, and safety in one of CTA's highest ridership corridors. This program will also improve access to the system for people with disabilities through expanded and modernized stations that will accommodate more passengers more comfortably. RPM will allow CTA to increase functional capacity to meet ridership demands while improving the quality, speed, and passenger comfort of each ride and improving access to job markets and destinations. The capacity expansion will have the added benefit of bringing this critical infrastructure into a state of good repair, thereby improving efficiency and service reliability while extending the overall life of the transit system by 60 to 80 years.

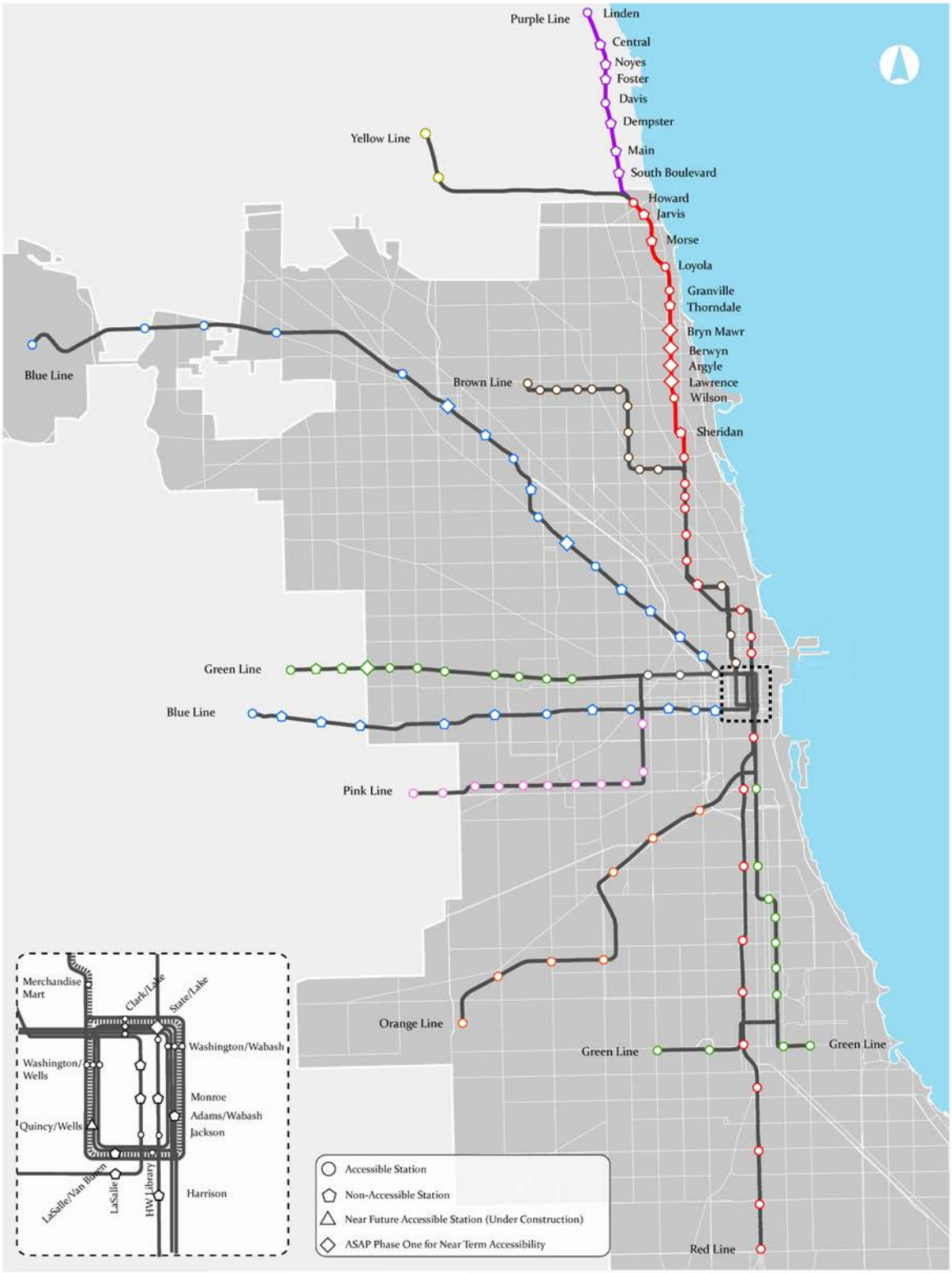
PROGRAM COST AND FUNDING CONSIDERATIONS

Federal legislation known as Moving Ahead for Progress in the 21st Century Act (MAP-21) created a new category of projects eligible for funding under the Section 5309 Capital Investment Grant Program, Core Capacity. Projects eligible for funding under the Core Capacity category are defined as substantial corridor-based capital investments that expand existing corridor capacity by at least 10 percent in corridors that are already at or above capacity today, or are expected to be at or above capacity within the next five years. The eligibility of Core Capacity projects was extended in the Fixing America's Surface Transportation (FAST) Act of 2015.

To maximize eligibility for these federal funds, station projects are packaged together with other improvements in the corridor, in order to demonstrate the 10 percent capacity increase. Additionally, some segments of the corridor must be packaged together for constructability

reasons (such as the embankment section of the Red Line). Inaccessible RPM stations are shown in Figure 11.

Figure 11 Inaccessible RPM Program Stations



RPM PHASE ONE

CTA began construction on the first phase of RPM (also referred to as RPM Phase One) in February 2019. As described below, RPM Phase One will provide numerous improvements, including elevators and accessible infrastructure, at four Red Line stations: Lawrence, Argyle, Berwyn, and Bryn Mawr. The momentum and excitement CTA generated by successfully funding RPM Phase One means that the CTA is poised to start delivering accessibility to the disability community over the next several years at half of the ASAP Phase One stations.

DESCRIPTION OF IMPROVEMENTS

CTA has been in construction of the RPM Phase One project since February 2019, but prior to that, the project team began work in 2018 with advanced utility relocation work, adjacent property acquisition and demolition, track improvements at Addison and upgrades at Broadway Substation. In 2019 construction on the Red-Purple Bypass started and was completed in 2021. From 2021 through 2025, construction on the Lawrence to Bryn Mawr new stations and track, Red-Purple Bypass (RPB) North Main Line (Red & Purple) and signal system upgrades will occur.

The RPM Phase One project includes the following main components:

- **Lawrence to Bryn Mawr Modernization** (LBMM) – Modernization, expansion, and ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr), and reconstruction and expansion of approximately 1.3 miles of track, structures, and viaducts to accommodate expanded stations and platforms from Leland Avenue on the south to near Ardmore Avenue on the north.
- **Red-Purple Bypass** – Construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of the Belmont station, removing the largest physical capacity constraint in the RPM corridor, where three separate services on six tracks merge onto four tracks. This work will also realign and replace approximately 0.3 miles of associated mainline (Red and Purple lines) tracks from the Belmont station on the south to the stretch of track between Newport and Cornelia Avenues on the north, increasing speed, reliability, and capacity in the project corridor.
- **Corridor Signal Improvements** – Installation of a new higher-capacity signal system from approximately Belmont Avenue to Howard Street, allowing for increased throughput of trains and greater operational reliability.

RPM Phase One will provide numerous benefits to the corridor including:

- Removing the largest physical constraint to increasing train capacity in the RPM corridor by constructing the Red-Purple Bypass, allowing for reduced passenger crowding even as ridership grows;
- Allowing CTA to increase peak service by 30 percent, including adding up to eight more Red Line trains per hour during rush periods, and accommodating up to 7,200 additional customers per hour ultimately on all services;
- Improving station access and capacity by widening platforms, adding elevators and stairways, providing accessibility, and improving passenger and emergency access;
- Improving speed, reliability, and reducing delays on the Red and Purple lines, saving customers a half-million travel hours each year;
- Modernizing over 5.8 miles of signals, by increasing flexibility through bi-directional operation capability, and increasing capacity through reduction in allowable headway;

- Modernizing and expanding over 1.5 miles of the Red and Purple lines, increasing asset life by 60 to 80 years;
- Increasing transit-oriented development opportunities within the corridor; and
- Assisting in addressing CTA's commitment to invest in state of good repair projects. While RPM Phase One's primary purpose is to increase capacity, the result of these planned infrastructure and operating improvements and enhancements will reduce CTA's state of good repair backlog by approximately $850 million.

RPM PHASE ONE COST AND FUNDING CONSIDERATIONS

RPM Phase One was the first project in the country to receive a Full Funding Grant Agreement (FFGA) under the Core Capacity category. The $2.2 billion project is funded through a combination of federal and local funds, with the Core Capacity FFGA totaling $957 million. The total project cost includes certain FTA required financing costs in addition to the design, construction, and management costs. Additional funding sources include:

- Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program;
- City of Chicago TIF and Transit TIF; and
- CTA Bonds
- TIFIA loan

DESIGN CONSIDERATIONS

Following is a brief summary of the key design considerations related to the station elements of the LBMM as part of RPM Phase One.

- ***General.*** The primary design consideration for RPM Phase One is to increase the capacity of the north Red and Purple lines and widening platforms to add accessibility and accommodate more customers. In the LBMM portion of the project, which includes the station and structure reconstruction, the primary considerations were increased station capacity to alleviate congestion in stations and reduce dwell times as well as lengthening platforms to accommodate longer trains. These considerations resulted in changes to the track, platform, and station configurations.
- ***Track configuration***. The existing rail infrastructure is a four-track, embankment supported system. The retaining walls that support the embankment restrict opportunities for increased platform size necessary to reduce congestion. As a result, this embankment-supported track system from Leland Avenue to near Ardmore Avenue will be completely removed and reconstructed as a closed-deck, aerial structure with widening over adjacent alleys along the east side of the alignment to minimize property displacement and/or impacts.
- ***Platforms.*** Features to improve ADA accessibility will include elevators and improved communications and tactile features. The existing LBMM stations have short and narrow platforms that restrict customer capacity and accessibility. Reconstructing the track infrastructure allows for wider, longer platforms. Platform widths of approximately 22' are proposed, nearly double the size of existing platforms, to provide increased safety and capacity, improve circulation on the platform, and improve passenger boarding and alighting (leaving a train). Platforms will be lengthened (to 520'compared to an existing length of 420') to provide more waiting areas and improve circulation for passengers. These longer platforms could also accommodate ten-car trains in the future. Wider and

longer platforms support increased capacity and decreased travel times. Wide platforms will also greatly reduce the existing interference of passengers boarding and alighting at narrow platforms, thereby reducing the time trains are stopped at each station and leading to an overall reduction in travel time. In addition, other amenities, such as enhanced passenger security features, longer canopies, more benches, and windscreens will be installed.

- ***Stations***. The rail line opened in phases from 1900 to 1912 as a freight rail system, and was later elevated in the 1920s when the existing passenger rail stations were originally built. Features, such as elevators and wider stairways, will increase capacity, provide ADA accessibility, and improve access from the ground floor of each station to the platform. Existing LBMM stations are small spaces with low ceilings and limited space for circulation. The stations are restricted by the current retaining walls, embankment fill, and shorter span viaducts. Drainage of the retained fill is not performing. Poor drainage exacerbates leaks, a frequent concern of below-grade structures, and water infiltration accelerates deterioration. The Lawrence, Argyle, Berwyn, and Bryn Mawr stations will be completely reconstructed as part of RPM Phase One after the embankment walls are removed. New stairways will be wider for greater safety and capacity, meeting emergency entrance and exit requirements for the larger stations. Additional stationhouse square footage will permit installation of accessible CA kiosks and restrooms, where there were none previously, as well as allow queuing space for automated fare card vending, which meets current standards. Informational signage will be replaced as a part of the reconstruction and enhanced lighting, as appropriate, will be installed.

TIMEFRAME AND APPROACH

In late 2017, the CTA selected three qualified contracting teams to develop proposals to design and build RPM Phase One. Major construction began in 2021. Construction is estimated to be complete in 2025.

FUTURE RPM PROGRAM

DESCRIPTION AND STATION PACKAGING

Completion of future phases of the RPM Program would bring the same level of infrastructure and station improvements, including accessibility, to the Red and Purple lines from north of the Red-Purple Bypass area near the Belmont station to south of Wilson station and from north of Bryn Mawr station to the Linden station in Wilmette. Future phases would also need to expand capacity in order to be eligible for the federal Core Capacity funding stream. Work on the Future RPM Program began in 2009 as part of the Vision Study; however, extensive analysis, planning, public outreach, and design will be necessary to further develop a blueprint for implementing the future RPM Program. The inaccessible stations that will be evaluated in greater detail as part of the future RPM Program include:

- Thorndale (Red);
- Morse (Red);
- Jarvis (Red);
- Sheridan (Red);
- Main (Purple);
- South Boulevard (Purple);
- Dempster (Purple);
- Foster (Purple);
- Noyes (Purple); and
- Central-Evanston (Purple).

COST AND FUNDING CONSIDERATIONS

Phases of the future RPM Program will be developed through a series of studies and public outreach processes. While much more work is necessary to define the scope of the future RPM Program throughout the rest of the corridor and the construction timeframe, preliminary cost estimates suggest that the cost to implement the future RPM Program will be $6.0 – $8.0 billion in year of expenditure (YOE) as shown in Table 17. As previously described, the RPM Program requires extensive infrastructure work that includes other interrelated infrastructure beyond station accessibility (e.g., track, support structures, signals), which explains its higher cost. CTA anticipates that the future RPM Program will be funded through a mix of federal, state, and local funds, pending funding availability.

Table 18 Red and Purple Modernization Program Cost

	Cost (YOE)	Funding Status	Estimated Construction Timeframe
RPM Phase One	$2.2 billion, including Red-Purple Bypass	Funded	Major construction began in 2021; project expected to be substantially complete in late 2025.
Future RPM Program	$6.0 – $8.0 billion[a]	Unfunded	Construction phasing to be determined
TOTAL Cost	**$8.1 – $10.1 billion[a, b]**		

[a] Costs depend on the final scope and project phasing.
[b] The RPM Program includes a larger infrastructure scope beyond accessibility.

DESIGN CONSIDERATIONS

Each phase of the RPM Program will present new design considerations. All phases are anticipated to address capacity, which is evaluated by train and passenger throughput at stations. The balance of the Future RPM Program area includes both elevated and retained embankment structures located in both the City of Chicago and the City of Evanston. Each type of structure and each municipality will bring unique requirements, complexities, and considerations for planning and design. Early planning suggests some station consolidation may be appropriate to decrease operation and maintenance expenses and increase speeds. Strategies to minimize the impacts of property acquisition will have an impact on final designs as will compliance with USDOT ADA regulations, State of Illinois and City of Chicago accessibility codes, and CBC standards for exiting.

TIMEFRAME AND APPROACH

Construction phasing for the future RPM Program will be determined once more information becomes available. Construction assumptions for the future RPM Program made as part of ASAP may be modified based on future analysis.

CHAPTER 7: COSTS

ESTABLISHING BASELINE COSTS

COST ESTIMATE APPROACH

Cost estimates are an important part of developing a roadmap and understanding the level of funding required to deliver ASAP. Since most of the Phase Three and Phase Four proposed station improvements to achieve accessibility are in the early stages of project development, development of exact cost estimates is difficult at this stage. The proposed designs are likely to change as ASAP projects advance toward construction, and there are many variables where information is not yet known that could impact design and construction (e.g., existing infrastructure conditions, other competing project schedules, non-project related events). For example, selective demolition to assess the condition of transit infrastructure not visible from field inspections may reveal significant infrastructure deficiencies. While these deficiencies have not been specifically accounted for in the preliminary cost estimates, potential cost impacts are addressed by adding a contingency within each project cost estimate.

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The cost assumptions developed for ASAP are intended to provide a realistic picture of future costs, taking into account planning, design, and construction durations.

Overall, planning-level project cost estimates for ASAP Phases Two, Three, and Four are based on available information. In addition, cost estimates reflect capital costs only. New elevators, additional CAs, expanded station footprints, and other station changes will result in added operating costs that must be accounted for in future CTA operating budgets. As station designs evolve and more information becomes available, the project cost estimates will be refined and updated accordingly.

Estimates for the inaccessible stations undergoing planning and design as part of the future RPM program are being developed separately as part of the RPM Future Phases study.

Cost estimates for the ASAP Phase Two stations were generated from designs produced to a 10 percent design completion. Cost estimates for ASAP Phases Three and Four were generated from high-level schematic designs or comparable stations. For the 2024 ASAP Update, the Phase Two estimates were revised based on the 10 percent plans generated. The ASAP Phase Three and Four estimates were escalated per market conditions and reviewed for lessons learned updates from the projected versus probable costs from the ASAP Phase One implementation.

The project cost estimates follow a conventional, summary-level project cost breakdown that identifies the direct costs (e.g., construction) and associated soft costs (e.g., engineering). At the summary-level, estimates include an accounting of direct costs for construction-related work, with contractor mark-up elements for overhead, insurance, and other typical direct costs. Soft costs were then applied to address other project costs such as professional services, CTA

resources, and project contingency. Table 18 itemizes the direct and soft costs included in the station cost estimates for all ASAP Phases.

Table 19 Direct and Soft Cost Components for ASAP Phase One and Future ASAP Phases

Direct Costs	Soft Costs
Existing Conditions (Demolition)	CTA Engineering
Concrete / Foundations	CTA Field Forces (Non-Contract)
Masonry	Contract Purchases
Metals (Stairs)	Professional Services (Architecture, Engineering)
Platform	Real Estate (Land, Right-of-Way Acquisition)
Thermal / Moisture Protection	Contingency
Openings (Power Entrance Doors, Windows)	CTA Store Room / Inventory Materials
Finishes (Benches, Paint)	Travel
Specialties (Signage, Directories)	Miscellaneous Expenditures
Elevator / Escalator	CTA Support Services
Plumbing	
Heating Ventilation, Air Conditioning	
Electrical	
Communications	
Earthwork	
Paving (Curbs, Sidewalks)	

ESCALATION

The baseline year for all of the estimates is 2027 to provide relative ease of comparison of each project's component costs. Base year cost estimates were escalated to the YOE using an escalation rate of 3.5 percent per year compounded to the estimated midpoint of construction, reflecting standard industry practice. The YOE estimate reflects the current phased ASAP implementation strategy (see Chapter 7) and reasonable assumptions for future inflation.

CONTINGENCY

Project cost estimates typically have contingency costs associated with the estimated work and are usually quantified as a percentage of the direct costs. Since conceptual estimates have much higher contingency factors than advanced designs, the overall project contingency for the ASAP program is 40 percent of the total direct costs.

COST ASSUMPTIONS

As previously noted, all cost estimates have been developed at an early stage of the design process; therefore, there are many variables where information is not yet available and costs are subject to change as station designs continue to progress. The initial cost estimates include engineering judgment and many assumptions specific to individual stations. The key assumptions common to all estimates are described in Table 19.

Table 20 Key Cost Assumptions Applied to 10% Conceptual and Schematic Designs

Assumption	10% Conceptual Design (ASAP Phase Two)	Schematic Design (Future ASAP Phases)
Contingency	35% - 40%	40%
Labor	Union labor rates Production rates by work activity Premium time (overtime) Efficiency factor	Union labor rates Production rates by work activity Premium time (overtime) Efficiency factor
Assumed (or forecast) Procurement Strategy	Design-Bid-Build	Design-Bid-Build

ASAP PHASE TWO

Development of the cost estimates for the ASAP Phase Two stations included a higher level of detail about cost items than those developed for the future ASAP Phases.

Estimates for the ASAP Phase Two stations were based on the proposed designs at a 10 percent completion level. Quantity takeoffs measuring the amount of materials and labor for the proposed improvements were developed, providing the basis for the direct construction cost of each estimate.

ASAP PHASES THREE AND FOUR

Estimates for ASAP Phases Three and Four were based on the proposed schematic designs or reviews of similar concepts for the remaining Forest Park Branch / Dearborn Subway Blue Line stations. As-built plans, photos, and desktop tools were used to augment the limited schematic drawing information to assist in further delineating the proposed improvements. On-site field investigations were also conducted for a select number of stations on an as-needed basis. In addition, information from other CTA projects with similar scopes and/or configurations, historical lump sum costs, actual bid costs (where available), and cost items extrapolated from the detailed ASAP estimates served as resources.

COST IMPLICATIONS

Construction work often causes disruptions to service, which creates unavoidable inconveniences to customers. When this occurs, CTA makes every effort to mitigate service impacts to customers, for example by operating shuttles, increasing services on parallel routes, or opening auxiliary entrances to minimize inconveniences. Measures to minimize the impacts to CTA customers are an added expense as well. Another way that CTA attempts to mitigate service disruptions to customers is by placing limits on contractors regarding when work can be conducted, for example by limiting construction hours to weeknights. This tradeoff creates construction inefficiencies because performing work on weeknights reduces productivity and increases costs.

In addition, station configuration is a key factor that determines the level of investment necessary to retrofit or rebuild inaccessible stations. As previously described, highly complex stations are more expensive to retrofit or rebuild. They require complex design and engineering solutions to work within a station's physical constraints, and also require more time for planning, design, construction, agency coordination, public processes related to potential impacts (e.g., historic, environmental), and land acquisitions.

Subway (side and center platform) configurations are highly complex. The following are key configuration constraints that increase the cost of adding accessibility at subway stations:

- Excavation to provide ample structural support space for elevator pits;
- Conflict with utilities, requiring utility relocation;
- Above-ground street configurations (e.g., six-corner intersections) that limit possible elevator locations from street level to the stationhouse and/or mezzanine;
- Location in dense areas where adjacent buildings and properties are impacted; and
- Platform configurations that result in the need to install more than one elevator: stations with side platforms require a minimum of three elevators and stations with center platforms require a minimum of two elevators.

Elevated stationhouses in the Loop (Adams/Wabash, LaSalle/Van Buren, and State/Lake) are located above street level at mezzanine or platform level. Because of the age and condition of these structures, complete reconstruction often is a more cost-effective long-term solution than a retrofit to add accessibility. The following are key configuration constraints that increase the cost of adding accessibility at elevated stations:

- Two-sided platforms require more than one elevator;
- Two-sided platforms require transfer bridges for bi-directional travel; and
- Location in dense areas often impact adjacent buildings and properties.

ASAP PHASE ONE

As discussed previously, ASAP Phase One is completely funded and in implementation. The chart below outlines the costs associated with each station.

Table 21 ASAP Phase One Projects

Line	Station	Cost
Green (Lake)	Austin Station	$25.5 million
Blue (O'Hare)	Montrose Station	$25.0 million
Blue (O'Hare)	California Station	$36.0 million
Blue (Forest Park)	Racine Station	$62.0 million
Loop	State / Lake Station	$180 million
Red (North)	Lawrence	$95.5 million
Red (North)	Argyle	
Red (North)	Berwyn	
Red (North)	Bryn Mawr	
	Total Cost	**$424.0 million**

ASAP PHASE TWO

A summary of the total estimated cost for ASAP Phase Two is shown in Table 20. For the funded stations, the cost at YOE is equivalent to the base cost as they are escalated to the mid-point of construction.

Table 22 ASAP Phase Two Cost Estimates

Line	Station	Branch	Cost (2027$)	Cost (YOE)	Funding Status
Green	Oak Park	Lake	$36.0 million	$36.0 million	Funded
Blue	Pulaski	Forest Park	$74.6 million	$74.6 million	Funded
Blue	Cicero	Forest Park	$83.9 million	$83.9 million	
Blue	Irving Park	O'Hare	$47.5 million	$47.5 million	Funded
Blue	Austin	Forest Park	$85.0 million	$85.0 million	
Green	Ridgeland	Lake	$40.6 million	$40.6 million	Funded
Red	North/Clybourn	State St Subway	$195.8 million	$195.8 million	
Blue	Belmont	O'Hare	$54.1 million	$54.1 million	Funded
TOTAL Cost: ASAP Phase Two			**$617.5 million**	**$617.5 million**	

ASAP PHASE THREE & FOUR

The 2027 baseline cost of the stations identified for ASAP Phase Three and Four is $2.549 billion. When escalated to the YOE (calculated to the midpoint of construction), the cost of ASAP Phase Three and Four is $3.191 billion. A summary of the total estimated cost for the stations identified for ASAP Phase Three and Four is shown in Table 22.

Table 23 ASAP Phase Three and Four Cost Estimates

Line	Station	Branch	Cost (2027$)	Cost (YOE)
Blue	Damen	O'Hare	$78.1 million	$90.5 million
Loop	Adams/Wabash	Loop Elevated	$260.0 million	$284.1 million
Blue	Division/Milwaukee	Dearborn Street Subway	$158.8 million	$173.6 million
Red	Monroe/State	State Street Subway	$236.4 million	$266.1 million
Blue	Harlem	Forest Park	$79.9 million	$84.8 million
Blue	Oak Park	Forest Park	$84.1 million	$89.3 million
Blue	Washington/Dearborn	Dearborn Street Subway	$179.1 million	$213.8 million
Blue	Grand/Milwaukee	Dearborn Street Subway	$119.2 million	$151.0 million
Red	Harrison	State Street Subway	$206.4 million	$303.1 million
Blue	LaSalle	Dearborn Street Subway	$232.3 million	$312.1 million
Blue	Monroe/Dearborn	Dearborn Street Subway	$182.0 million	$252.0 million
Loop	LaSalle/Van Buren	Loop Elevated	$272.7 million	$355.9 million
Blue	Chicago/Milwaukee	Dearborn Street Subway	$119.3 million	$146.7 million
Blue	Clinton	Forest Park	$248.5 million	$354.3 million
Blue	Western	Forest Park	$92.3 million	$113.5 million
TOTAL Cost: ASAP Phase Three and Four			**$2.549 billion**	**$3.191 billion**

ELEVATOR REPLACEMENT PROGRAM

To meet the 20-year Elevator Replacement Program timeframe (see Chapter 7), an average of eight elevators per year will need to be rehabilitated or replaced. The estimated cost to rehabilitate or replace an elevator from the initial phase is approximately $2.9 million, with the individual scope of work for each elevator varying depending on condition and location. Moving forward, a base cost of $3.0 million per elevator is used with escalation to the anticipated year(s) of the work.

Given the importance of ensuring reliability of CTA's existing elevators, CTA has funded the program within Phase One and the beginning of the Phase Two implementations for a total of $64.0 million and a target of 18 to 20 elevators. The estimated cost for the future Elevator Replacement Program estimated cost is $584.7 million. The total estimated cost for the entire 20-year Program is $648.7 million, pending funding availability. Program costs are escalated to the estimated YOE within the 20-year horizon period. The escalation rate is based upon a historical average of 3 percent per year. A summary of the estimated total cost for the Elevator Replacement Program is shown in Table 23.

Table 24 Elevator Replacement Program Cost

Elevator Rehabilitation / Replacements per Year	Cost per Elevator	Cost per Year (2027$)	Funded Replacement Program (YOE)	20-Year Program Cost (YOE)
8[a]	**$3.0 million**	**$24.0 million**	**$64.0 million**	**$648.7 million**

[a] Reflects an average number of elevators that would be rehabilitated/replaced per year.

TOTAL ASAP COSTS

CTA is set to begin delivering accessibility at over half of the ASAP Phase One stations in the next several years.

Table 25 ASAP Total Cost (Funded and Unfunded Portion)

Phase or Segment	Funded Cost (In Millions for Year of Expenditure)	Unfunded Cost (In Millions for Year of Expenditure)
Phase 1 (Funded)	$424 million	
Phase 2 (Partially Funded)	$252.8 million	$364.7million
Phase 3 (Unfunded)		$1,202.2 million
Phase 4 (Unfunded)		$1,988.6 million
Future RPM Stations		Not Included
Subtotal Stations	**$676.8 million**	**$3,555.5 million**
Elevator Replacement Program	$64.0 million	$584.7 million
TOTAL Cost[a]	**$740.8 million**	**$4,140.2 million**

The total estimated cost to implement all inaccessible stations included in ASAP, including Phase One, as well as the Elevator Replacement Program over the next twenty years is $4.9 billion. The

future RPM Program will help CTA achieve its goal to make the legacy rail system 100 percent accessible. However, given the magnitude – in terms of scope and cost – of this major reconstruction initiative, planning and design for these programs is being conducted through a separate process that will address accessibility within the broader context of these programs. Therefore, cost estimates for this program are not included in the total cost of ASAP.

CHAPTER 8: IMPLEMENTATION STRATEGY

ESTABLISHING PHASES

PHASING APPROACH

There are a number of key schedule milestones that must be met before construction can begin on any construction project that CTA undertakes. To develop the implementation strategy, CTA estimated the time needed to complete each of the following critical scheduling milestones for each station.

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Implementing ASAP will take time, coordination, and commitment.

- **NEPA / Planning / Agency Consultation and Coordination** – Projects that receive federal funding must follow the National Environmental Policy Act (NEPA) to determine the effects of a proposed project prior to implementation. Moreover, because ASAP projects are still at the conceptual level, further planning and agency consultation and coordination with CTA partners (e.g., MOPD, CDOT, IDOT,) related to multimodal connectivity and other issues will be necessary throughout the project development process.
- **Land Survey and Geotechnical Survey** – A land survey provides precise measurements and markings to serve as reference points for the design and construction of a project. A geotechnical survey includes soil sampling and analysis (e.g., consistency, structure, groundwater level, etc.) to determine soil conditions relevant for the engineering and construction of a project.
- **Design** – The initial scope of work for each station developed for ASAP, including the 10 percent design concepts, design schematics, and engineering specifications would be advanced to a final design stage.
- **Surface and Subsurface Utilities** – Construction projects often require the relocation of existing utilities that are located in and/or adjacent to the public-way. Conflicts must be resolved prior to permitting any construction project.
- **Public-way Coordination** – Due to the size of some station footprints as they exist today, some of the proposed station designs extend beyond the CTA right-of-way and will require further coordination related to non-CTA owned property (e.g., land acquisition, easements, air rights).
- **Project Permitting** – Prior to construction, all stations will need to be reviewed, approved, and permitted by the DoB, which includes permit reviews by MOPD and the Fire Prevention Bureau. While permitting occurs at the end of the project development process, coordination with the DoB, MOPD, and the Fire Prevention Bureau typically occurs throughout at key points during the project development process to identify, avoid, and/or resolve issues.

ASAP ROADMAP

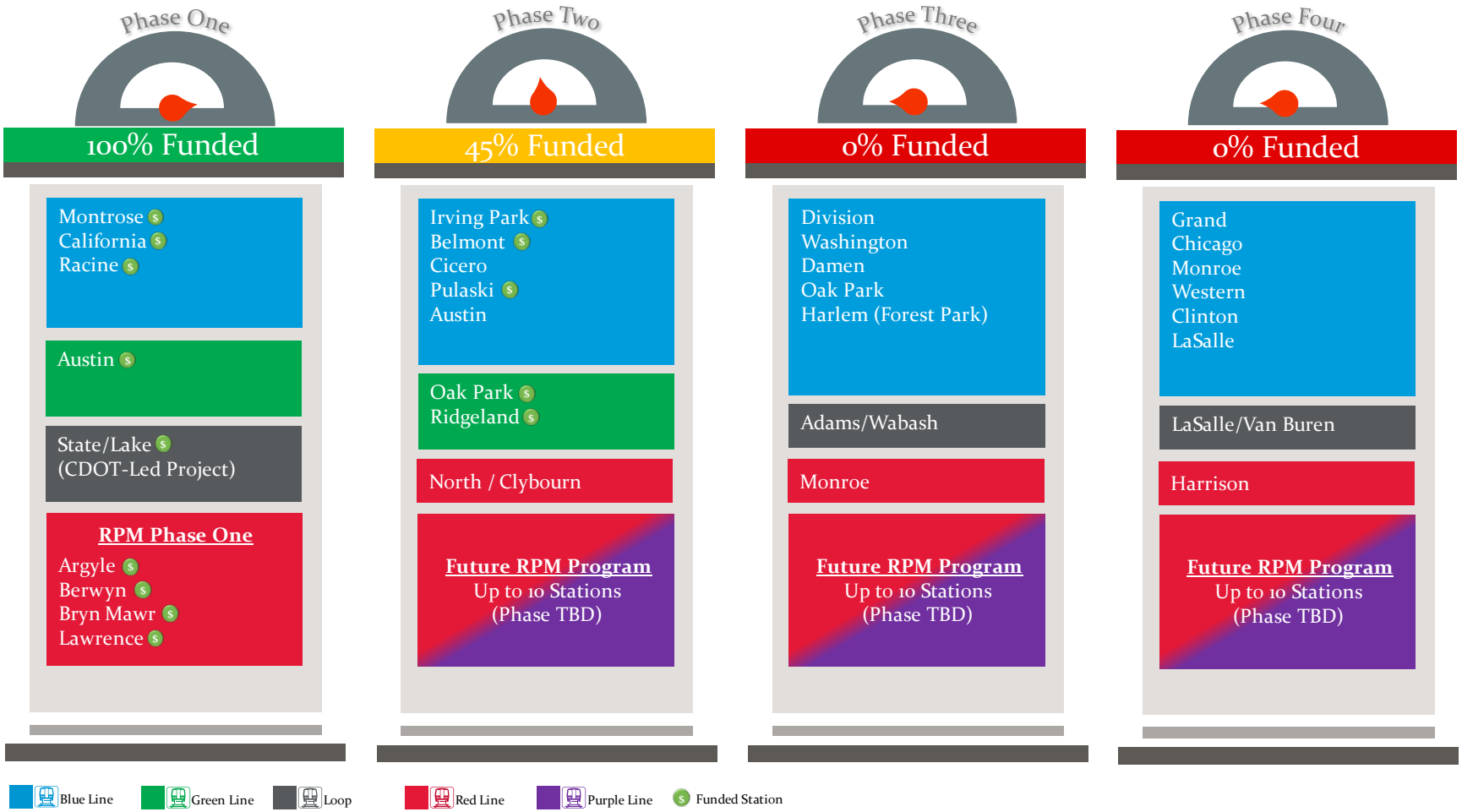
ASAP is a capital intensive program with an ambitious 20-year timeframe. The potential for changes to the implementation strategy is high. CTA developed a preliminary phased implementation strategy to serve as a roadmap for sequencing stations to meet the 20-year timeframe. The construction sequencing exercise helped the CTA assess the viability of 20-year implementation.

Since complex stations are more challenging to design, engineer, and construct, they are addressed in future phases, which allows more time to work through complexities.

The phasing of stations after the first and second phases are less certain as there are many variables that could impact the proposed phased implementation strategy. Similarly, the timeframe for the future RPM Program is still being defined and with uncertainties that could impact the phasing of stations.

Following the nine stations that comprise ASAP Phase One, the remaining ASAP stations are proposed to be implemented in Phase Two through Four as shown in Figure 12.

Figure 12 Twenty-Year Implementation Strategy by Phase, Pending Funding Availability



Note: Phases reflect the sequencing in which construction is estimated.

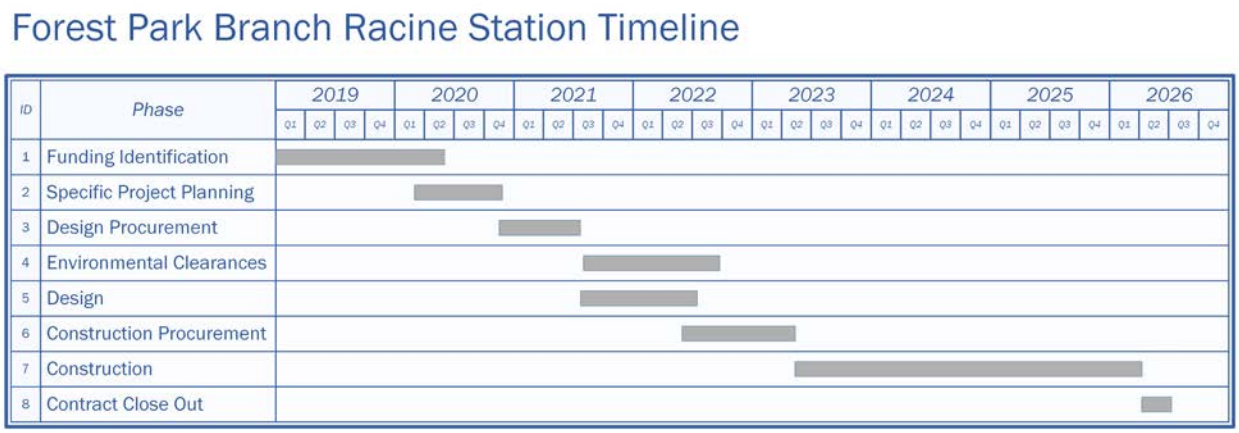
PROJECT DEVELOPMENT TIMELINE

Infrastructure projects are expensive and often take many years to plan, design, and construct. All transit projects – even straightforward ones that may only require limited planning and design – involve multiple steps to complete. If the project development process appears to be long and complex, that is because it is. The project development process is resource intensive and complex and is designed to ensure that projects are thoughtfully implemented to best serve the diverse needs of customers. By comparison, a major roadway construction project, such as a new expressway, can take 20 years or more from concept development to completion.

Typically, the size, complexity, and funding availability of transit projects and programs determine the amount of time it takes to move a project from concept development to groundbreaking. Along the way, the CTA consults and coordinates with various federal, state, and local governmental agencies and elected officials, and also engages with the public and stakeholders. Moreover, often extensive environmental and historic requirements must be met before projects can move forward. Individual project timelines vary from project to project and many of the steps in the project development process may overlap or occur simultaneously. It is important to understand that there are many steps that must occur to implement capital projects and that these activities take time.

The figure 13 below provides an example of a timeline from the Forest Park Branch Racine Station. From funding identification to anticipated contract completion is 7.5 years, which is typical for these complex projects. Additional time may be required when property acquisition or complex environmental reviews are within the project development.

Figure 13 Example Project Timeline



ASAP projects will require construction activities that use heavy equipment (e.g., excavators, bulldozers) that must be stored and complicated movements (e.g., cranes) that must be carefully orchestrated to avoid electrified tracks and other trains that are in service. However, there is a finite amount of available time to perform track-level construction work. Because track-level construction work causes service disruptions, CTA prefers to perform this type of work when the least number of customers would be impacted (i.e., weekends). However, the amount of available track time for construction during weekends is constrained because special events take

precedence (e.g., marathons, parades, festivals). Moreover, the timeframe to conduct track work is further reduced during the winter months when construction activities are limited or cannot take place at all. Viewed in its entirety, the amount of available weekend time to perform track-level construction work each year is heavily restricted and track time must be spread across the many projects within CTA's Capital Program that require track access.

As a consequence of implementing CTA's Capital Program, disruptions to rail operations can occur that create unavoidable inconveniences to customers. However, CTA makes every effort to minimize these short-term inconveniences to deliver long-term benefits to customers. For example, CTA operates shuttles, increases services on parallel routes, or opens auxiliary entrances to minimize customer inconveniences. Because weekend track time is limited, one common way that CTA mitigates customer impacts is to limit construction hours to weeknights. This tradeoff creates construction inefficiencies such that performing work on weeknights reduces productivity and increases costs. Other ways to accommodate track work on a line includes one or more of the following strategies:

- Re-route – A temporary modification to normal train routing to remove rail traffic from a track section to facilitate access to perform work on or near the CTA right-of-way.
- Single-track – A temporary rail operation of trains bi-directionally on one track while the adjacent track is taken out-of-service to facilitate access to perform work on or near the CTA right-of-way. Traditionally, CTA only allows one single-track at a time on a line and only for very limited time periods. Employing single track operations along the same line concurrently is uncommon as it would compound negative impacts to CTA customers (i.e., numerous slow zones to accommodate multiple crews performing work concurrently).
- Line Cut – A temporary termination of all service on a line. A line cut reflects total stoppage of service on all tracks and at all stations within the area of closure to facilitate access to perform work on or near the CTA right-of-way. The CTA typically adds a bus shuttle to maintain service in this instance.

PHASING CONSIDERATIONS

The phased implementation strategy over the next 20 years shown in Figure 12 lays out a path for planning, designing, and constructing the proposed accessibility improvements at each station. The next step is to continue identifying funding that will allow CTA to keep momentum and deliver accessibility at vertically inaccessible stations within the 20-year timeframe.

From an implementation perspective, there are a number of factors that may influence the phased implementation strategy. Some of these are unknown at this time and could have cascading effects on CTA's ability to adhere to the proposed phased implementation strategy. The following are key factors that could influence adherence to the proposed phased implementation over the next 20 years.

- **Coordinating with Ongoing Infrastructure Projects** – As funding for ASAP and other projects becomes available, CTA will need to continue to evaluate ASAP's construction sequencing in light of track maintenance needs, ongoing construction projects, and new projects within the CTA Capital Program.
- **Competing Track Work** – A significant number of the inaccessible stations are located on the Blue Line on both the O'Hare and Forest Park branches. While not all ASAP

projects will require track access, some will. CTA is currently in Phase 1 of the Forest Park Reconstruction program with portions of the future phases funded. This is in addition to five (5) funded ASAP stations on the Blue Line. While CTA strives to minimize disruptions to customers, the fact that so much construction is proposed to take place on the Blue Line will put unavoidable stress on the system. Some of these conflicts can be mitigated through contracting strategies and construction sequencing to capture cost and time efficiencies. However, the sheer magnitude of ASAP in relation to other infrastructure projects requiring track-level work underscores the importance of coordinating with those other projects to identify windows of opportunity to perform the necessary ASAP-related work within the 20-year time horizon.

- **Emerging Opportunities** – Opportunities may arise that enable CTA to advance one project over another because funding, partnerships, or other scenarios make a project ripe for implementation. While these opportunities are unknown today, should they arise, the proposed station phasing will likely change.
- **Complex Environmental and Historic Reviews** – Many of CTA's facilities are considered to be historic and require additional reviews and coordination for development. The construction may not begin until the historic reviews are complete. Depending on the level of intensity, it may delay the design to construction by up to a year to get State and Federal agency approvals and finalized legal agreements.

There will likely be cost and other resource impacts should any of the above factors occur that would push the implementation of a project(s) to a future phase. For example, because inflation is a key input to a project cost estimate, the same project will become more expensive to implement in a future phase due to inflation should the implementation phase change. CTA will track the proposed phasing plan alongside other projects in the capital program to manage and minimize these potential impacts.

ELEVATOR REPLACEMENT PROGRAM

As previously noted, an average of eight elevators per year will need to be rehabilitated or replaced to meet the initial 20-year replacement timeframe (see Chapter 2). There are some stations where not all of the elevators at the station are recommended to be replaced during a phase of the Elevator Replacement Program because not all elevators at a single station may be in the same condition as described in Chapter 2. Therefore, only those elevators that require rehabilitation or replacement at a station are recommended. CTA is currently pursuing the Elevator Replacement Program as one large design contract with multiple construction contracts. This strategy will allow for packages to be developed to accelerate construction with multiple contractors but mitigate having multiple elevators down in the same geographic area.

CHAPTER 9: NEXT STEPS

PREPARING FOR IMPLEMENTATION

CALL TO ACTION: ADVOCATING FOR ASAP

Building on the progress and momentum created over the last 35 years, and in partnership with the disability community, the ASAP Strategic Plan lays out the roadmap to deliver complete vertical accessibility to the CTA rail system within 20 years. CTA recognizes that accessibility provides greater inclusiveness, benefitting everyone by creating environments that are usable by all people. ASAP goes beyond federal requirements to add accessibility across the entire CTA rail system.

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> Together the CTA and the disability community are allies that share a common objective to expand transit accessibility across the region.

ASAP benefits everyone, but funding is a key piece of the puzzle to make ASAP a reality. Funding has already been fully secured for the ASAP Phase One stations and almost half of the Phase Two stations. To help secure funding for RPM Phase One, CTA relied on the support of many individuals and organizations, including those in the disability community, to advocate for funding for this much-needed project. These efforts were ultimately successful, resulting in the creation of the RPM Transit TIF District. The federal government, specifically Senator Duckworth (IL), took the vision of CTA's ASAP plan and created a federal discretionary grant program – also called ASAP – to allow a dedicated funding source for legacy transit agencies to make stations accessible. CTA was a recipient of the program's first and second year of funding. Rebuild Illinois was extremely influential in providing funding for ASAP Phase One Stations, which included bumping up Racine Station from the 2018 ASAP plan from Phase Two to Phase One, but these funds also provided the local match to the federal ASAP grant and are also providing for a majority of funding for the remaining Green Line stations. While funding streams have changed since the 2018 CTA ASAP plan, it is important to continue advocacy for funding for programs like access to create equity across transit. CTA will continue to look our strong partnerships again to obtain funding for the remainder of ASAP and move this critical program forward.

Long-term consistent funding solutions are needed at both the federal and state level to allow the CTA to meet the accessibility needs of all riders. CTA has recently seen a bit of relief from years of extraordinary fiscal pressure, as new sources of grant dollars have come down from the federal government. In the past year CTA has received significant funding from the new ASAP grant which was announced and granted for the first time in 2022. This grant, which this program helped create, is specifically aimed at funding full accessibility for transit systems. CTA has also been a recipient of other grants aimed at modernizing and maintaining its stations and tracks. Yet these sources of funding are not consistently granted and may not cover the full rising costs of stations. In order to ensure that each inaccessible station gets the attention it needs and can keep up with technology that is constantly advancing, CTA must be able to secure long-term and adequate funding. The recent influx of funding is also predicted to slow down as the country

heals from the effects of COVID and the abundant recovery funds begin to dry up. In addition to modernizing its inaccessible stations, CTA is also committed to keeping its entire system in a state of good repair using limited state and federal capital funding insufficient in addressing the growing backlog of upgrades and repairs required to keep the CTA system in a state of good repair. CTA continues investing in upgrading or replacing system assets, yet the unfunded capital need continues to grow with each year. Ultimately, CTA needs consistent and sufficient funding from state and federal agencies to meet the system's needs.

The new federal funding program is needed to incentivize accessibility improvements beyond the ADA requirements. The Federal All Stations Accessibility Program (ASAP) grant was first made available in 2022 to that directly support accessibility-focused transit projects or programs like ASAP. CTA – like many other legacy transit agencies throughout the country – has complied with the core requirements of ADA and continues to meet ADA requirements on new projects. But CTA's ASAP initiative is different. ASAP goes beyond ADA requirements to achieve vertical accessibility across the entire CTA rail system. A good public transportation system is a major asset for all U.S. cities; transit supports economic development by providing access to jobs and businesses, reducing road congestion, and lowering transportation costs for individuals and households by providing an alternative to driving. When a transit system is not fully accessible, the benefits it provides are not available to everyone. In 2022, the Federal ASAP grant made $343 million available through the Federal Transit Administration. This long-term federal funding solution is needed to incentivize legacy transit systems to improve accessibility beyond what is required by law and to create a system that is fully inclusive and accessible, embracing the true spirit of the ADA.

The State passed the Rebuild Illinois Capital plan in 2019, giving modes of transportation access to $45 billion. As recovery funds dry up, this plan will enable CTA to continue to move forward with capital plans as well as have a revenue stream to match federal funds. As a part of the plan, $4.7 billion has been set aside for mass transit going to RTA which is composed of CTA, Pace, and Metra.

CTA estimates that an additional $3.8 billion will be needed over the next 20 years to support ASAP. CTA will continue to work with individuals and organizations, including those in the disability community, to advocate for these projects to be included in a future state capital bill, and will continue to seek innovative ways to fund these projects with local and federal funding sources.

Ten (10) of the remaining stations to be addressed as part of ASAP will be included in the future RPM Program. The RPM Program is a multistage program to be completed in phases over time, with RPM Phase One began in 2021. While CTA is advancing RPM Phase One through design and construction, work will continue preliminary planning efforts for the future RPM Program. This work will include phasing and staging plans, preliminary engineering, and an evaluation of funding strategies for the future phases. These efforts will queue up the next phase of RPM for the federal Core Capacity grant program.

Successful implementation of ASAP Phase One and future ASAP Phases will heavily rely on a stable and reliable source of state capital funding as well as the new federal funding program. Accessibility will remain a central priority for CTA, even as it seeks to maintain, upgrade, and replace the existing system. Accessibility benefits everyone, and to make ASAP a reality, CTA

looks forward to ongoing collaboration with the disability community, the State of Illinois, and the Federal government.

FUTURE ASAP STRATEGIC PLAN UPDATES

The ASAP Strategic Plan will be updated over time to remain consistent with ongoing planning, modernization, and construction work as part of CTA's Capital Program. The following regular updates are currently planned:

- CTA staff will provide annual updates on ASAP to the ADA Advisory Committee;
- The ADA Advisory Committee will include an update on ASAP as part of its annual update to the Chicago Transit Authority Board; and
- CTA staff will update the ASAP Strategic Plan every five years, which will be available on CTA's website: www.transitchicago.com/accessibility/asap.

All Stations Accessibility Program (ASAP)
Strategic Plan

APPENDIX A
FEDERAL REGULATORY OVERVIEW

APPENDIX A: FEDERAL REGULATORY OVERVIEW

Three significant federal laws and regulations govern public transportation accessibility for people with disabilities:

- Section 504 of the 1973 Rehabilitation Act (1973)[1];
- Americans with Disabilities Act (1990)[2]; and
- Department of Transportation regulations[3].

1973 REHABILITATION ACT (SECTION 504)

The 1973 Rehabilitation Act was the first disability civil rights law to be enacted in the United States. Section 504 of the Rehabilitation Act states that "no otherwise qualified individual with a disability in the United States . . . shall be excluded from the participation in, denied the benefits of, or be subjected to discrimination under any program or activity" that either receives Federal financial assistance or is conducted by any Executive agency or the United States.[4]

Each federal agency, including the United States Department of Transportation (USDOT), has promulgated its own set of regulations implementing Section 504 of the 1973 Rehabilitation Act that apply to its programs. Requirements common to all Section 504 based regulations include:

- Reasonable accommodation for employees with disabilities;
- Effective communication with people who have hearing or vision disabilities;
- Accessible new construction and alterations; and
- Program accessibility.

Under Section 504 of the 1973 Rehabilitation Act, a recipient's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities. This concept is known as program accessibility.

The Rehabilitation Act set the stage for the future enactment of the Americans with Disabilities Act.

1990 AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) prohibits discrimination on the basis of disability in transportation, employment, state and local government, public accommodations, commercial facilities, and telecommunications. Title II of the ADA covers all activities of state and local governments, regardless of receipt of federal funding, and is based on the concept of program accessibility that was introduced in Section 504 of the Rehabilitation Act described above.

The Department of Justice Technical Assistance Manual states that a Title II entity "may not deny the benefits of its programs, activities, and services to individuals with disabilities because its facilities are inaccessible. A public entity's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities. This standard,

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[1] 29 U.S.C. § 701 *et seq*.
[2] 42 U.S.C. § 12101, *et seq*.
[3] 49 CFR Parts 27, 37, and 38.
[4] 29 U.S.C. § 794 (a)

known as 'program accessibility,' applies to all existing facilities of a public entity. Public entities, however, are not necessarily required to make each of their existing facilities accessible."[5]

Under the ADA, the United States Access Board has the responsibility of creating guidelines for the accessibility of buildings, facilities, and vehicles subject to ADA requirements. Federal agencies, such as the USDOT, are responsible for issuing and enforcing accessibility standards that are consistent with the United States Access Board's minimum guidelines.

In 2006, the USDOT adopted the 2004 Americans with Disabilities Act Accessibility Guidelines (ADAAG) issued by the United States Access Board as its regulatory standards.[6]

The 2006 USDOT ADA Standards, known as the DOT ADA Standards, contain the technical provisions for altering existing and constructing new stations.[7] All areas of newly constructed buildings and facilities, as well as altered portions of existing buildings and facilities, must comply with the requirements of the DOT ADA Standards. The DOT ADA Standards also require an accessible path of travel from the entrance to altered primary function areas[8]. The USDOT incorporated the 2006 DOT ADA Standards in Appendix A-Modifications to Standards for Accessible Transportation Facilities, to 49 CFR Part 37.

DEPARTMENT OF TRANSPORTATION (49 CFR PART 37)

The Federal Transit Administration (FTA) requires recipients of federal transit funding to not discriminate against individuals with disabilities and to comply with the USDOT regulations that implement the transportation-related provisions of the 1990 ADA and Section 504 of the Rehabilitation Act of 1973. The applicable federal regulations are found in 49 CFR Parts 27, 37, and 38. These regulations set specific requirements that transit providers must follow to ensure that their services, vehicles, and facilities are accessible to and usable by individuals with disabilities. Subpart C of 49 CFR Part 37 contains the ADA regulations for transportation facilities. As noted above, the DOT ADA Standard is incorporated within 49 CFR Part 37 in Appendix A.

In 2015, the FTA published a Circular 4710.1 offering guidance on compliance with the provisions of the ADA (the "ADA Circular").[9] Chapter 3 of the ADA Circular[10] provides guidance to carry out the ADA requirements for transportation facilities.

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[5] The Americans with Disabilities Act Title II Technical Assistance Manual Covering State and Local Government Programs and Services, Section II-5.1000 General, https://www.ada.gov/taman2.html. See also, 28 CFR 35.149-35.150.

[6] 49 CFR Part 37, Appendix A.

[7] United States Department of Transportation ADA Standards for Transportation, November 29, 2006.

[8] A primary function is a major activity for which the transportation facility is intended. Primary function areas include ticket purchase and collection areas, passenger waiting areas, train or bus platforms, baggage checking and return areas and employment areas. 49 CFR § 37.43(c).

[9] FTA Circular 4710.1, Americans with Disabilities Act (ADA): Guidance, (November 4, 2015).

[10] FTA Circular 4710.1, "Chapter 3 – Transportation Facilities", (November 4, 2015).

All Stations Accessibility Program (ASAP)

Strategic Plan

APPENDIX B
PRIORITIZATION SCORES AND RANKING

Station Ranking by Total Score

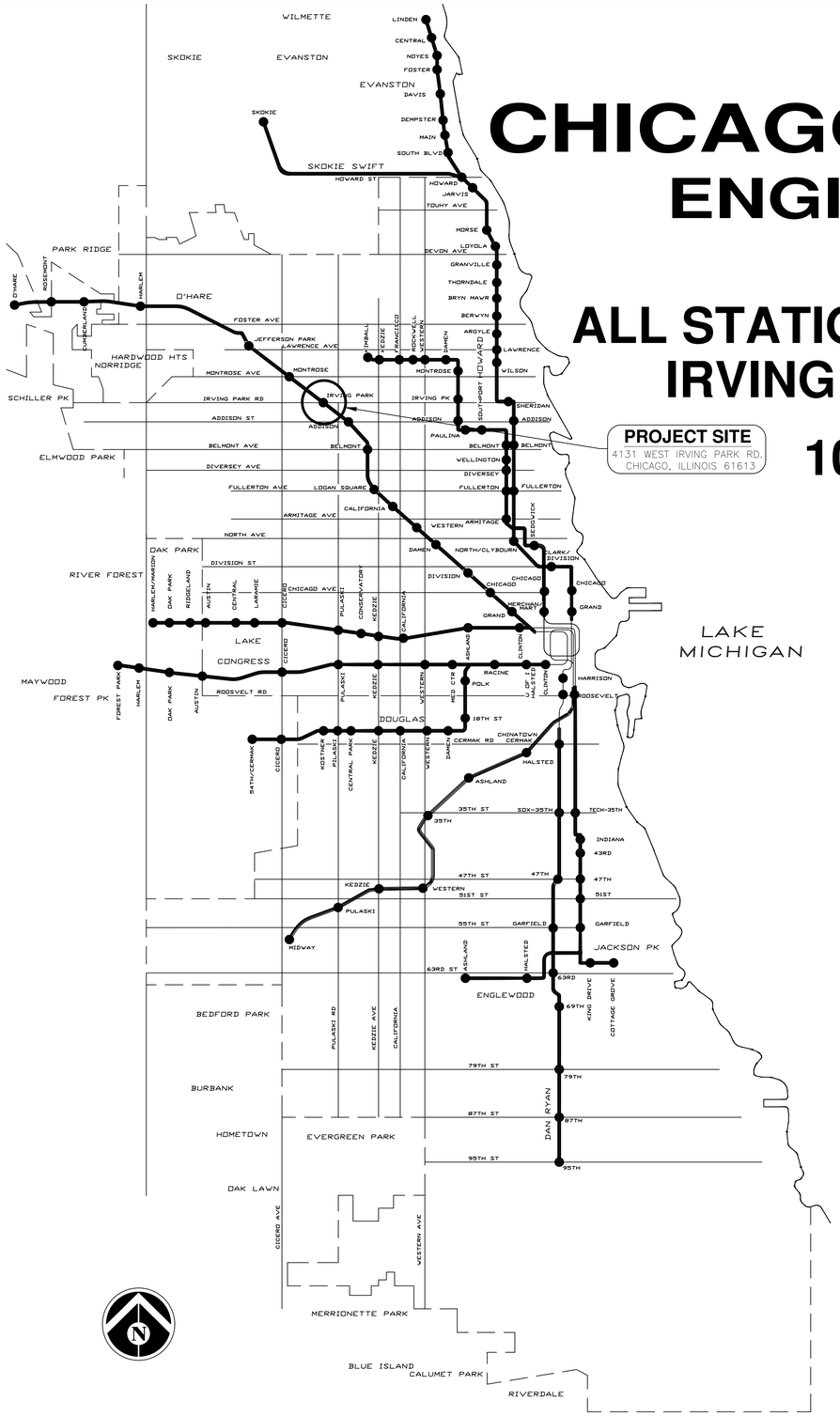
						Ridership and Gaps					Origins		Destinations			Weighted Need	Complexity	Implementation	Total Score
						Ridership	PWD Ridership	Senior Ridership	Station Gaps	Connections	Population	Paratransit	Employment	University	POI				
Geography	**Group**	**Station**	**Branch**	**Line Served**	**2022 Ridership**	**20.0%**	**10.0%**	**5.0%**	**15.0%**	**5.0%**	**10.0%**	**20.0%**	**7.0%**	**4.0%**	**4.0%**	**45.0%**	**40.0%**	**15.0%**	**100.0%**
West	Others	Oak Park-Lake	Lake	GREEN	181,093	2	2	3	2	1	2.5	3	3	4	4	2.48	4	3	3.17
West	FP	Pulaski-Congress	Congress	BLUE	306,653	3	5	4	5	3	2	4	1.5	0	1	3.35	3	3	3.16
West	FP	Cicero-Congress	Congress	BLUE	197,380	2	5	3	5	3	1	4	1.5	2	1	3.08	3	3	3.03
NorthWest	Others	Irving Park-O'Hare	O'Hare	BLUE	566,895	4	3	4	3	5	2	3	1	3	1	3.03	3	3	3.01
North	RPM	Morse	Howard	RED	663,066	4	5	5	3	2	5	5	2	3	4	4.02	2	2	2.91
West	FP	Austin-Congress	Congress	BLUE	208,113	2	4	2	5	2	1	3	1	0	1	2.56	3	3	2.80
West	Others	Ridgeland	Lake	GREEN	159,921	1	1	2	2	2	1	4	1.5	4	2	2.05	3	4	2.72
NorthWest	Subway	Belmont-O'Hare	O'Hare	BLUE	826,171	5	4	5	3	5	4	2	2	3	1	3.45	2	2	2.65
North	Subway	North/Clybourn	State Sub.	RED	852,006	5	4	5	5	4	3.5	4	4	3	3	4.27	1	2	2.62
North	RPM	Noyes	Evan.	PURPLE	146,364	1	1	1	4	0	1	2	4	2	3	1.93	3	3	2.52
CBD	Others	Adams/Wabash	Loop Elev.	BR, GR, OR, PR, PK	1,083,952	5	4	5	1	5	3	1	5	5	5	3.30	2	1	2.44
North	RPM	Dempster	Evan.	PURPLE	129,295	1	2	2	2	1	2	2	4	2	4	1.97	3	2	2.39
West	FP	Oak Park-Congress	Congress	BLUE	164,142	2	2	1	5	2	1	1	1	0	1	1.91	3	2	2.36
North	RPM	Jarvis	Howard	RED	262,994	2	3	3	1	0	5	5	2	3	3	2.88	1	4	2.30
West	FP	Harlem-Congress	Congress	BLUE	131,278	1	3	2	3	2	1	1	1.5	0	3	1.68	3	2	2.25
CBD	Subway	Washington/Dearborn	Dear'n Sub.	BLUE	1,846,738	5	5	5	1	5	3	1	5	5	5	3.40	1	2	2.23
North	RPM	Main	Evan.	PURPLE	157,729	1	3	3	4	3	3	2	1	0	2	2.25	3	0	2.21
NorthWest	Others	Damen/Milwaukee	O'Hare	BLUE	947,465	5	3	4	4	4	4.5	3	3	2	3	3.76	1	0	2.09
NorthWest	Subway	Division/Milwaukee	O'Hare	BLUE	906,421	5	4	4	5	4	4	4	2.5	4	4	4.25	0	1	2.06
North	RPM	Thorndale	Howard	RED	427,304	3	4	4	1	1	5	5	2	4	2	3.28	0	4	2.08
NorthWest	Subway	Chicago/Milwaukee	O'Hare	BLUE	586,427	4	2	3	5	4	2.5	2	4	4	2	3.27	1	1	2.02
NorthWest	Subway	Grand/Milwaukee	O'Hare	BLUE	479,315	4	1	1	5	4	4	1	4	0	2	2.86	1	2	1.99
CBD	Subway	Monroe/State	State Sub.	RED	818,687	4	5	5	1	5	2	1	5	5	5	3.10	1	1	1.95
North	RPM	South Boulevard	Evan.	PURPLE	110,176	1	1	1	4	1	2.5	3	1	3	2	2.12	2	1	1.90
CBD	Subway	Harrison	State Sub.	RED	665,812	4	3	3	1	4	3.5	3	5	5	5	3.30	1	0	1.89
CBD	Subway	Monroe/Dearborn	Dear'n Sub.	BLUE	988,180	5	2	4	1	5	2	1	5	5	5	2.95	1	1	1.88
North	RPM	Sheridan	Howard	RED	714,841	4	4	4	3	4	5	5	3	2	4	4.00	0	0	1.80
CBD	Subway	LaSalle	Dear'n Sub.	BLUE	463,028	3	2	2	2	5	3.5	3	5	5	5	3.15	1	0	1.82
West	FP	Western-Congress	Congress	BLUE	237,176	2	4	1	4	2	1	4	1.5	4	1	2.76	1	1	1.79
CBD	Others	LaSalle/Van Buren	Loop Elev.	BR, OR, PR, PK	343,373	3	1	2	1	5	3.5	3	5	5	5	2.90	1	0	1.71
North	RPM	Foster	Evan.	PURPLE	133,737	1	1	1	2	0	1.5	2	4	4	4	1.80	1	3	1.66
North	RPM	Central-Evanston	Evan.	PURPLE	125,062	1	1	2	4	1	1	1	4	2	3	1.83	2	0	1.62
CBD	FP	Clinton-Congress	Dear'n Sub.	BLUE	430,028	3	3	2	2	2	3	1	5	0	4	2.41	1	0	1.48

All Stations Accessible Program (ASAP)

Strategic Plan

APPENDIX C

PHASE TWO STATIONS PROPOSED CONCEPT DESIGNS



CHICAGO TRANSIT AUTHORITY
ENGINEERING DEPARTMENT

ALL STATIONS ACCESSIBILITY PROGRAM (ASAP)
IRVING PARK ROAD. - BLUE LINE STATION

PROJECT SITE
4131 WEST IRVING PARK RD.
CHICAGO, ILLINOIS 61613

10% CONCEPTUAL DRAWINGS
OPTION 1 DRAFT
DATE: 06/06/2023

LIST OF DRAWINGS

SHEET NUMBER	SHEET TITLE
CIVIL & ARCHITECTURAL	
G – 001	COVER SHEET
G – 100	AERIAL VIEW
A – 101	EXISTING PLANS
A – 102	DEMOLITION KEY PLANS
A – 103	DEMOLITION PLAN
A – 104	DEMOLITION PLAN
A – 105	DEMOLITION PLAN
A – 106	DEMOLITION PLAN
A – 107	PROPOSED PLANS
A – 108	PROPOSED PLAN
A – 109	PROPOSED PLAN
A – 108	PROPOSED PLAN
A – 109	PROPOSED PLAN
A – 201	SECTION WITH CLEARANCE DIAGRAM
A – 202	SECTION WITH CLEARANCE DIAGRAM
A – 203	SECTION WITH CLEARANCE DIAGRAM
A – 204	SECTION WITH CLEARANCE DIAGRAM

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 1/2 pars. 3711et seq. amended) AND "THE ILLINOIS ACCESIBILITY CODE', ILL ADM. CODE 400.

THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

COVER SHEET

G-001

PLOTTED ON: 2023/06/06

1 / G-100 AERIAL VIEW OF IRVING PARK STATION
SCALE: 1/72"=1'-0"

NORTH

0 32' 64' 128'
SCALE: 1/64"=1'-0"

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ALL STATIONS
ACCESSIBILITY PROGRAM
IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

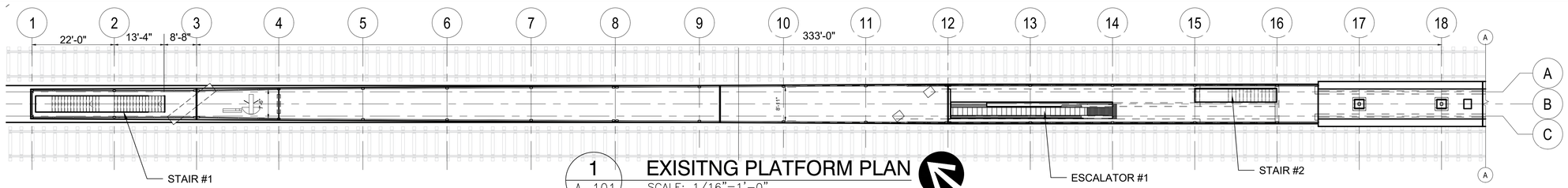
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

AERIAL VIEW

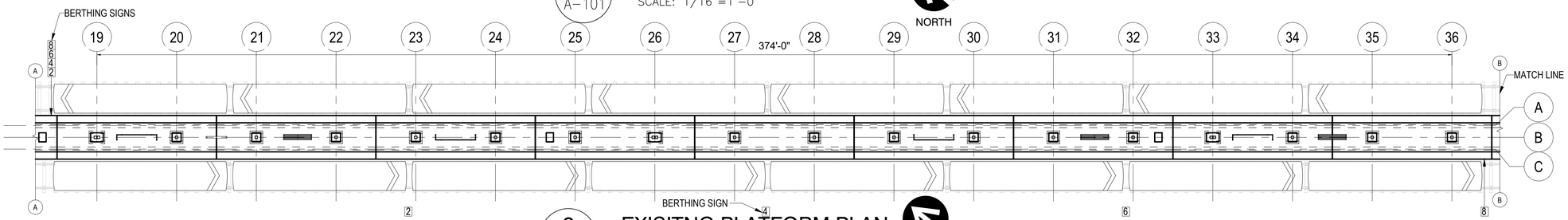
G-100



1 A-101 EXISITNG PLATFORM PLAN

SCALE: 1/16"=1'-0"

NORTH



2 A-101 EXISITNG PLATFORM PLAN

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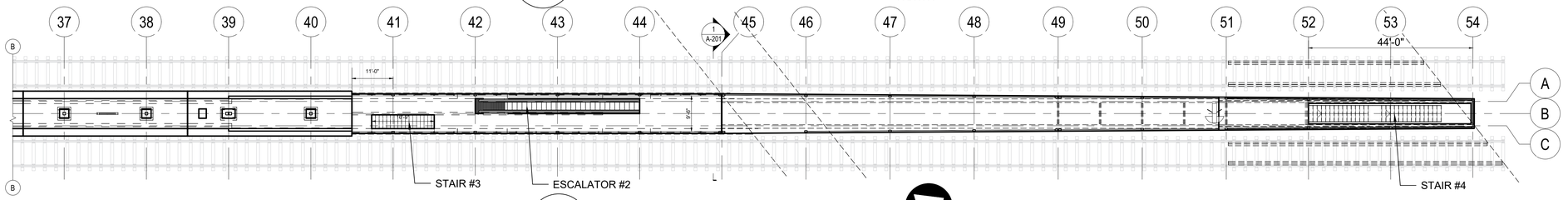
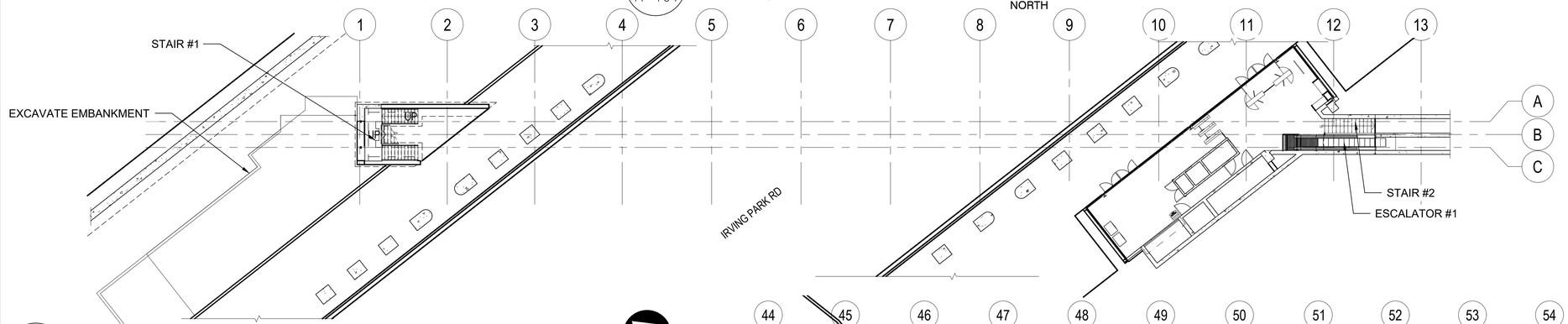
NORTH



3 A-101 EXISITNG PLATFORM PLAN

SCALE: 1/16"=1'-0"

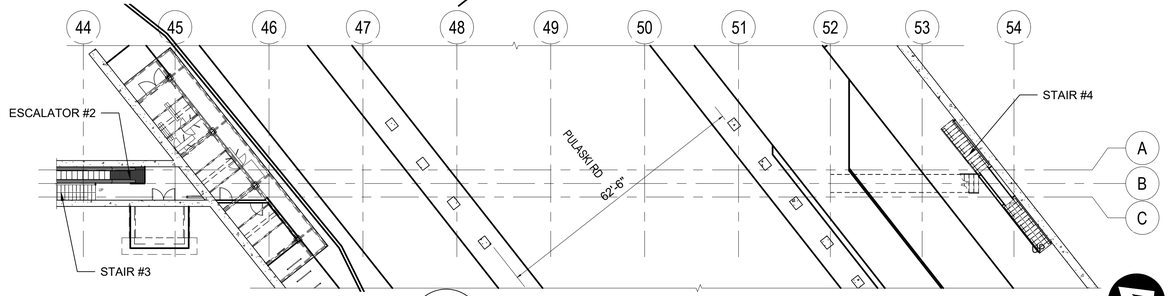
NORTH



4 A-101 EXISITNG STREET LEVEL PLAN AT IRVING PARK RD

SCALE: 1/16"=1'-0"

NORTH



5 A-101 EXISITNG STREET LEVEL PLAN AT PULASKI RD

SCALE: 1/16"=1'-0"

NORTH

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ALL STATIONS
ACCESSIBILITY PROGRAM
IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

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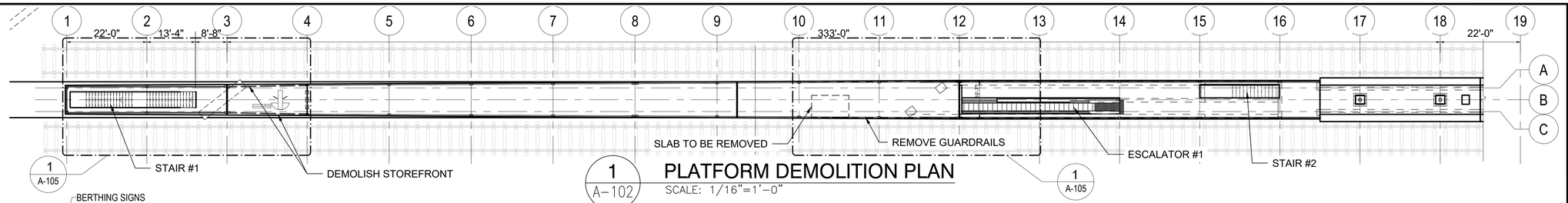
PROJECT NO	
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

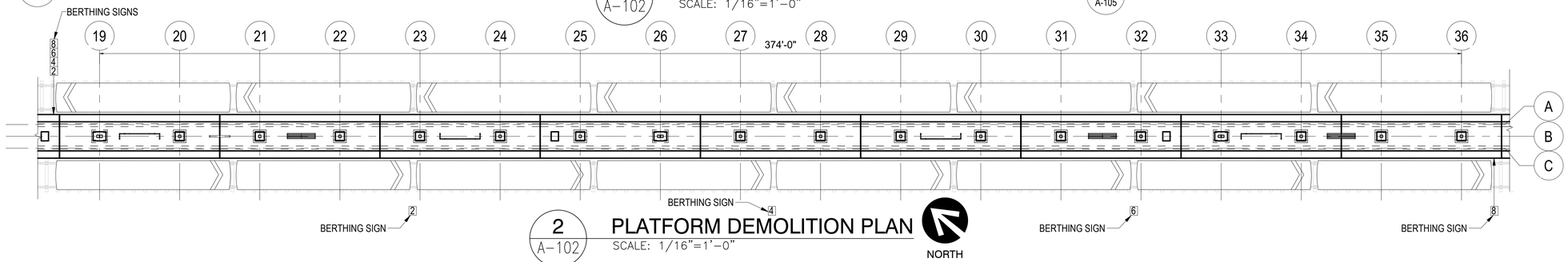
LOCATION: IRVING PARK

EXISTING PLANS

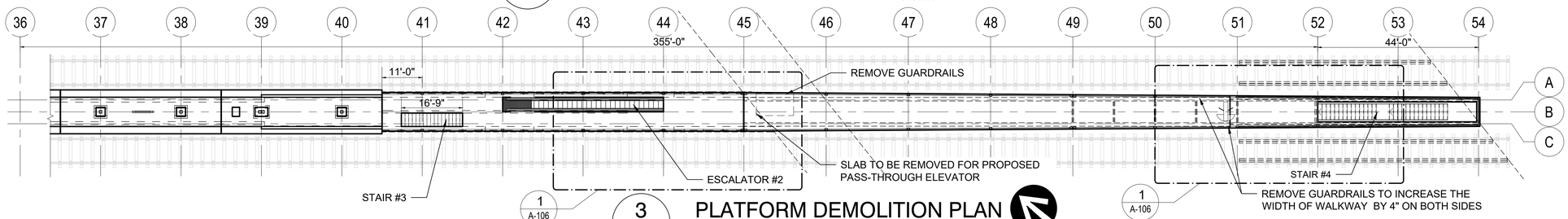
A-101



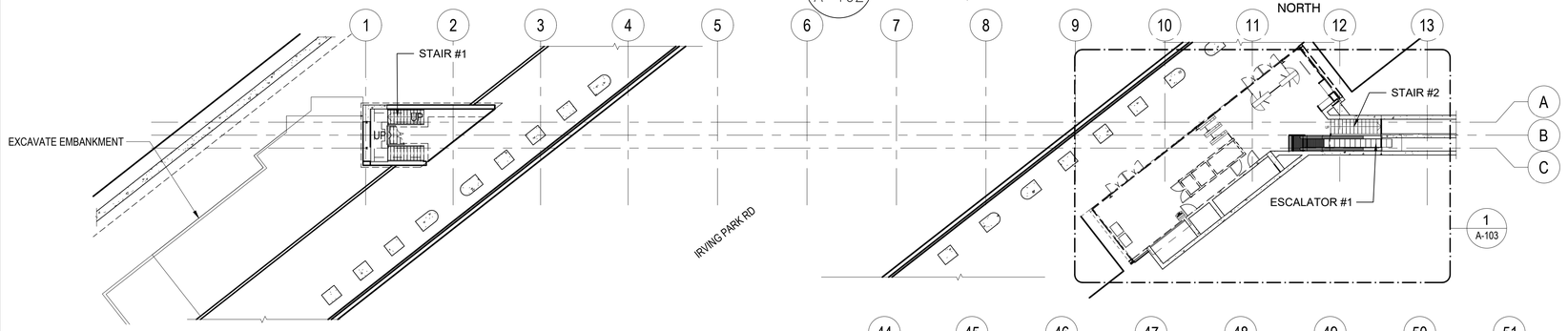
1 / A-102 PLATFORM DEMOLITION PLAN
SCALE: 1/16"=1'-0"



2 / A-102 PLATFORM DEMOLITION PLAN
SCALE: 1/16"=1'-0"
NORTH



3 / A-102 PLATFORM DEMOLITION PLAN
SCALE: 1/16"=1'-0"
NORTH



4 / A-102 STREET LEVEL DEMOLITION PLAN AT IRVING PARK RD
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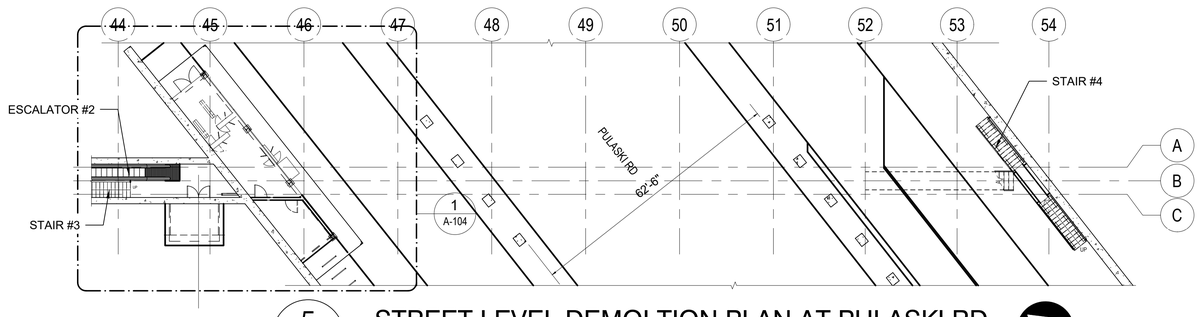

5 / A-102 STREET LEVEL DEMOLTION PLAN AT PULASKI RD
SCALE: 1/16"=1'-0"
NORTH

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ALL STATIONS
ACCESSIBILITY PROGRAM
IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

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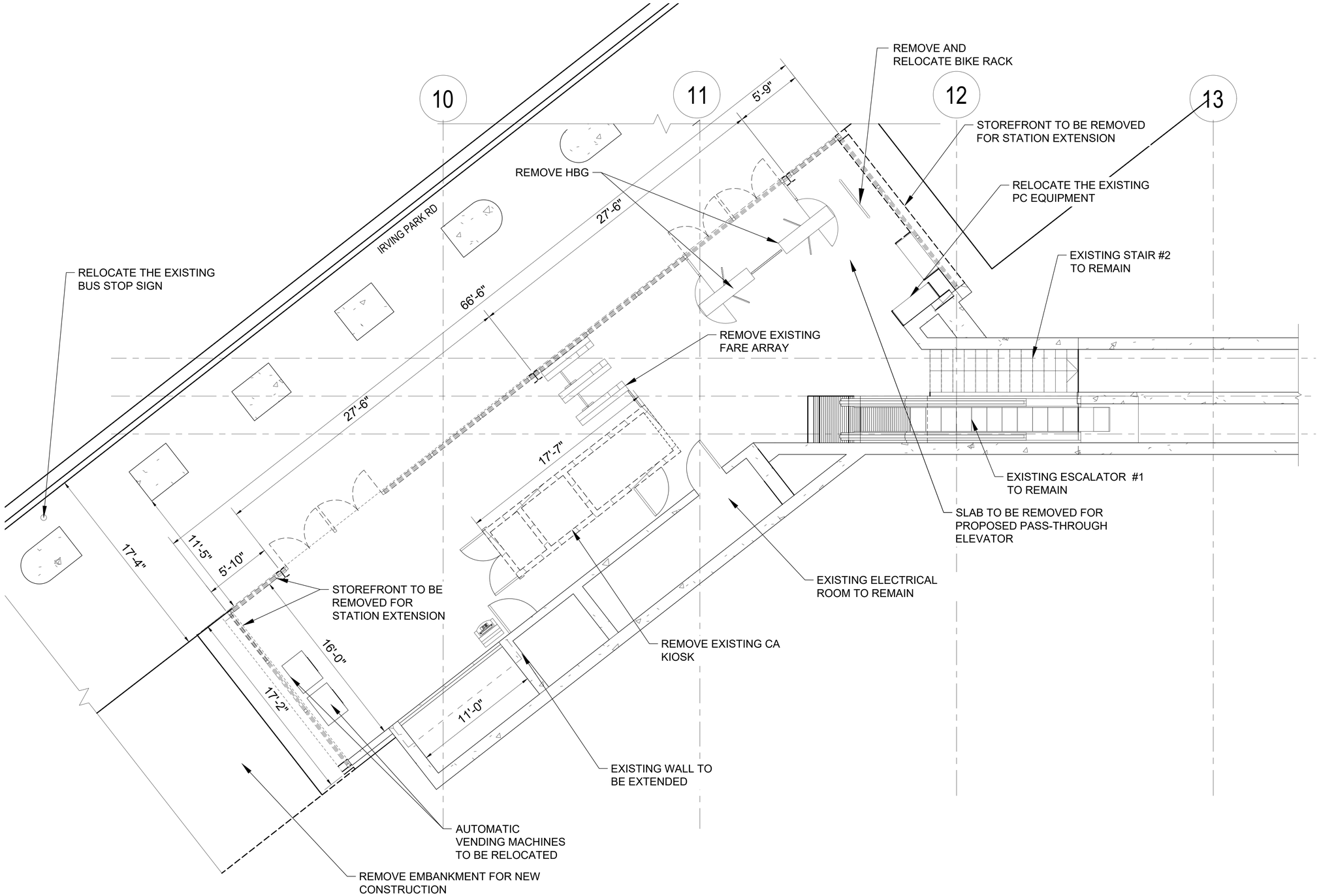
PROJECT NO	
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

DEMOLITION KEY PLANS

A-102



1 / A-103 DEMOLITION AT IRVING PARK STATIONHOUSE

SCALE: 3/16"=1'-0"

NORTH

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ENGINEERING

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ALL STATIONS
ACCESSIBILITY PROGRAM
IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

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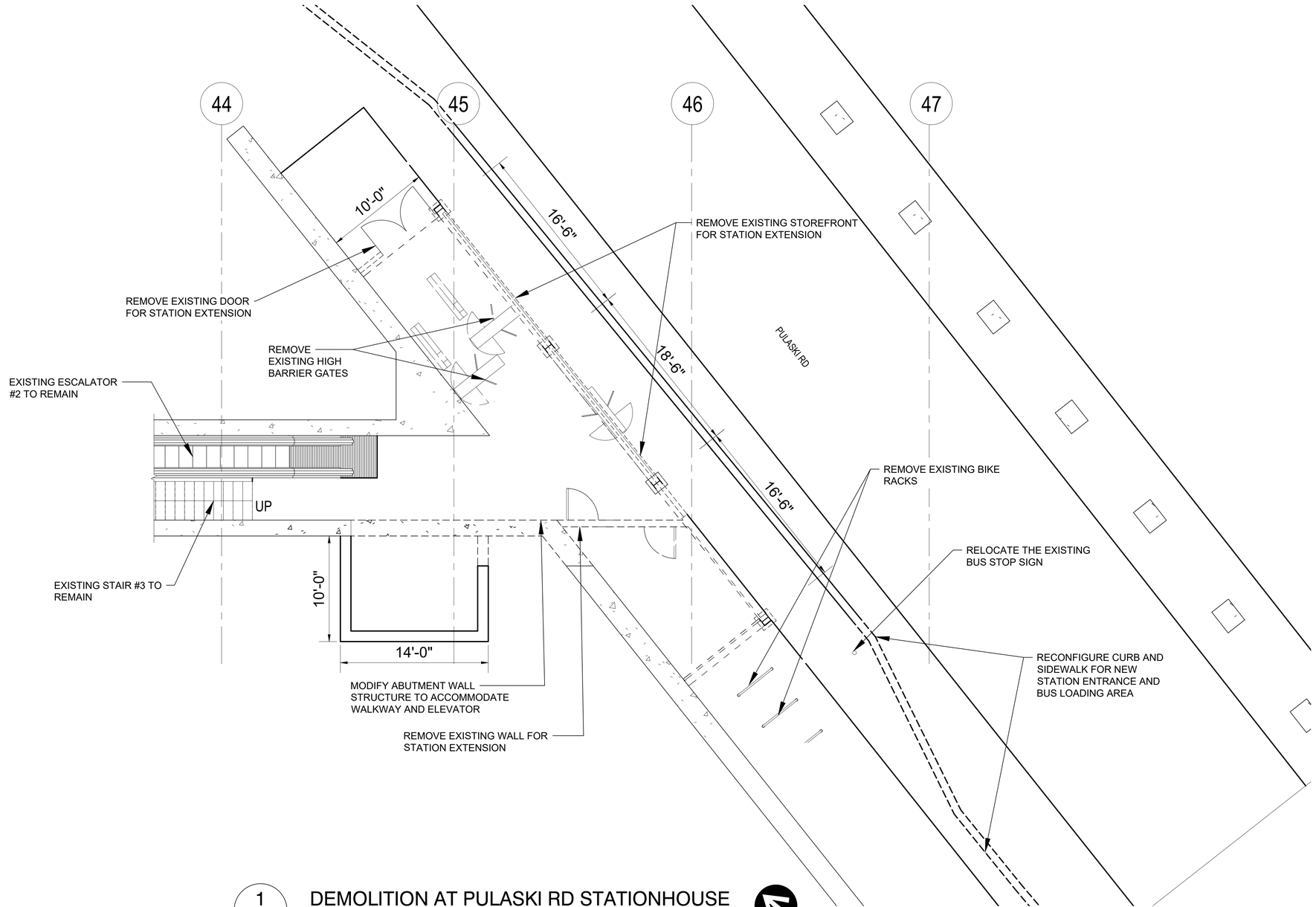
DRAWN BY	
PROJECT NO	
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

DEMOLITION PLAN AT IRVING PARK STATIONHOUSE

A-103



1 / A-104 DEMOLITION AT PULASKI RD STATIONHOUSE

SCALE: 3/16"=1'-0"

NORTH

NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ALL STATIONS
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IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

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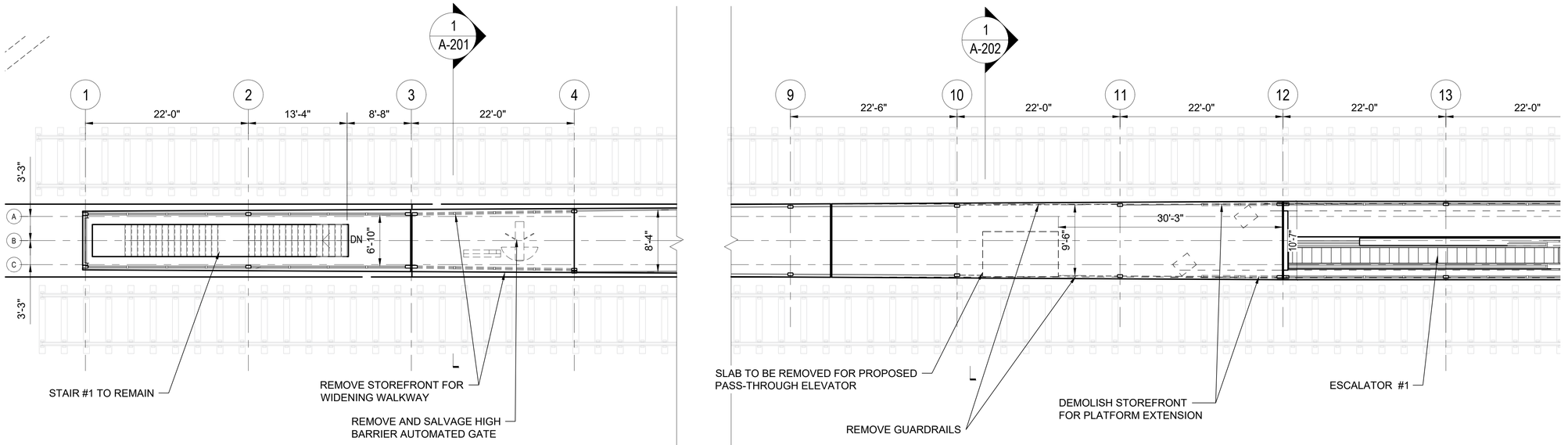
PROJECT NO	
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

DEMOLITION PLAN AT PLATFORM LEVEL

A-104



1 / A-105 **DEMOLITION PLAN AT PLATFORM LEVEL**

SCALE: 1/8"=1'-0"

NORTH

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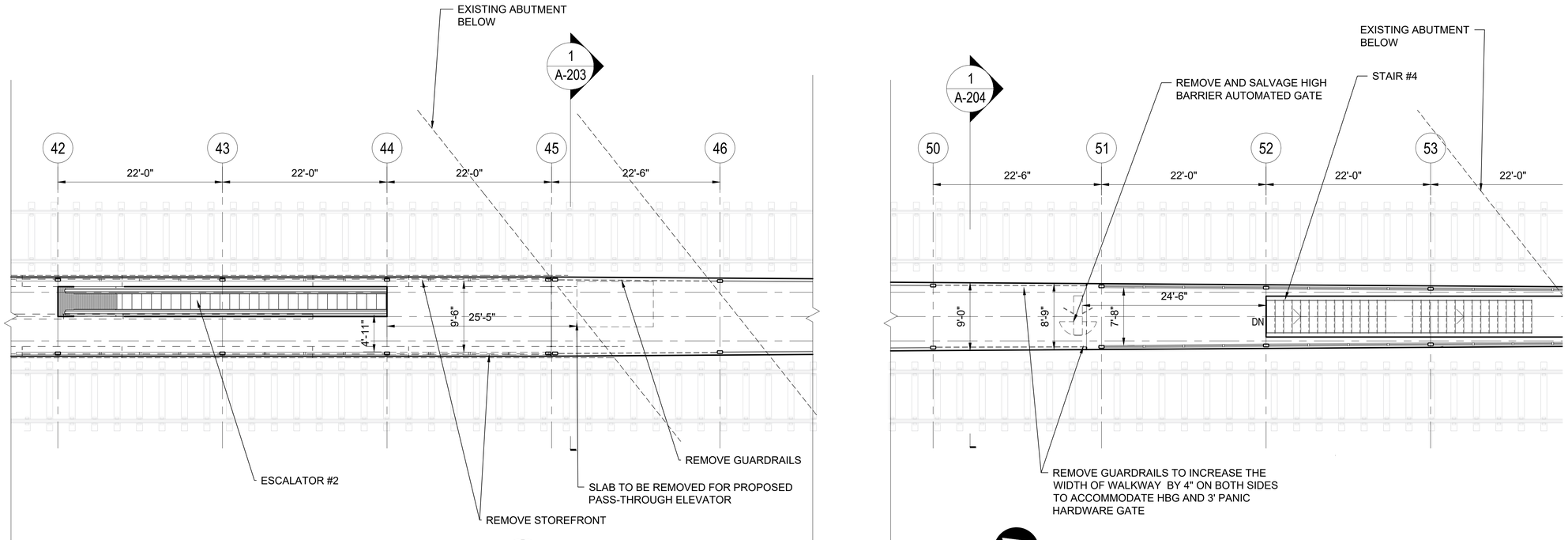
LOCATION: IRVING PARK

DEMOLITION PLAN AT PLATFORM LEVEL

A-105



1
A-106

DEMOLITION PLAN AT PLATFORM LEVEL

SCALE: 1/8"=1'-0"

NORTH

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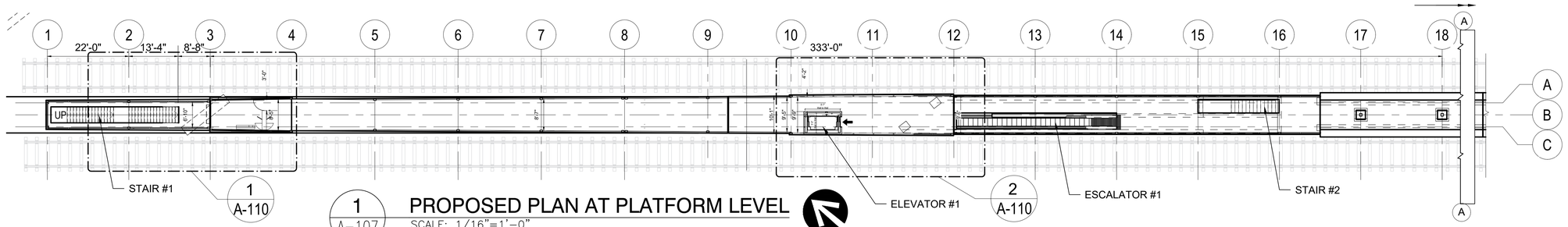
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

DEMOLITION PLAN AT PLATFORM LEVEL

A-106

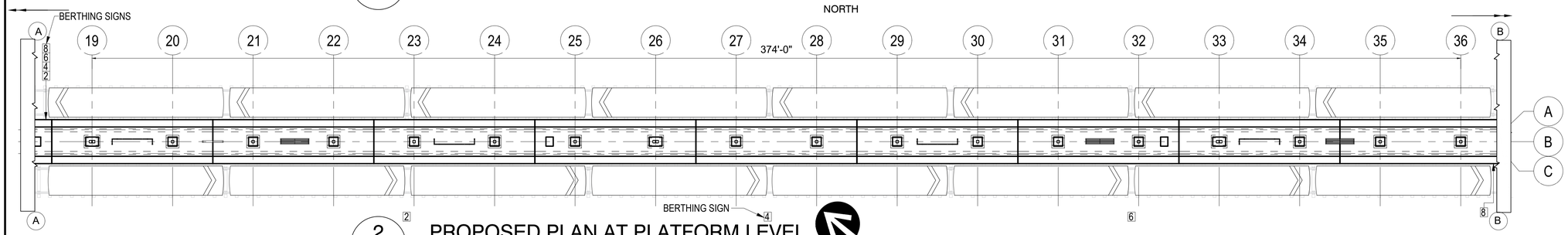


1 A-110

1 A-107 PROPOSED PLAN AT PLATFORM LEVEL

SCALE: 1/16"=1'-0"

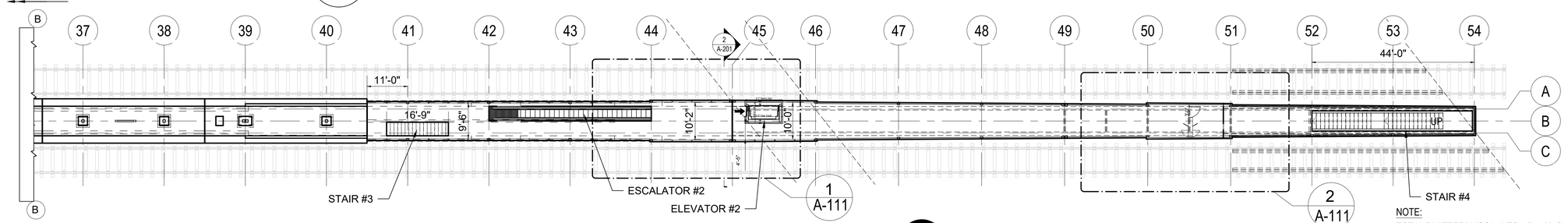
NORTH



2 A-107 PROPOSED PLAN AT PLATFORM LEVEL

SCALE: 1/16"=1'-0"

NORTH



1 A-111

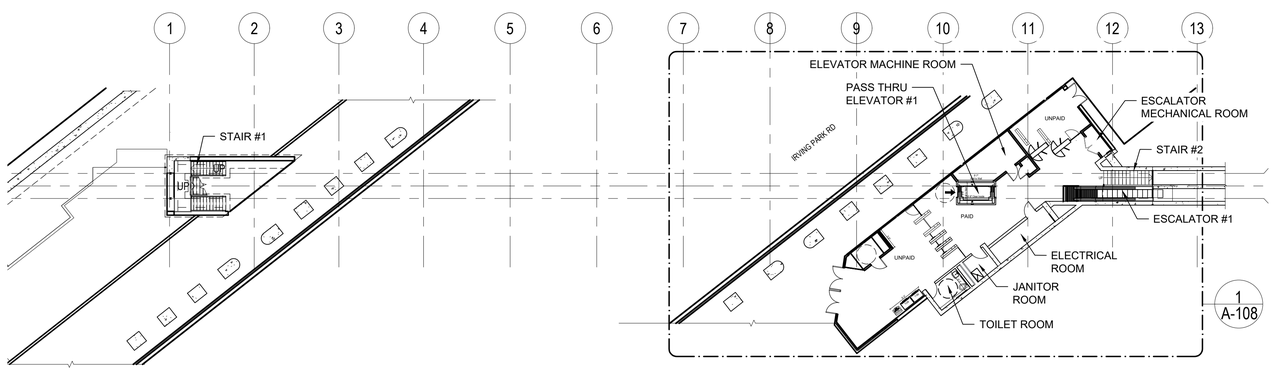
2 A-111

NOTE:
TOTAL PLATFORM (COL. 1 TO 54) = 1172'

3 A-107 PROPOSED PLAN AT PLATFORM LEVEL

SCALE: 1/16"=1'-0"

NORTH

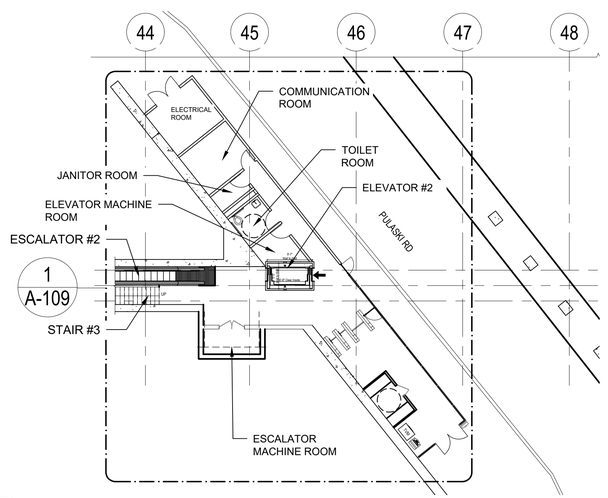


1 A-108

4 A-107 PROPOSED STREET LEVEL PLAN AT IRVING PARK RD

SCALE: 1/16"=1'-0"

NORTH



1 A-109

5 A-107 PROPOSED STREET LEVEL PLAN AT PULASKI RD

SCALE: 1/16"=1'-0"

NORTH

0 8' 16' 32'
1/16" = 1'-0"

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ENGINEERING

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IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

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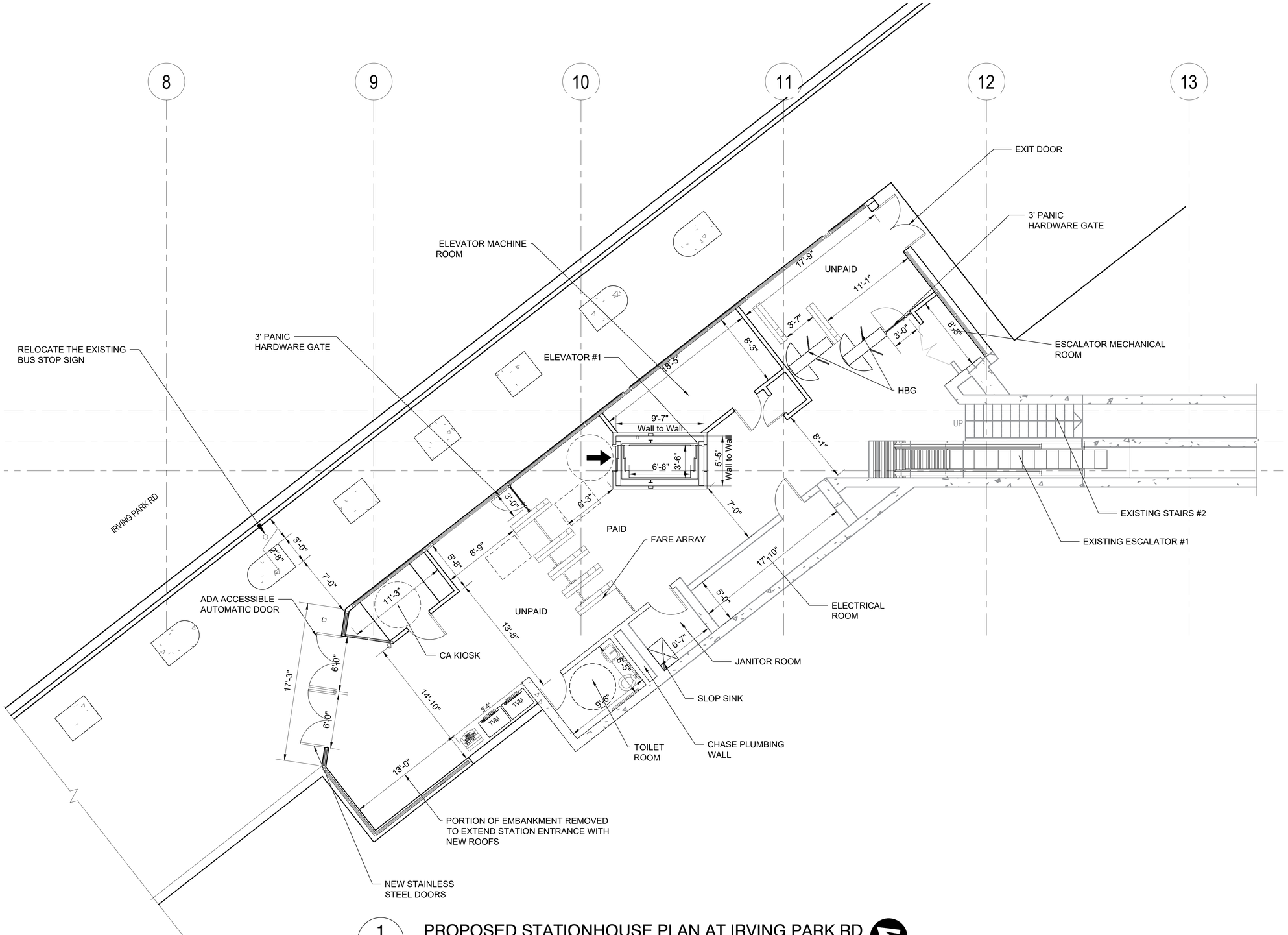
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

PROPOSED PLANS

A-107



1 / A-108 PROPOSED STATIONHOUSE PLAN AT IRVING PARK RD

SCALE: 3/16"=1'-0"

NORTH

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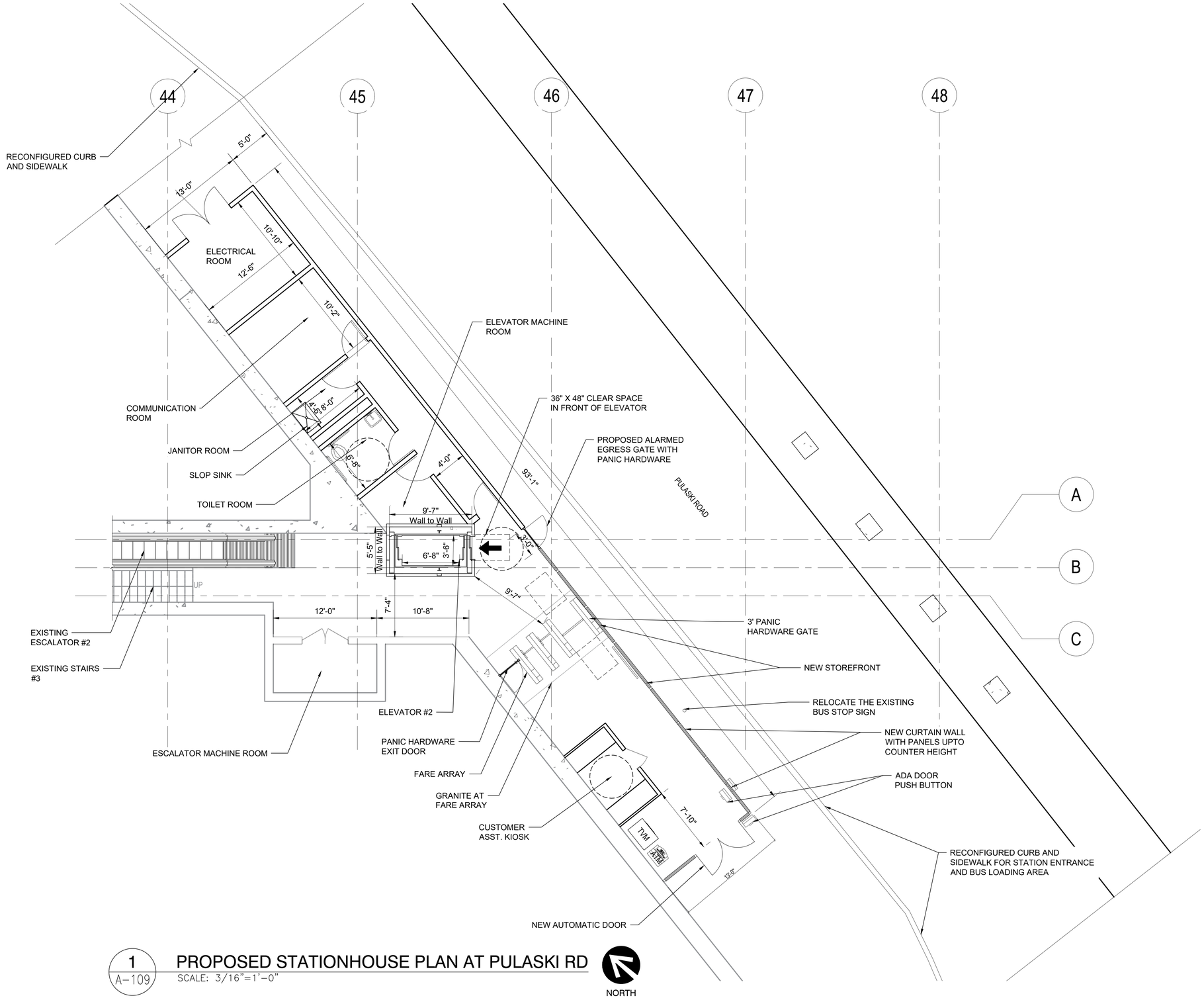
LOCATION: IRVING PARK

PROPOSED PLAN AT STREET LEVEL

A-108



1 / A-109 PROPOSED STATIONHOUSE PLAN AT PULASKI RD

SCALE: 3/16"=1'-0"

NORTH

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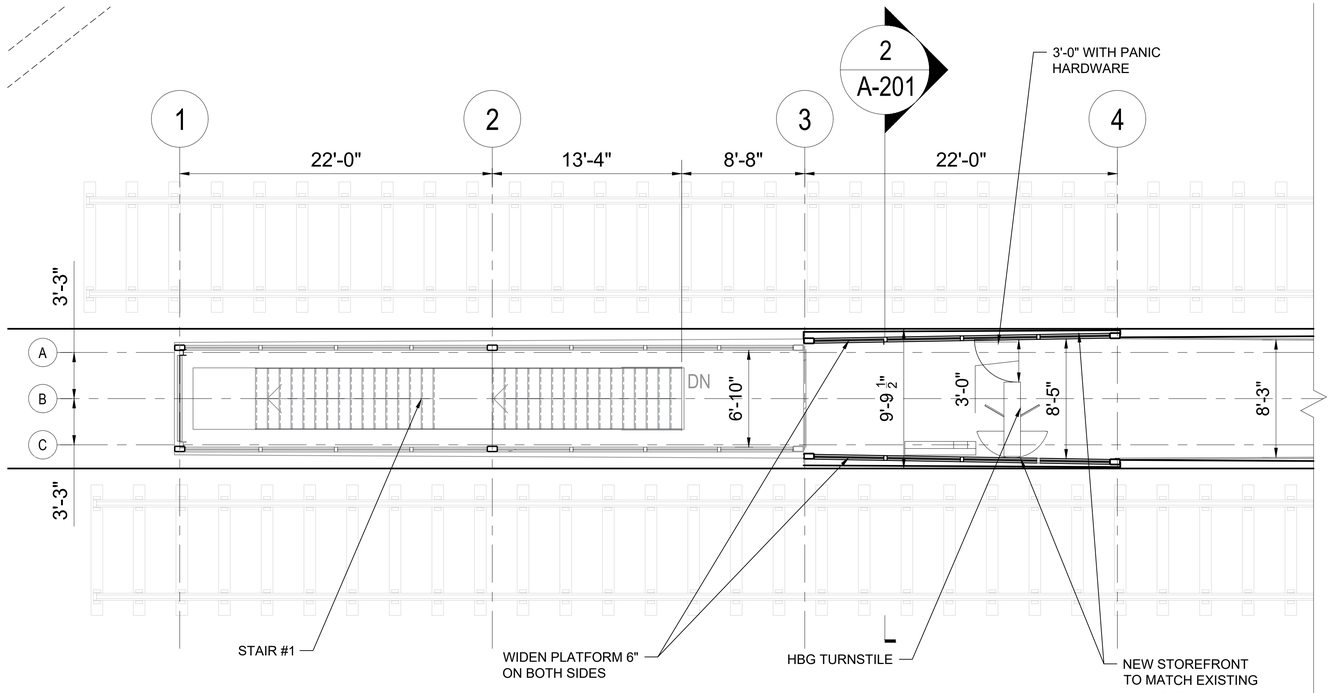
LOCATION: IRVING PARK

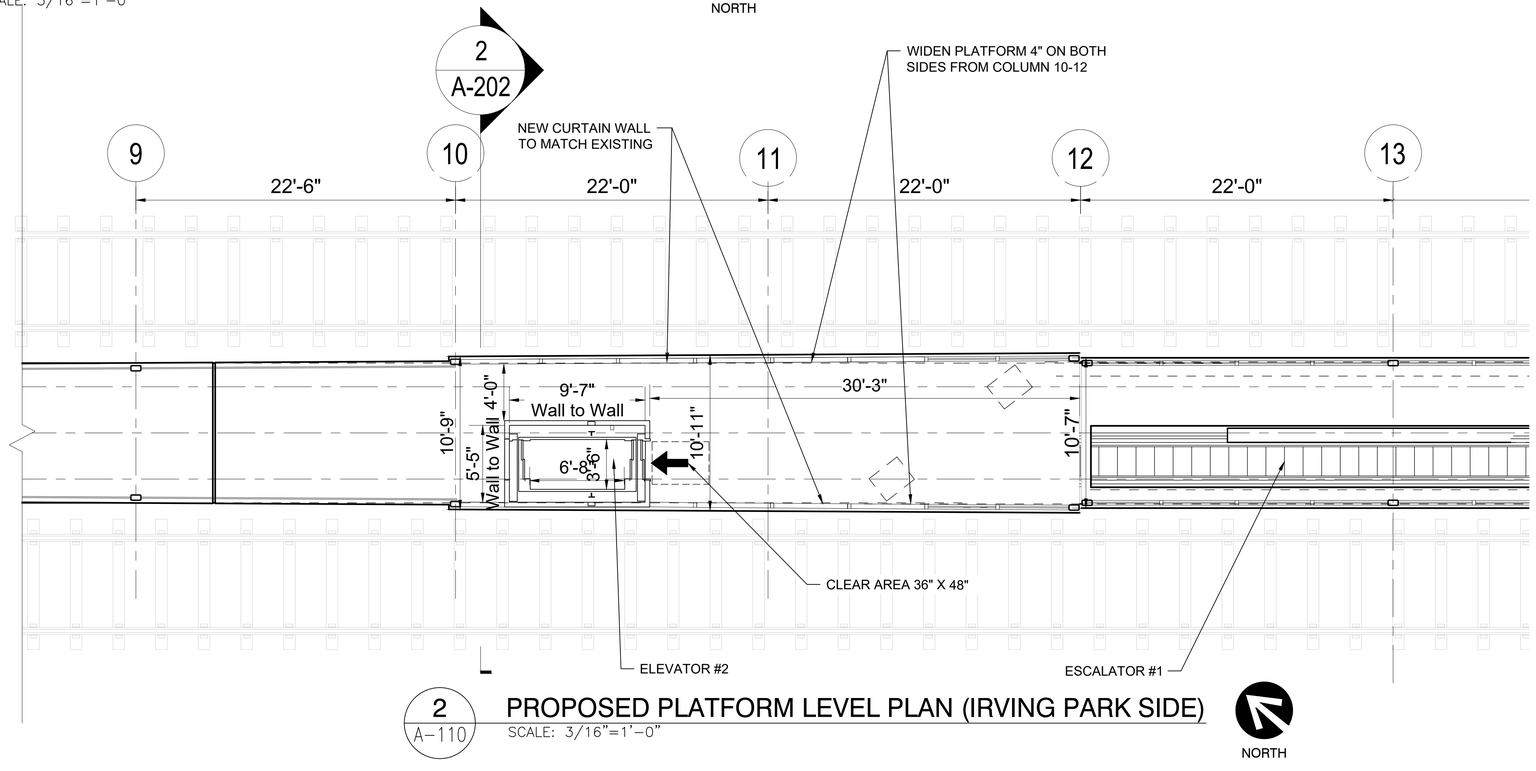
PROPOSED PLAN AT STREET LEVEL

A-109



1 / A-110 PROPOSED PLATFORM LEVEL PLAN (IRVING PARK SIDE)

SCALE: 3/16"=1'-0"



2 / A-110 PROPOSED PLATFORM LEVEL PLAN (IRVING PARK SIDE)

SCALE: 3/16"=1'-0"

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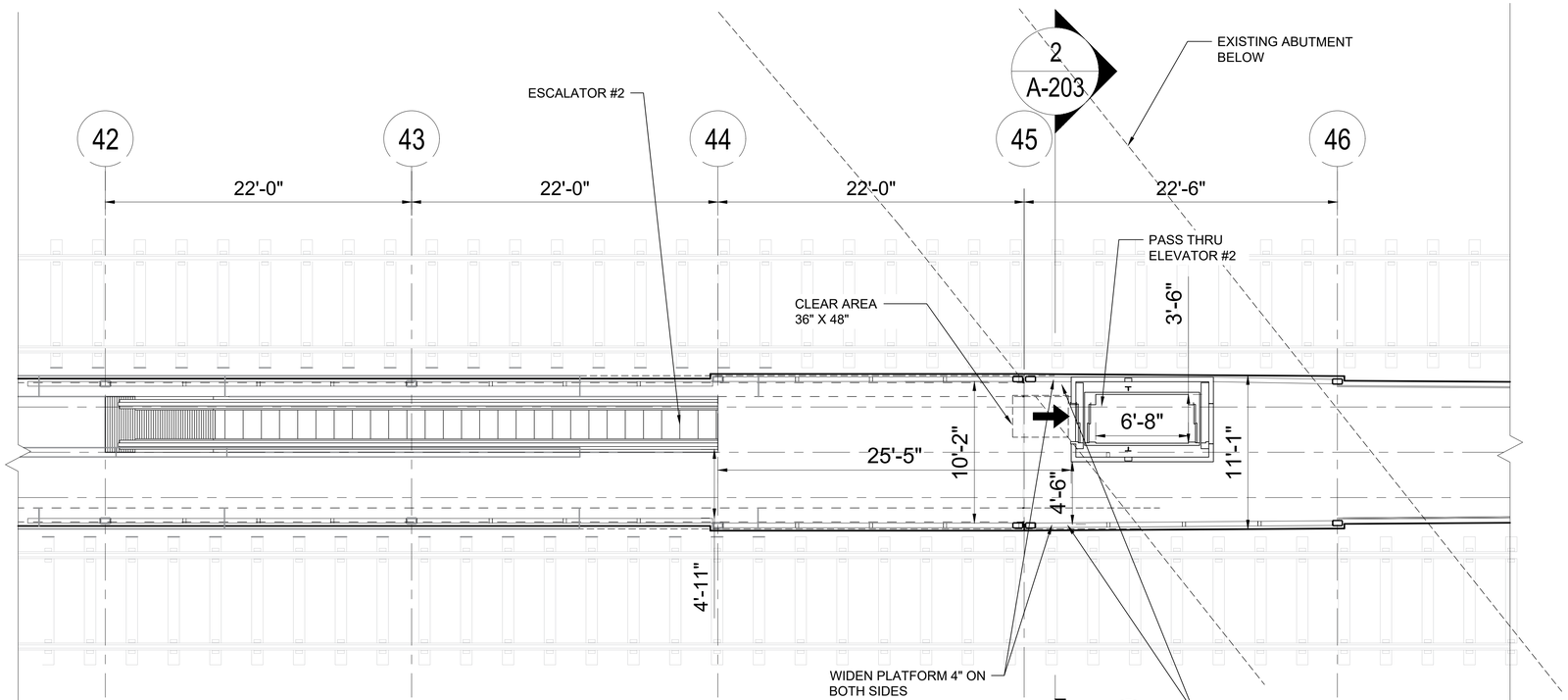
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

PROPOSED PLAN AT PLATFORM LEVEL

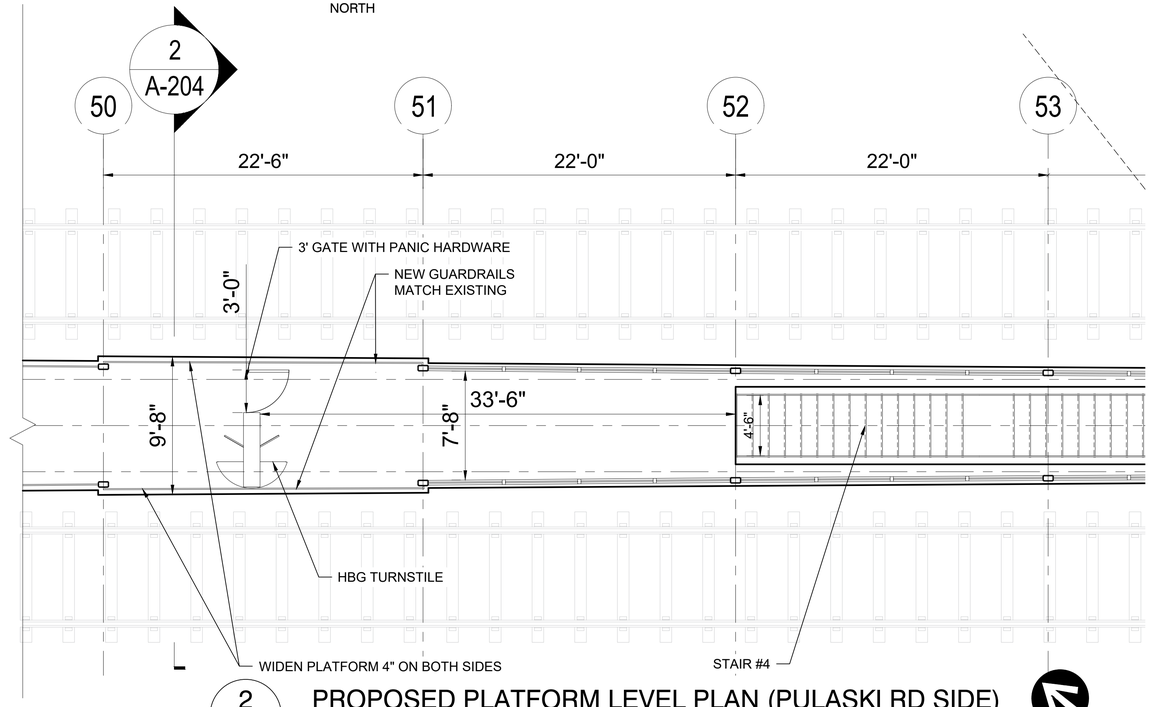
A-110



1 A-111 PROPOSED PLATFORM LEVEL PLAN (PULASKI RD SIDE)

SCALE: 3/16"=1'-0"

NORTH



2 A-111 PROPOSED PLATFORM LEVEL PLAN (PULASKI RD SIDE)

SCALE: 3/16"=1'-0"

NORTH

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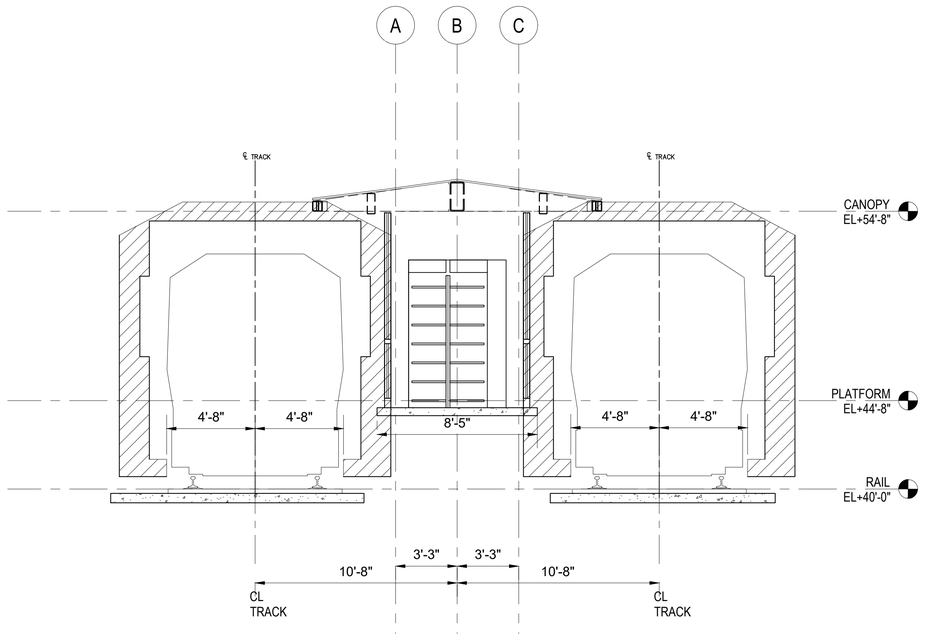
LOCATION: IRVING PARK

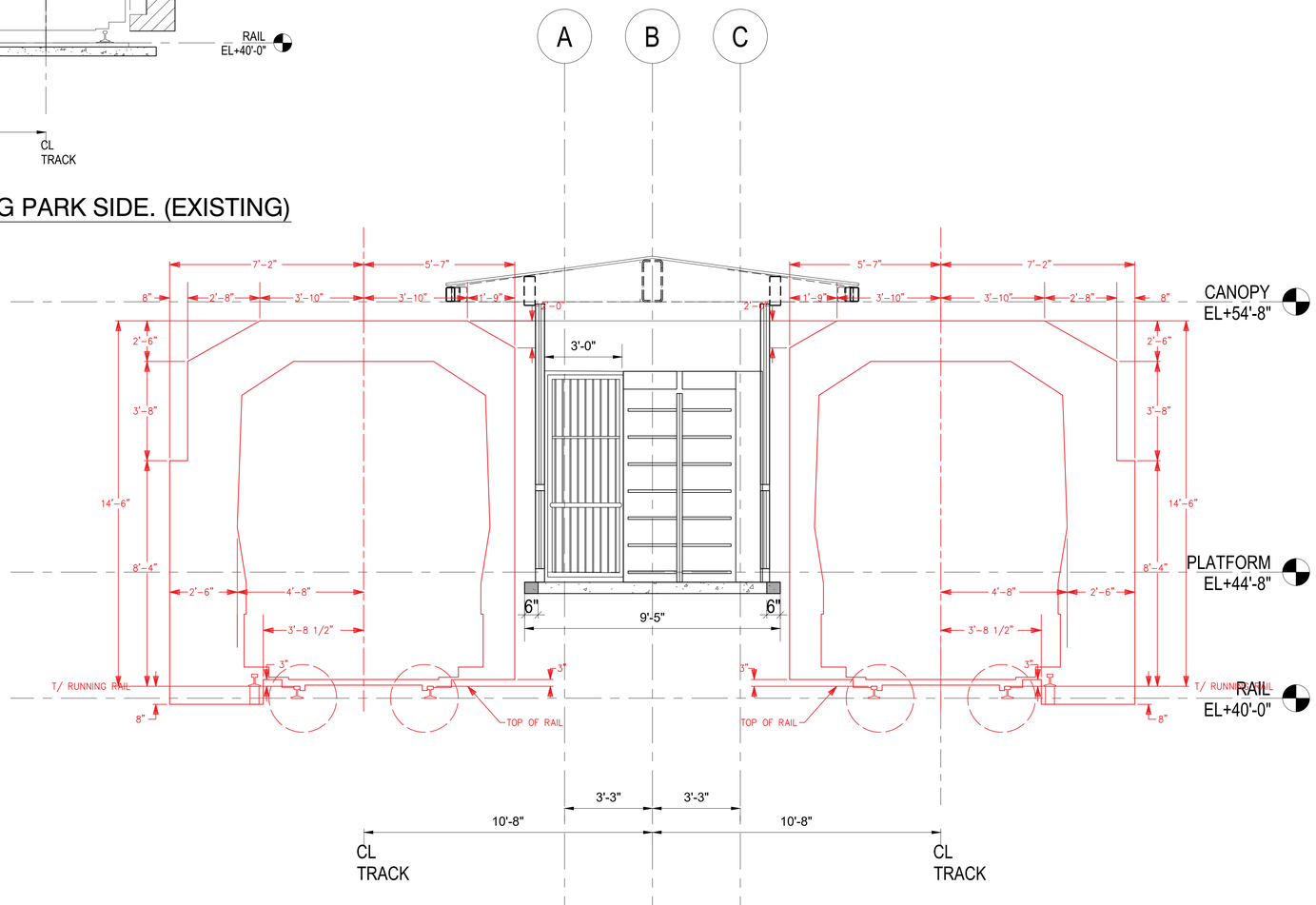
PROPOSED PLAN AT PLATFORM LEVEL

A-111



1 / A-201 SECTION AT PLATFORM LEVEL AT IRVING PARK SIDE. (EXISTING)

SCALE: 1/4"=1'-0"



2 / A-201 PROPOSED SECTION AT PLATFORM LEVEL AT IRVING PARK RD.

SCALE: 3/8"=1'-0"

FOR REFERENCE: SEE PLANS (DRWG A-101 & A-110)

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MARK	DATE	DESCRIPTION
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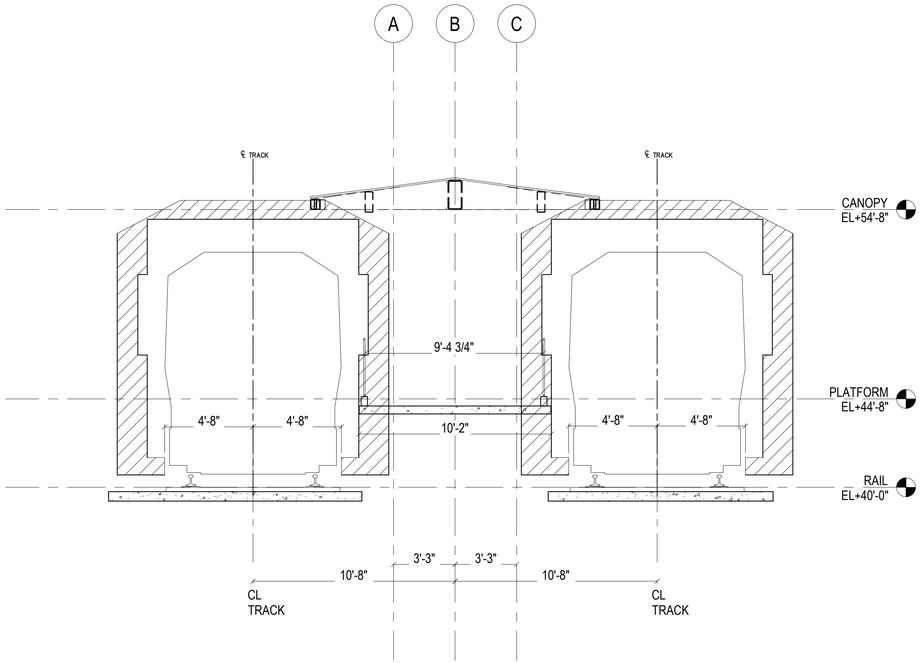
LOCATION: IRVING PARK

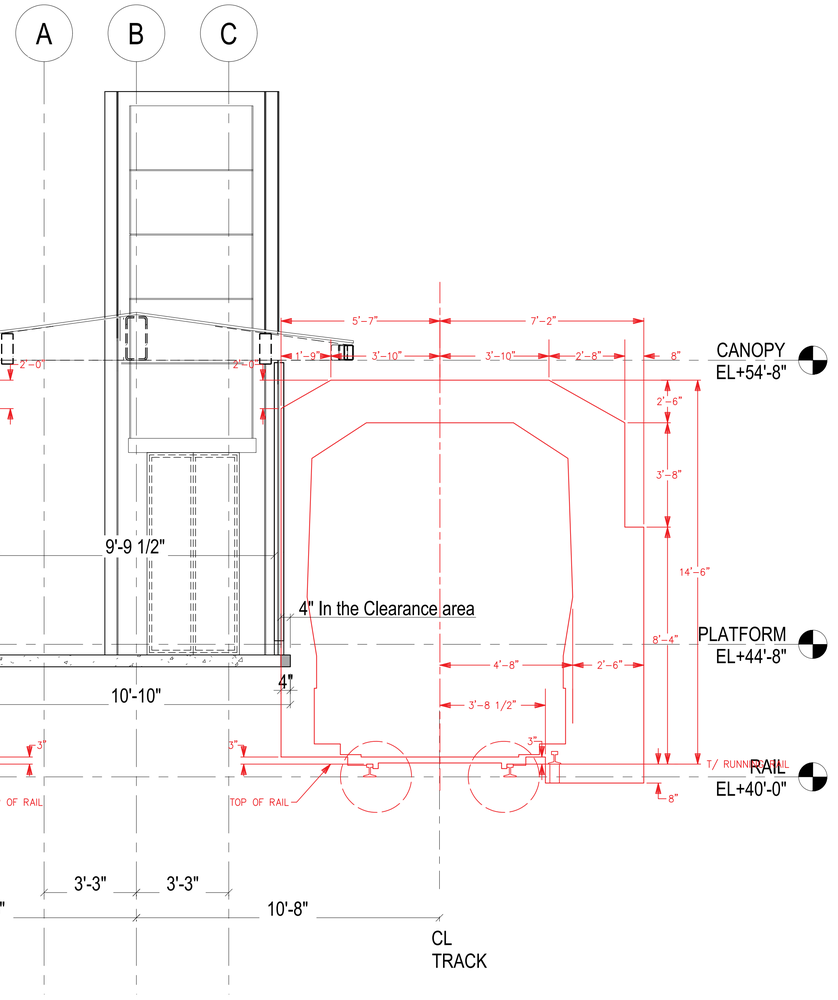
SECTIONS WITH CLEARANCE DIAGRAM

A-201



1 A-202 SECTION AT IRVING PARK RD. (EXISTING)

SCALE: 1/4"=1'-0"



2 A-202 SECTION AT PROPOSED ELEVATOR AT IRVING PARK RD.

SCALE: 3/8"=1'-0"

FOR REFERENCE: SEE PLANS (DRWG A-101 & A-110)

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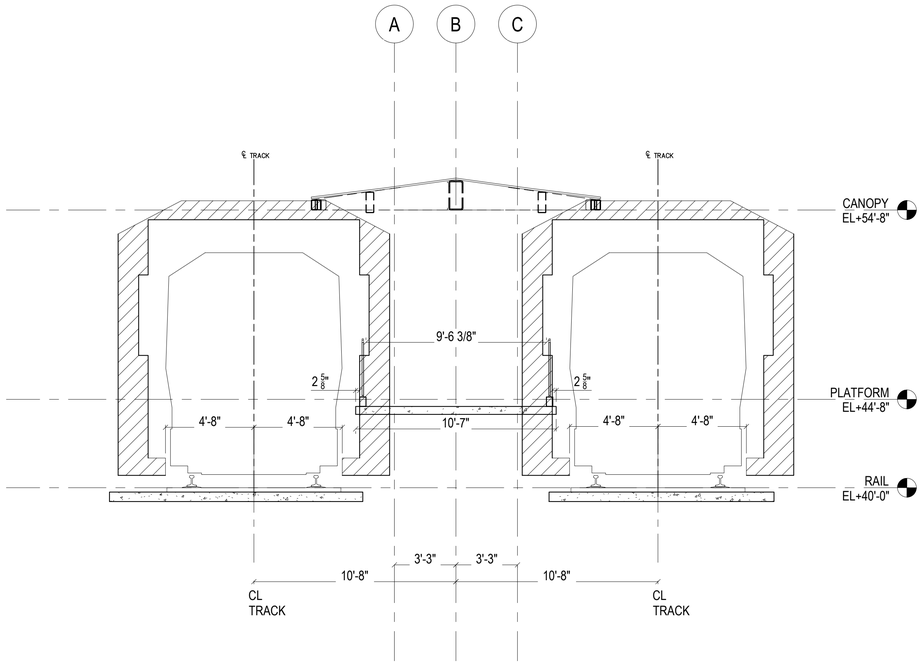
MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

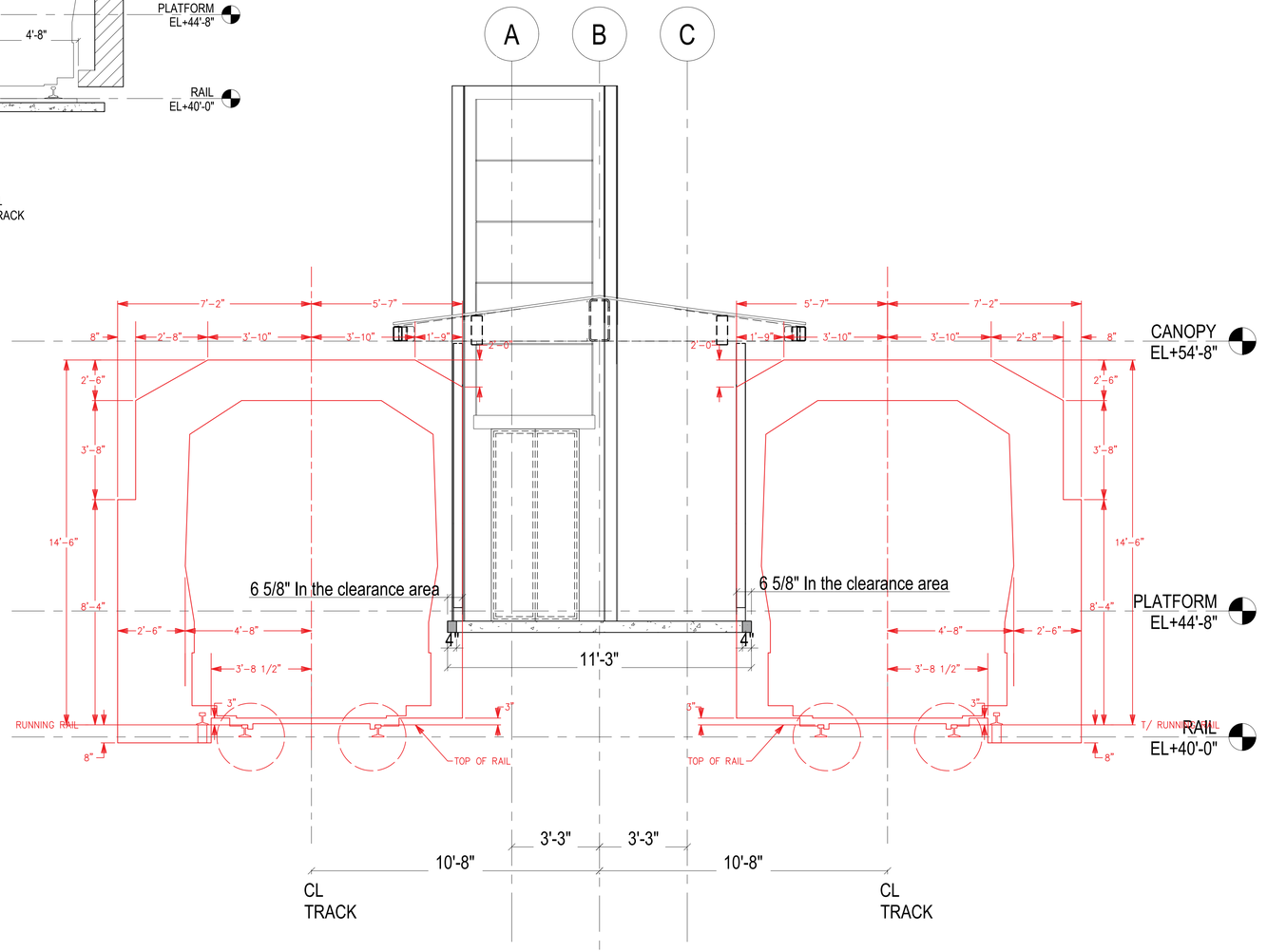
SECTIONS WITH CLEARANCE DIAGRAM

A-202



1 / A-203 SECTION AT PULASKI RD. (EXISTING)

SCALE: 1/4"=1'-0"



2 / A-203 SECTION AT PROPOSED ELEVATOR AT PULASKI RD.

SCALE: 3/8"=1'-0"

FOR REFERENCE: SEE PLANS (DRWG A-101 & A-111)

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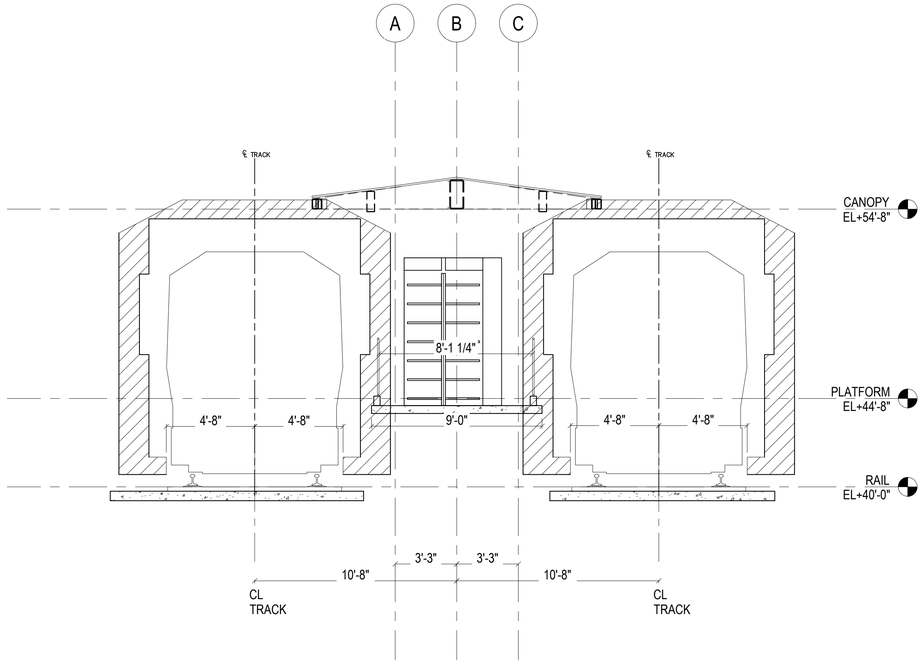
LOCATION: IRVING PARK

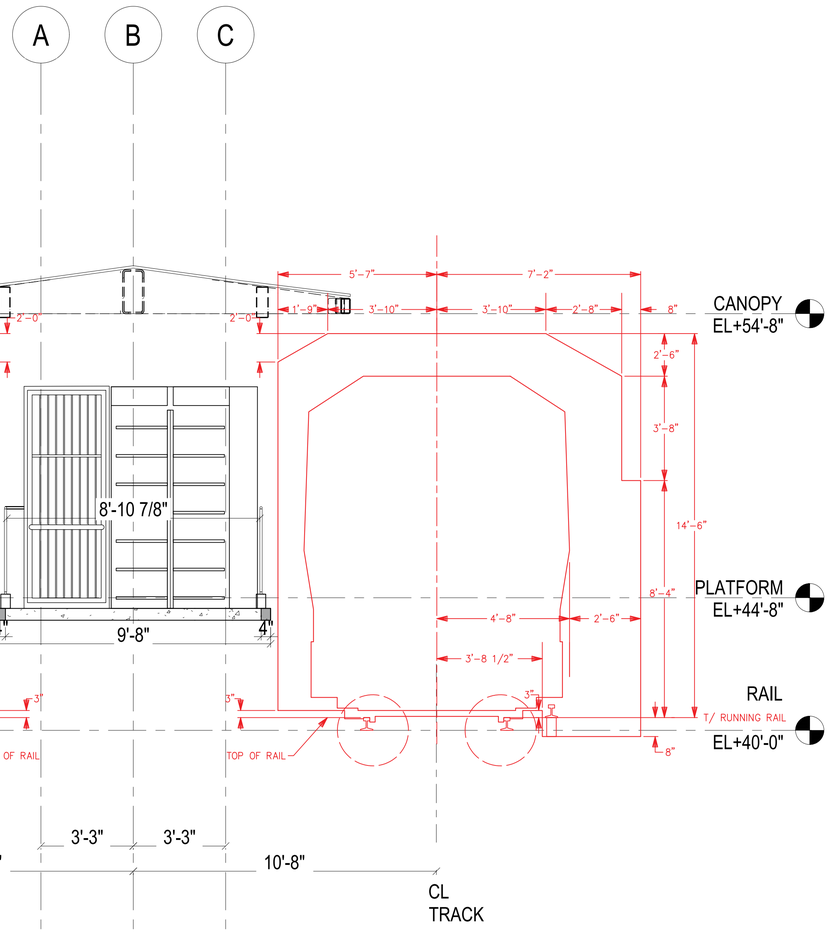
SECTIONS WITH CLEARANCE DIAGRAM

A-203



1 / A-204 SECTION AT PULASKI RD. (EXISTING)

SCALE: 1/4"=1'-0"



2 / A-204 PROPOSED SECTION AT PULASKI RD.

SCALE: 3/8"=1'-0"

FOR REFERENCE: SEE PLANS (DRWG A-101 & A-111)

NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ALL STATIONS
ACCESSIBILITY PROGRAM
IRVING PARK – BLUE LINE
10% CONCEPTUAL PLANS

IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	
FILE NAME	

MARK	DATE	DESCRIPTION
	06/06/2023	CONCEPTUAL PLANS

LOCATION: IRVING PARK

SECTIONS WITH CLEARANCE DIAGRAM

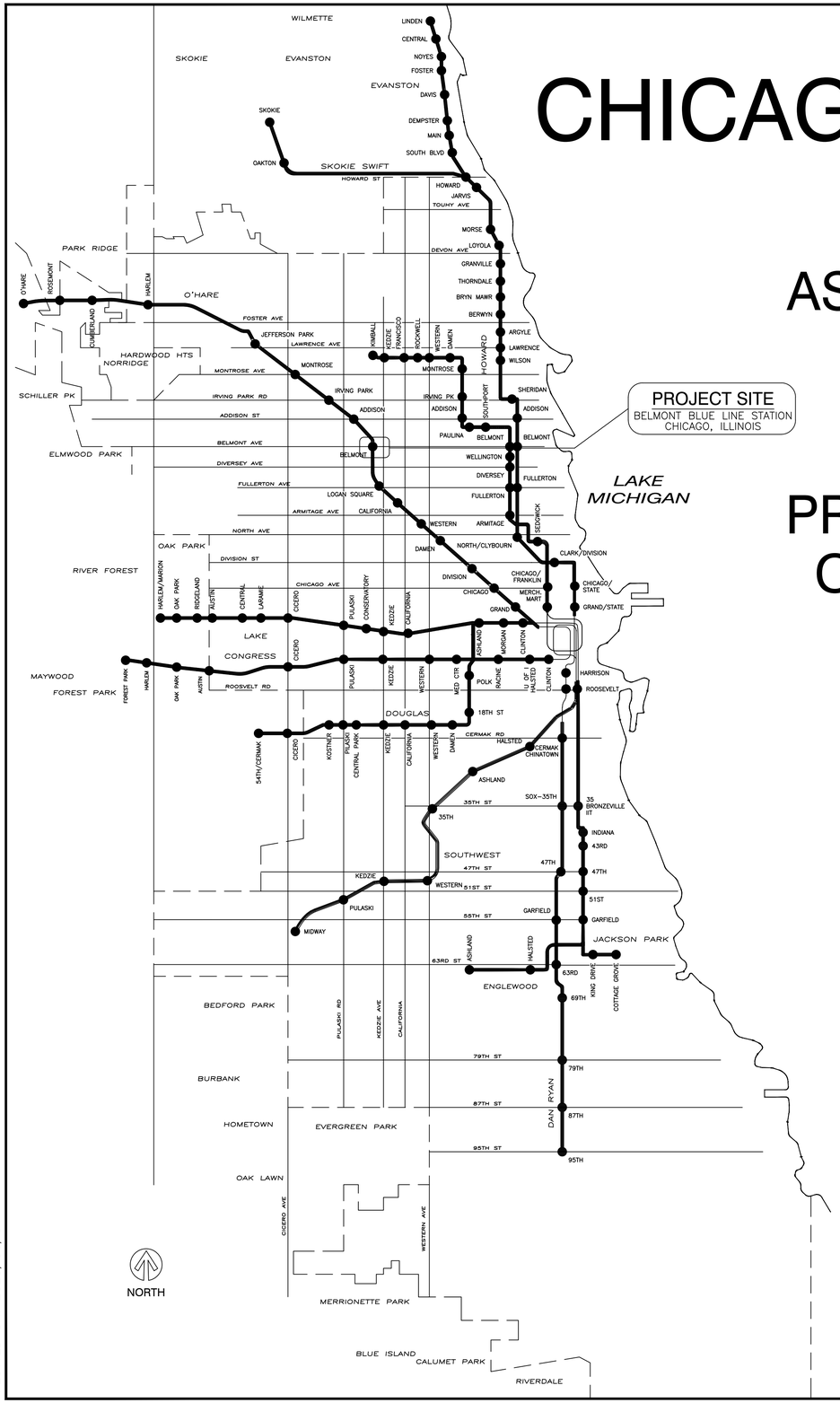
A-204

CHICAGO TRANSIT AUTHORITY

INFRASTRUCTURE

ASAP O'HARE LINE BELMONT STATION
3355 W. BELMONT AVE

DATE 06/01/2023
PROJECT NUMBER: 2015-0027.07
OPTION 3: 10 CAR TRAIN DRAFT



DRAWING INDEX

SHEET NUMBER	SHEET TITLE
G–001	COVER SHEET
ARCHIIECIURAL	
A–100	AERIAL PLAN
A–101	EXISTING STREET LEVEL PLAN
A–102	EXISTING MEZZANINE PLAN
A–103	EXISTING PLATFORM LEVEL PLAN
A–104	STREET LEVEL DEMOLITION PLAN
A–105	MEZZANINE LEVEL DEMOLITION PLAN
A–106	PLATFORM LEVEL DEMOLITION PLAN
A–107	ENLARGED STREET LEVEL DEMOLITION PLAN
A–108	ENLARGED STREET LEVEL DEMOLITION PLAN
A–109	ENLARGED MEZZANINE LEVEL DEMOLITION PLAN
A–110	ENLARGED MEZZANINE LEVEL DEMOLITION PLAN
A–111	ENLARGED PLATFORM LEVEL DEMOLITION PLAN
A–112	ENLARGED PLATFORM LEVEL DEMOLITION PLAN
A–113	PROPOSED STREET LEVEL PLAN
A–114	PROPOSED MEZZANINE LEVEL PLAN
A–115	PROPOSED PLATFORM LEVEL PLAN
A–116	ENLARGED PROPOSED STREET LEVEL PLAN
A–117	ENLARGED PROPOSED STREET LEVEL PLAN
A–118	ENLARGED PROPOSED MEZZANINE LEVEL PLAN
A–119	ENLARGED PROPOSED MEZZANINE LEVEL PLAN
A–120	ENLARGED PROPOSED PLATFORM LEVEL PLAN
A–121	ENLARGED PROPOSED PLATFORM LEVEL PLAN
A–301	PROPOSED SECTION
A–302	PROPOSED SECTION
A–303	PROPOSED SECTION
A–304	PROPOSED SECTION
A–305	PROPOSED SECTION
A–306	PROPOSED SECTION
A–307	PROPOSED SECTION
A–308	PROPOSED SECTION
A–309	PROPOSED SECTION
A–310	PROPOSED SECTION WITH CLEARANCE DIAGRAM

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

NOT FOR CONSTRUCTION

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ENGINEERING

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND 'THE ILLINOIS ACCESIBLITY CODE', ILL ADM. CODE 400.

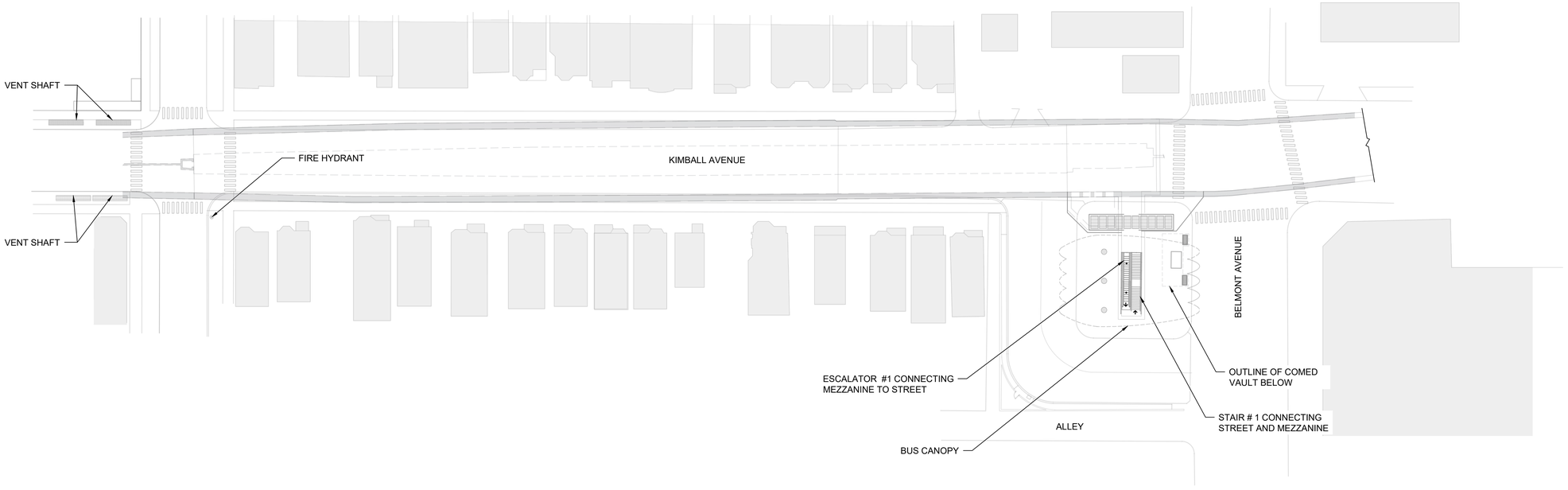
THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	06/01/2023	DESIGN OPTIONS

COVER PAGE

G-001

PLOTTED ON: 2023/06/01



1 / A-101 EXISTING STREET LEVEL PLAN
SCALE: NTS

NORTH

PLOTTED ON 2023/06/01

NOT FOR CONSTRUCTION

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ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

IN CHARGE	
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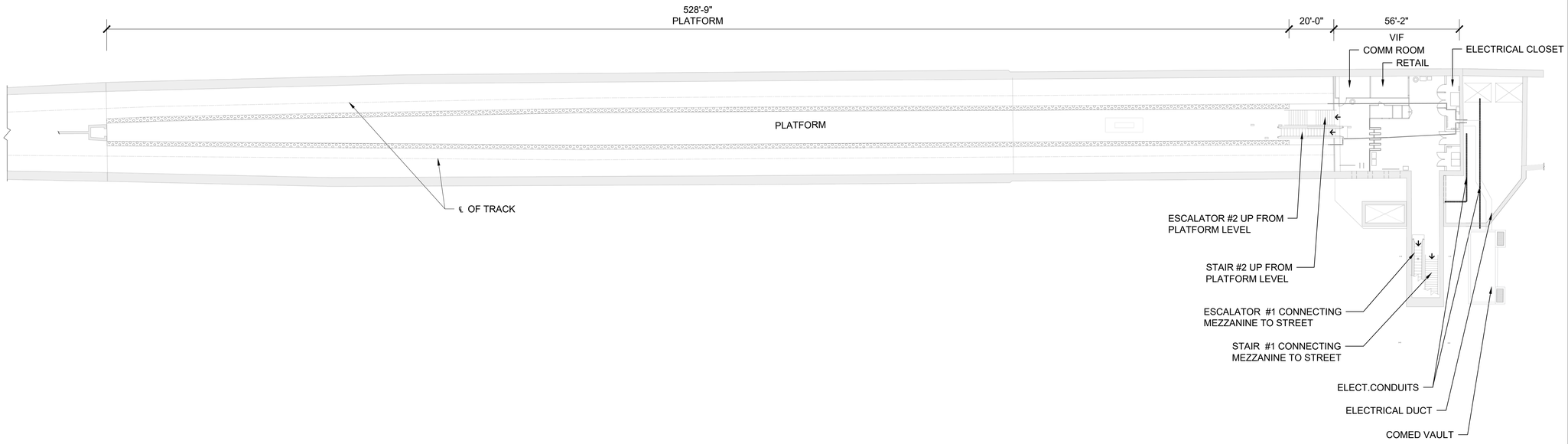
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING STREET LEVEL PLAN

A-101



1 / A-102 EXISTING MEZZANINE PLAN

SCALE: 1/24"=1'-0"

NORTH

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA
RESERVED FOR POSSIBLE APPROVAL STAMPS

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ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

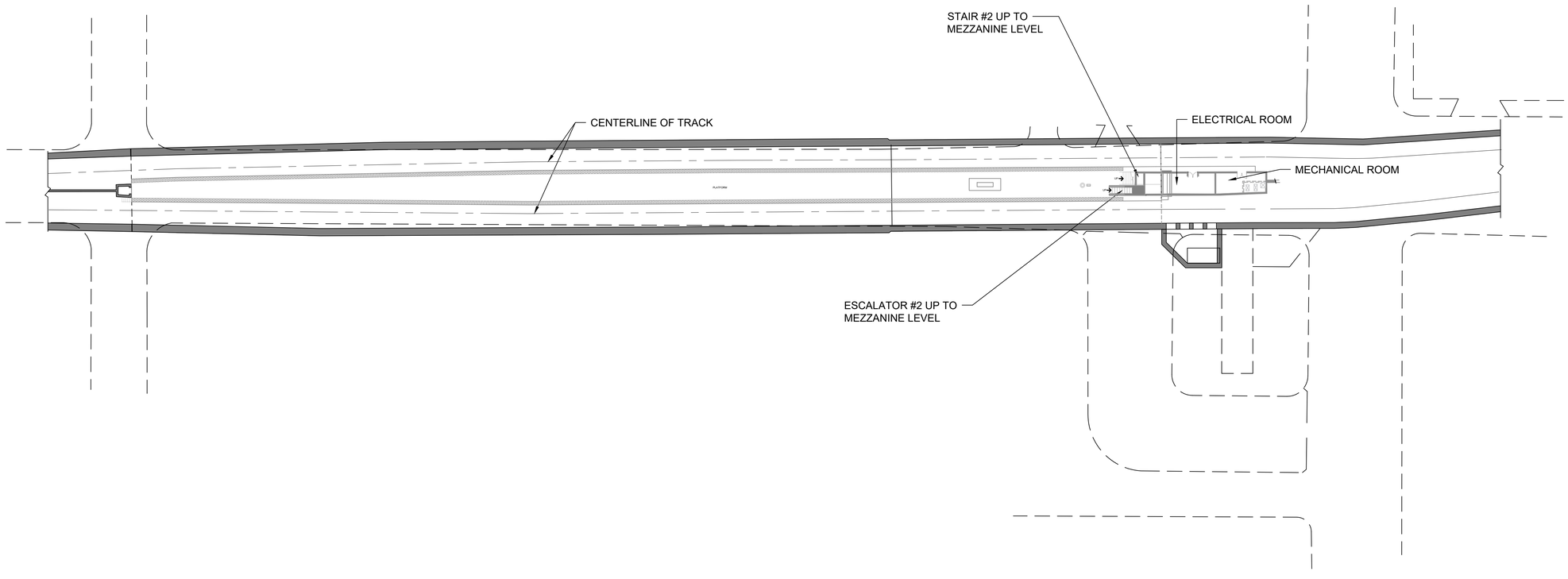
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING MEZZANINE PLAN

A-102



1 / A-103 EXISTING PLATFORM LEVEL PLAN
SCALE: NTS

NORTH

PLOTTED ON 2023/06/01

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

IN CHARGE	
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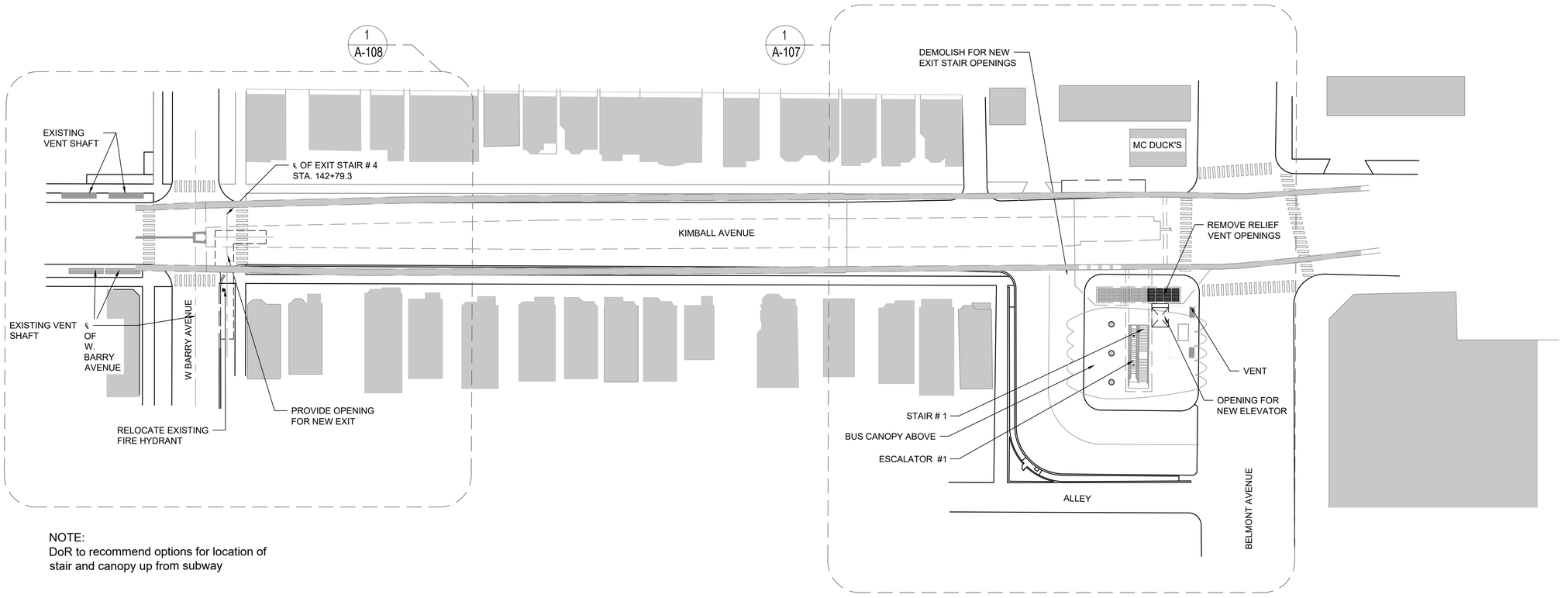
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING PLATFORM LEVEL PLAN

A-103



NOTE:
DoR to recommend options for location of stair and canopy up from subway

1 / A-104 STREET LEVEL DEMOLITION PLAN
SCALE: NTS

NORTH

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR PERMIT REVIEW STAMPS

NOT FOR CONSTRUCTION

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CHICAGO, ILLINOIS

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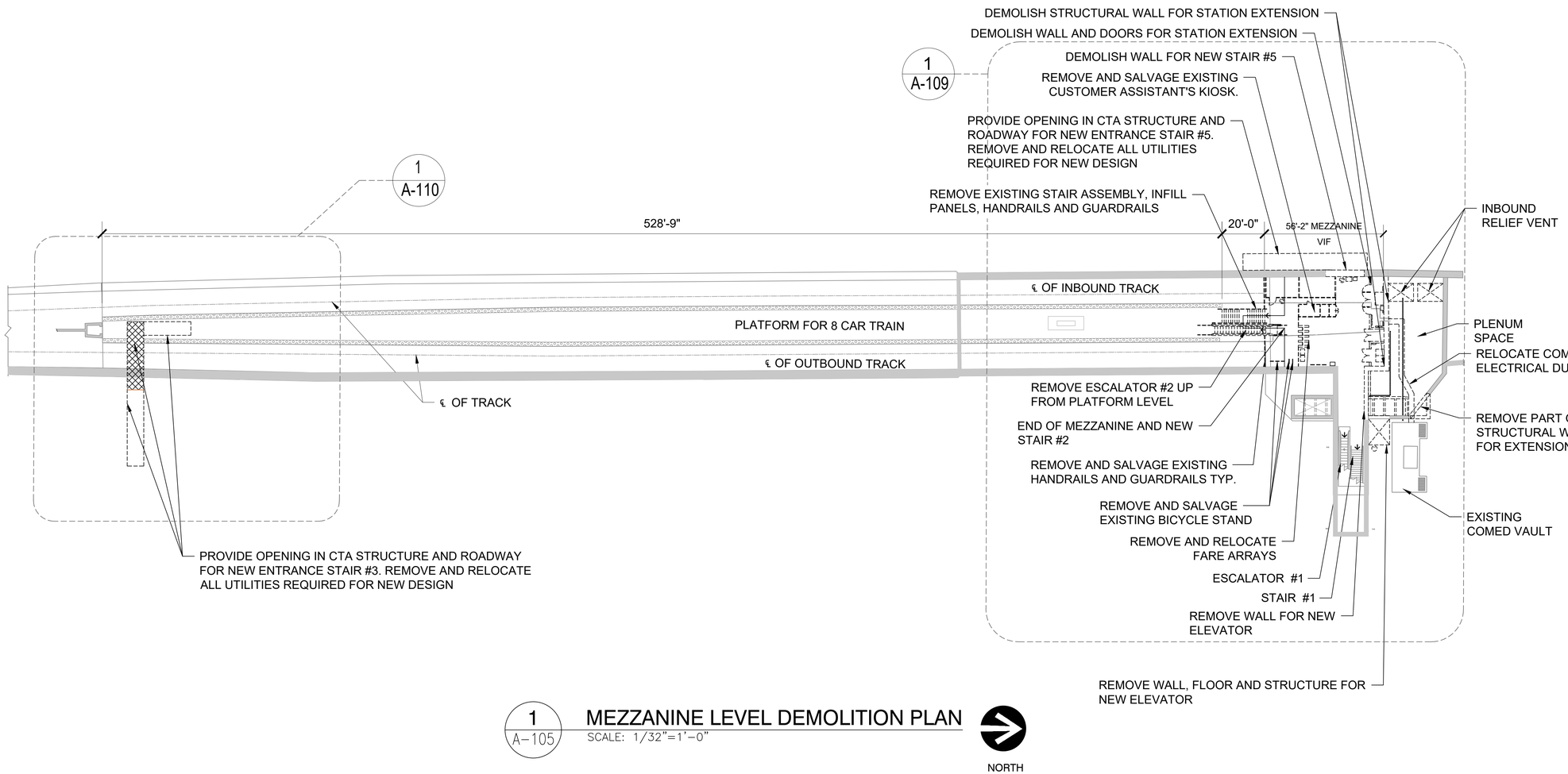
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

STREET LEVEL DEMOLITION PLAN

A-104



1 / A-105 MEZZANINE LEVEL DEMOLITION PLAN

SCALE: 1/32"=1'-0"

NORTH

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR CTA APPROVAL STAMPS

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ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

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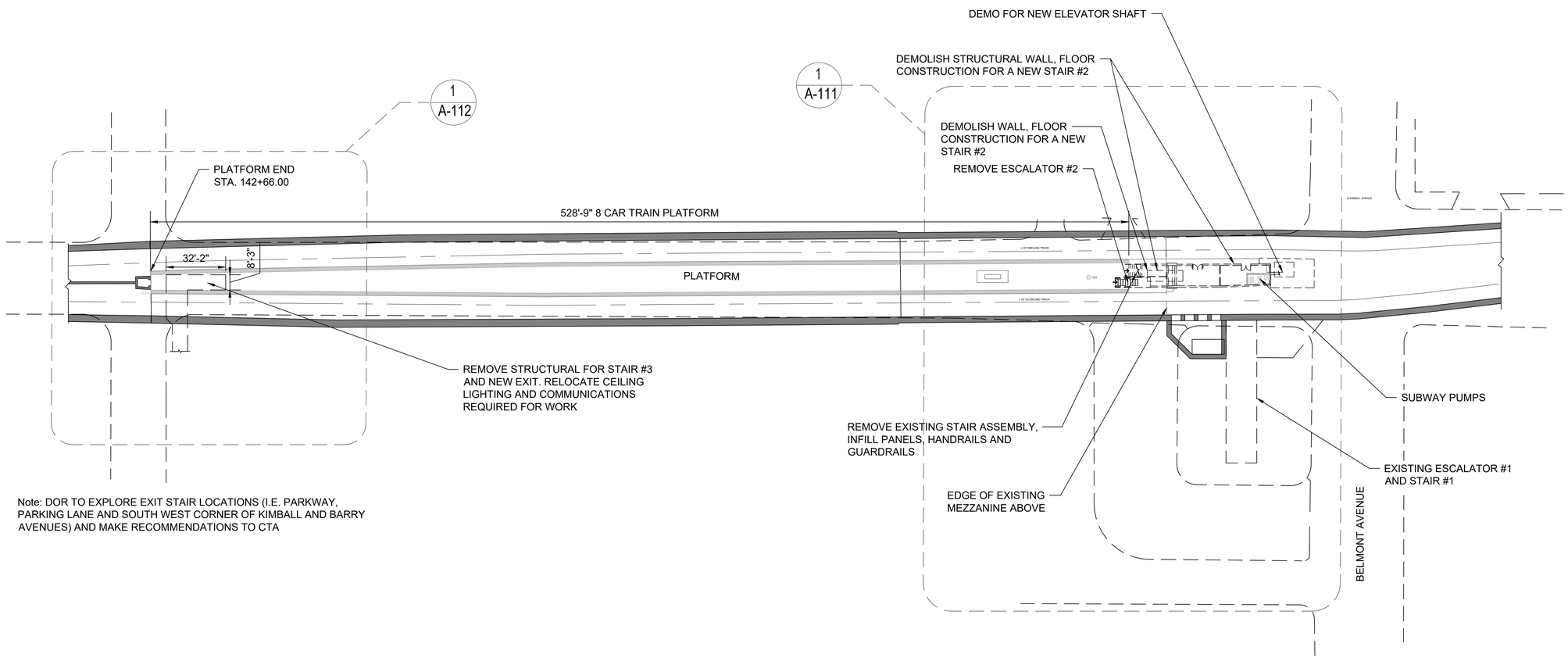
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

MEZZANINE LEVEL DEMOLITION PLAN

A-105



Note: DOR TO EXPLORE EXIT STAIR LOCATIONS (I.E. PARKWAY, PARKING LANE AND SOUTH WEST CORNER OF KIMBALL AND BARRY AVENUES) AND MAKE RECOMMENDATIONS TO CTA

1 / A-106 **PLATFORM LEVEL DEMOLITION PLAN**

SCALE: 1/32" =1'-0"

NORTH

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR PLOT APPROVAL STAMPS

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ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

IN CHARGE	
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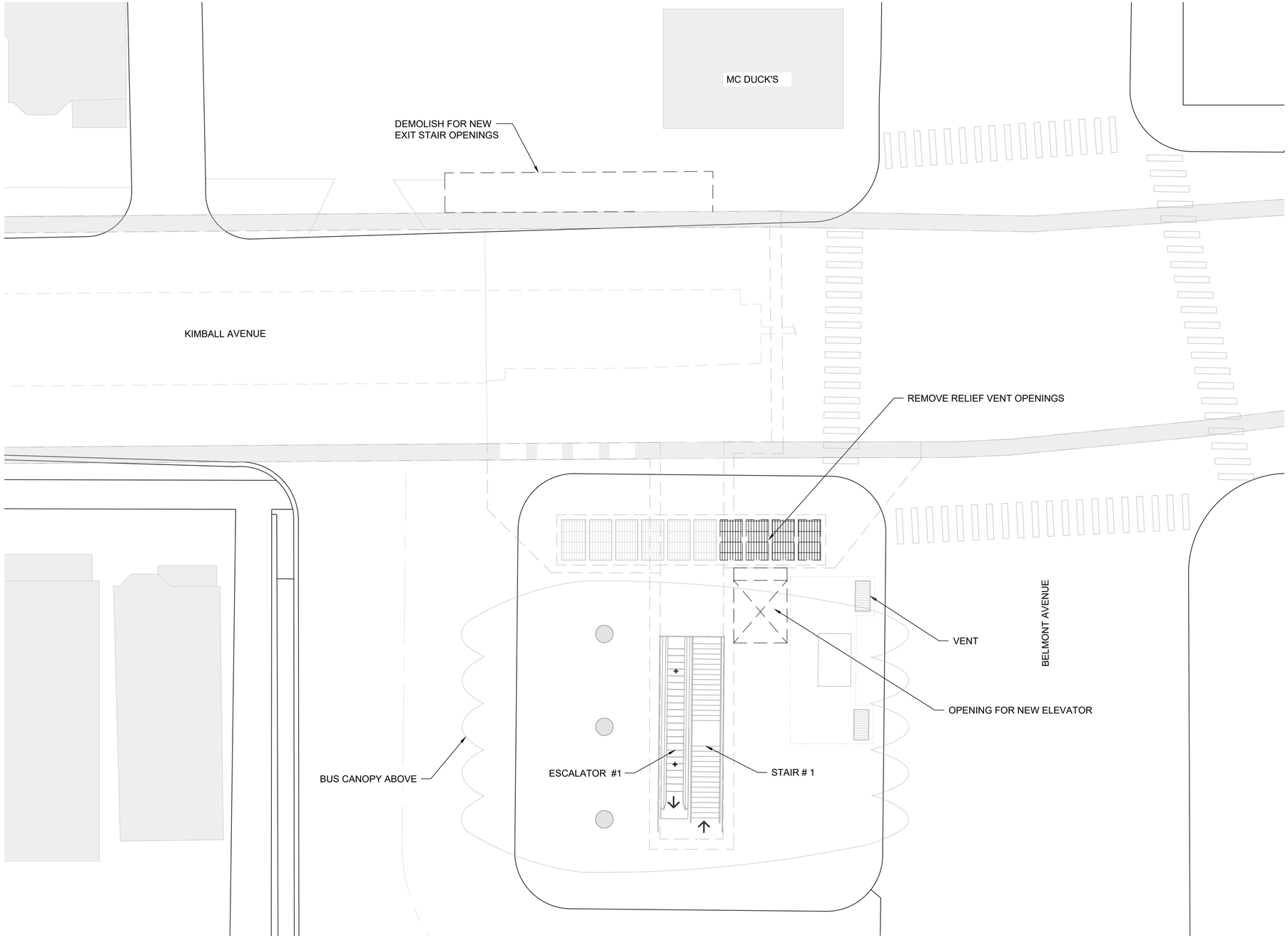
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

PLATFORM LEVEL DEMOLITION PLAN

A-106



1 / A-107 ENLARGED STREET LEVEL DEMOLITION PLAN

SCALE: 1/8"= 1'-0"

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

NOT FOR CONSTRUCTION

DO NOT USE THIS AREA FOR PLAN APPROVAL AND STAMPS

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CORRECTED (BLUE)		
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ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

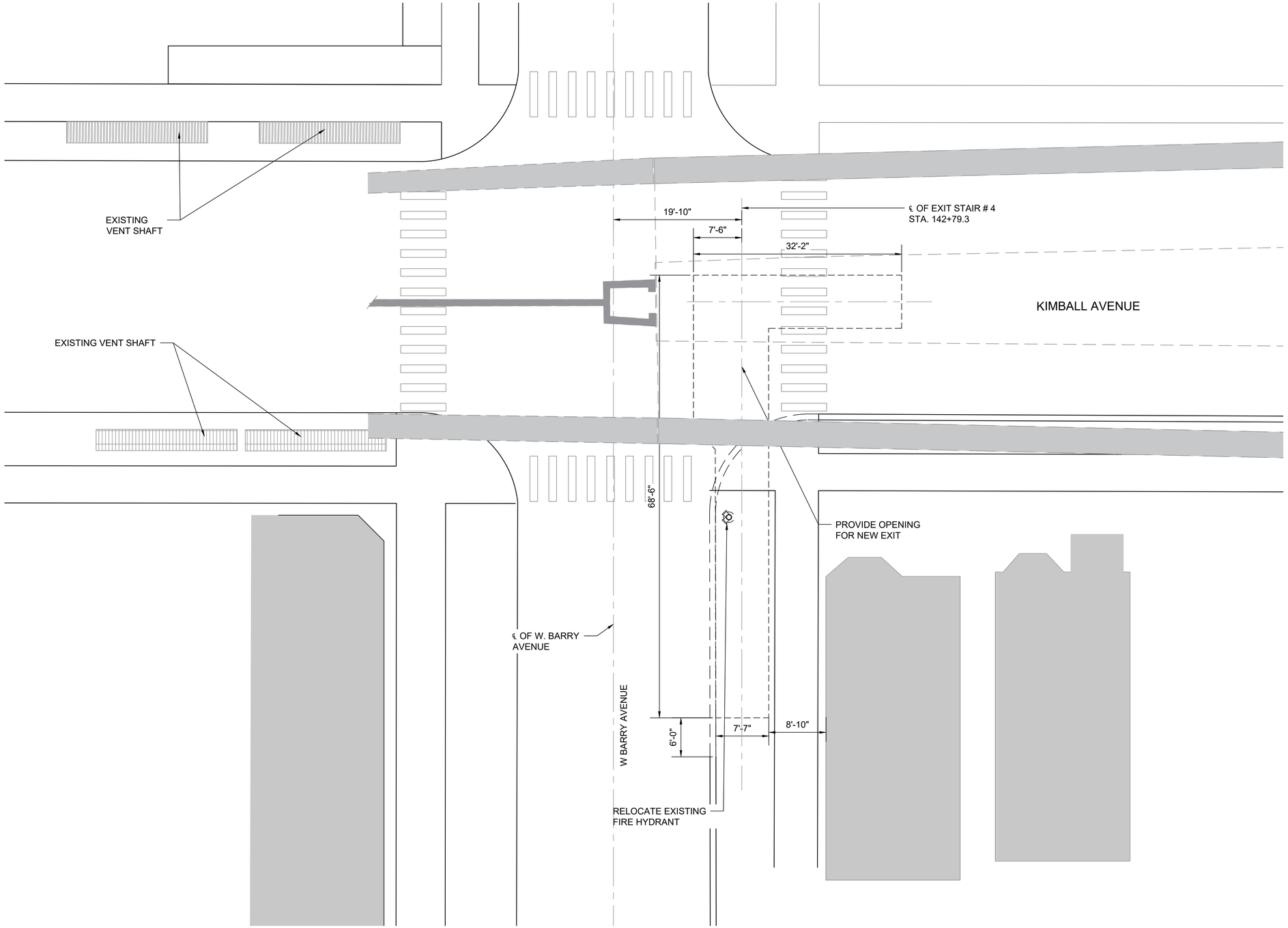
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

STREET LEVEL DEMOLITION PLAN

A-107



1 / A-108 ENLARGED STREET LEVEL DEMOLITION PLAN

SCALE: 1/8"= 1'-0"

NORTH

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR CTA APPROVAL STAMPS

NOT FOR CONSTRUCTION

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ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

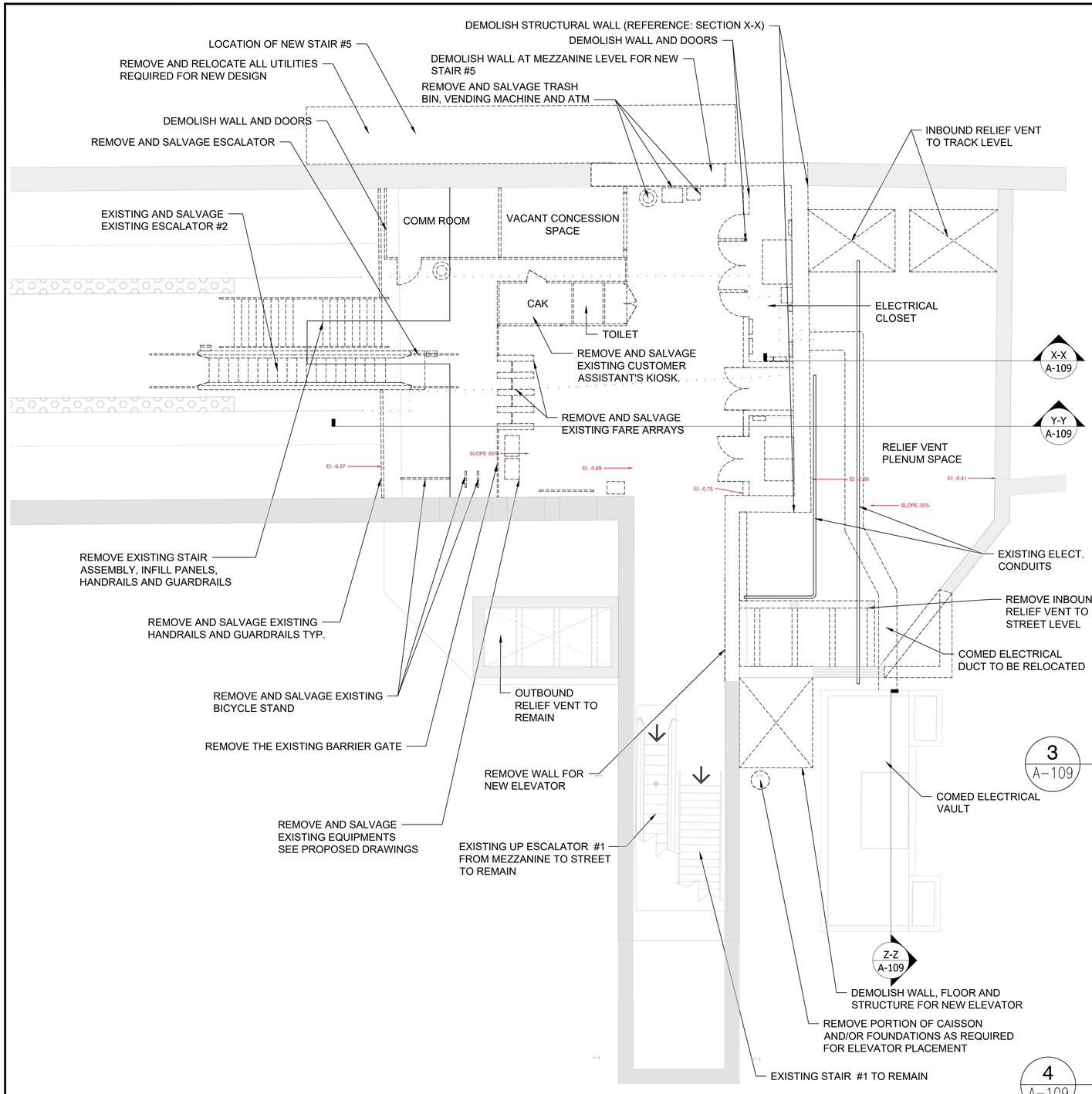
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

STREET LEVEL DEMOLITION PLAN

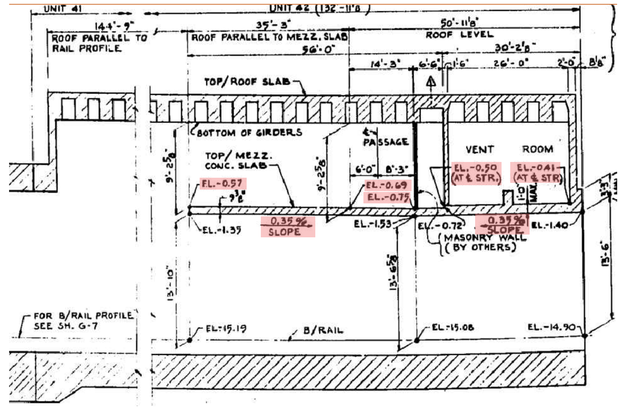
A-108



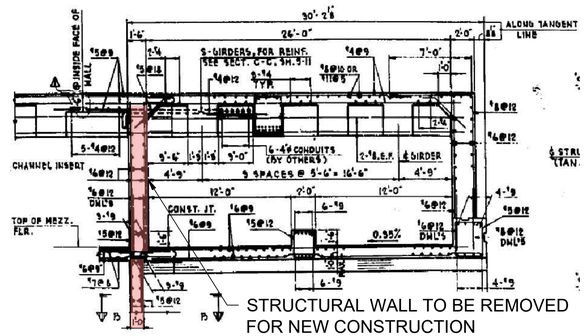
1 / A-109 ENLARGED MEZZANINE DEMOLITION PLAN

SCALE: 1/8"= 1'-0"

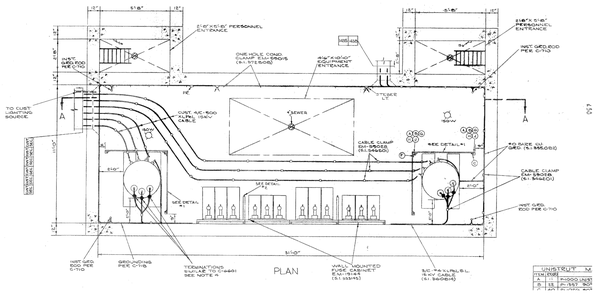
NORTH



2 / A-109 REF:SECTION Y-Y MEZZANINE AREA



3 / A-109 REF:SECTION X-X OF EXISTING STRUCTURAL WALL



4 / A-109 REF:SECTION Z-Z OF EXISTING COMED VAULT

SCALE: (FEET) 0 4 8 16 32

NOT FOR CONSTRUCTION

DO NOT USE THIS AREA FOR REMOVAL STAMPS

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3355 W. Belmont Ave.
CHICAGO, ILLINOIS

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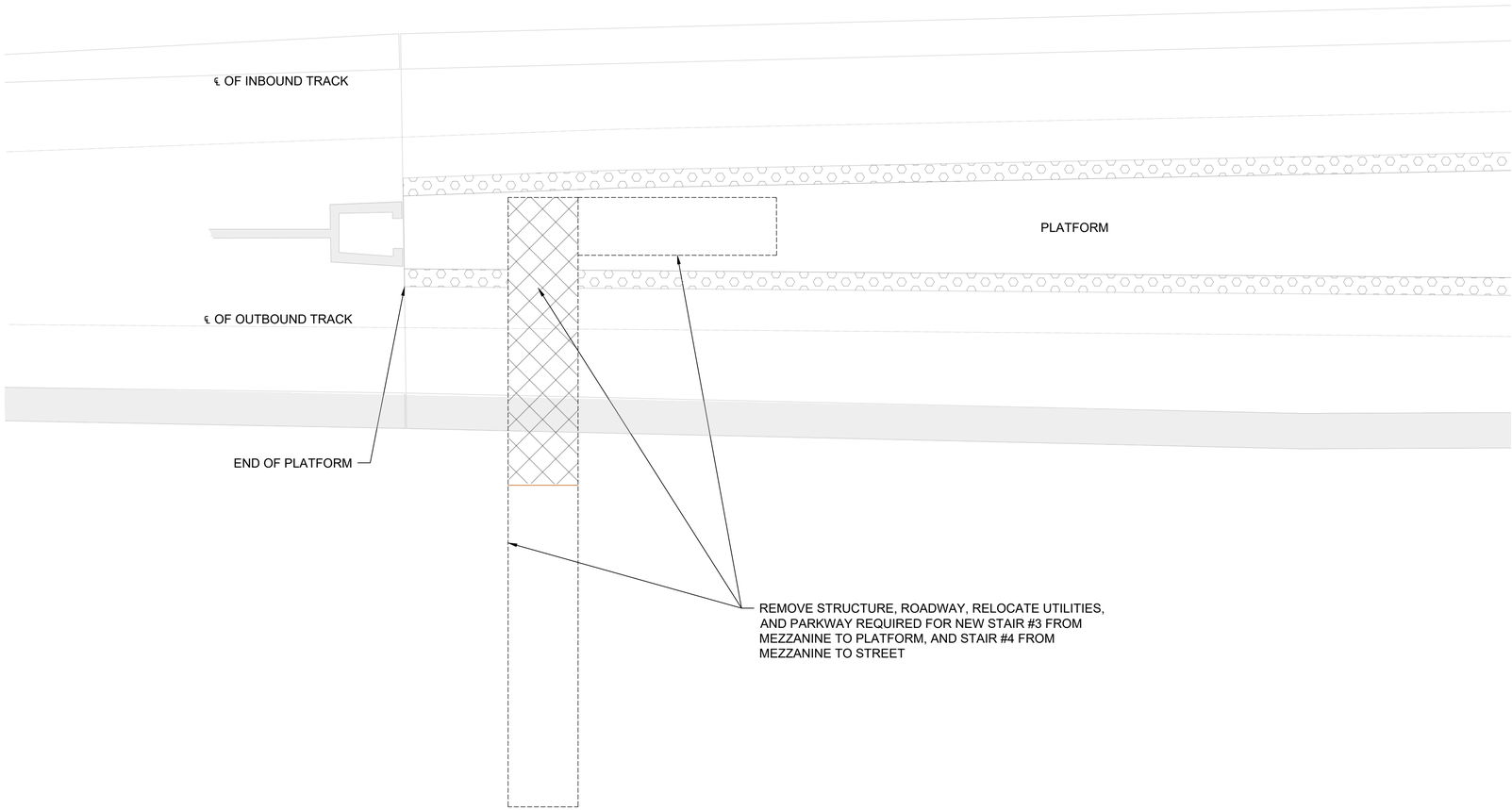
LOCATION IDENTIFIER:

MEZZANINE LEVEL DEMOLITION PLAN

A-109

PLOTTED ON 2023/06/01



1 / A-110 ENLARGED MEZZANINE LEVEL DEMOLITION PLAN

SCALE: 1/8"= 1'-0"

NORTH

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

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FILE NAME	

MARK	DATE	DESCRIPTION
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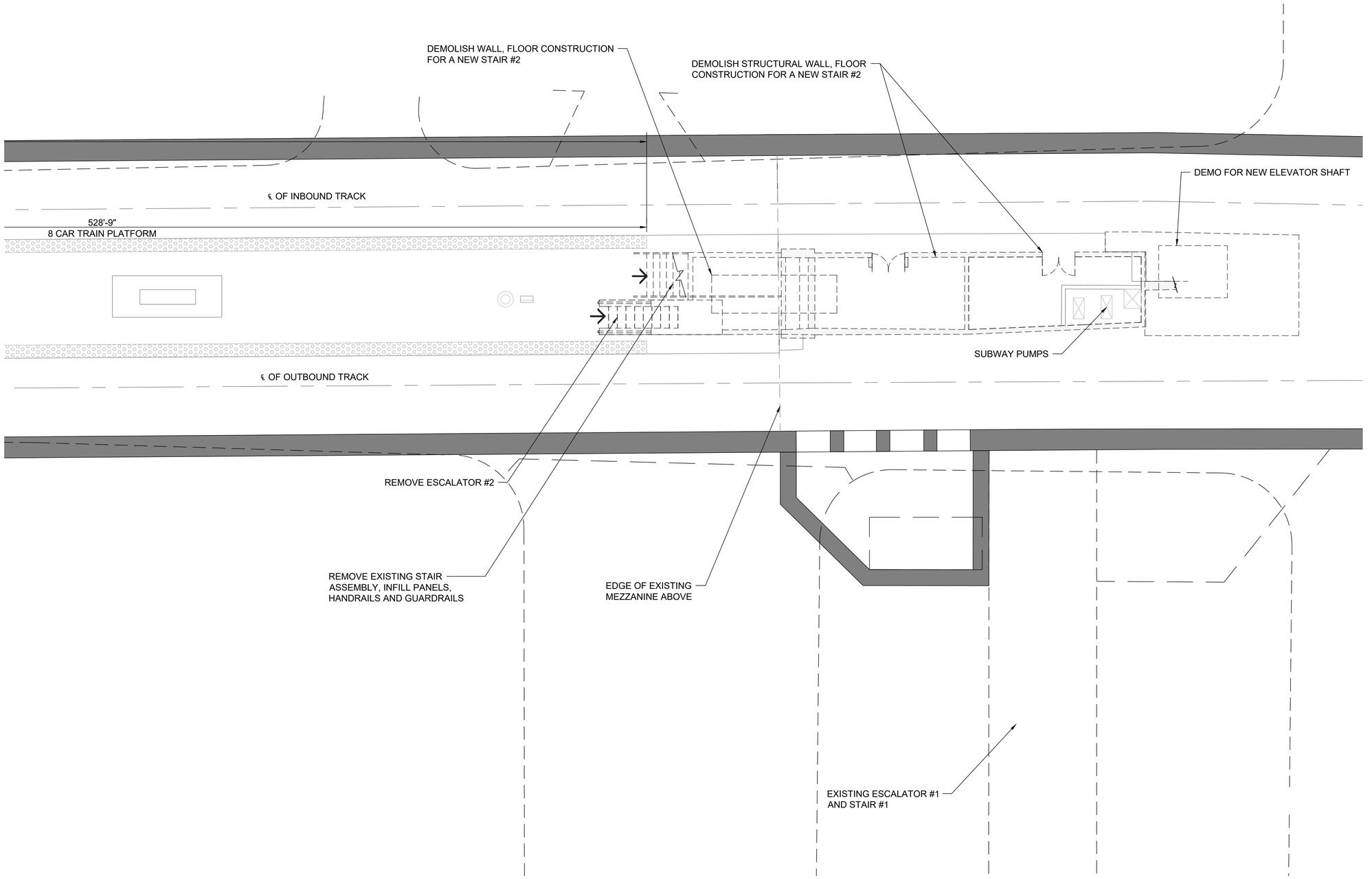
LOCATION IDENTIFIER:

MEZZANINE LEVEL DEMOLITION PLAN

A-110



1 / A-111 ENLARGED PLATFORM LEVEL DEMOLITION PLAN

SCALE: 1/8"= 1'-0"

NORTH

SCALE: (FEET) 0 4 8 16 32

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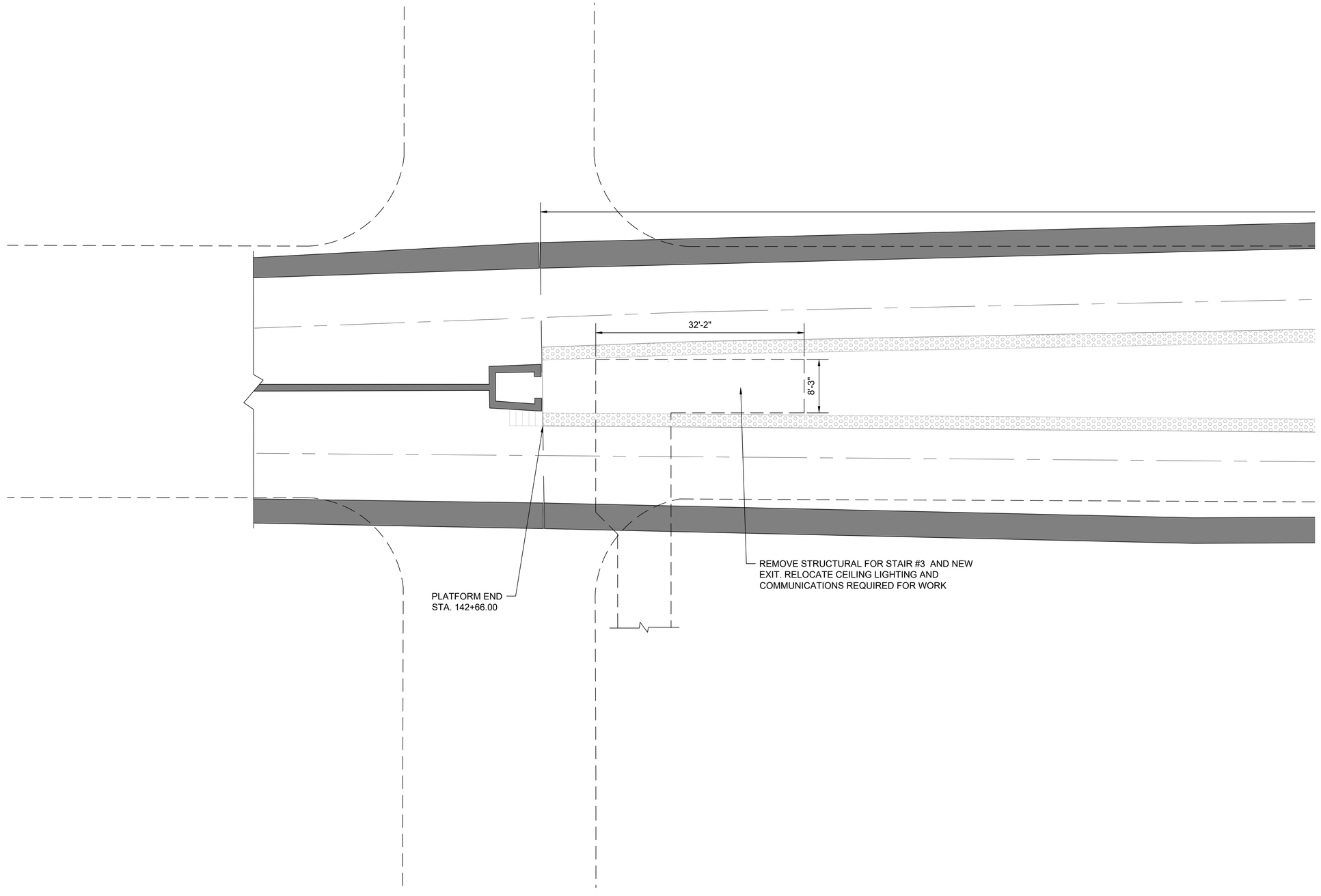
LOCATION IDENTIFIER:

PLATFORM LEVEL DEMOLITION PLAN

A-111



1
A-112

ENLARGED PLATFORM LEVEL DEMOLITION PLAN

SCALE: 1/8"= 1'-0"

NORTH

SCALE:
(FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

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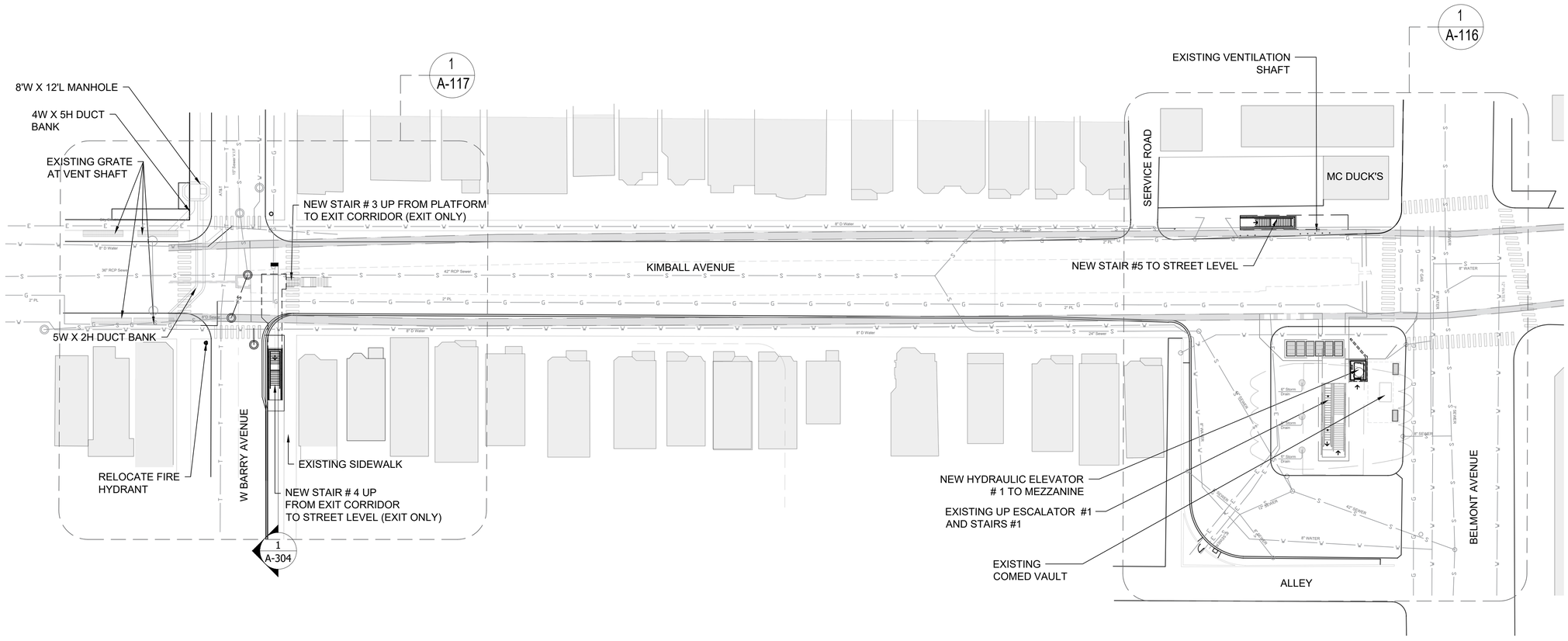
LOCATION IDENTIFIER:

PLATFORM LEVEL DEMOLITION PLAN

A-112



1 A-113 **PROPOSED STREET LEVEL PLAN WITH UTILITIES**

SCALE: 1/32"=1'-0"

NORTH

NOTES

- FIELD VERIFY ALL DIMENSIONS
- FOR EXISTING STRUCTURAL PLANS, EXISTING REFERENCE DRAWING SET- KENNEDY RAPID TRANSIT: CONTRACT K-6
- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE DUCT WILL NEED REVISIONS

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

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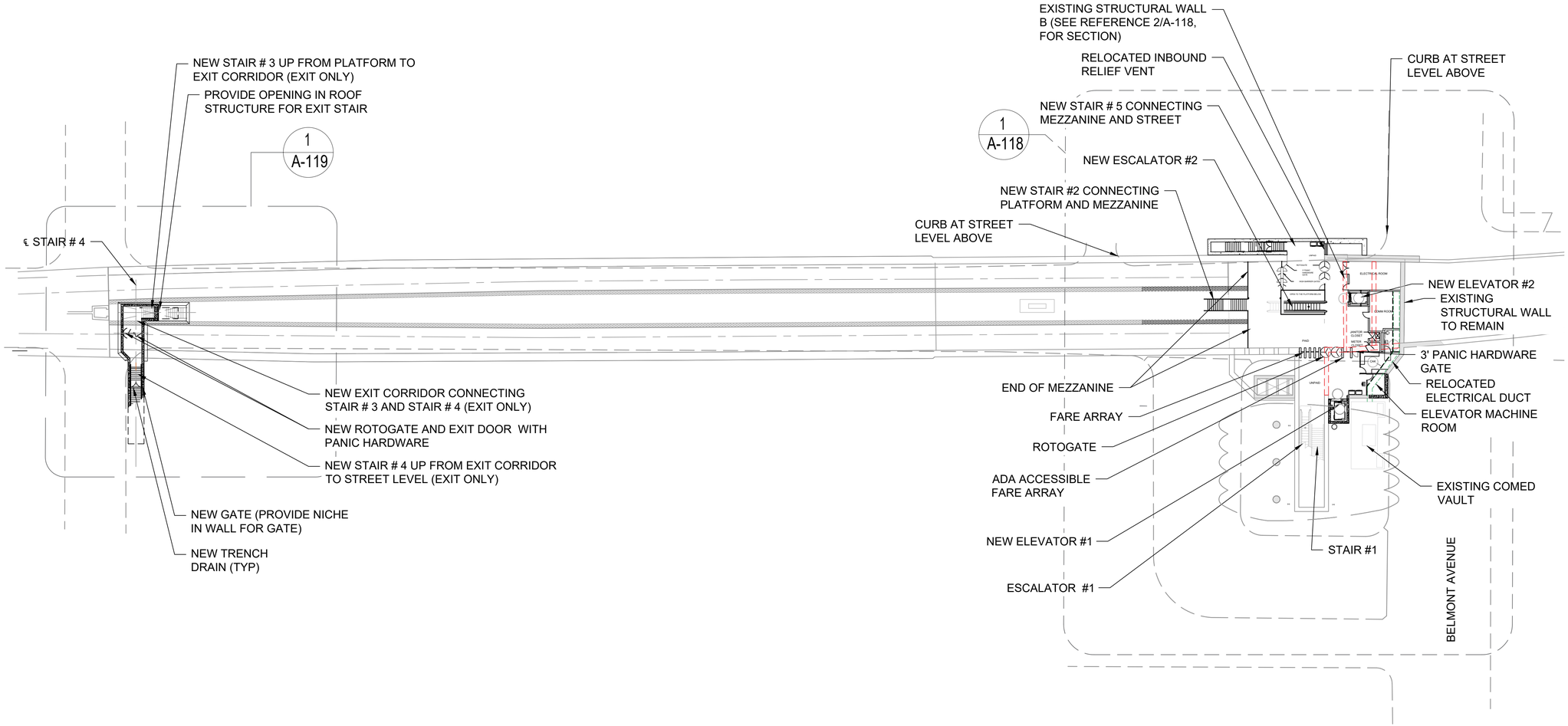
LOCATION IDENTIFIER:

PROPOSED STREET LEVEL PLAN

A-113



1 A-114 **PROPOSED MEZZANINE LEVEL PLAN**

SCALE: 1/24"=1'-0"

NORTH

NOTES

- FIELD VERIFY ALL DIMENSIONS
- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE WILL NEED REVISIONS

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR CTA APPROVAL STAMPS

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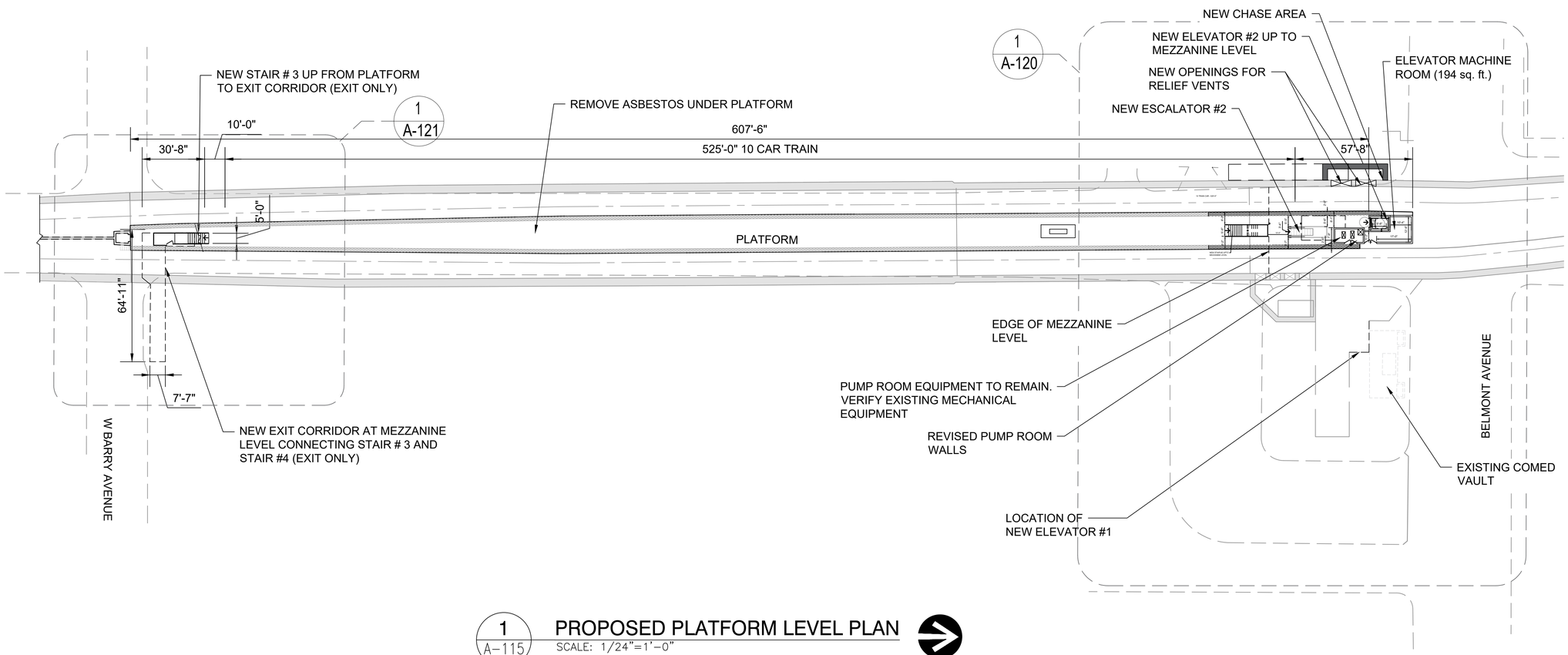
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

PROPOSED MEZZANINE LEVEL PLAN

A-114



1 A-115 **PROPOSED PLATFORM LEVEL PLAN**
SCALE: 1/24"=1'-0"

NORTH

NOTES

- FIELD VERIFY ALL DIMENSIONS
- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE WILL NEED REVISIONS

SCALE: (FEET) 0 4 8 16 32

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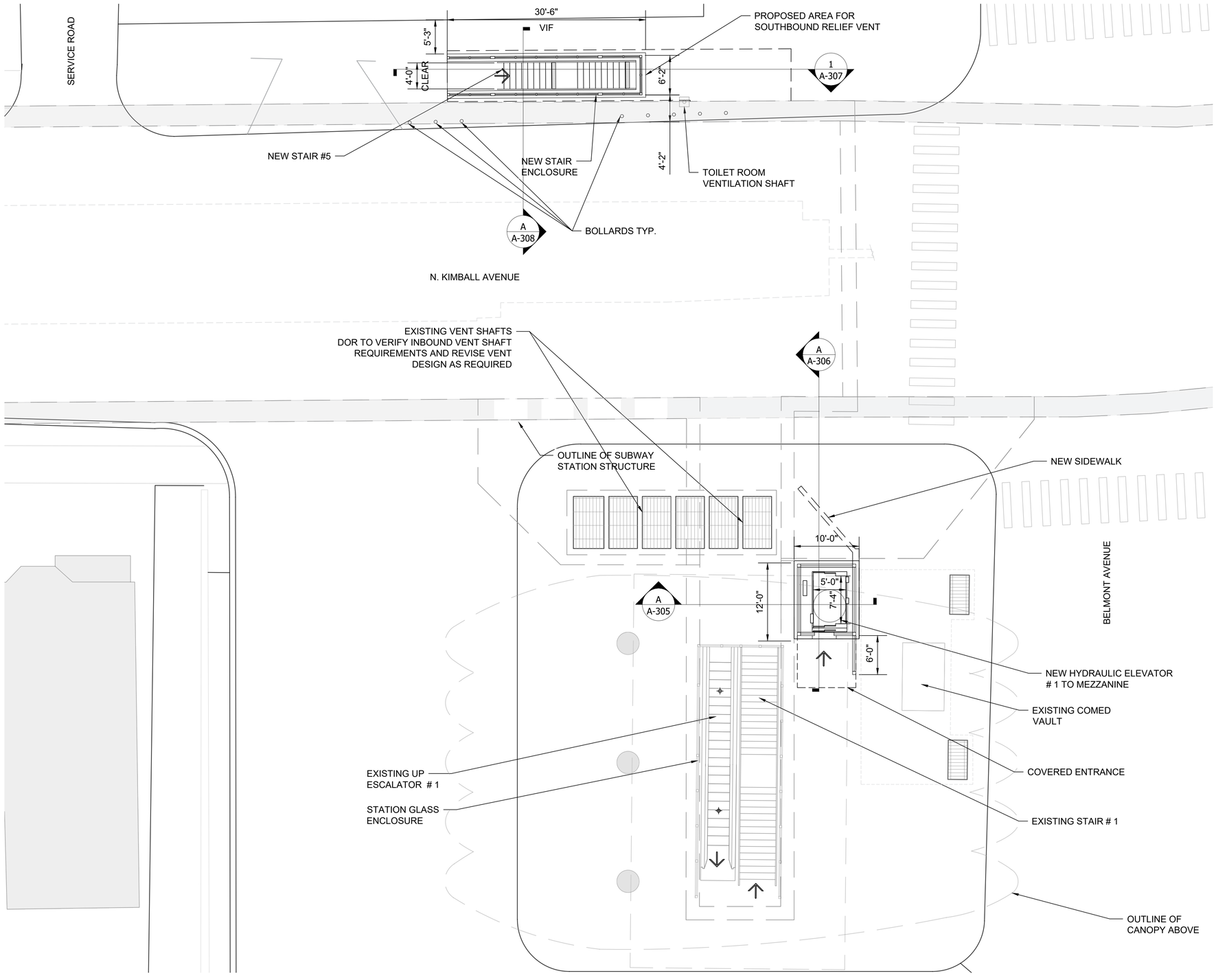
MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

PROPOSED PLATFORM LEVEL PLAN

A-115



NOTES

- FIELD VERIFY ALL DIMENSIONS
- FOR EXISTING STRUCTURAL PLANS, EXISTING REFERENCE DRAWING SET- KENNEDY RAPID TRANSIT: CONTRACT K-6
- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE DUCT WILL NEED REVISIONS

1 / A-116 ENLARGED PROPOSED STREET LEVEL PLAN

SCALE: 1/8"= 1'-0"

NORTH

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2023/06/01

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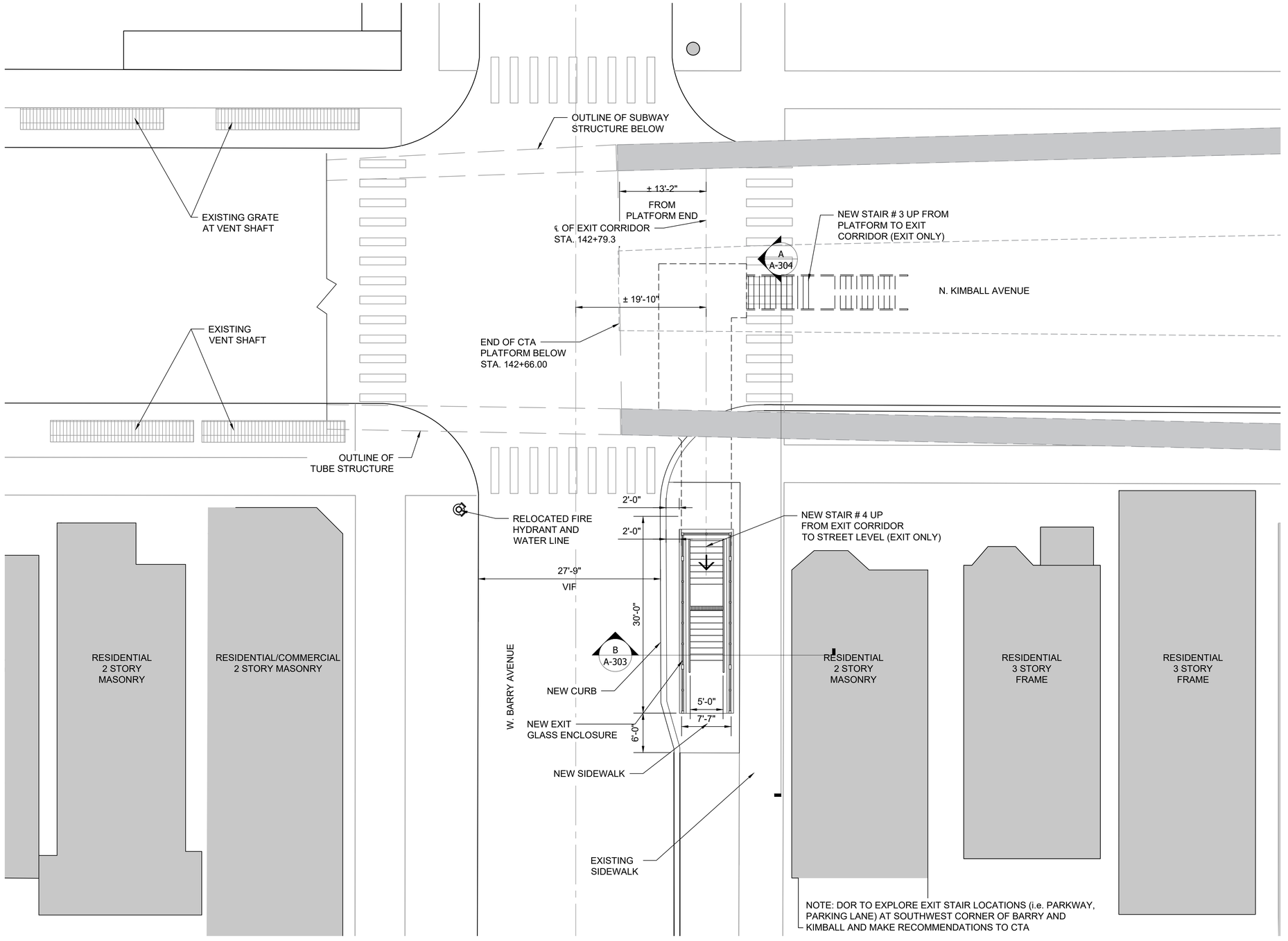
LOCATION IDENTIFIER:

PROPOSED PLAN AT STREET LEVEL

A-116



NOTES

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- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE DUCT WILL NEED REVISIONS

1 / A-117 ENLARGED PROPOSED STREET LEVEL PLAN

SCALE: 1/8"= 1'-0"

PLOTTED ON 2023/06/01

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FILE NAME	

MARK	DATE	DESCRIPTION
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LOCATION IDENTIFIER:

PROPOSED PLAN AT STREET LEVEL

A-117

NEW STAIR # 5 CONNECTING MEZZANINE AND STREET
CURB AT STREET LEVEL ABOVE
ROTOGATE
RELOCATED INBOUND RELIEF VENT
3' PANIC HARDWARE GATE
CURB AT STREET LEVEL ABOVE
EXISTING STRUCTURAL WALL B (SEE REFERENCE 2/A-118, FOR SECTION)
1 A-307
20'-4"
18'-4"
5'-5"
UNPAID
HIGH BARRIER GATES
A A-308
16'-1"
20'-4"
11'-3"
ELECTRICAL ROOM
25'-1"
13'-11"
NEW ELEVATOR #2
OPEN TO THE PLATFORM BELOW
5'-6"
5'-4"
15'-0"
6'-8"
SOFFIT
X-X A-118
COMM ROOM
10'-2"
16'-0"
21'-10"
21'-0"
15'-0"
EXISTING STRUCTURAL WALL TO REMAIN
NEW STAIR #2 CONNECTING PLATFORM AND MEZZANINE
16'-3"
A A-306
20'-3"
JANITOR CLOSET
7'-6"
TOILET ROOM
PAID
METER CLOSET
10'-9"
END OF MEZZANINE
ROTOGATE
29'-10"
CAK
4'-3"
10'-4"
NEW ESCALATOR #2
FARE ARRAY
RELOCATED ELECTRICAL DUCT
UNPAID
20'-3"
3' PANIC HARDWARE GATE
ADA ACCESSIBLE FARE ARRAY
16'-8"
A A-305
7'-4"
5'-0"
ELEVATOR MACHINE ROOM
BELMONT AVENUE
33'-0"
NEW ELEVATOR #1
ESCALATOR #1
STAIR #1
EXISTING COMED VAULT

NOTES

- FIELD VERIFY ALL DIMENSIONS
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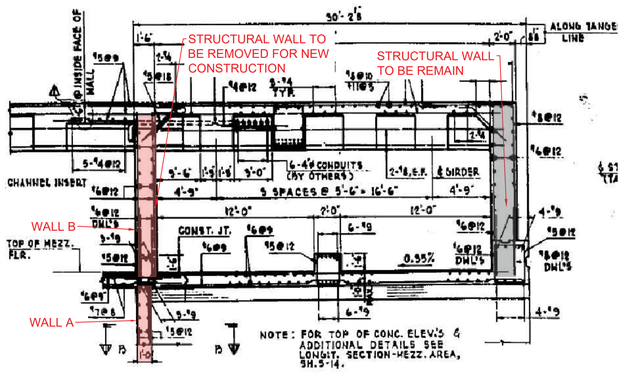

2 A-118 REFERENCE:SECTION X-X OF EXISTING STRUCTURAL WALL
CTA CONTRACT K-6, SHEETS G-13 & S-12

1 A-118 ENLARGED PROPOSED MEZZANINE LEVEL PLAN
SCALE: 1/8"= 1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

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CHICAGO, ILLINOIS

IN CHARGE	
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DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

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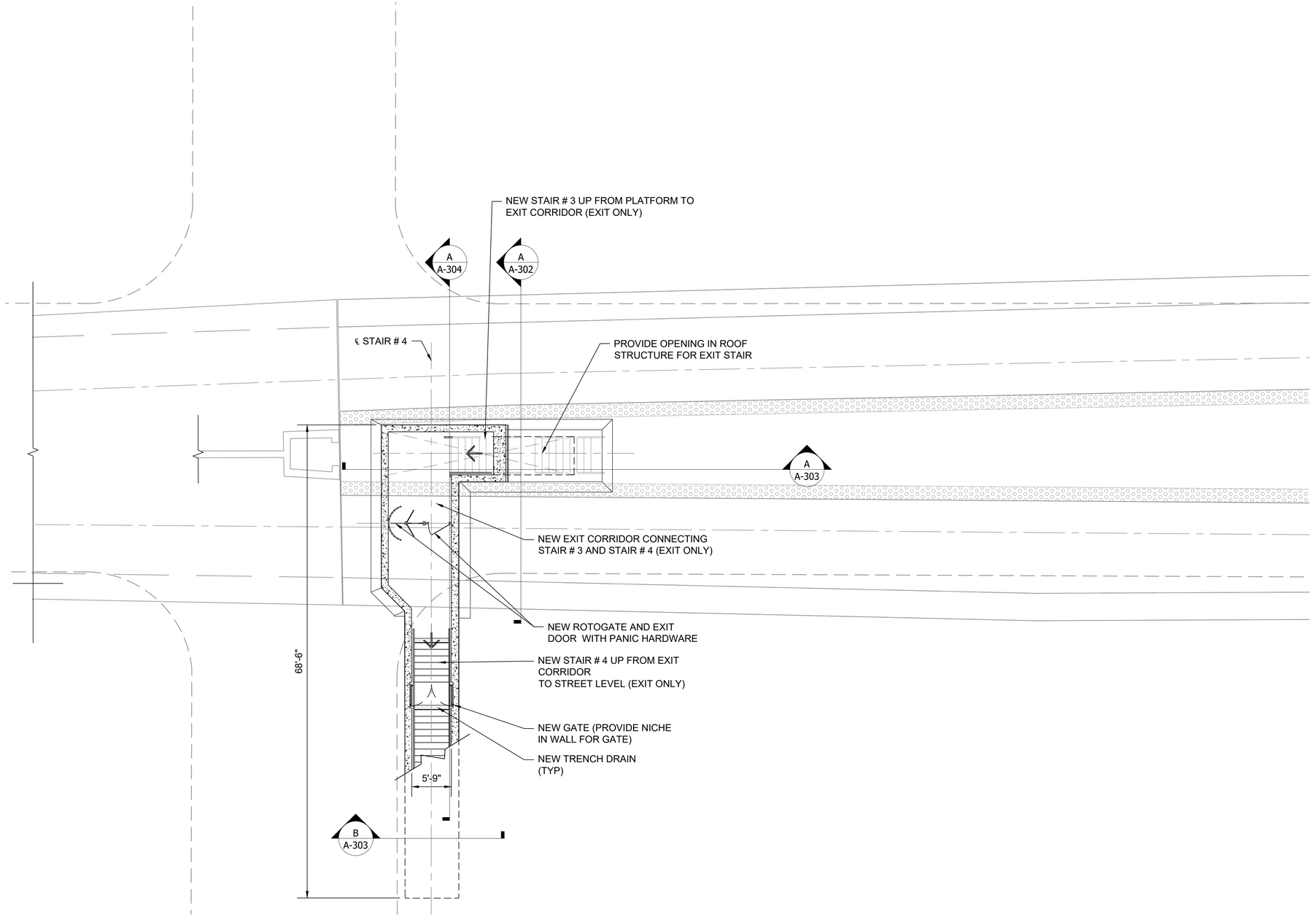
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

PROPOSED MEZZANINE LEVEL PLAN

A-118



1 A–119 ENLARGED PROPOSED MEZZANINE LEVEL PLAN

SCALE: 1/8"= 1'–0"

NORTH

NOTES

- FIELD VERIFY ALL DIMENSIONS
- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE WILL NEED REVISIONS

SCALE: (FEET) 0 4 8 16 32

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

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FILE NAME	

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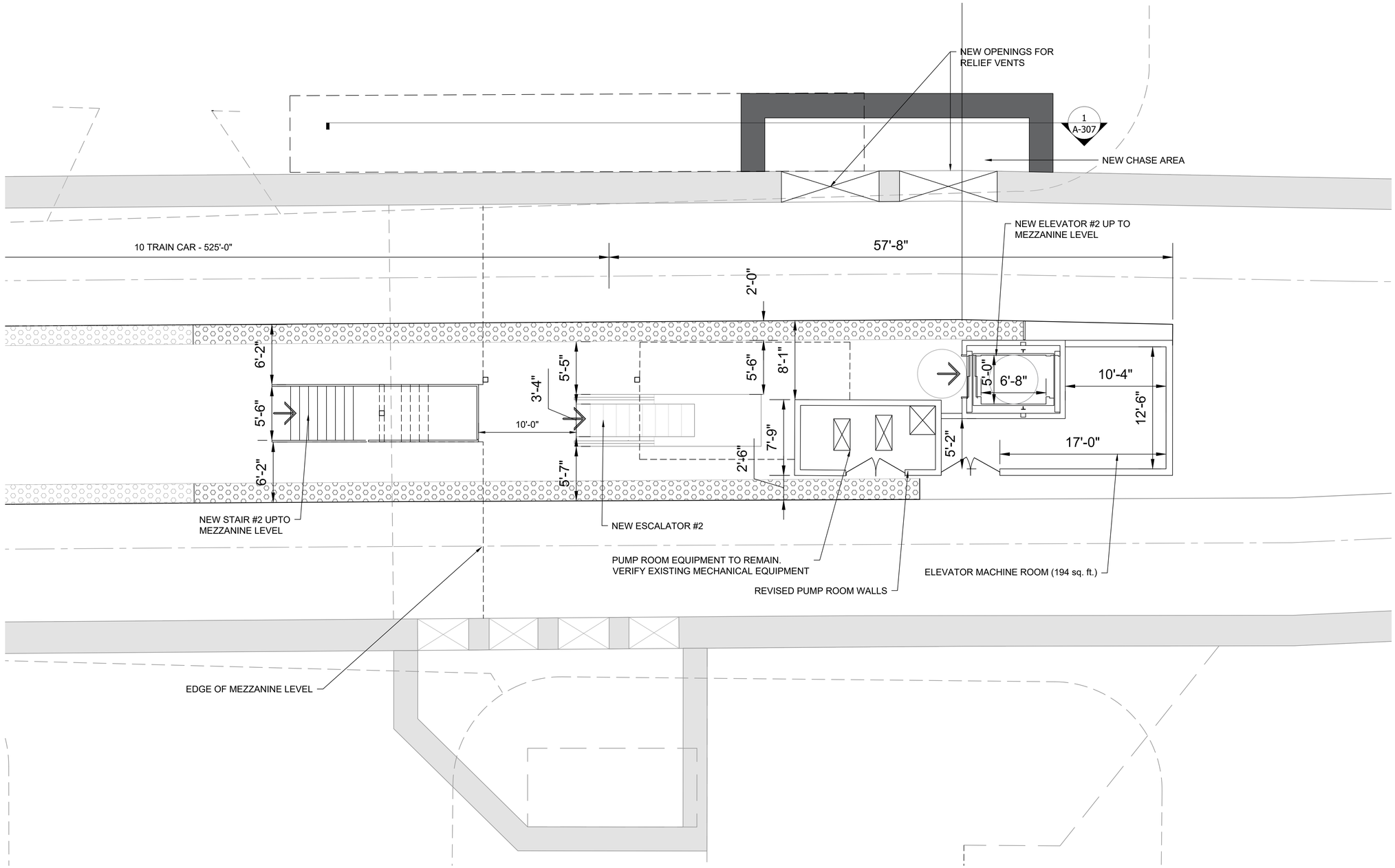
LOCATION IDENTIFIER:

PROPOSED MEZZANINE LEVEL PLAN

A-119



1 A-120 ENLARGED PROPOSED PLATFORM LEVEL PLAN

SCALE: 1/4"= 1'-0"

NORTH

NOTES

- FIELD VERIFY ALL DIMENSIONS
- FOR EXISTING SITE CONDITION, SEE EXISTING REFERENCE DRAWING SET KENNEDY RAPID TRANSIT: CONTRACT K-6
- COMED ELECTRICAL VAULT AND STATION SERVICE WILL NEED REVISIONS

SCALE: (FEET) 0 4 8 16 32

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3355 W. Belmont Ave.
CHICAGO, ILLINOIS

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PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
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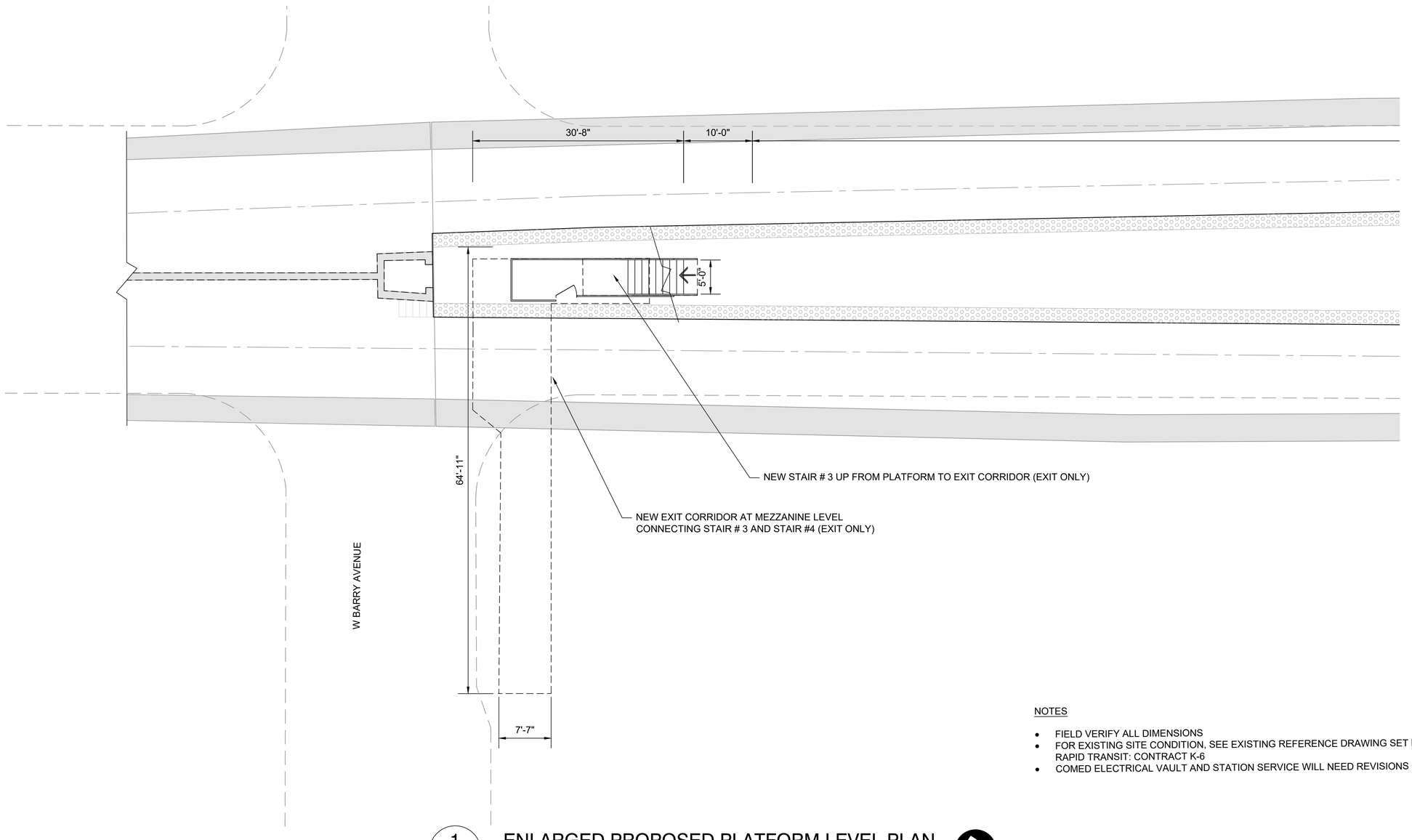
LOCATION IDENTIFIER:

PROPOSED PLATFORM LEVEL PLAN

A-120



1 / A-121 ENLARGED PROPOSED PLATFORM LEVEL PLAN

SCALE: 1/8"= 1'-0"

NORTH

SCALE: (FEET) 0 4 8 16 32

NOTES

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CHICAGO TRANSIT AUTHORITY
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MARK	DATE	DESCRIPTION
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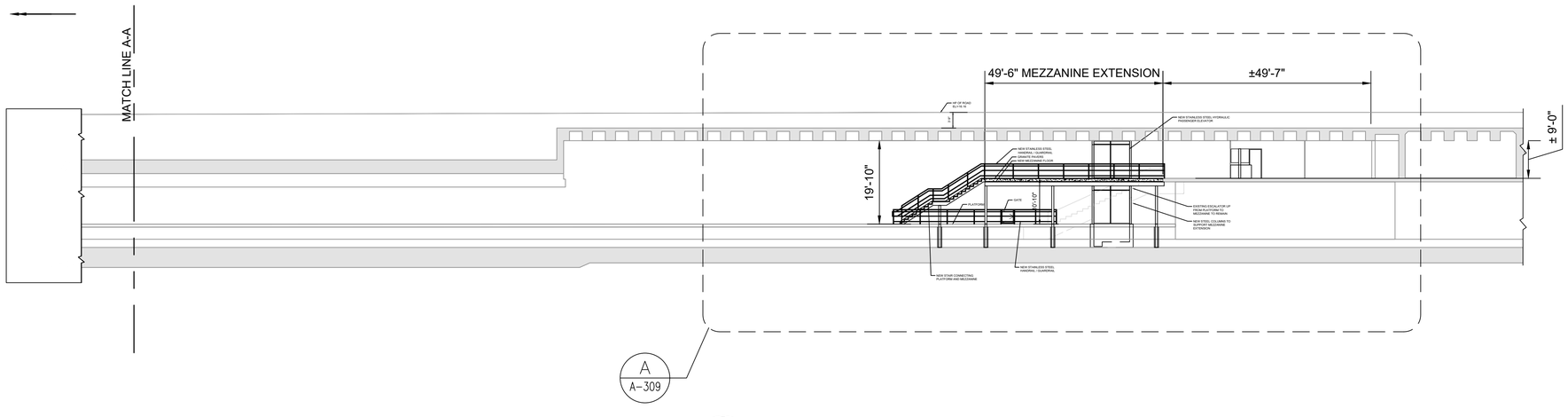
LOCATION IDENTIFIER:

PROPOSED PLATFORM LEVEL PLAN

A-121



A 301 **LONGITUDINAL SECTION**
SCALE: 1/16" = 1'-0"

FOR REFERENCE: SEE PLAN A-116, A-117, A-118, A-119, A-120 & A-121

SCALE: (FEET) 0 8 16 32 64

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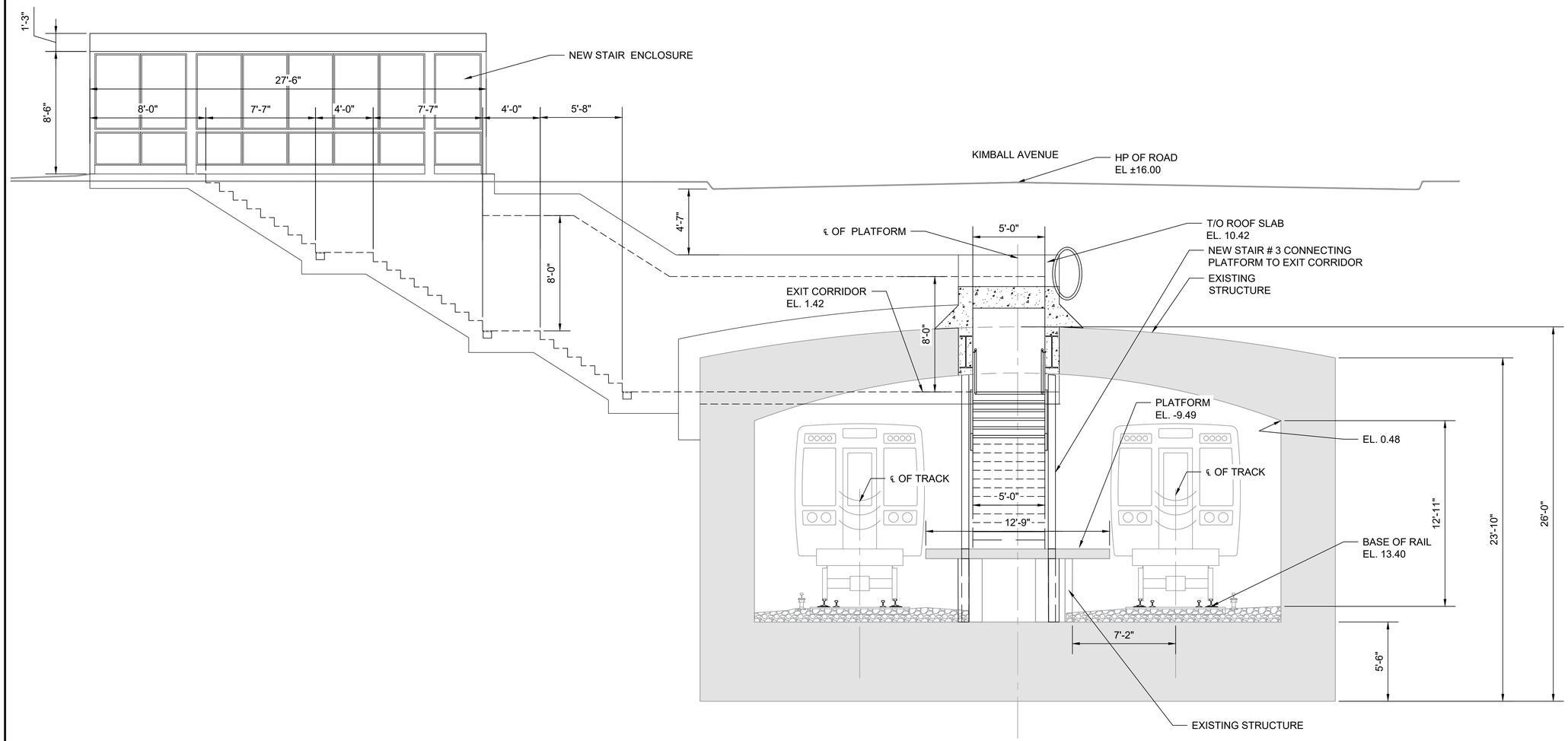
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

LONGITUDINAL SECTION

A-301



A / 302 PROPOSED SECTION

SCALE: 1/4" = 1'-0"

FOR REFERENCE: SEE PLAN A-117, A-119 & A-121

SCALE: (FEET) 0 2 4 8 16

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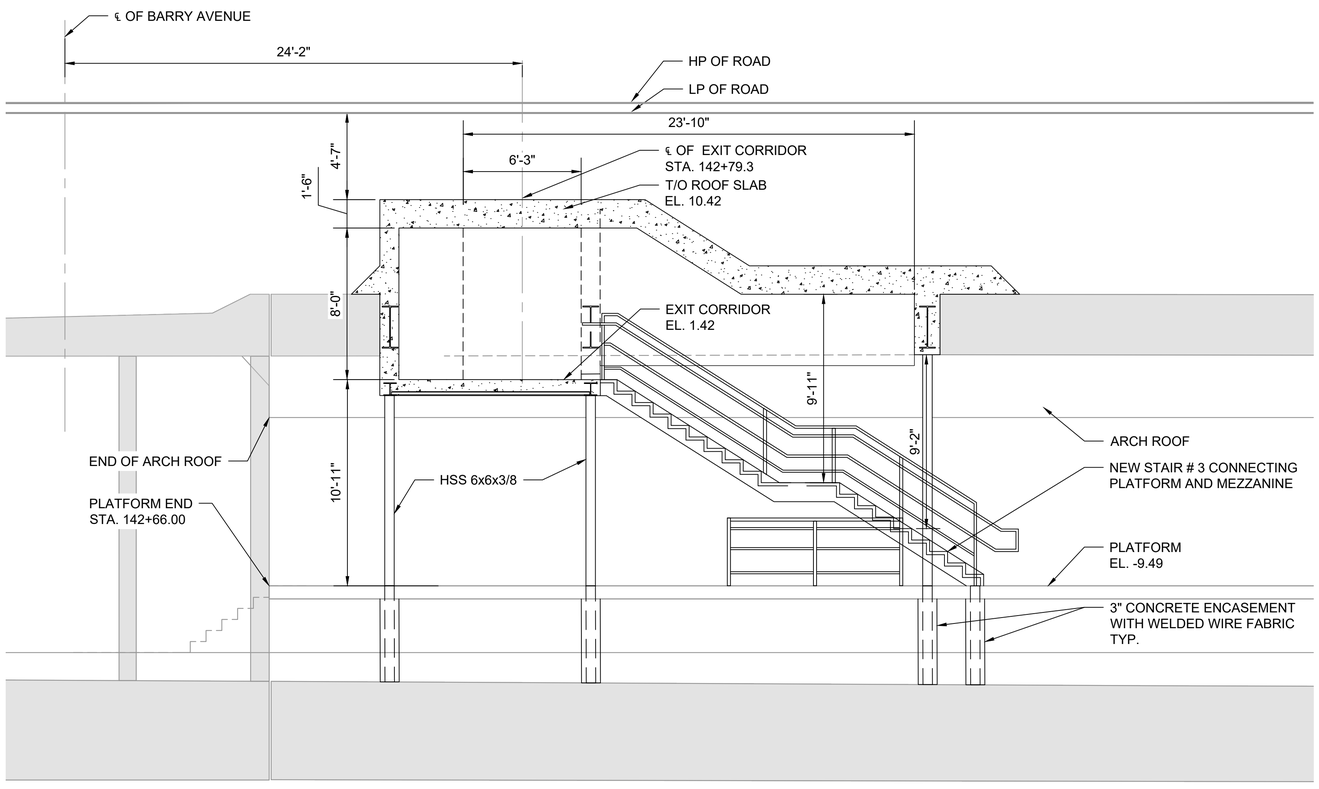
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

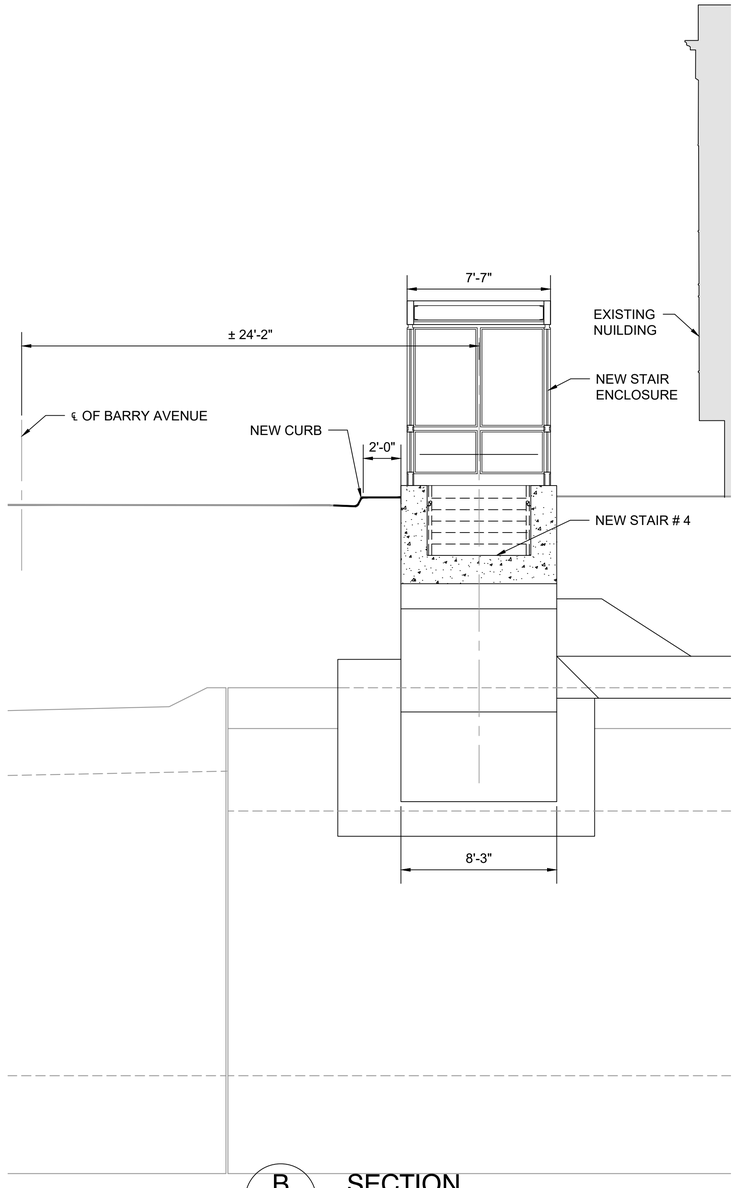
LOCATION IDENTIFIER:

SECTION- PROPOSED

A-302



A A-303 SECTION AT NEW STAIR #3
SCALE: 1/4"=1'-0"



B A-303 SECTION
SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-117, A-119 & A-121

0 2' 4' 8'
SCALE: 1/4"=1'-0"

PLOTTED ON 2023/06/01

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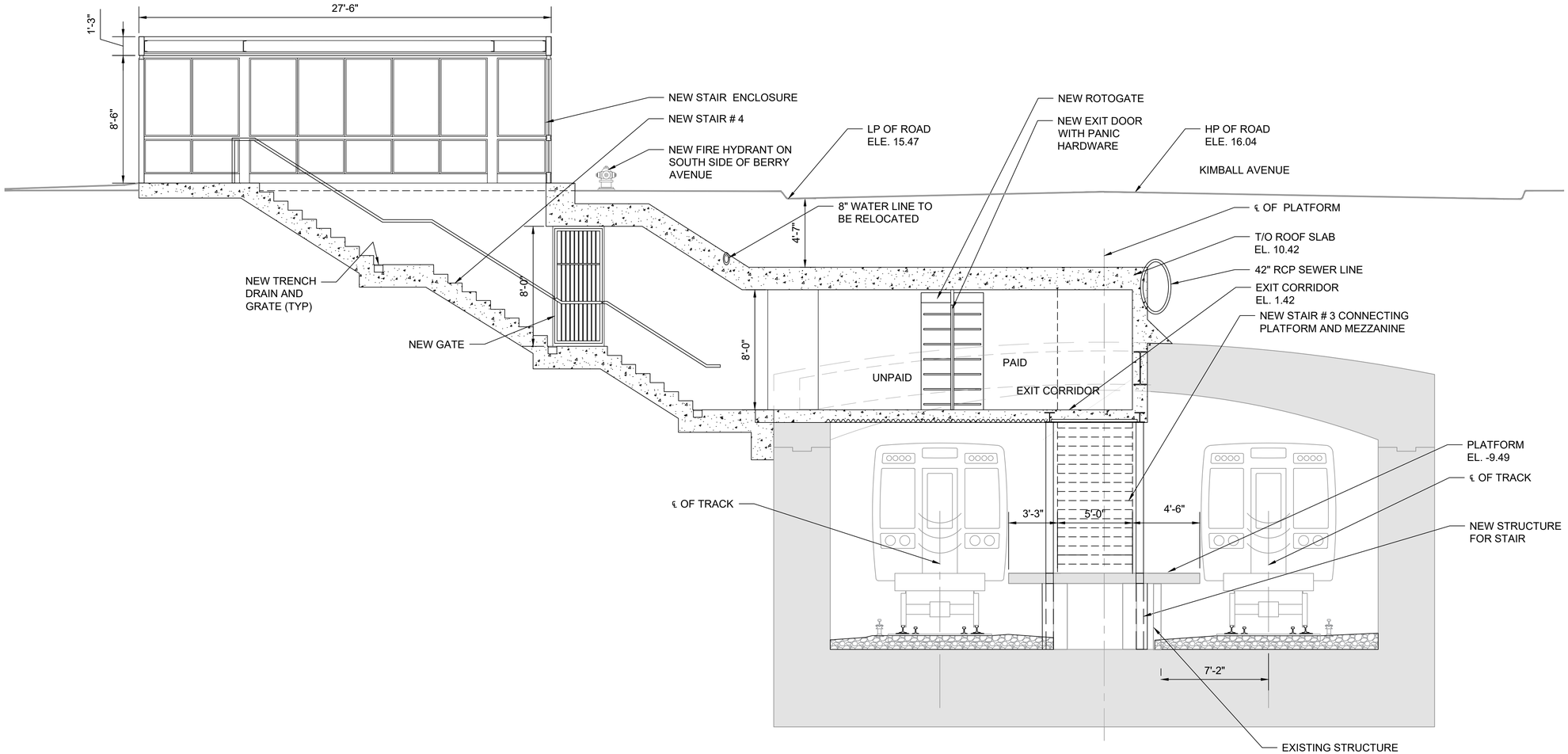
LOCATION IDENTIFIER:

SECTION- PROPOSED

A-303



A
A-304

SECTION AT NEW BARRY ENTRANCE

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-117, A-119 & A-121

0 2' 4' 8'
SCALE: 1/4"=1'-0"

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cta CHICAGO TRANSIT AUTHORITY
ENGINEERING

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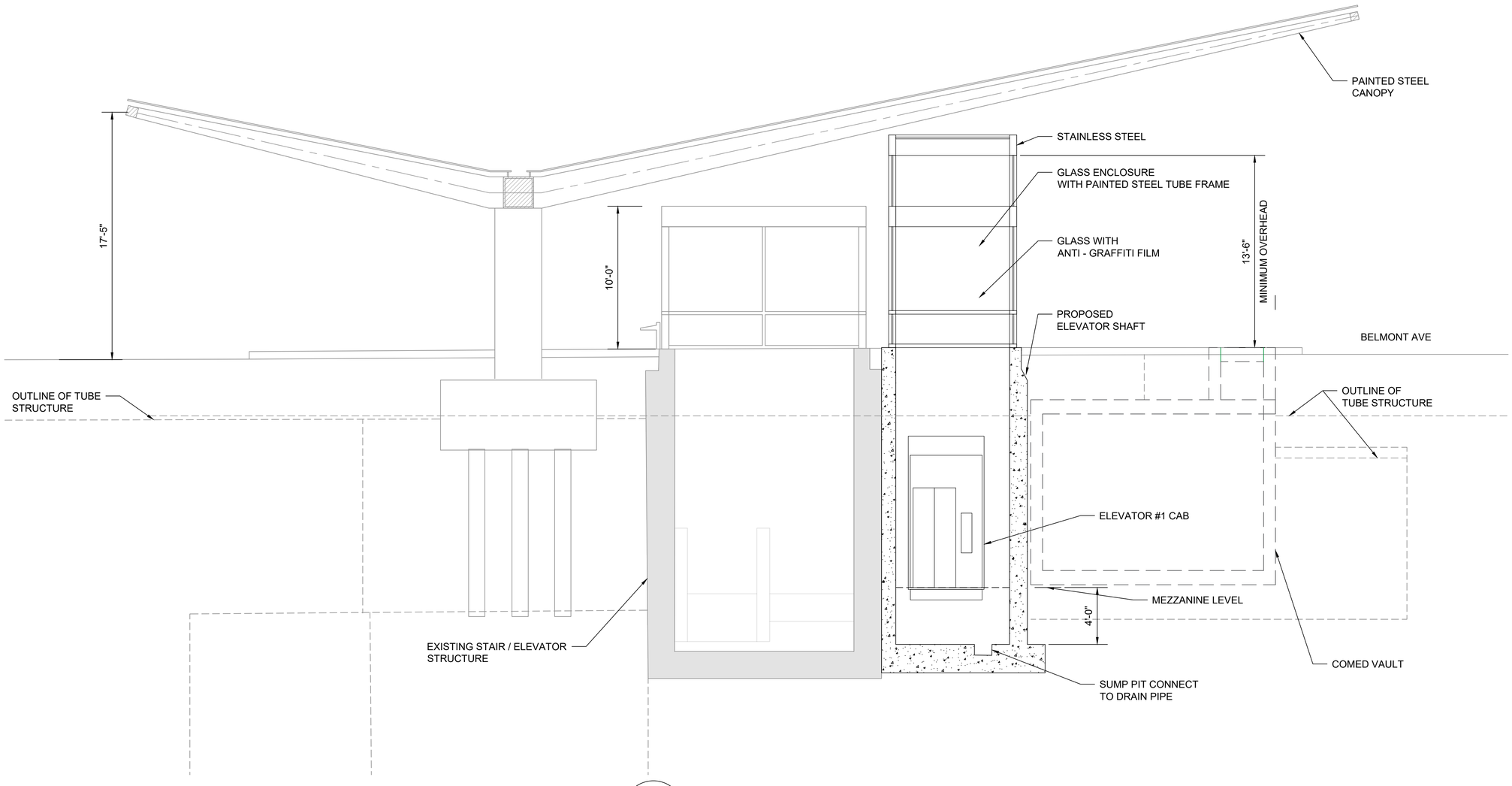
LOCATION IDENTIFIER:

SECTION- PROPOSED

A-304



A
A-305

SECTION AT NEW STREET LEVEL ELEVATOR

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-116, A-118 & A-120

0 2' 4' 8'
SCALE: 1/4"=1'-0"

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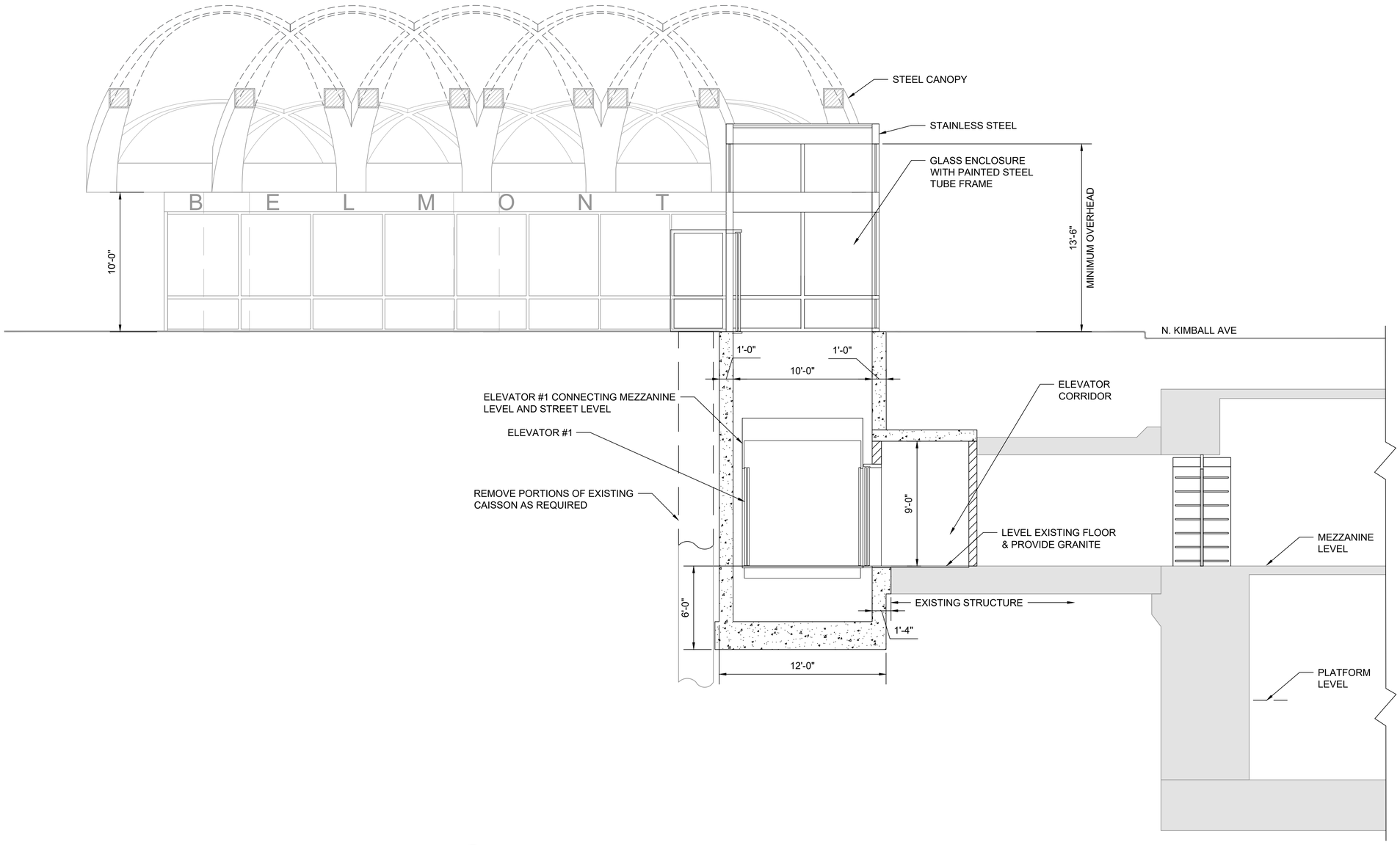
LOCATION IDENTIFIER:

SECTION- PROPOSED

A-305



A
A-306

SECTION AT NEW STREET LEVEL ELEVATOR

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-116, A-118 & A-120

0 2' 4' 8'
SCALE: 1/4"=1'-0"

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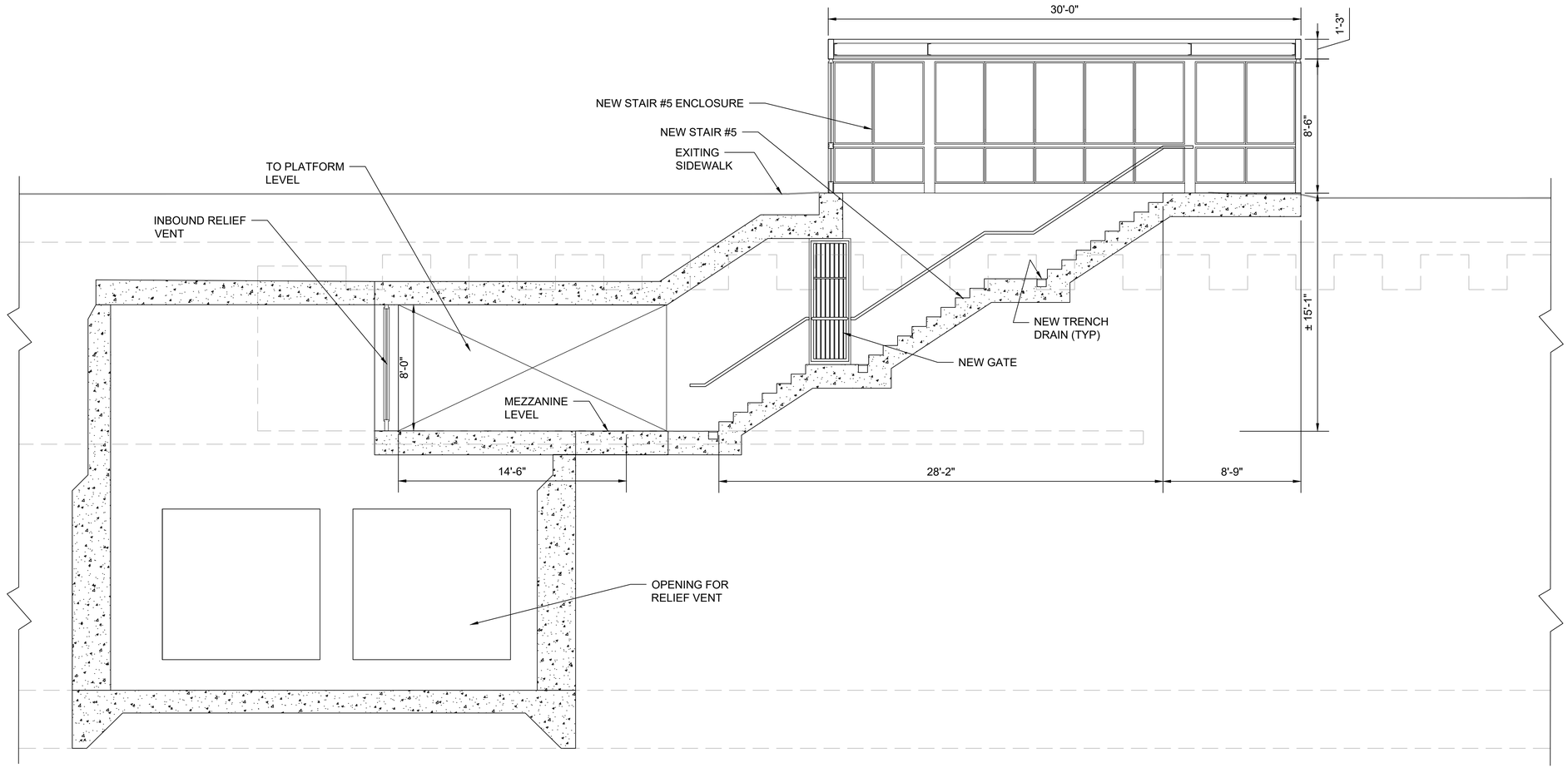
A-306



A
A-307

SECTION AT STAIR #5 ENTRANCE

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-116, A-118 & A-120

0 2' 4' 8'
SCALE: 1/4"=1'-0"

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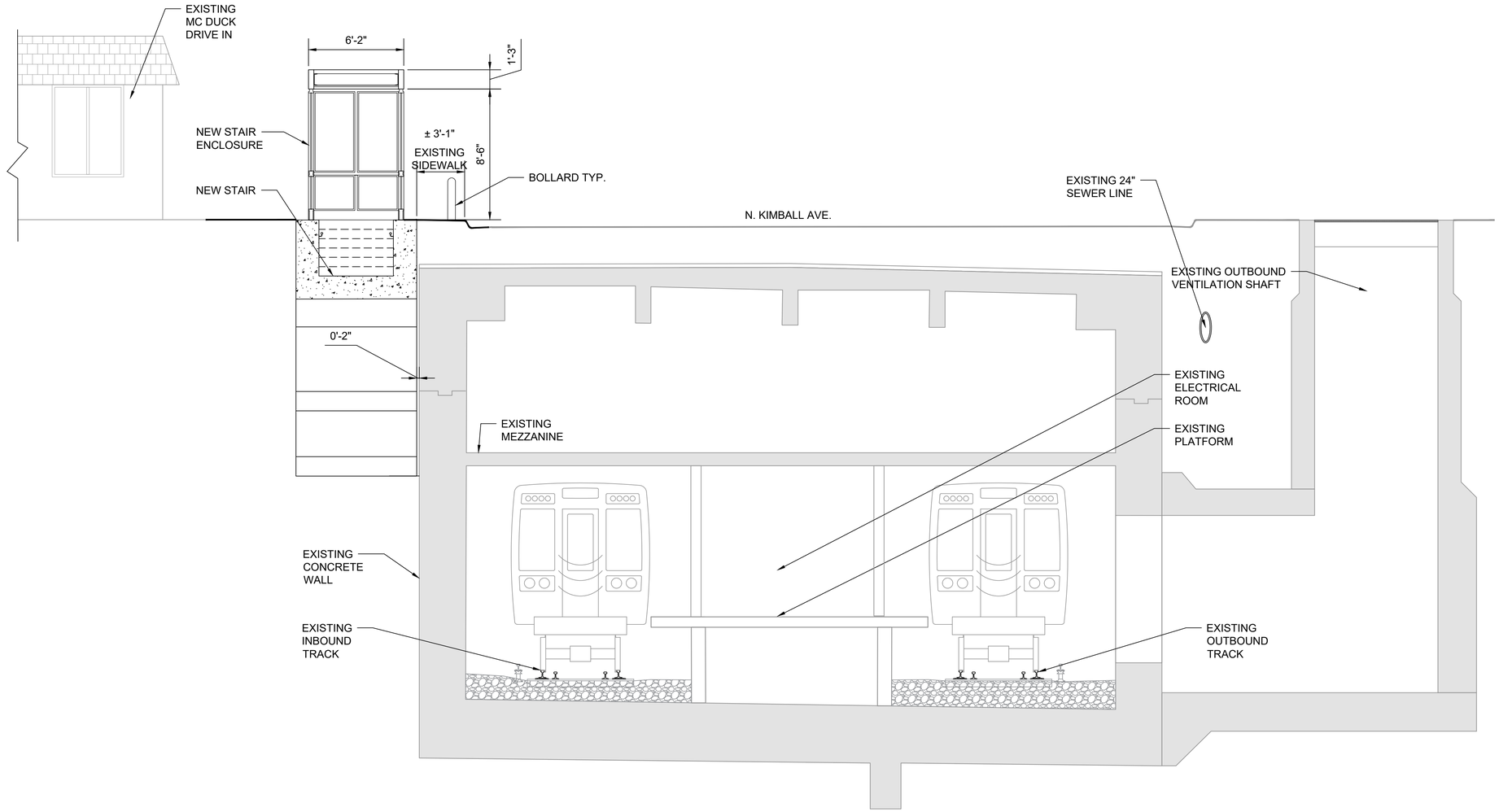
A-307



A
A-308
SECTION
SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-116, A-118 & A-120

0 2' 4' 8'
SCALE: 1/4"=1'-0"

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BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

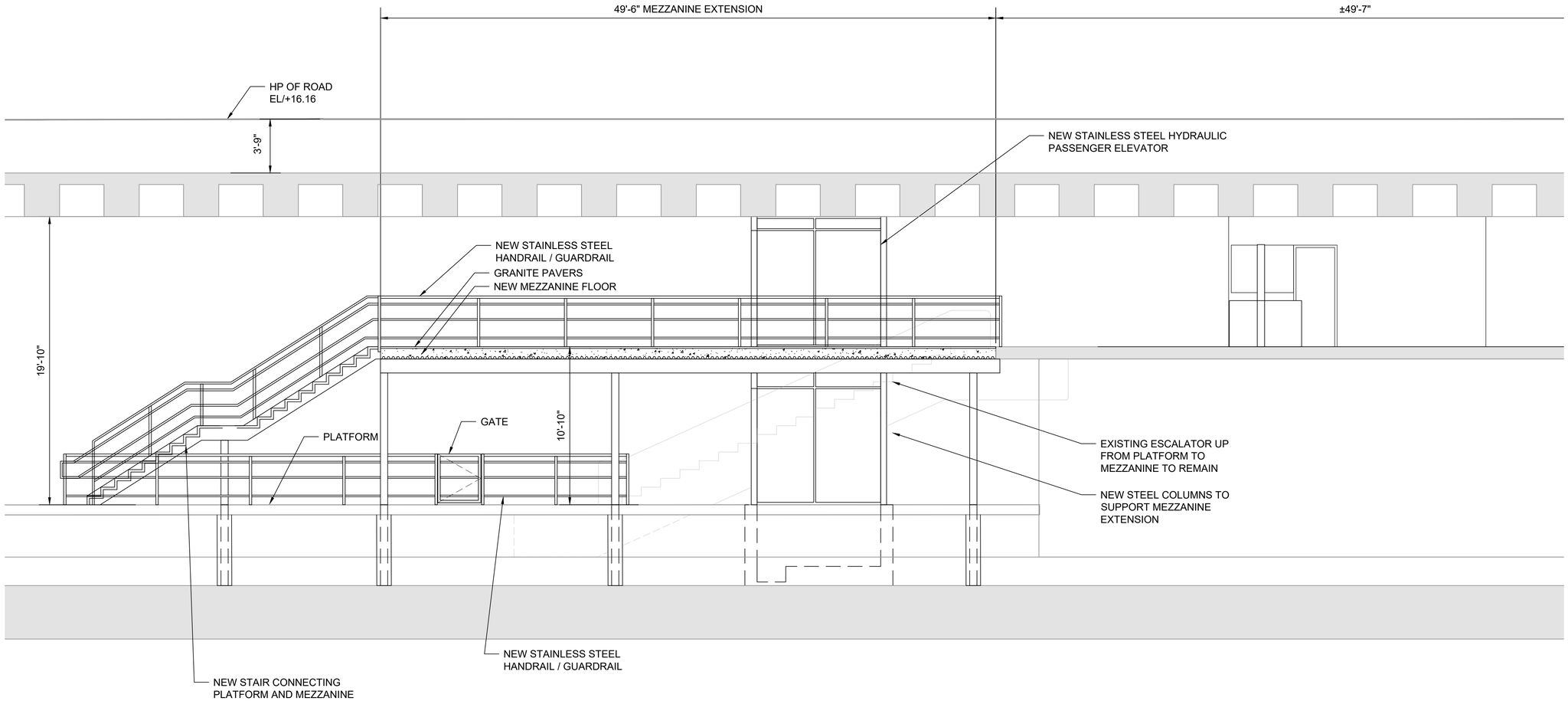
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

SECTION- PROPOSED

A-308



A / A-309 ENLARGED SECTION
SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-116, A-118 & A-120

0 2' 4' 8'
SCALE: 1/4"=1'-0"

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR PLOT APPROVAL STAMPS

NOT FOR CONSTRUCTION

cta Check Print

COPY NUMBER	OF	
DRAWING CHECK ONLY	BY	DATE
Checked against calcs. and calcs. confirmed		
CHECK ACTIVITY	BY	DATE
PRINTED		
CHECKED (YELLOW, RED)		
BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

cta CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.

DRAWING SCALE IS NOT GUARANTEED.
CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

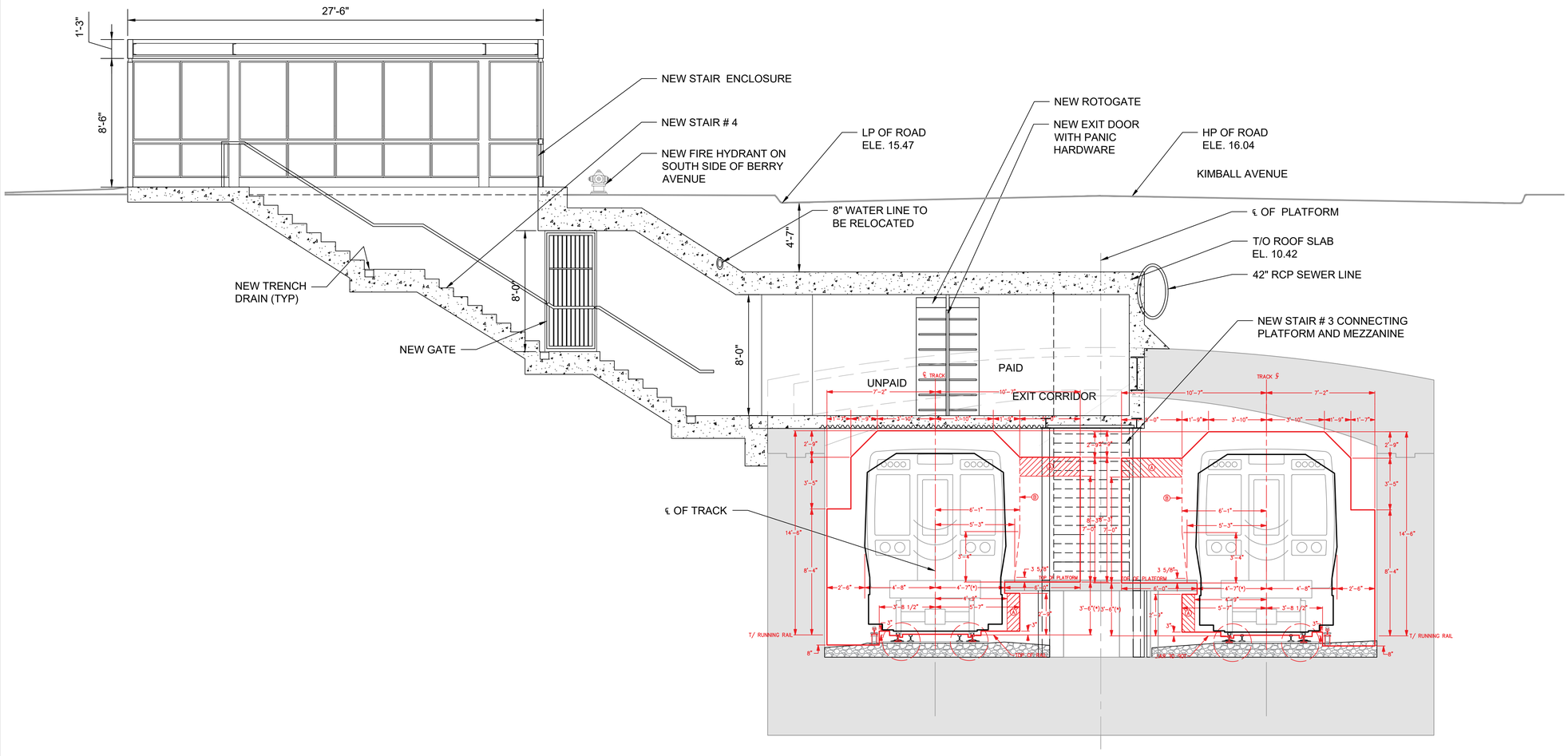
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

SECTION- PROPOSED

A-309



A
310

PROPOSED SECTION WITH CTA CLEARANCE

SCALE: 1/4" = 1'-0"

FOR REFERENCE: SEE PLAN A-117, A-119 & A-121

SCALE: (FEET) 0 2 4 8 16

PLOTTED ON 2023/06/01

DO NOT USE THIS AREA FOR PLOT APPROVAL STAMPS

NOT FOR CONSTRUCTION

cta **Check Print**

COPY NUMBER	OF	
DRAWING CHECK ONLY	BY	DATE
Checked against calcs. and calcs. confirmed		
CHECK ACTIVITY	BY	DATE
PRINTED		
CHECKED (YELLOW, RED)		
BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

cta CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP O'HARE LINE
BELMONT STATION
3355 W. Belmont Ave.
CHICAGO, ILLINOIS

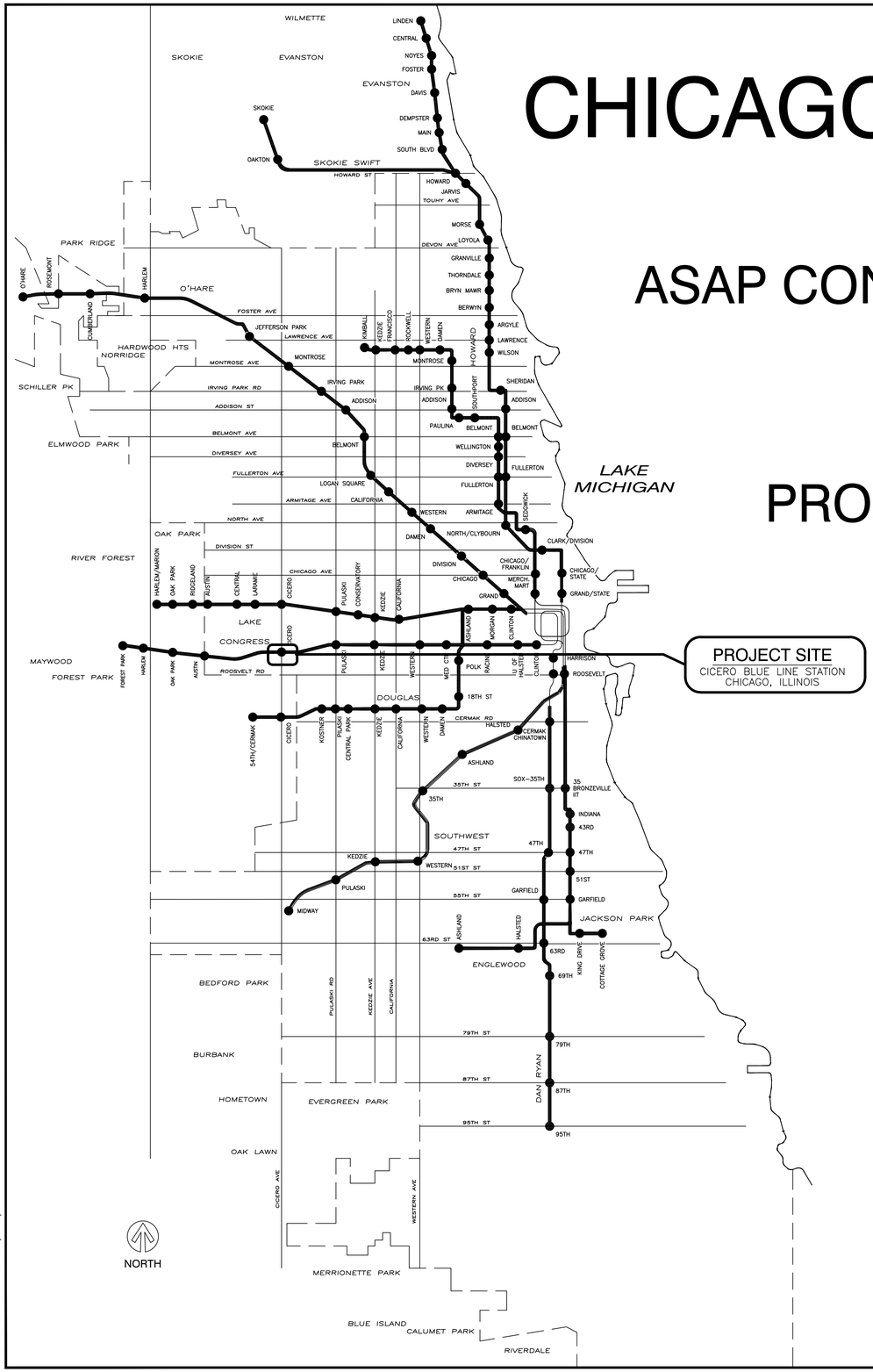
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.07
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/01/2023	DESIGN OPTION

LOCATION IDENTIFIER:

SECTION- PROPOSED

A-310



PROJECT SITE
CICERO BLUE LINE STATION
CHICAGO, ILLINOIS

CHICAGO TRANSIT AUTHORITY
INFRASTRUCTURE

ASAP CONGRESS BLUE LINE CICERO STATION
S. CICERO AVE

DATE: 12/07/2023
PROJECT NUMBER: 2015-0027.XX

DRAWING INDEX

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND 'THE ILLINOIS ACCESIBLITY CODE', ILL ADM. CODE 400.

THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	12/07/2023	DESIGN OPTIONS

COVER PAGE

G-001

PLOTTED ON: 2023/12/07

1 / A-100 AERIAL VIEW
SCALE: 1/32"= 1'-0"

NORTH

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA
RESERVED FOR POSSIBLE APPROVAL STAMPS
NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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DRAWING SCALE IS NOT GUARANTEED.
CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

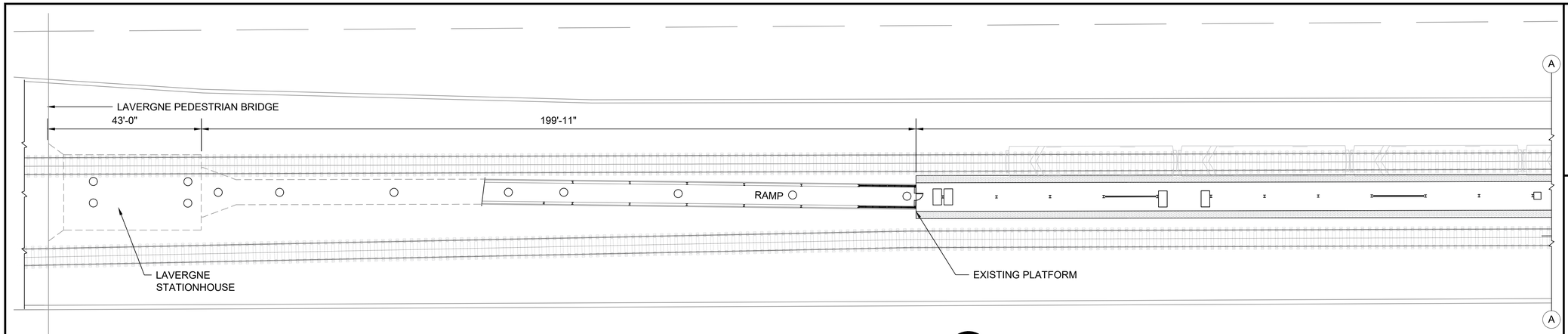
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

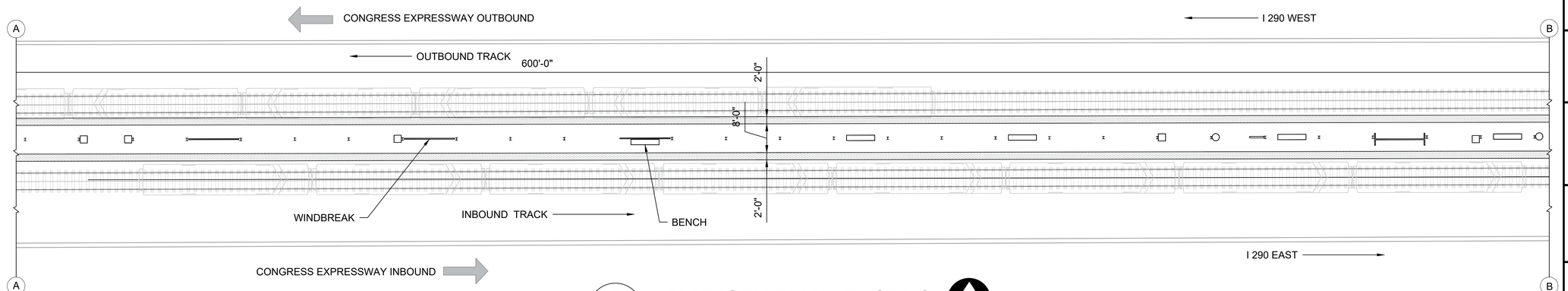
AERIAL VIEW

A-100



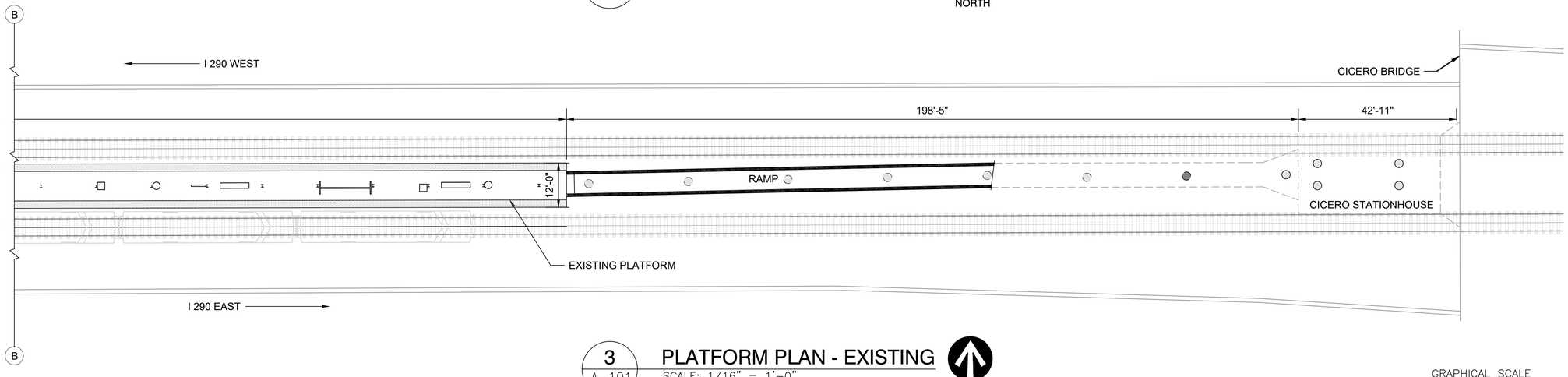
1 A-101 PLATFORM PLAN - EXISTING
SCALE: 1/16" = 1'-0"

NORTH



2 A-101 PLATFORM PLAN - EXISTING
SCALE: 1/16" = 1'-0"

NORTH



3 A-101 PLATFORM PLAN - EXISTING
SCALE: 1/16" = 1'-0"

NORTH

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA
RESERVED FOR AGENCY APPROVAL STAMPS
NOT FOR CONSTRUCTION
POST CDB

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

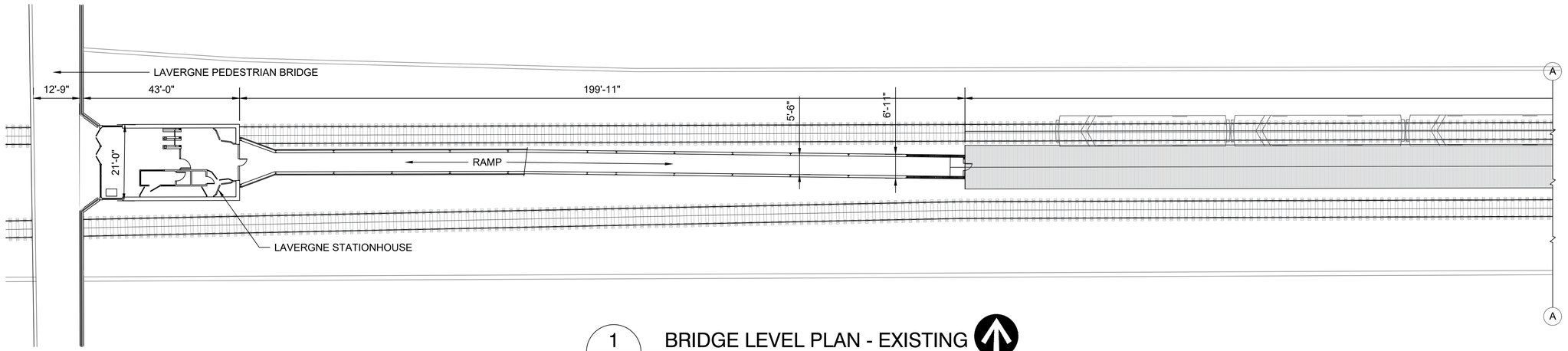
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

PLATFORM PLAN
EXISTING

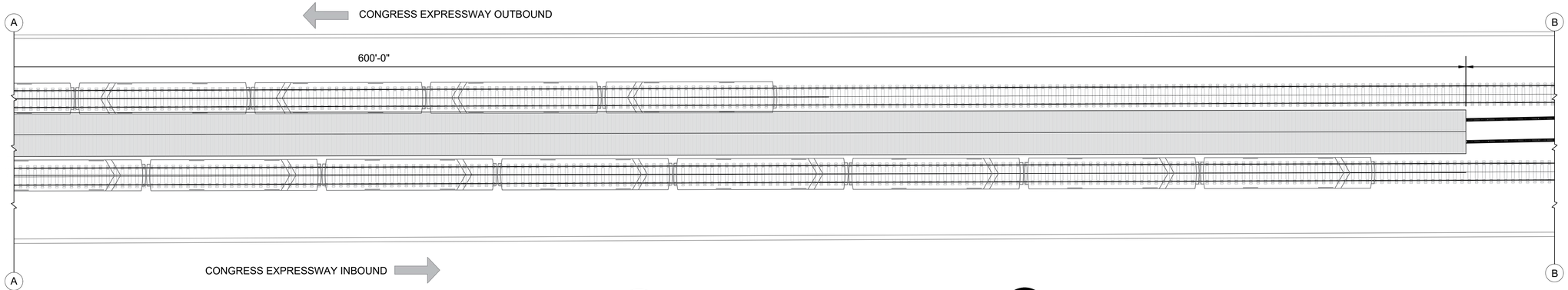
A-101



1 A-102 BRIDGE LEVEL PLAN - EXISTING

SCALE: 1/16" = 1'-0"

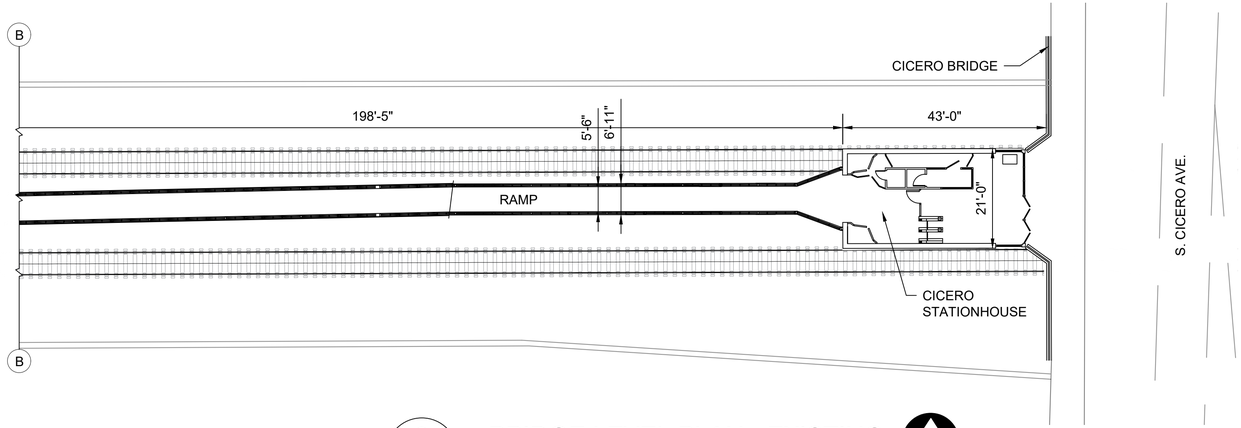
NORTH



2 A-102 BRIDGE LEVEL PLAN - EXISTING

SCALE: 1/16" = 1'-0"

NORTH



3 A-102 BRIDGE LEVEL PLAN - EXISTING

SCALE: 1/16" = 1'-0"

NORTH

GRAPHICAL SCALE

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA

RESERVED FOR CDOT/CTA APPROVAL STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

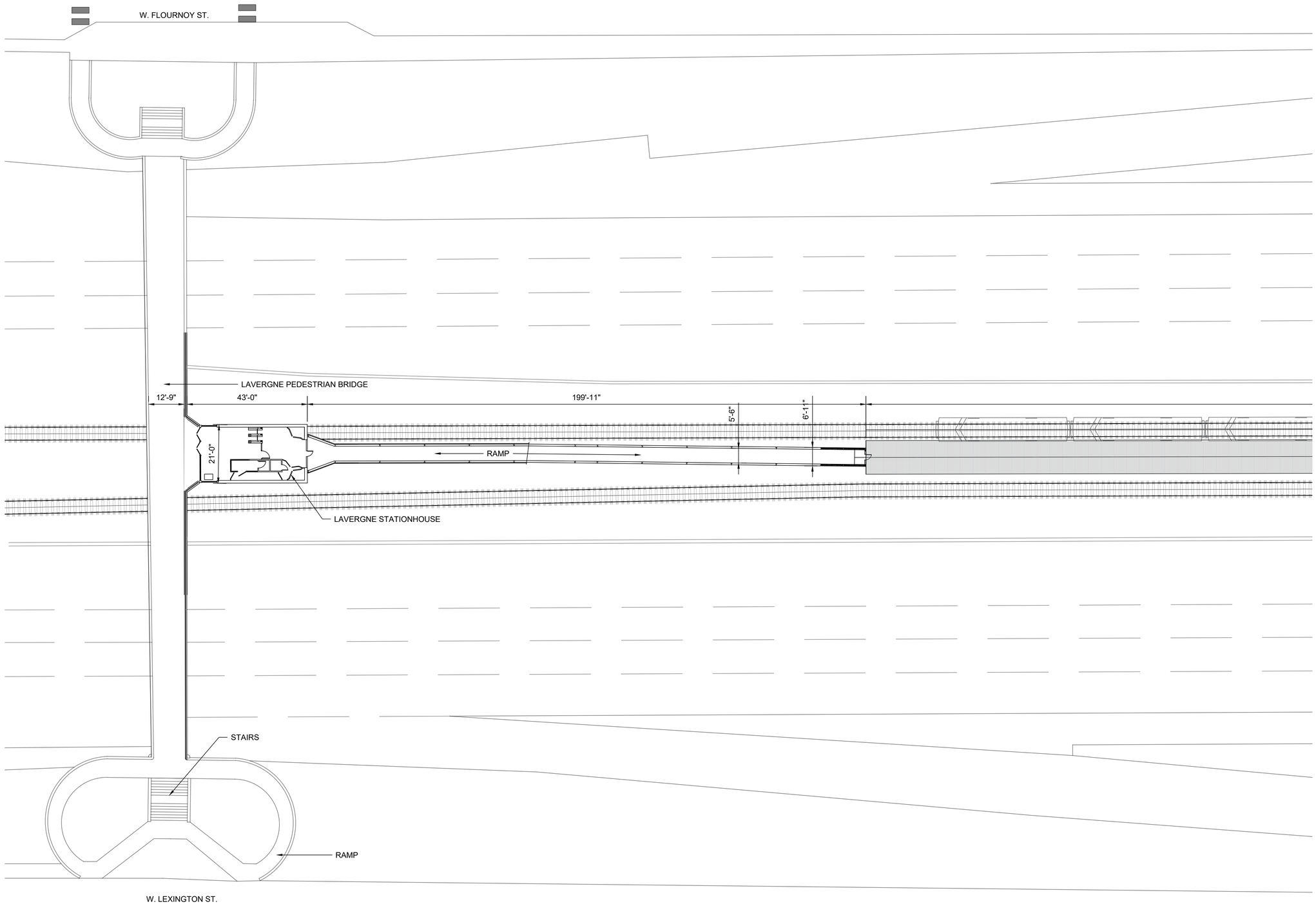
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

BRIDGE LEVEL PLAN EXISTING

A-102



1 / A-103 STREET PLAN AT LAVERNGE AVE - EXISTING

SCALE: NTS

NORTH

GRAPHICAL SCALE

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA RESERVED FOR POSSIBLE CDOT APPROVAL STAMPS

NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

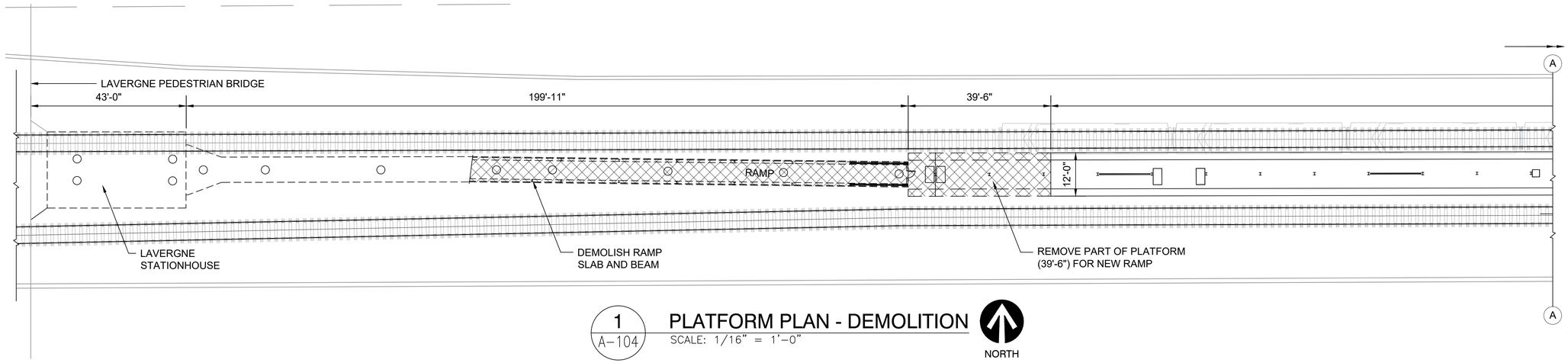
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

STREET PLAN: LAVERNGE AVE. EXISTING

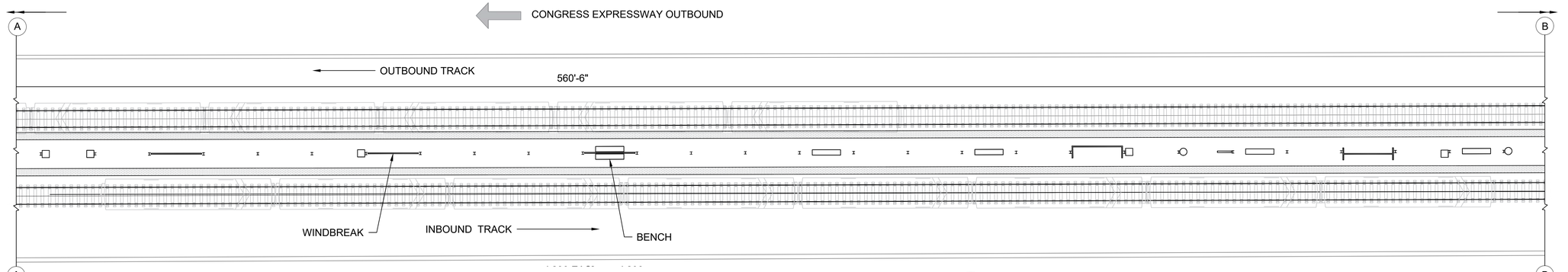
A-103



1 / A-104 PLATFORM PLAN - DEMOLITION

SCALE: 1/16" = 1'-0"

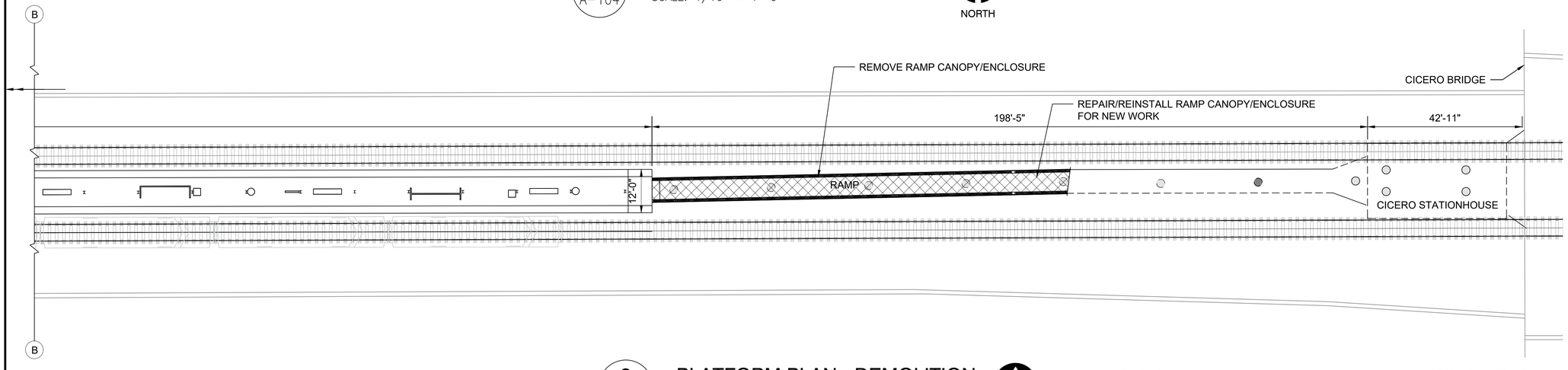
NORTH



2 / A-104 PLATFORM PLAN - DEMOLITION

SCALE: 1/16" = 1'-0"

NORTH



3 / A-104 PLATFORM PLAN - DEMOLITION

SCALE: 1/16" = 1'-0"

NORTH

DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE RAMP ALUMINUM STRUCTURE, CLEAN & REPAIR FOR NEW ADA RAMP STRUCTURE

LEGEND

DEMOLITION AREA/ITEM

GRAPHICAL SCALE

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA
RESERVED FOR CTA APPROVAL STAMPS
NOT FOR CONSTRUCTION
NOT FOR BID

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

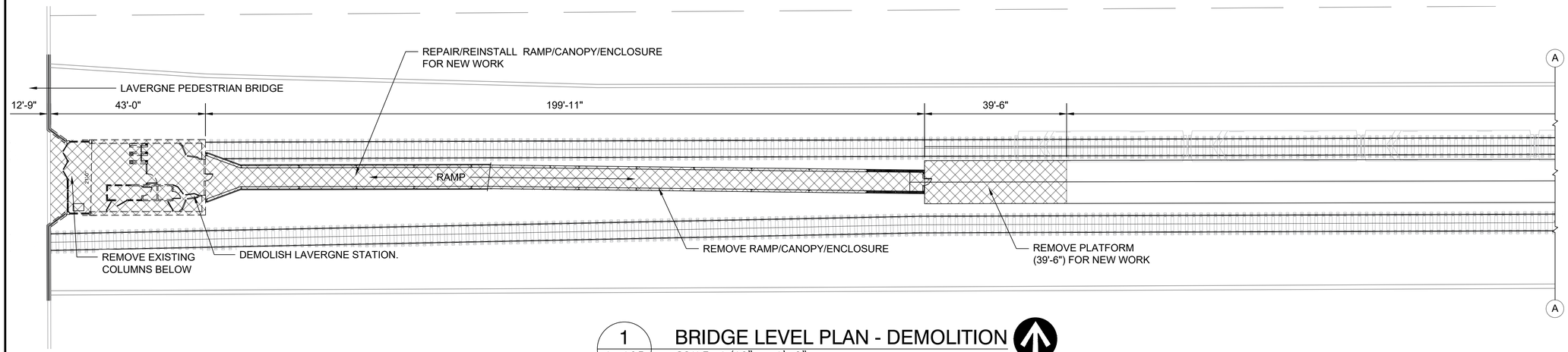
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

PLATFORM PLAN
DEMOLITION

A-104

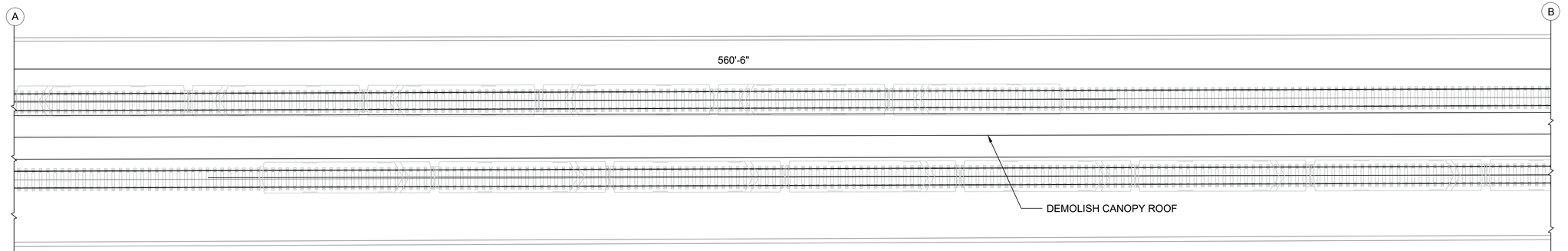


1 A-105

BRIDGE LEVEL PLAN - DEMOLITION

SCALE: 1/16" = 1'-0"

NORTH

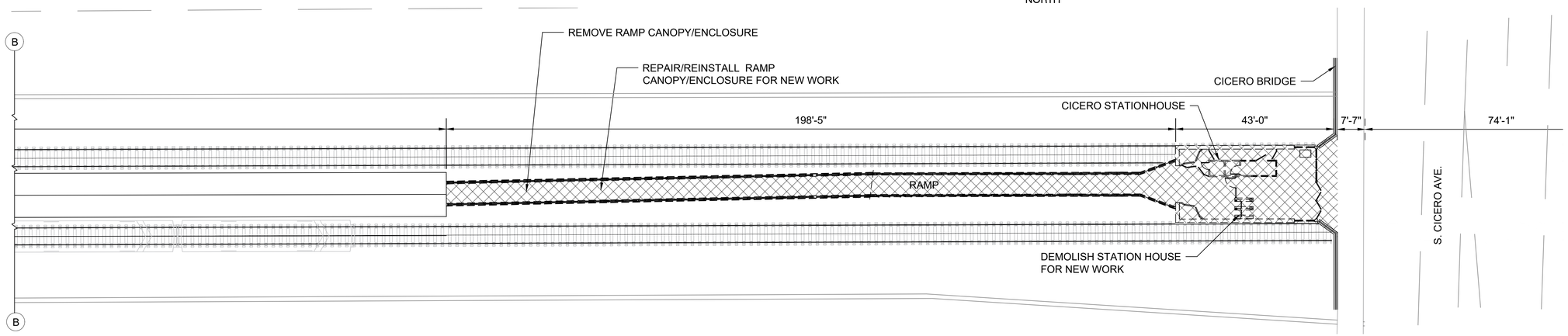


2 A-105

BRIDGE LEVEL PLAN - DEMOLITION

SCALE: 1/16" = 1'-0"

NORTH



3 A-105

BRIDGE LEVEL PLAN - DEMOLITION

SCALE: 1/16" = 1'-0"

NORTH

DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE RAMP ALUMINUM STRUCTURE, CLEAN & REPAIR FOR NEW ADA RAMP STRUCTURE

LEGEND

DEMOLITION AREA/ITEM

GRAPHICAL SCALE

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA
RESERVED FOR CTA APPROVAL STAMPS
NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

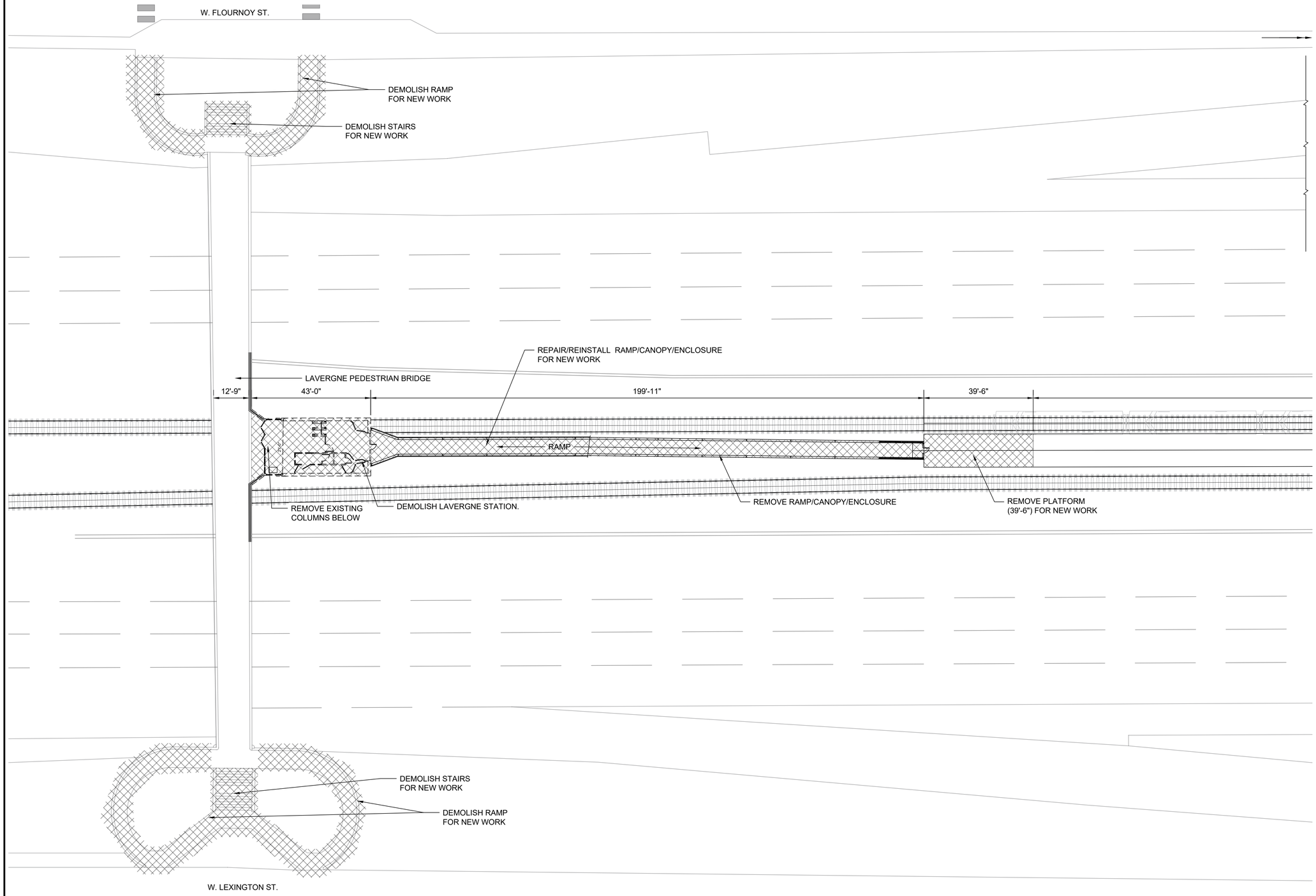
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

BRIDGE LEVEL PLAN
DEMOLITION

A-105



DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE RAMP ALUMINUM STRUCTURE, CLEAN & REPAIR FOR NEW ADA RAMP STRUCTURE

1 / A-106 BRIDGE LEVEL PLAN - DEMOLITION
SCALE: NTS

NORTH

LEGEND

DEMOLITION AREA/ITEM

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/07

DO NOT USE THIS AREA
RESERVED FOR CTA CSB APPROVAL STAMPS
NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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S. CICERO AVE
CHICAGO, ILLINOIS

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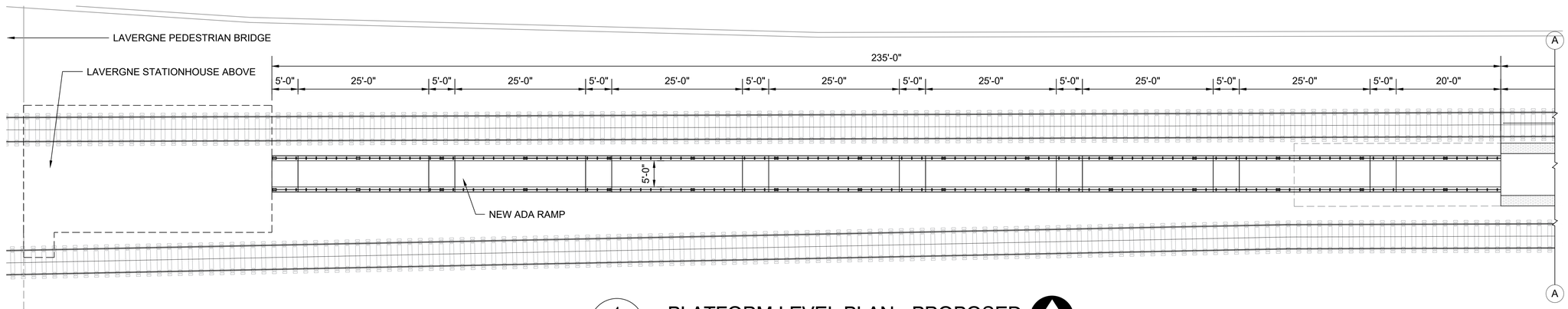
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

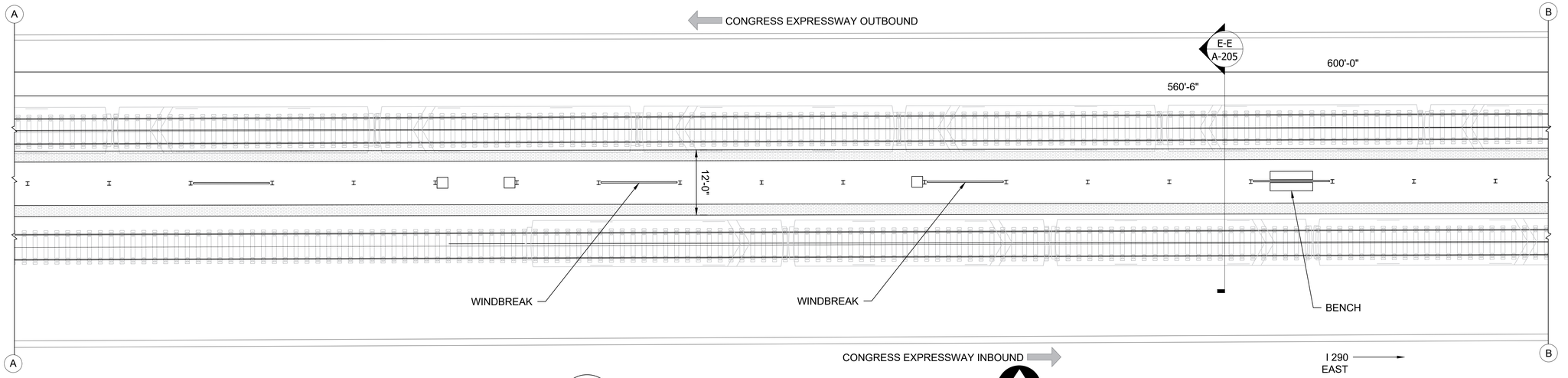
BRIDGE LEVEL PLAN DEMOLITION

A-106



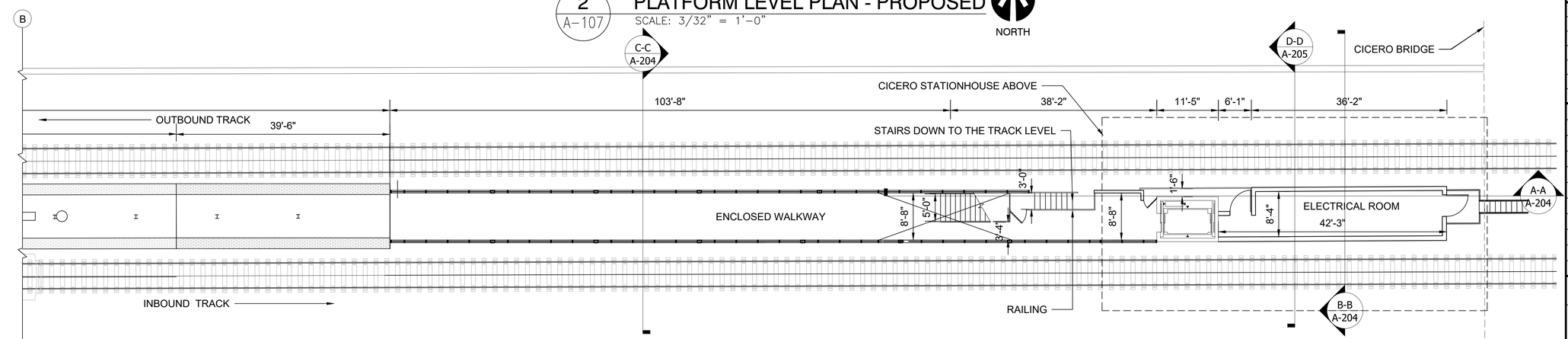
1 A-107 **PLATFORM LEVEL PLAN - PROPOSED**
SCALE: 3/32" = 1'-0"

NORTH



2 A-107 **PLATFORM LEVEL PLAN - PROPOSED**
SCALE: 3/32" = 1'-0"

NORTH



3 A-107 **PLATFORM LEVEL PLAN - PROPOSED**
SCALE: 3/32" = 1'-0"

NORTH

GRAPHICAL SCALE
0 4' 8' 16'
SCALE: 3/32"=1'-0"

PLOTTED ON 2023/12/07

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FILE NAME	

MARK	DATE	DESCRIPTION
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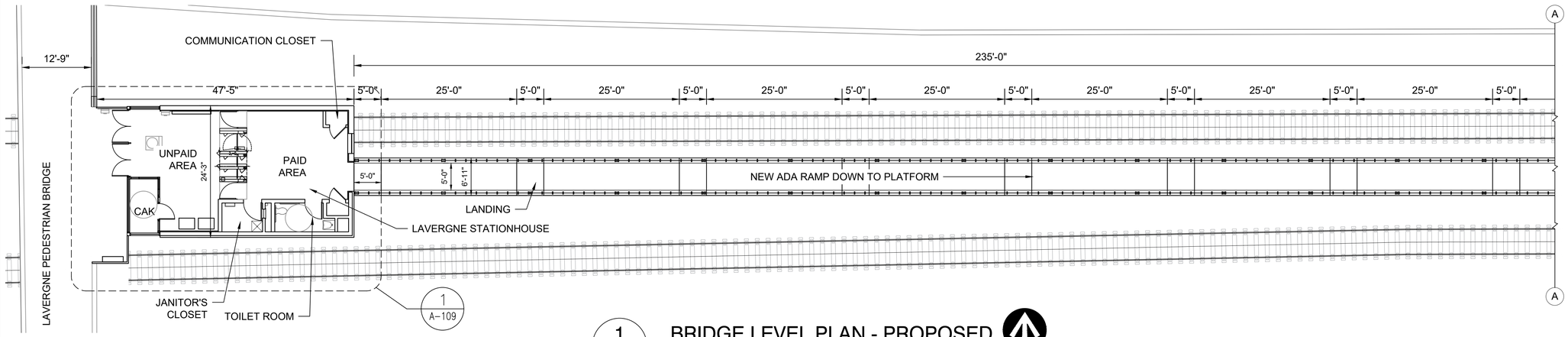
LOCATION IDENTIFIER:

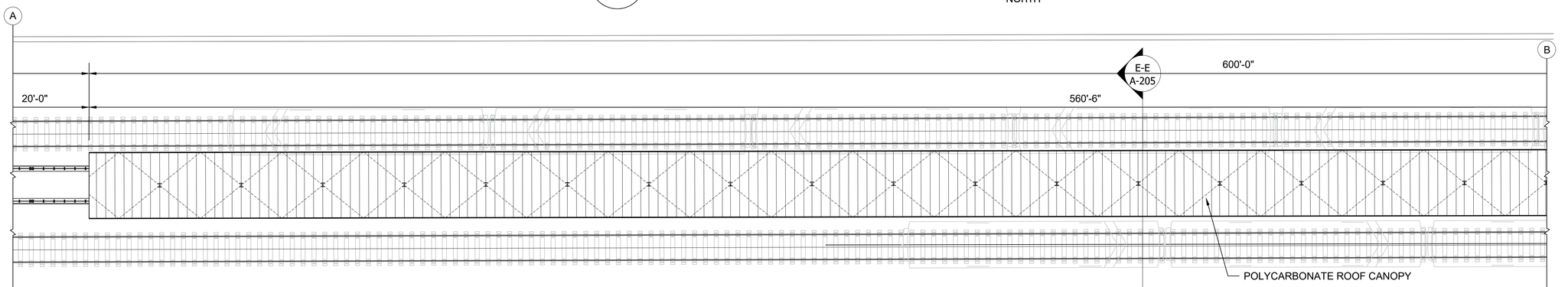
PLATFORM LEVEL PLAN PROPOSED

A-107



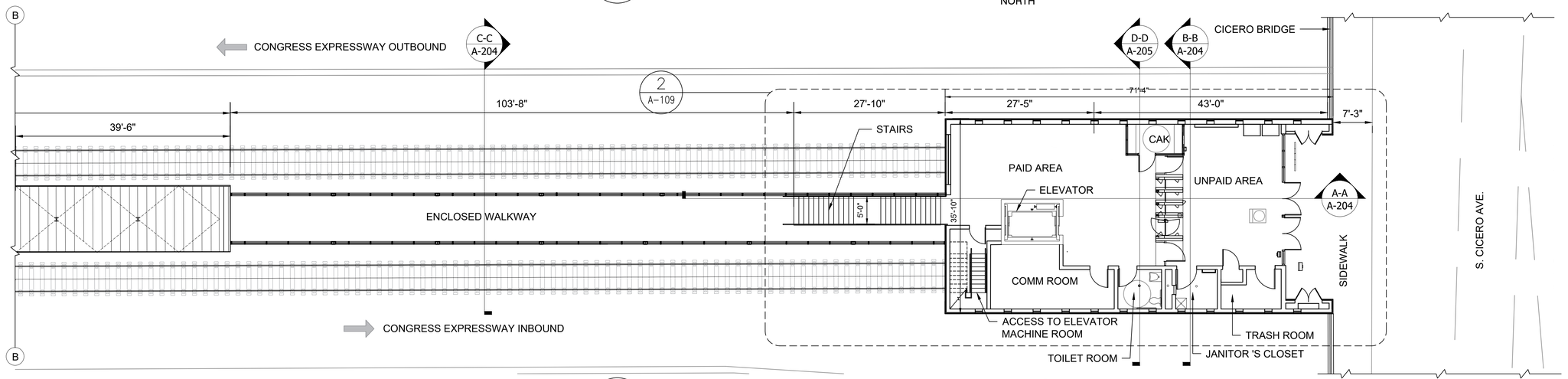
1 A-108 BRIDGE LEVEL PLAN - PROPOSED
SCALE: 3/32" = 1'-0"

NORTH



2 A-108 BRIDGE LEVEL PLAN - PROPOSED
SCALE: 3/32" = 1'-0"

NORTH



3 A-108 BRIDGE LEVEL PLAN - PROPOSED
SCALE: 3/32" = 1'-0"

NORTH

PLOTTED ON 2023/12/07

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PROJECT NO	2015-0027.XX
FILE NAME	

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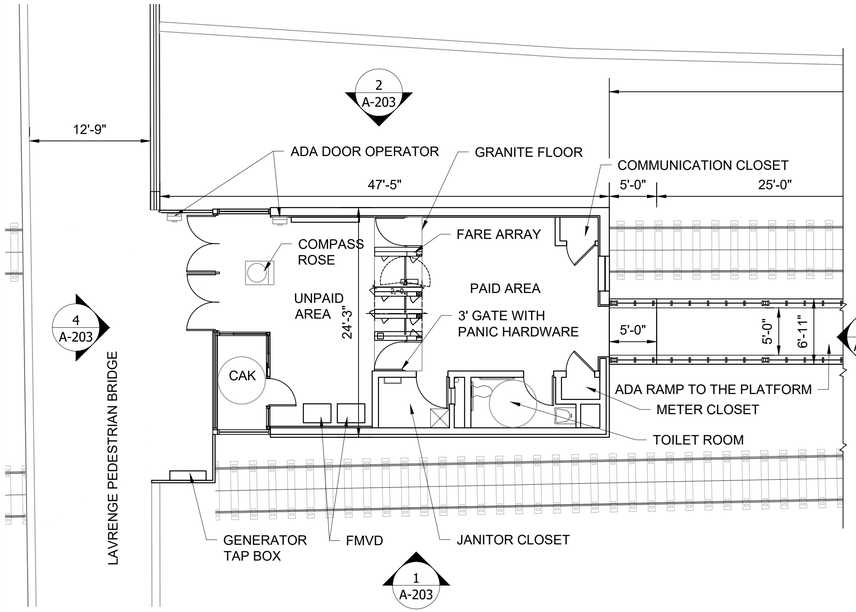
LOCATION IDENTIFIER:

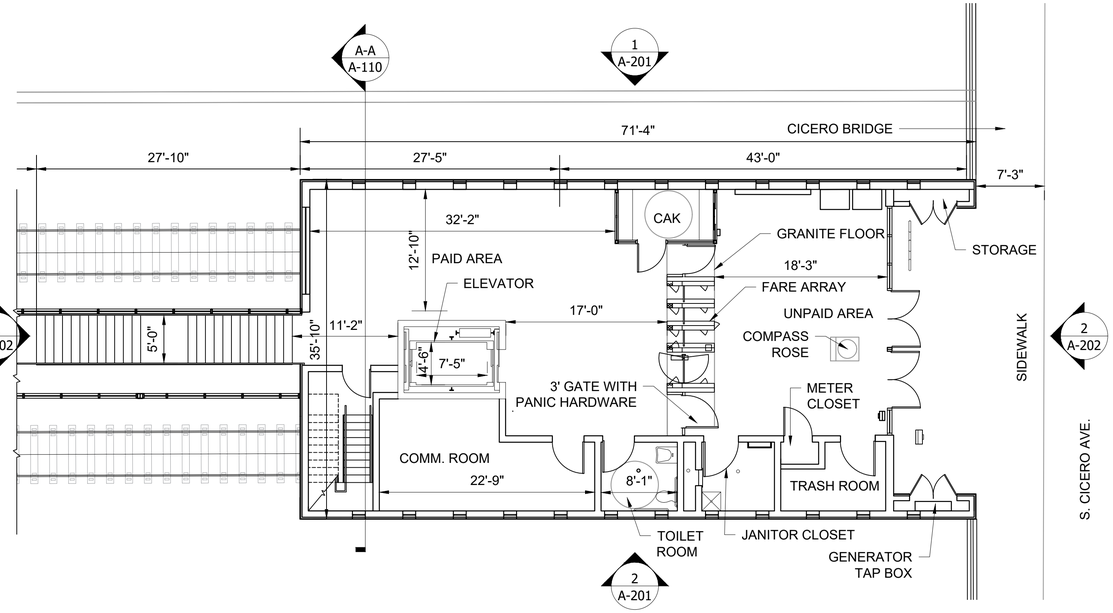
BRIDGE LEVEL PLAN PROPOSED

A-108



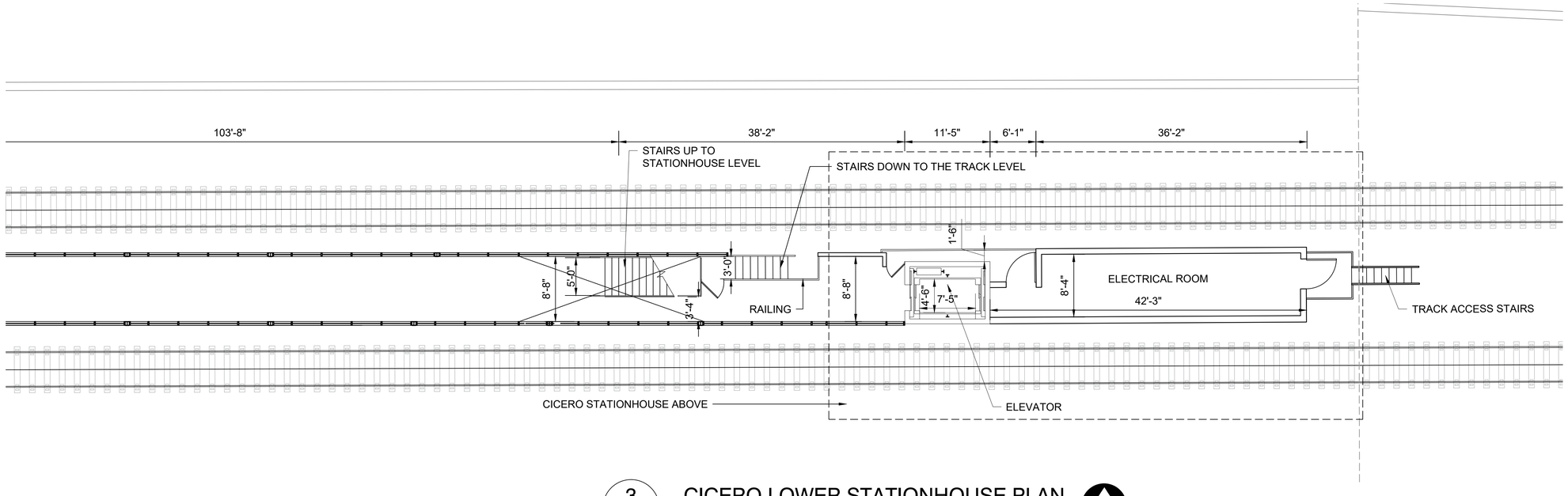
1 A-109 **LAVERGNE STATIONHOUSE PLAN**
SCALE: 1/8" = 1'-0"

NORTH



2 A-109 **CICERO STATIONHOUSE PLAN**
SCALE: 1/8" = 1'-0"

NORTH



3 A-109 **CICERO LOWER STATIONHOUSE PLAN**
SCALE: 1/8"=1'-0"

NORTH

PLOTTED ON 2023/12/07

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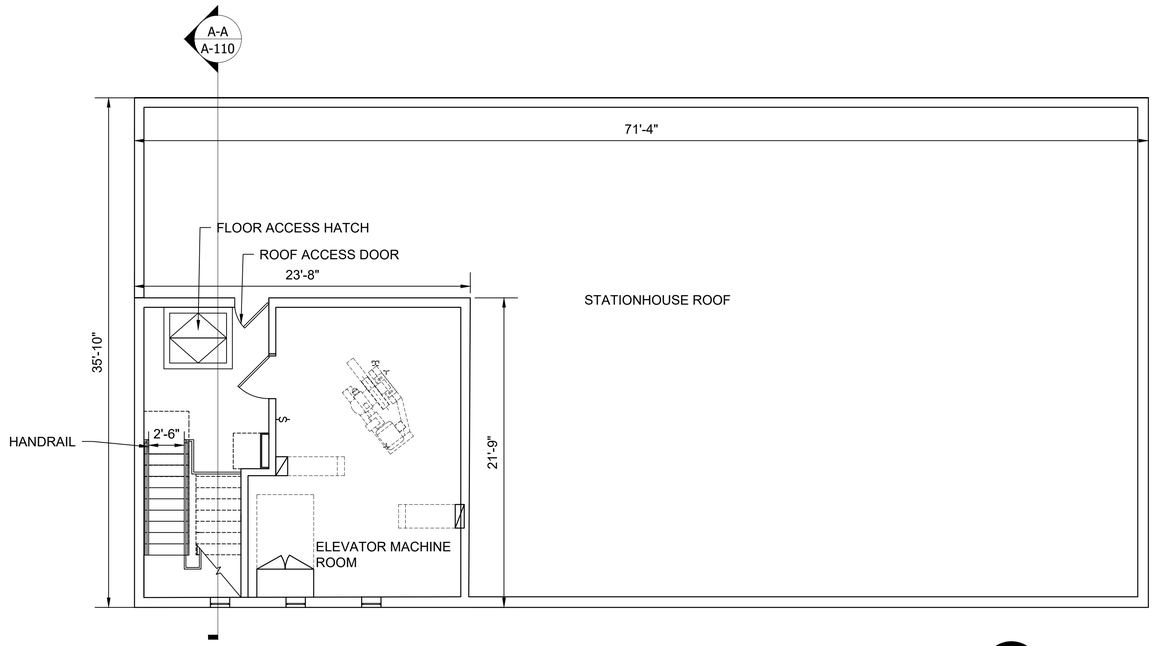
LOCATION IDENTIFIER:

ENLARGED PLANS

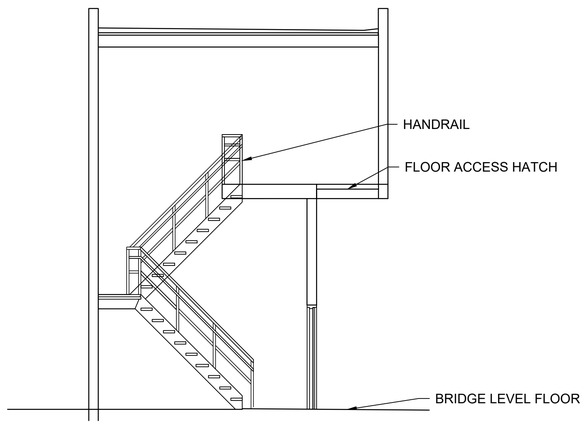
A-109



1 / A-110 CICERO PENTHOUSE LEVEL - ELEV. ACCESS RM STAIR PLAN

SCALE: 3/16" = 1'-0"

NORTH



2 / A-110 CICERO ELEVATOR ACCESS ROOM STAIR- SECTION A--A

SCALE: 3/16" = 1'-0"

PLOTTED ON 2023/12/07

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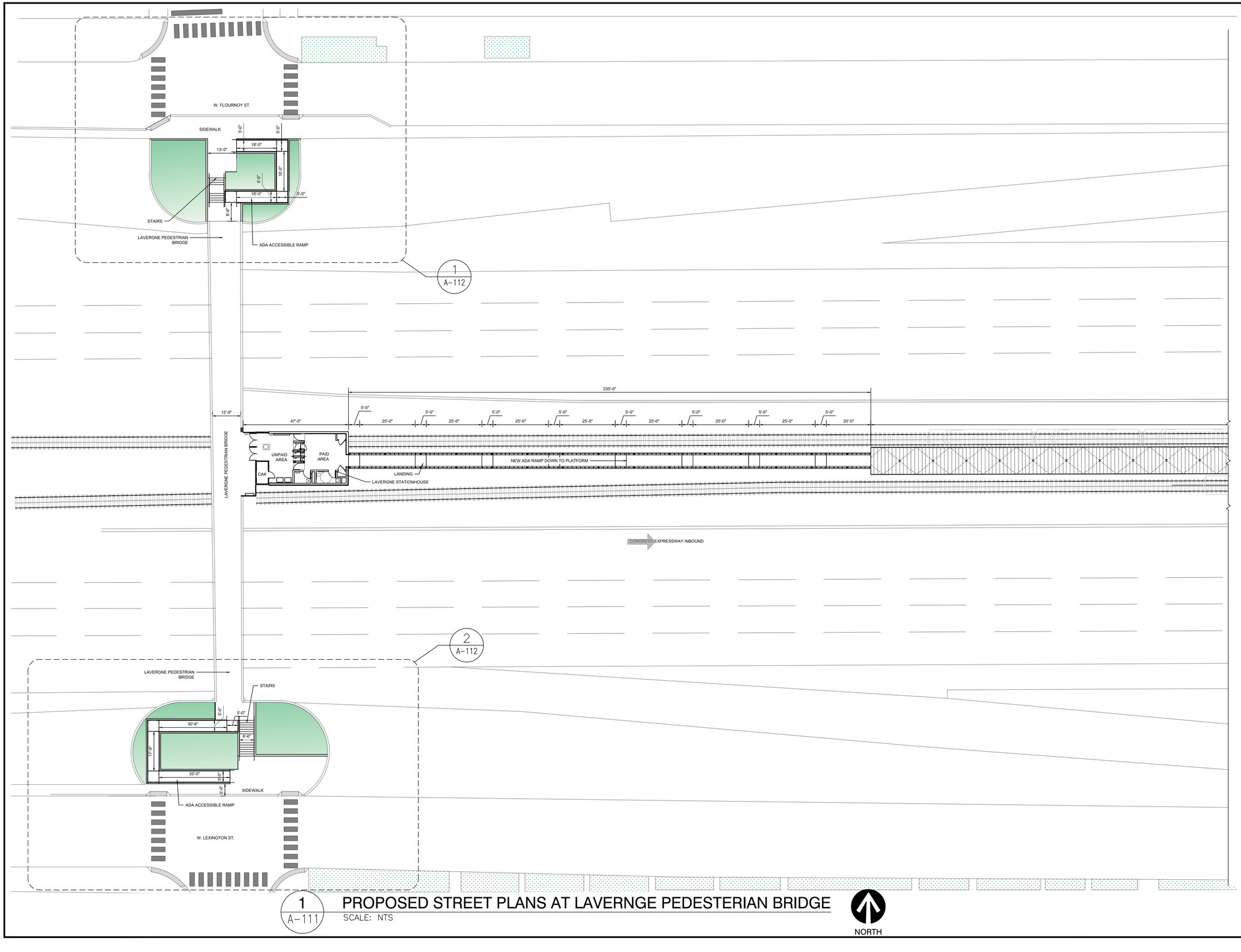
ENLARGED PLANS

A-110



1 A-111 **PROPOSED STREET PLANS AT LAVERNGE PEDESTERIAN BRIDGE**

SCALE: NTS

NORTH

PLOTTED ON 2023/12/07

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NOT FOR CONSTRUCTION
NOT FOR BID
NOT FOR PERMIT
NOT FOR APPROVAL
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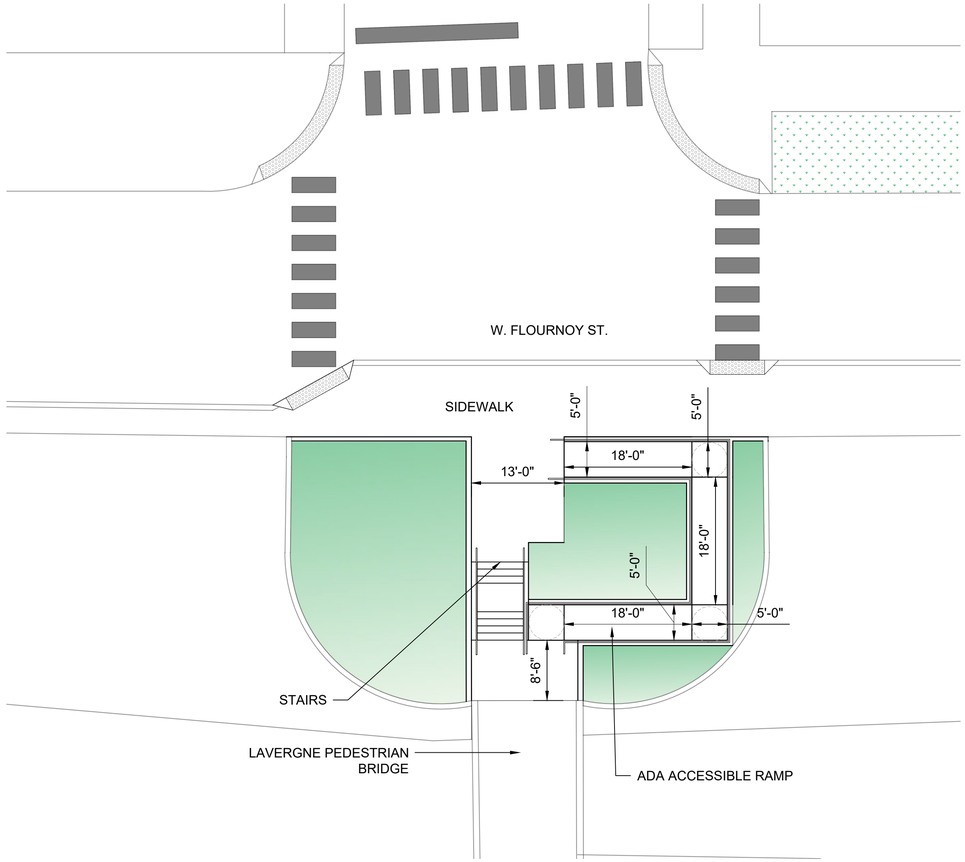
STREET PLAN PROPOSED

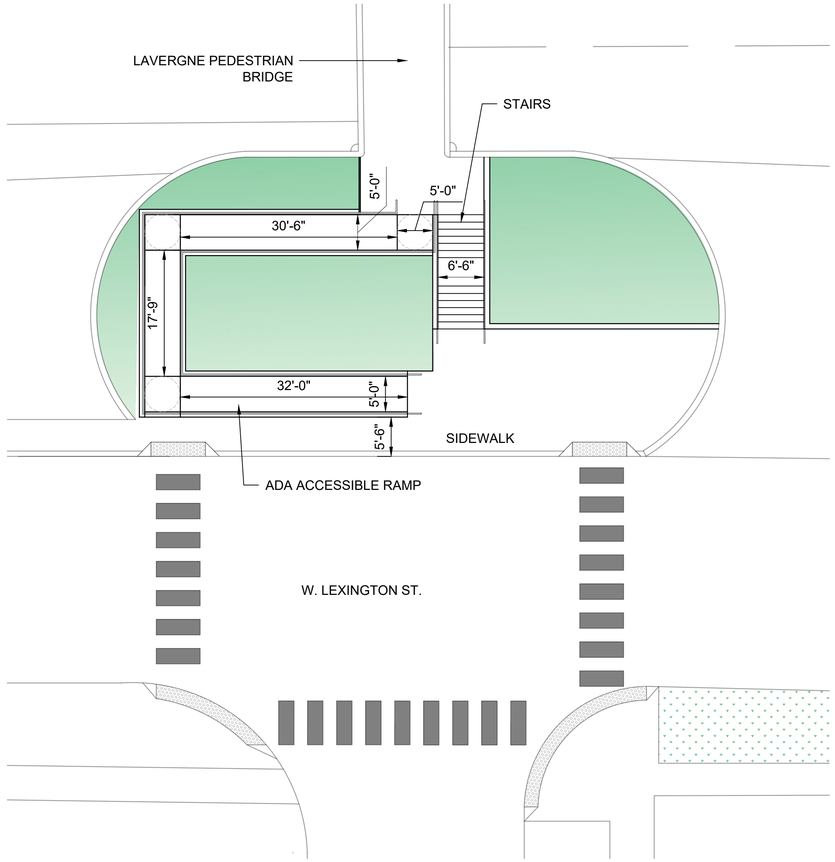
A-111



1 A-112 ENLARGED FLOURNEY STREET PLAN

SCALE: 3/32" = 1'-0"

NORTH



2 A-112 ENLARGED LEXINGTON STREET PLAN

SCALE: 3/32" = 1'-0"

NORTH

PLOTTED ON 2023/12/07

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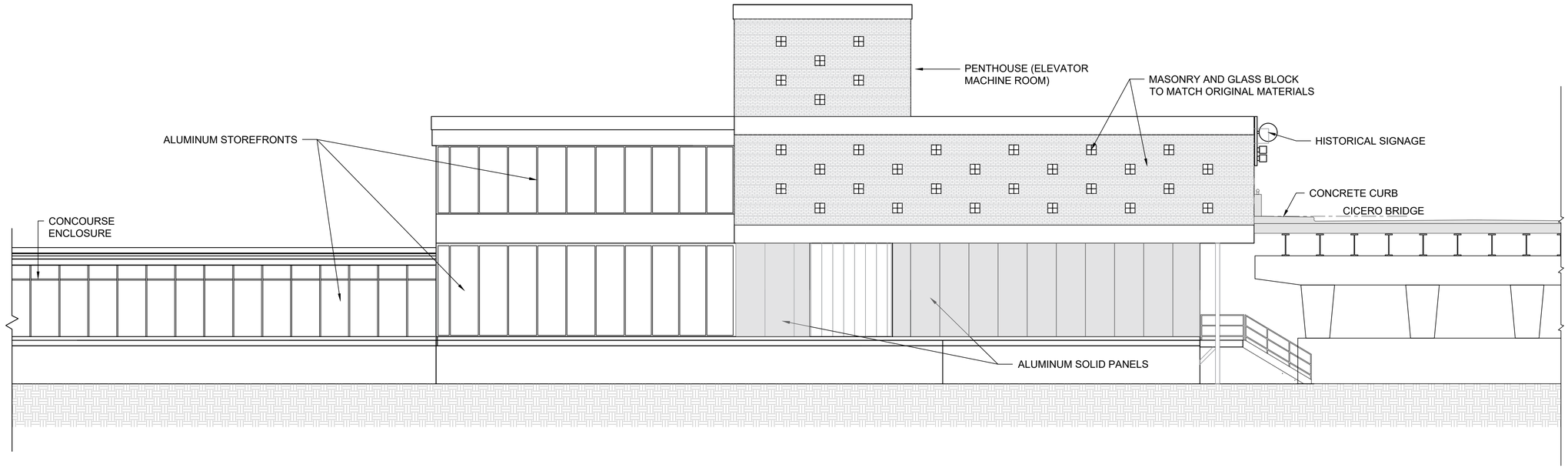
LOCATION IDENTIFIER:

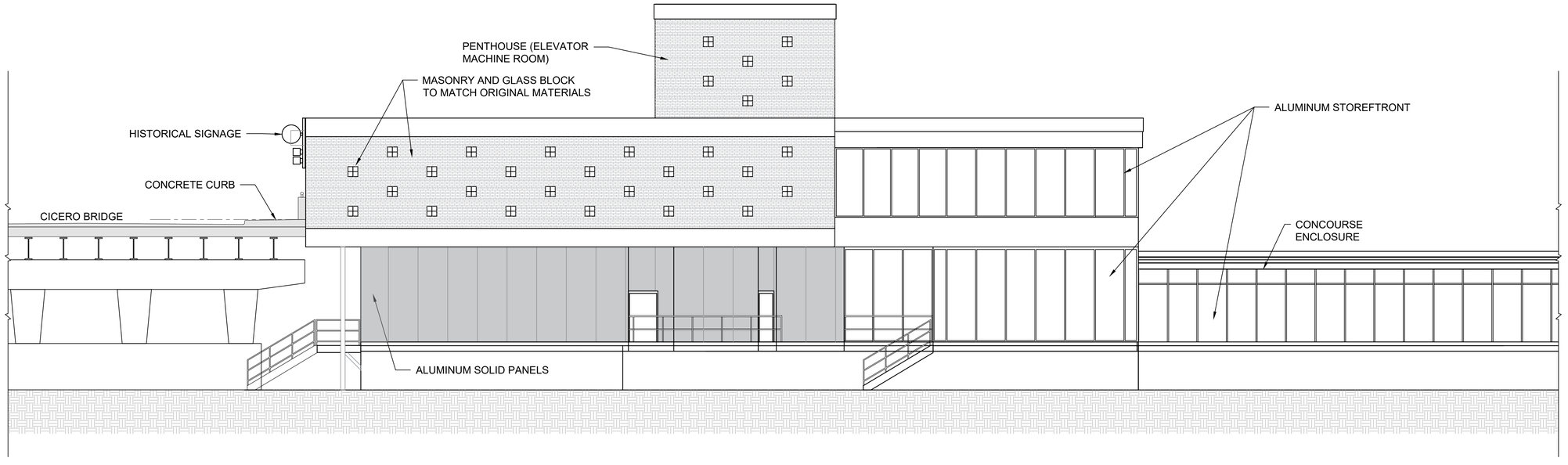
ENLARGED STREET PLAN PROPOSED

A-112



1 / A-201 CICERO STATIONHOUSE - NORTH ELEVATION

SCALE: 1/8"=1'-0"



2 / A-201 CICERO STATIONHOUSE - SOUTH ELEVATION

SCALE: 1/8"=1'-0"

PLOTTED ON 2023/12/07

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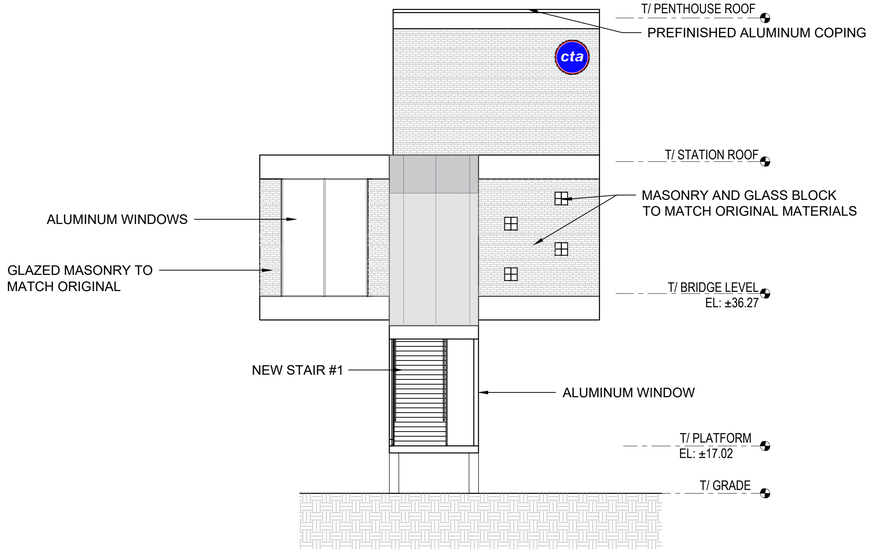
LOCATION IDENTIFIER:

ELEVATIONS

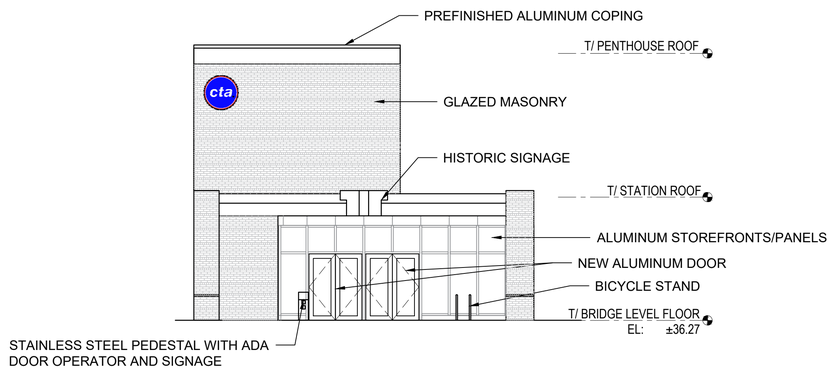
A-201



1
A–202

CICERO STATIONHOUSE - WEST ELEVATION

SCALE: 1/8"=1'–0"



2
A–202

CICERO STATIONHOUSE - EAST ELEVATION

SCALE: 1/8"=1'–0"

PLOTTED ON 2023/12/07

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FOR REVIEW COMMENTS, CONSTRUCTION OR APPROVAL STAMPS

NOT FOR CONSTRUCTION

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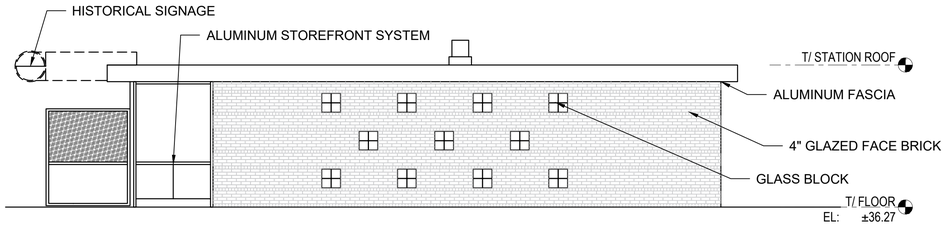
LOCATION IDENTIFIER:

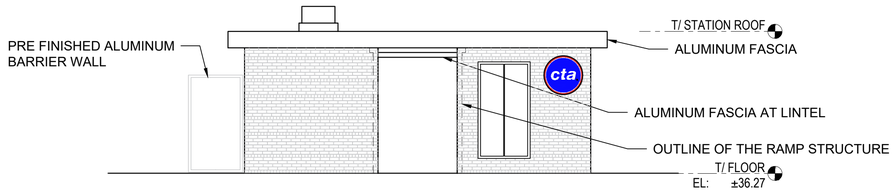
ELEVATIONS

A-202



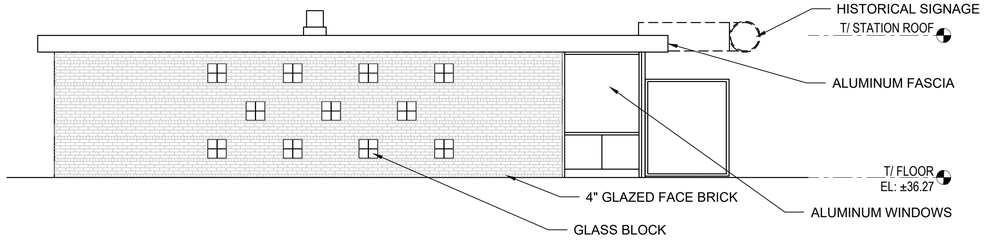
1 A-203 LAVRENGE STATIONHOUSE - NORTH ELEVATION

SCALE: 3/16"=1'-0"



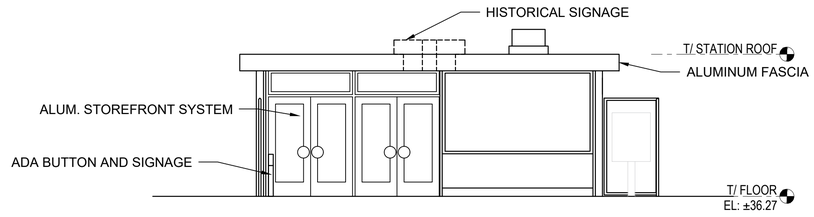
2 A-203 LAVRENGE STATIONHOUSE - WEST ELEVATION

SCALE: 3/16"=1'-0"



3 A-203 LAVRENGE STATIONHOUSE - SOUTH ELEVATION

SCALE: 3/16"=1'-0"



4 A-203 LAVRENGE STATIONHOUSE - EAST ELEVATION

SCALE: 3/16"=1'-0"

PLOTTED ON 2023/12/07

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NOT FOR CONSTRUCTION

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CHECK ACTIVITY	BY	DATE
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CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

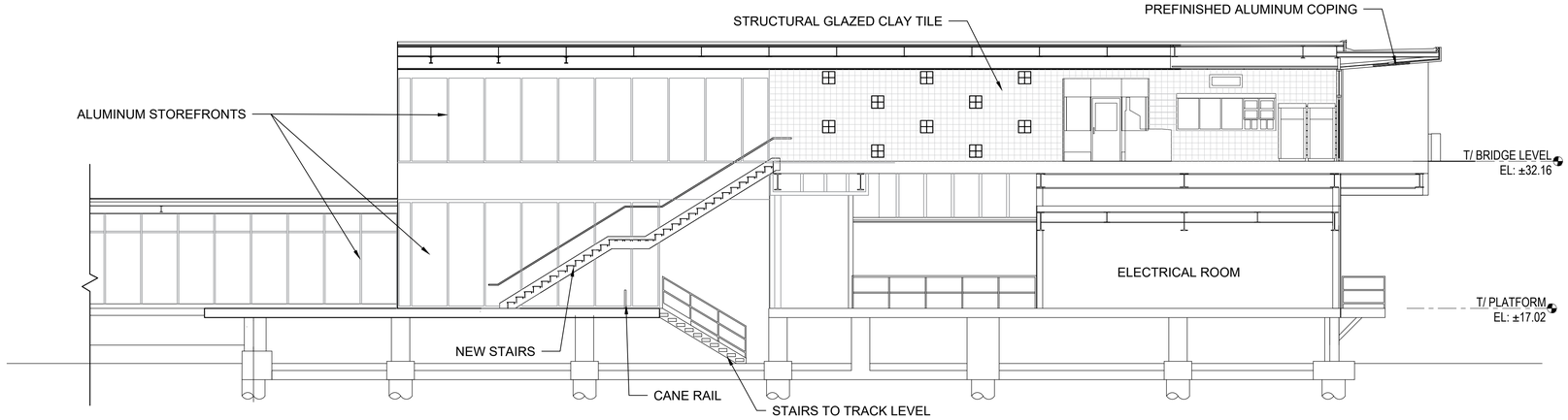
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

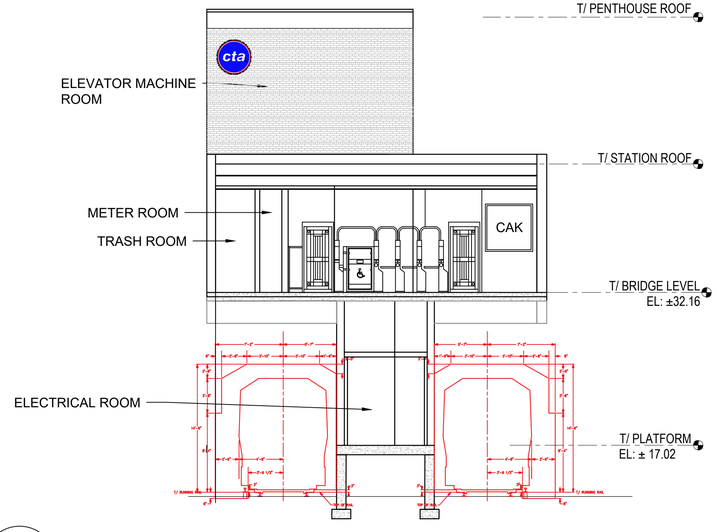
ELEVATIONS

A-203



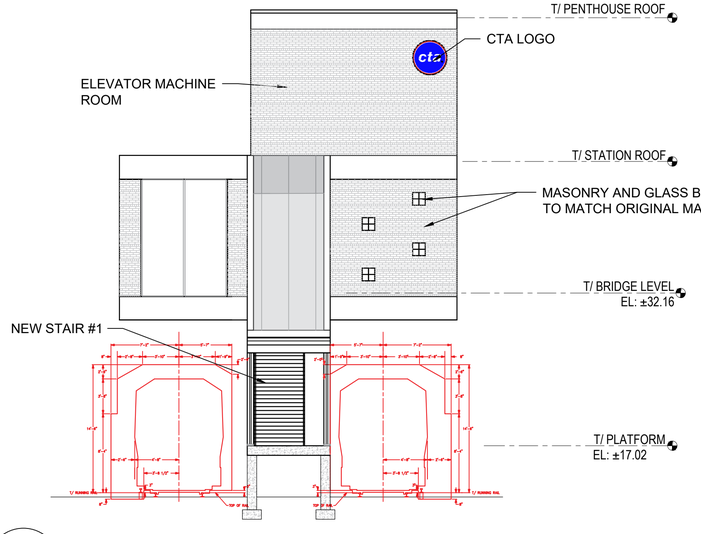
1 / A-204 CICERO STATIONHOUSE - SECTION A-A

SCALE: 1/8"=1'-0"



2 / A-204 CICERO STATIONHOUSE WITH CLEARANCE- SECTION B-B

SCALE: 3/16"=1'-0"



3 / A-204 CICERO STATIONHOUSE WITH CLEARANCE - SECTION C-C

SCALE: 3/16"=1'-0"

PLOTTED ON 2023/12/07

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

IN CHARGE	
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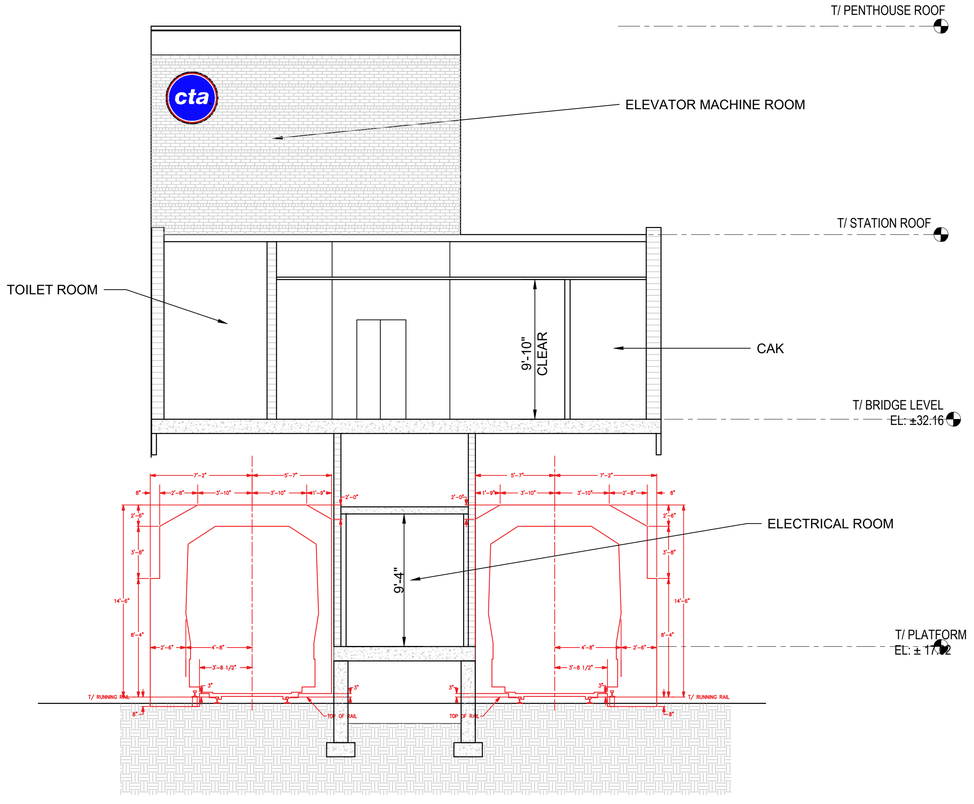
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

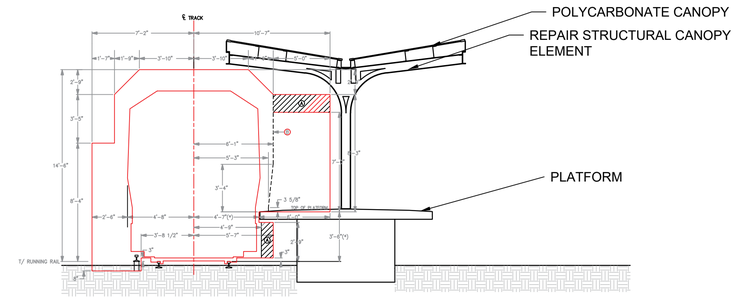
SECTIONS

A-204



1 A-205 CLEARANCE DIAGRAM AT CICERO STATIONHOUSE - SECTION D-D

SCALE: 3/16"=1'-0"



2 A-205 CLEARANCE AT PLATFORM - SECTION E-E

SCALE: 3/16"=1'-0"

PLOTTED ON 2023/12/07

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RESERVED FOR CONSTRUCTION APPROVAL STAMPS

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CORRECTED (BLUE)		
VERIFIED (GREEN)		

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CHICAGO, ILLINOIS

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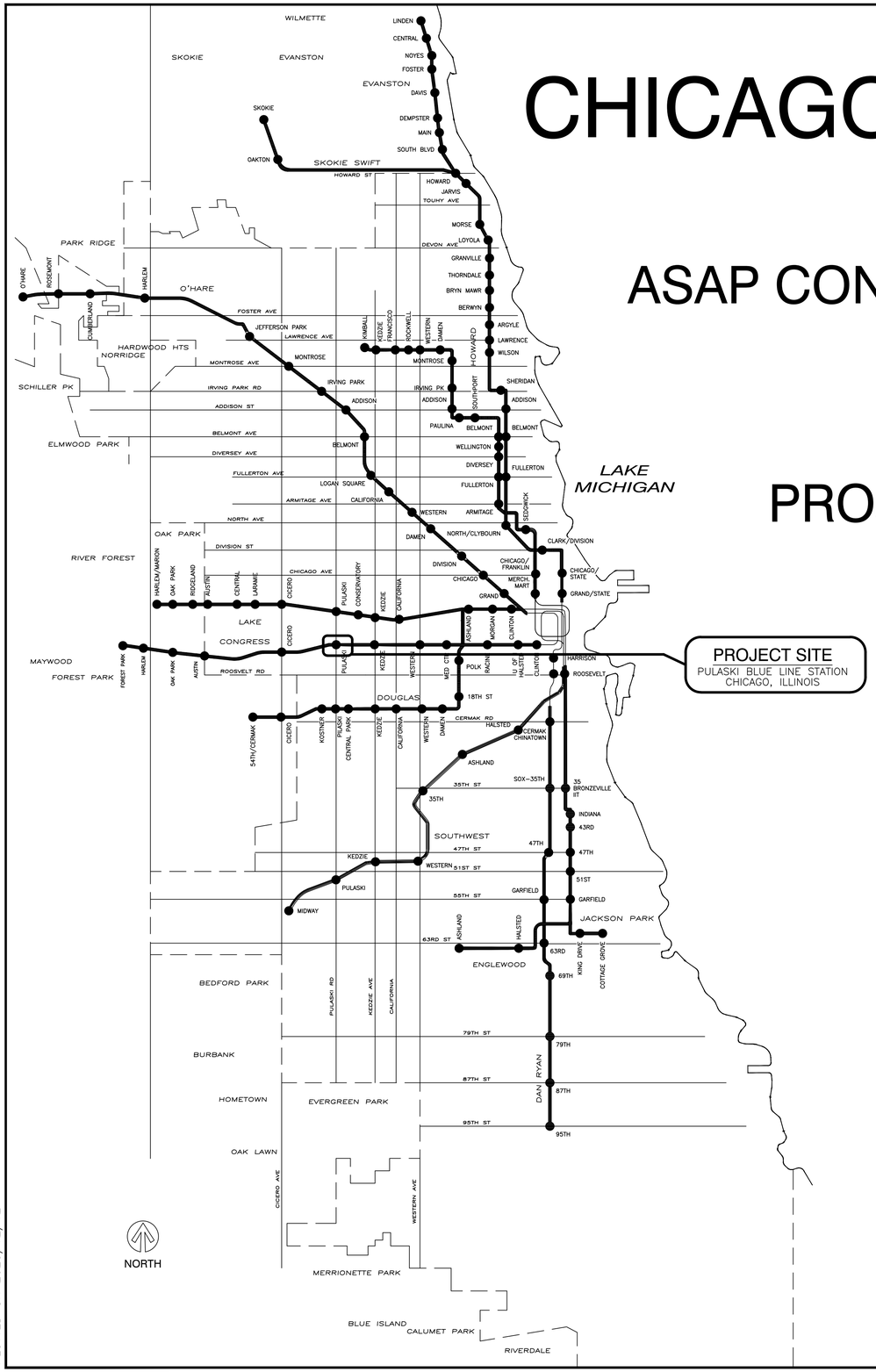
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/07/2023	DESIGN OPTION

LOCATION IDENTIFIER:

SECTIONS

A-205



PROJECT SITE
PULASKI BLUE LINE STATION
CHICAGO, ILLINOIS

CHICAGO TRANSIT AUTHORITY

INFRASTRUCTURE

ASAP CONGRESS BLUE LINE PULASKI STATION
509 S. PULASKI ROAD

DATE: 12/12/2023
PROJECT NUMBER: 2015-0027.05

OPTION WITHOUT ESCALATOR

DRAWING INDEX

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

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ENGINEERING

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND 'THE ILLINOIS ACCESIBLITY CODE', ILL ADM. CODE 400.

THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	12/12/2023	DESIGN OPTIONS

COVER PAGE

G-001

PLOTTED ON 2023/12/12

1 A-100 AERIAL VIEW
SCALE: 1/32"= 1'-0"

NORTH

GRAPHICAL SCALE
0 16' 32' 64'
SCALE: 1/32"=1'-0"

PLOTTED ON 2023/12/12

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CHICAGO TRANSIT AUTHORITY
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ASAP CONGRESS LINE
PULASKI STATION
509 S. PULASKI AVE
CHICAGO, ILLINOIS

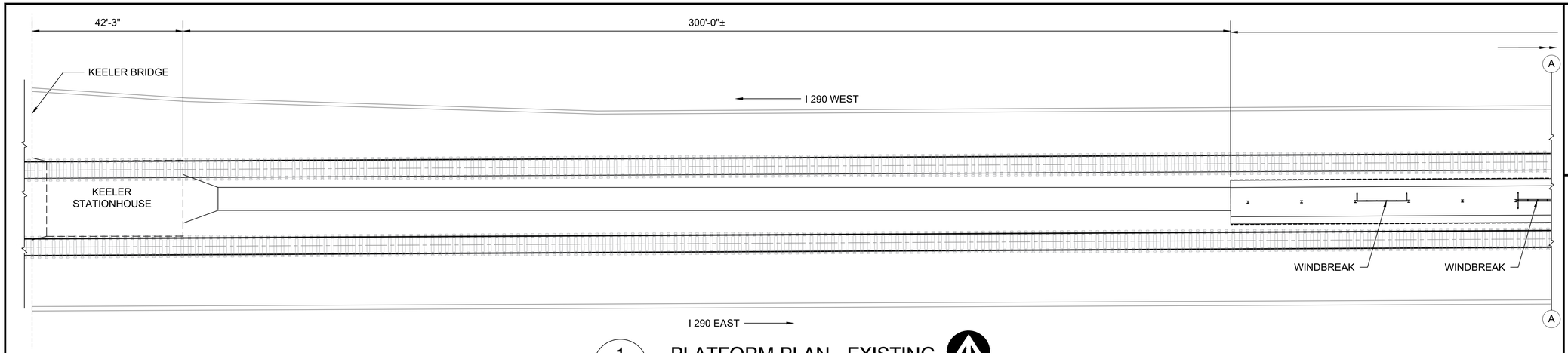
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.05
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

LOCATION IDENTIFIER:

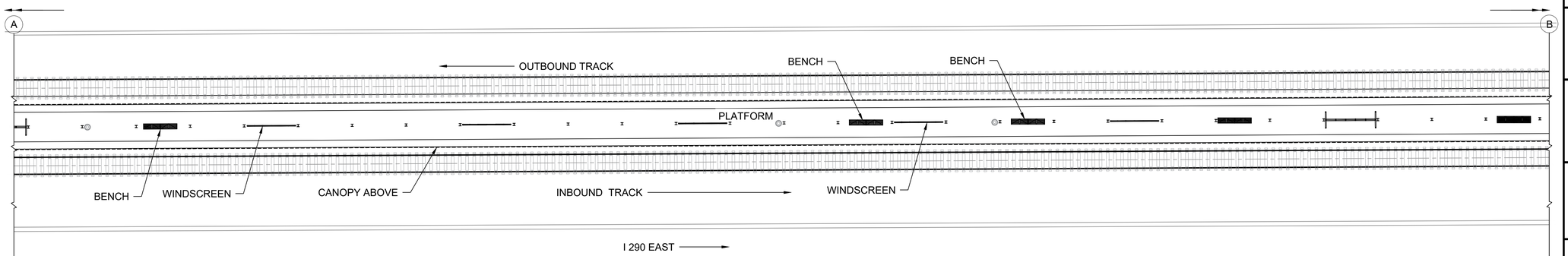
AERIAL VIEW

A-100



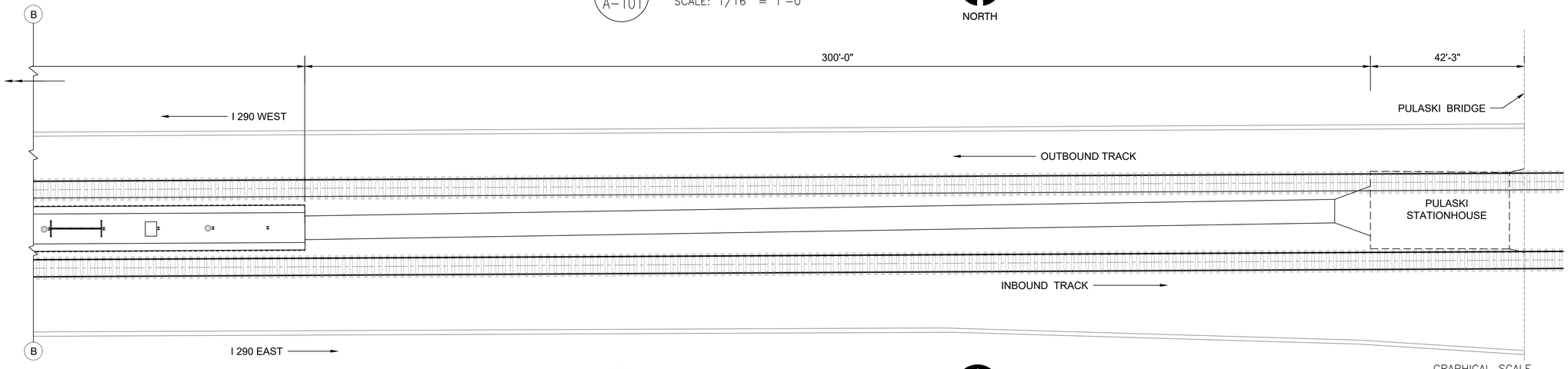
1 A-101 **PLATFORM PLAN - EXISTING**
SCALE: 1/16" = 1'-0"

NORTH



2 A-101 **PLATFORM PLAN - EXISTING**
SCALE: 1/16" = 1'-0"

NORTH



3 A-101 **PLATFORM PLAN - EXISTING**
SCALE: 1/16" = 1'-0"

NORTH

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/12

DO NOT USE THIS AREA
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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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PULASKI STATION
509 S. PULASKI AVE
CHICAGO, ILLINOIS

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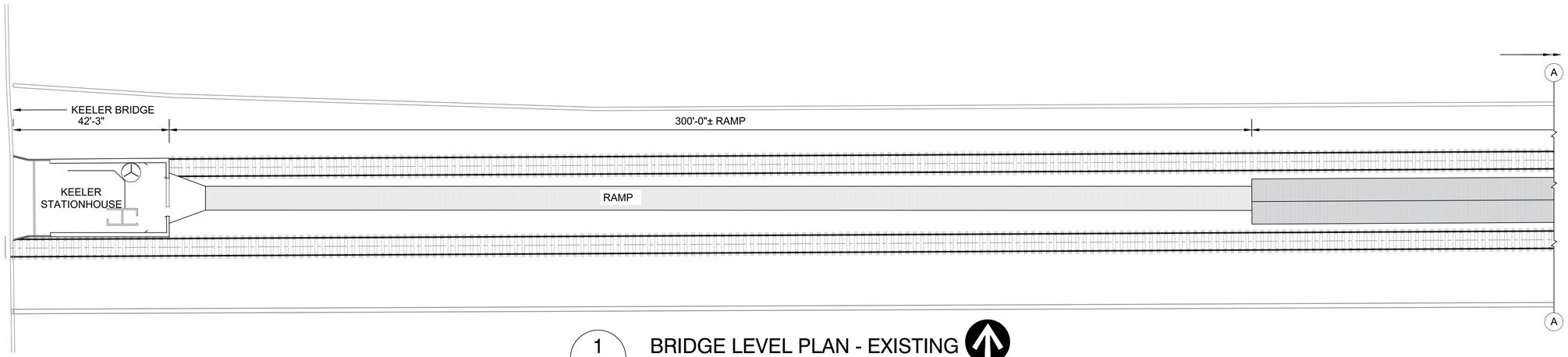
PROJECT NO	2015-0027.05
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

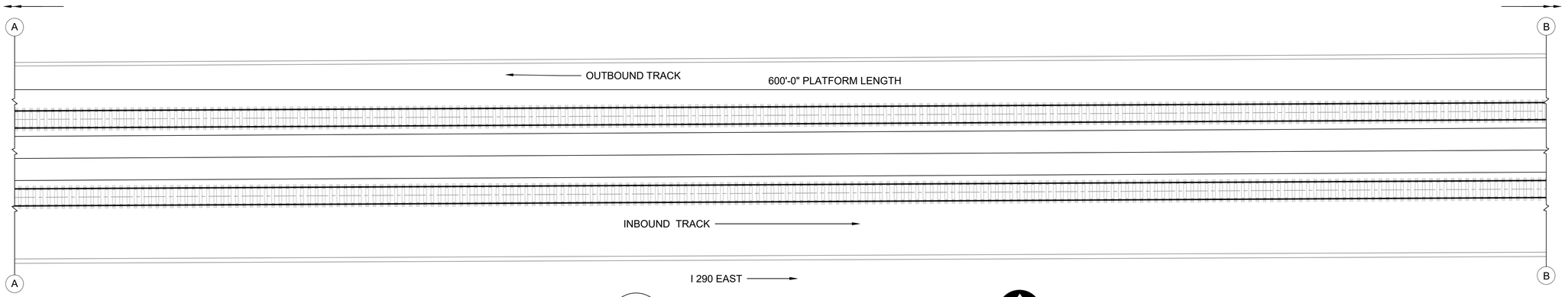
LOCATION IDENTIFIER:

PLATFORM PLAN
EXISTING

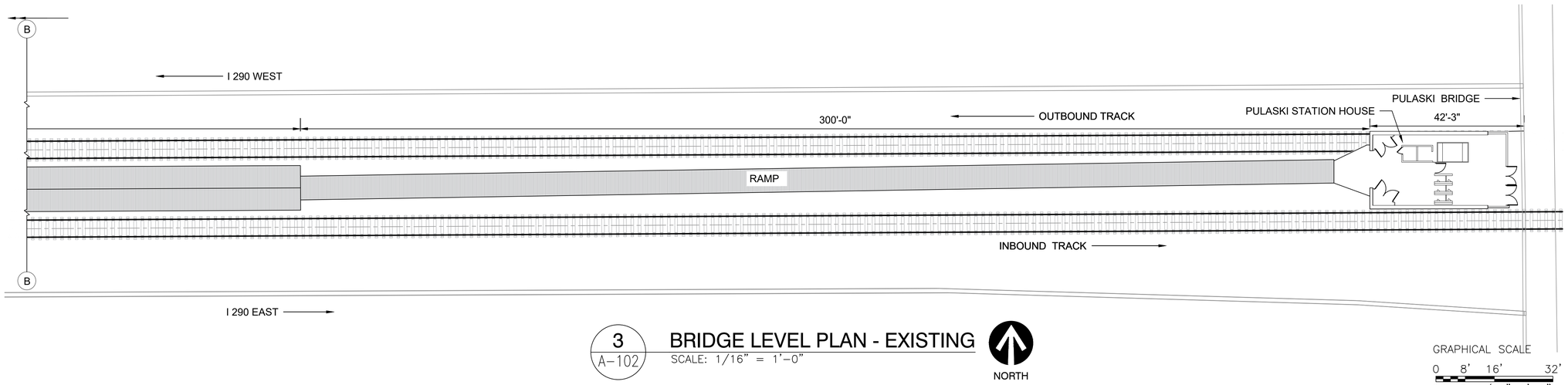
A-101



1 / A-102 BRIDGE LEVEL PLAN - EXISTING
SCALE: 1/16" = 1'-0"
NORTH



2 / A-102 BRIDGE LEVEL PLAN - EXISTING
SCALE: 1/16" = 1'-0"
NORTH



3 / A-102 BRIDGE LEVEL PLAN - EXISTING
SCALE: 1/16" = 1'-0"
NORTH

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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PULASKI STATION
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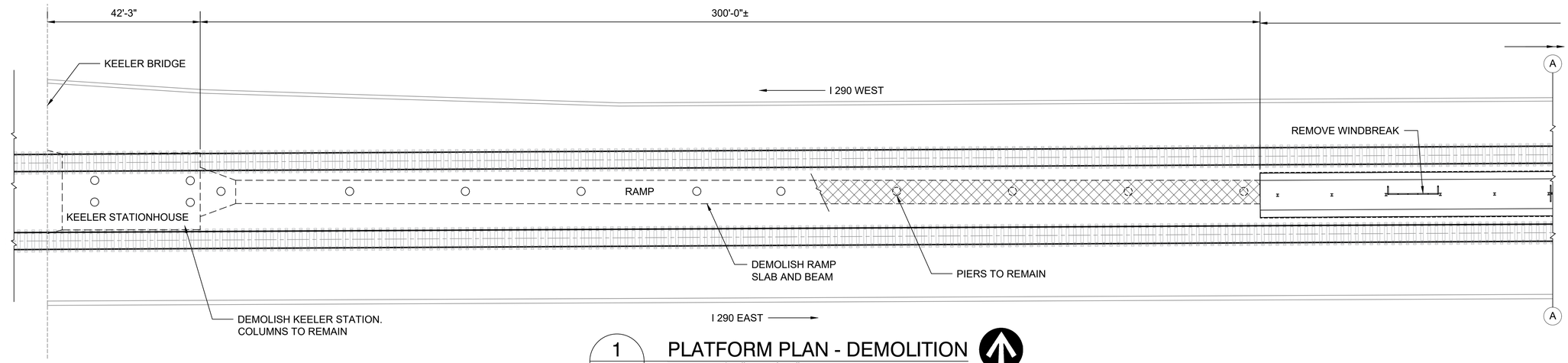
MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

LOCATION IDENTIFIER:

BRIDGE LEVEL PLAN
EXISTING

A-102

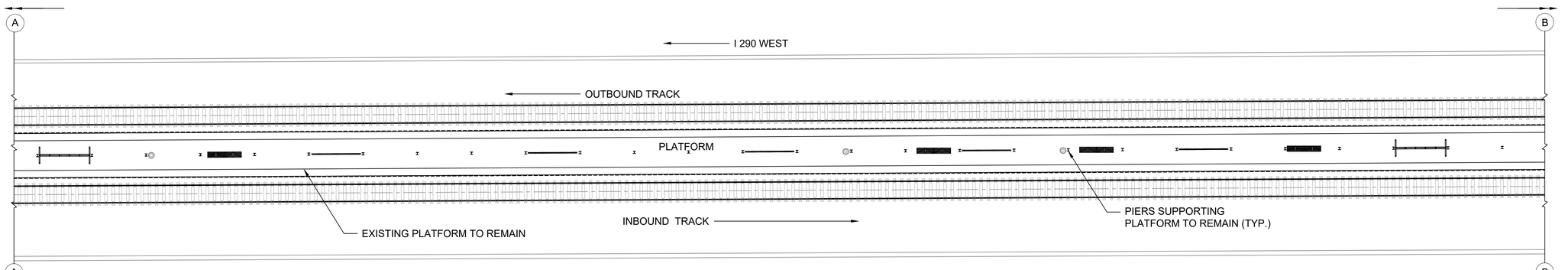
PLOTTED ON 2023/12/12



1 A-103 **PLATFORM PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"

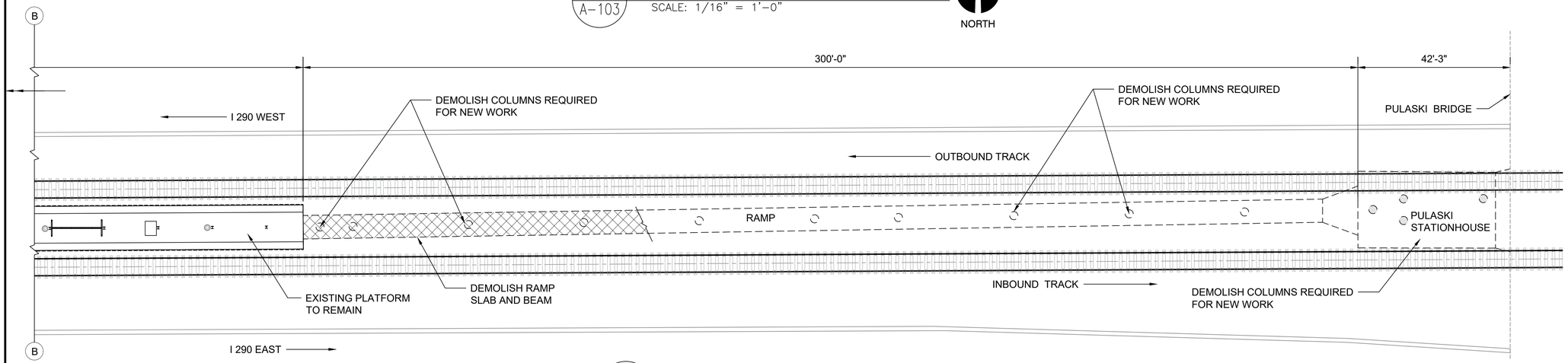
NORTH

600'-0"



2 A-103 **PLATFORM PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"

NORTH



3 A-103 **PLATFORM PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"

NORTH

LEGEND

AREA/ITEM FOR DEMOLITION

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE ENCLOSURE ARCH COLUMNS OF THE RAMP FOR PROPOSED CONSTRUCTION.

PLOTTED ON 2023/12/12

DO NOT USE THIS AREA
NOT FOR CONSTRUCTION
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CHICAGO, ILLINOIS

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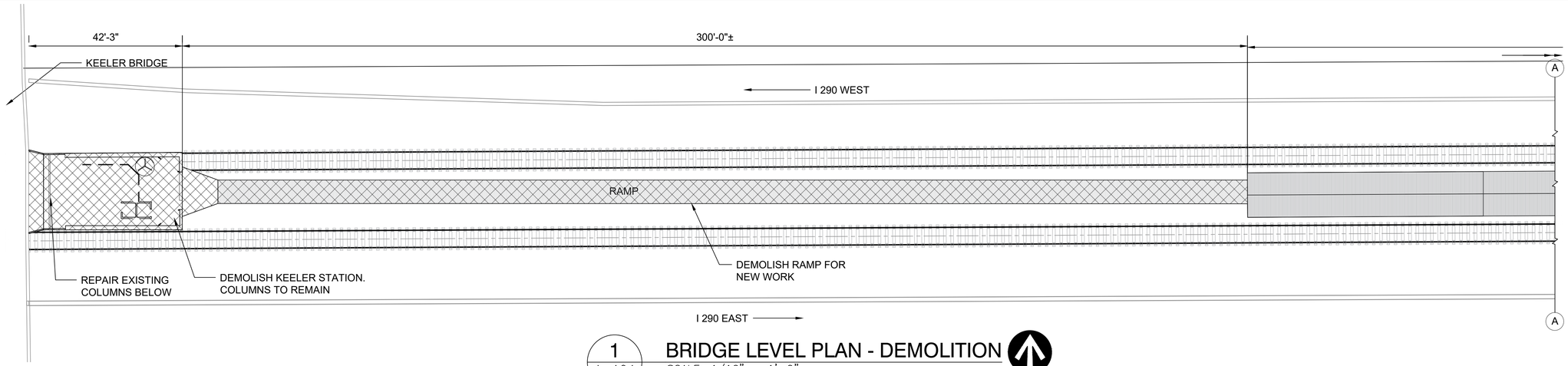
DRAWN BY	
PROJECT NO	2015-0027.05
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

LOCATION IDENTIFIER:

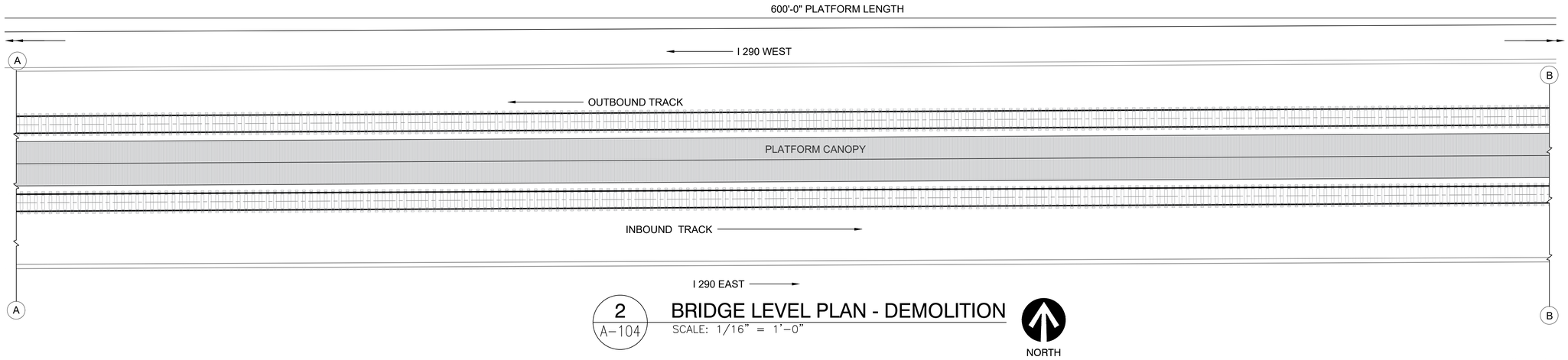
PLATFORM PLAN
DEMOLITION

A-103



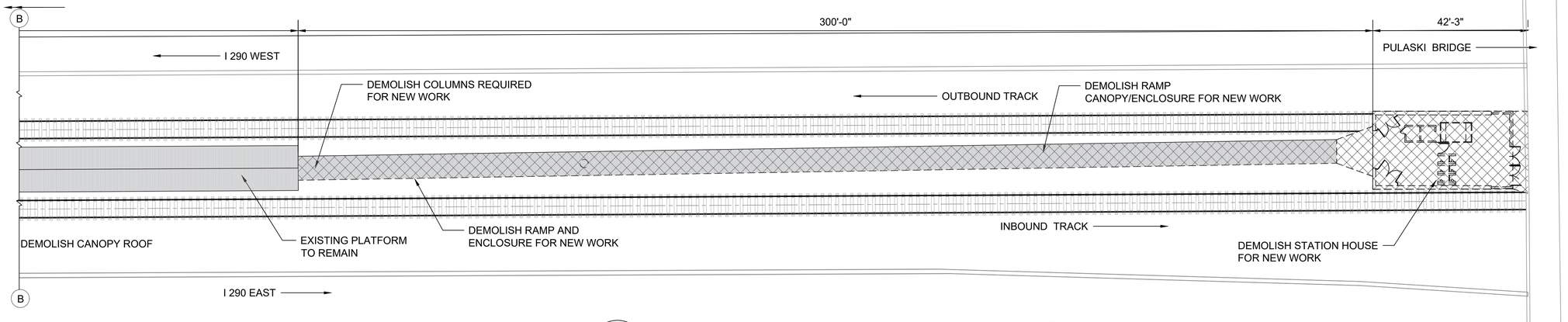
1 A-104 **BRIDGE LEVEL PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"

NORTH



2 A-104 **BRIDGE LEVEL PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"

NORTH



DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE ENCLOSURE ARCH COLUMNS OF THE RAMP FOR PROPOSED CONSTRUCTION

3 A-104 **BRIDGE LEVEL PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"

NORTH

LEGEND

AREA/ITEM FOR DEMOLITION

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/12

DO NOT USE THIS AREA
NOT FOR CONSTRUCTION
NOT FOR PERMIT
NOT FOR BID
NOT FOR APPROVAL
NO STAMPS

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CHICAGO, ILLINOIS

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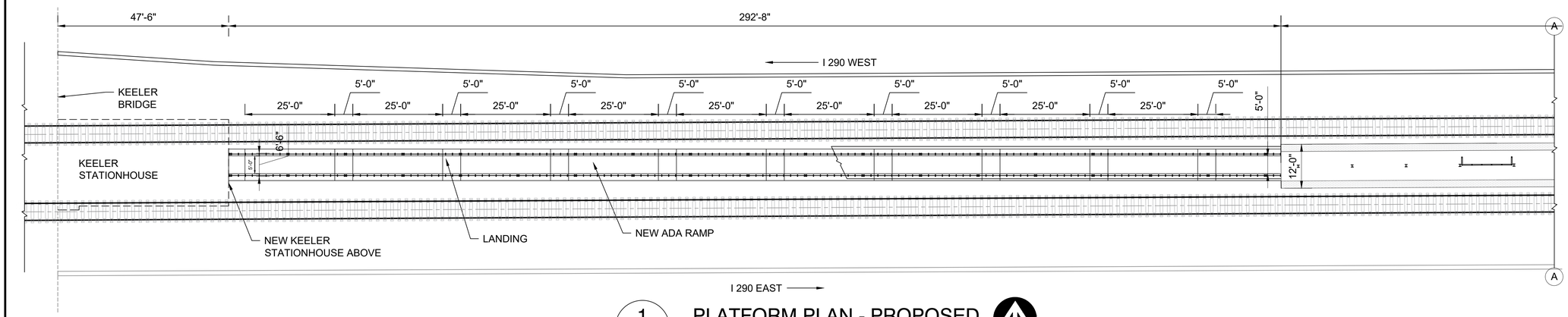
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.05
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

LOCATION IDENTIFIER:

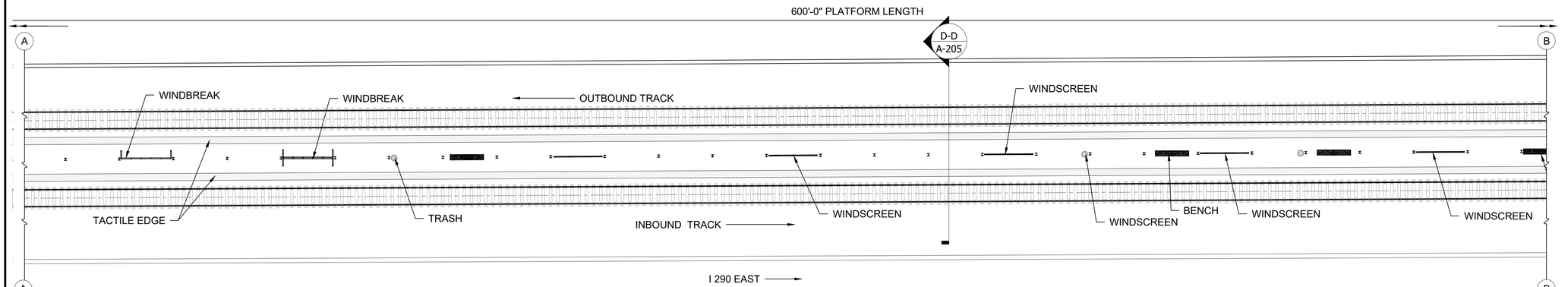
BRIDGE LEVEL PLAN
DEMOLITION

A-104



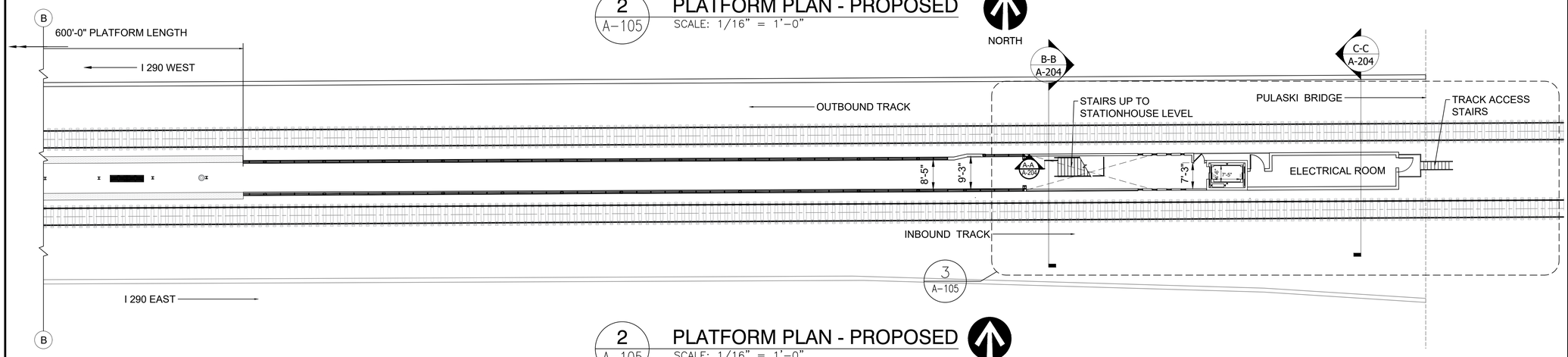
1 / A-105 **PLATFORM PLAN - PROPOSED**
SCALE: 1/16" = 1'-0"

NORTH



2 / A-105 **PLATFORM PLAN - PROPOSED**
SCALE: 1/16" = 1'-0"

NORTH



2 / A-105 **PLATFORM PLAN - PROPOSED**
SCALE: 1/16" = 1'-0"

NORTH

NOTE:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/12

DO NOT USE THIS AREA
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FILE NAME	

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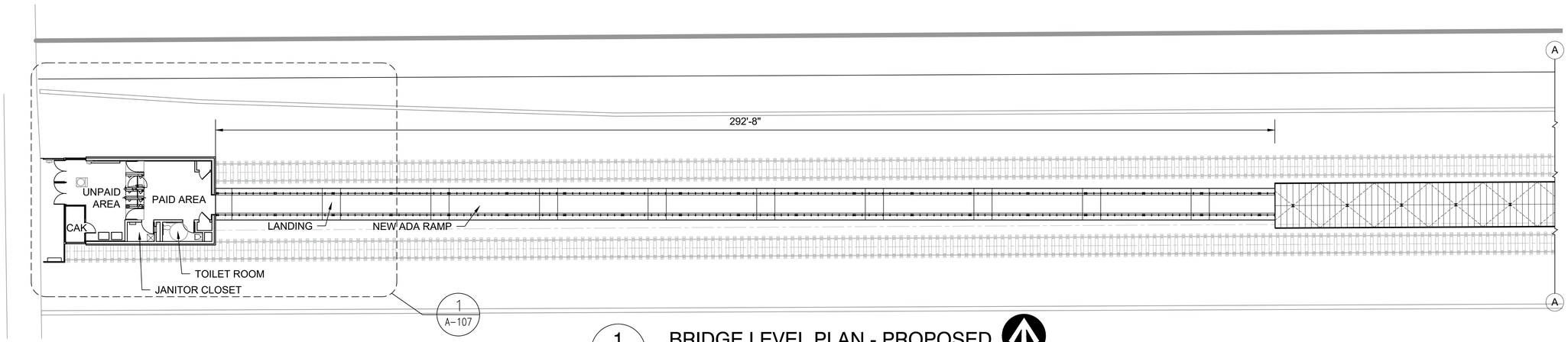
LOCATION IDENTIFIER:

PLATFORM PLAN PROPOSED

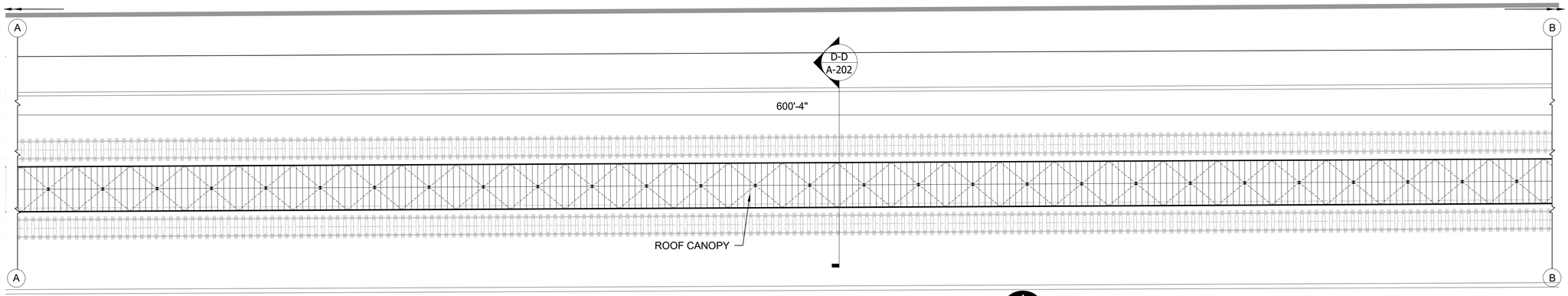
A-105



1 A-106 BRIDGE LEVEL PLAN - PROPOSED

SCALE: 1/16" = 1'-0"

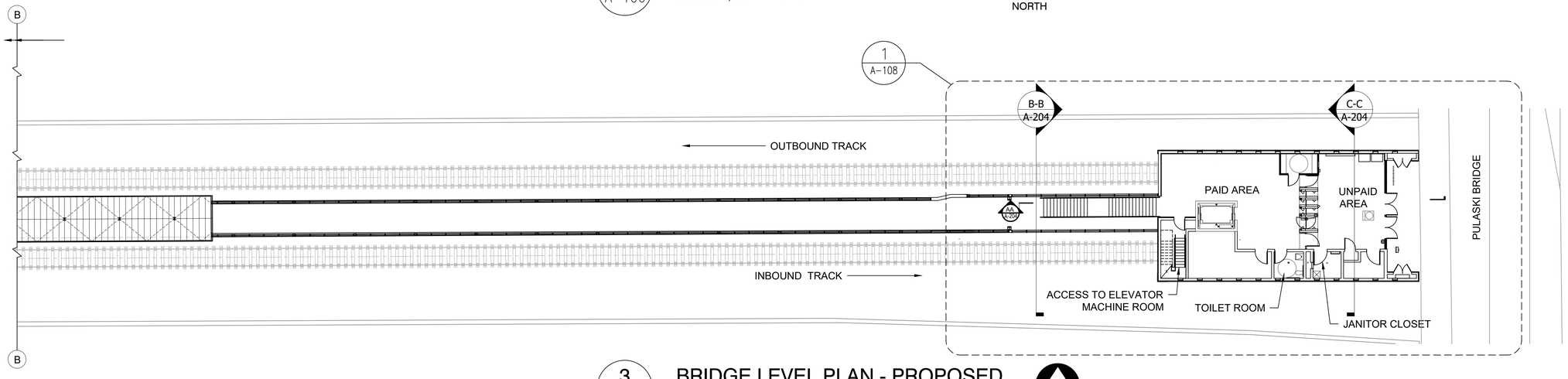
NORTH



2 A-106 BRIDGE LEVEL PLAN - PROPOSED

SCALE: 1/16" = 1'-0"

NORTH



3 A-106 BRIDGE LEVEL PLAN - PROPOSED

SCALE: 1/16" = 1'-0"

NORTH

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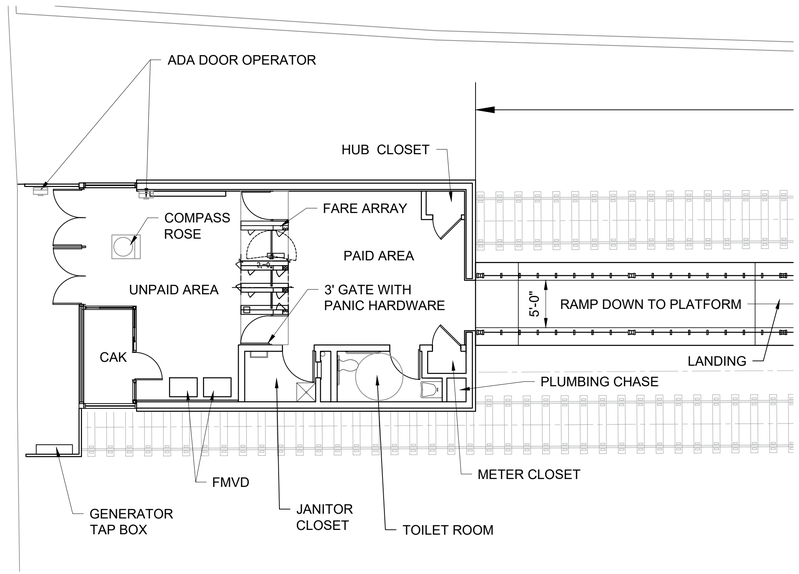
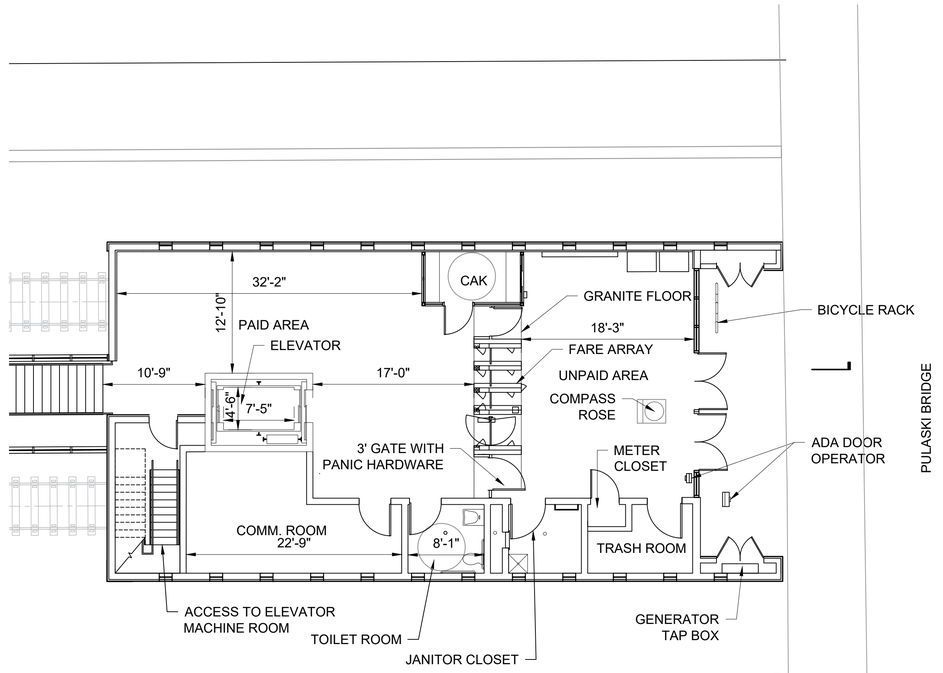
BRIDGE LEVEL PLAN PROPOSED

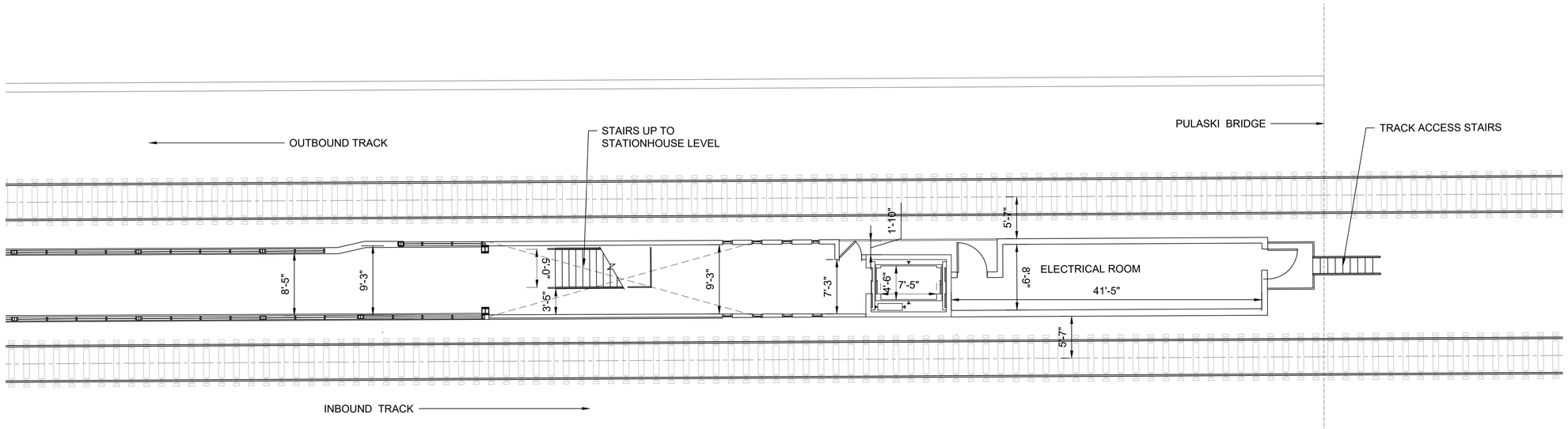
A-106



1 A-107 KEELER STATIONHOUSE PLAN
SCALE: 1/8" = 1'-0"
NORTH



2 A-107 PULASKI STATIONHOUSE PLAN
SCALE: 1/8" = 1'-0"
NORTH



3 A-107 PULASKI LOWER STATIONHOUSE PLAN
SCALE: 1/8"=1'-0"
NORTH

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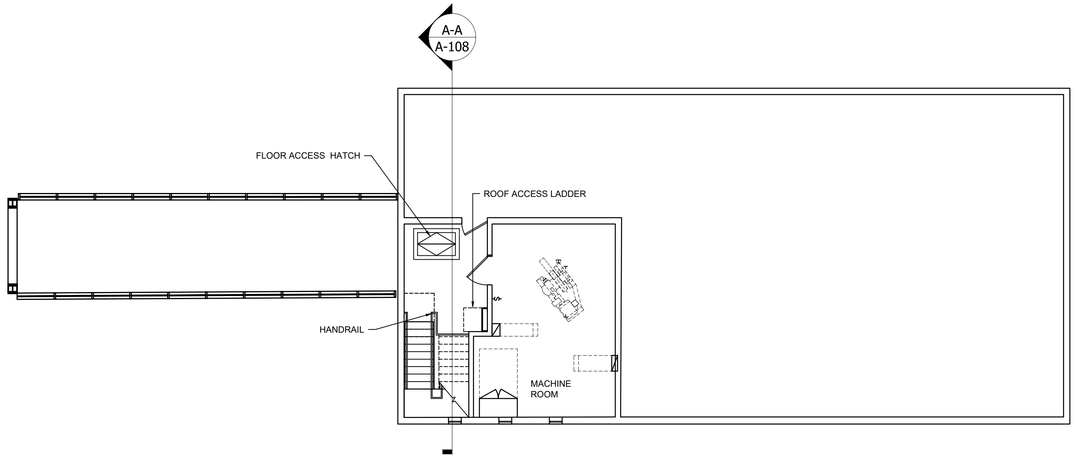
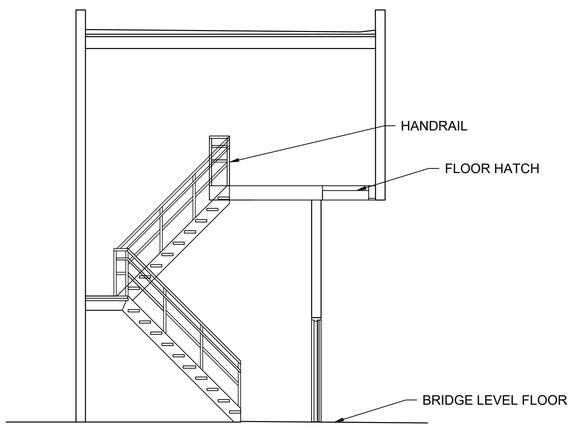
A-107



1 / A-108 PENTHOUSE LEVEL - ELEV. ACCESS RM STAIR

SCALE: 1/8" = 1'-0"

NORTH



2 / A-108 ELEVATOR ACCESS ROOM STAIR- SECTION A--A

SCALE: 3/16" = 1'-0"

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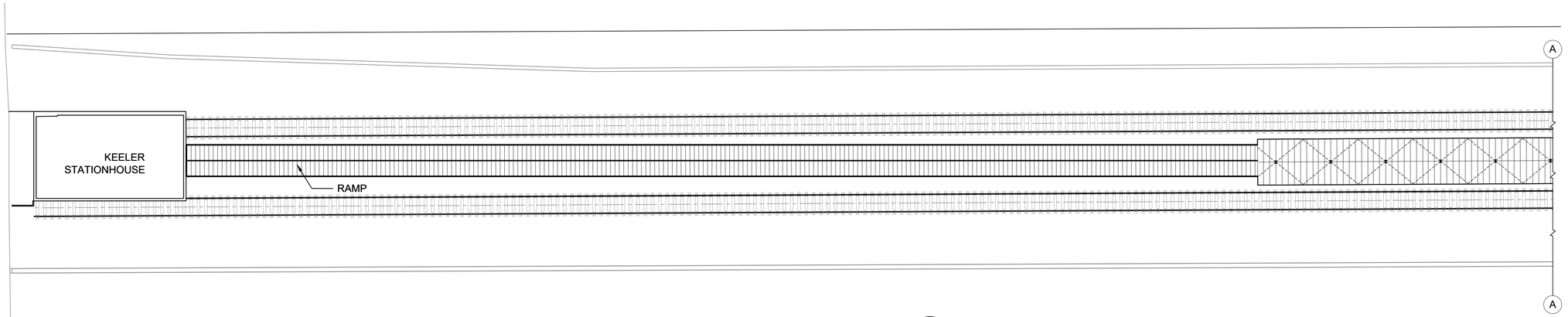
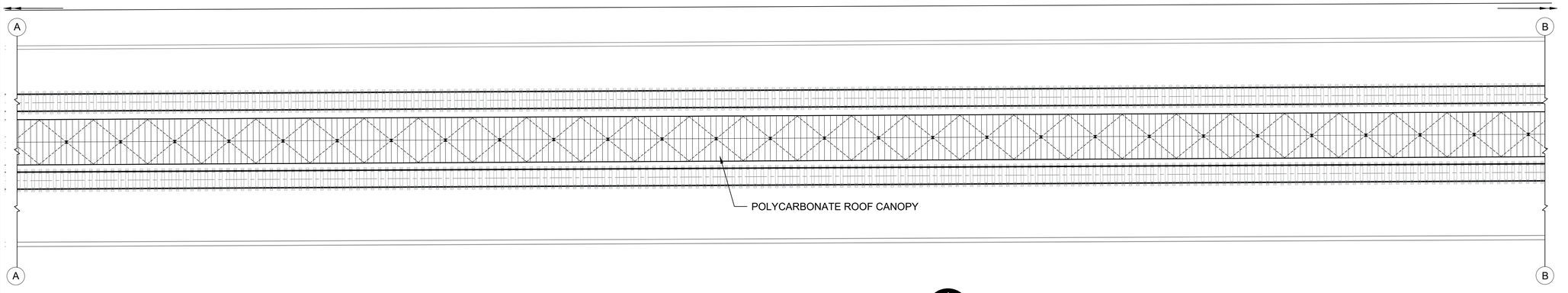
A-108



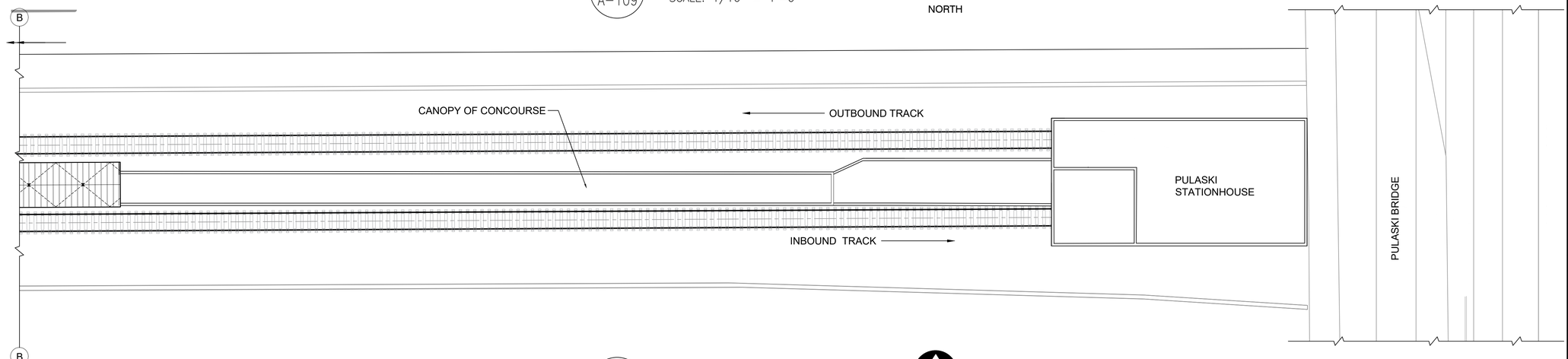
1 A-109 ROOFPLAN - PROPOSED
SCALE: 1/16" = 1'-0"

NORTH



2 A-109 ROOF PLAN - PROPOSED
SCALE: 1/16" = 1'-0"

NORTH



3 A-109 ROOF PLAN - PROPOSED
SCALE: 1/16" = 1'-0"

NORTH

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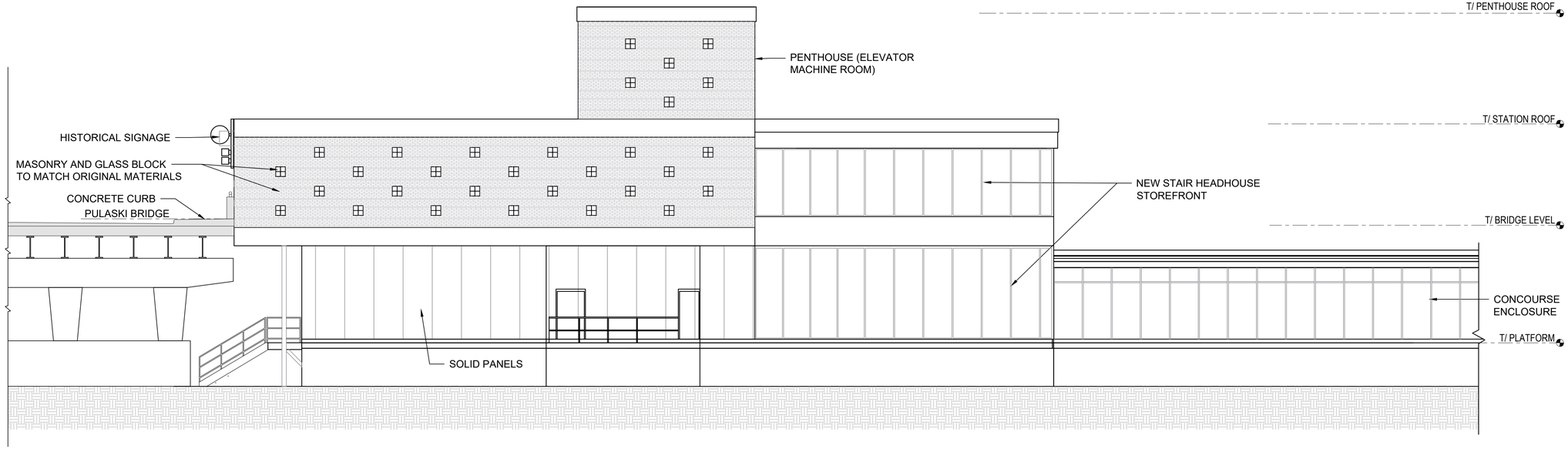
LOCATION IDENTIFIER:

ROOF PLAN
PROPOSED

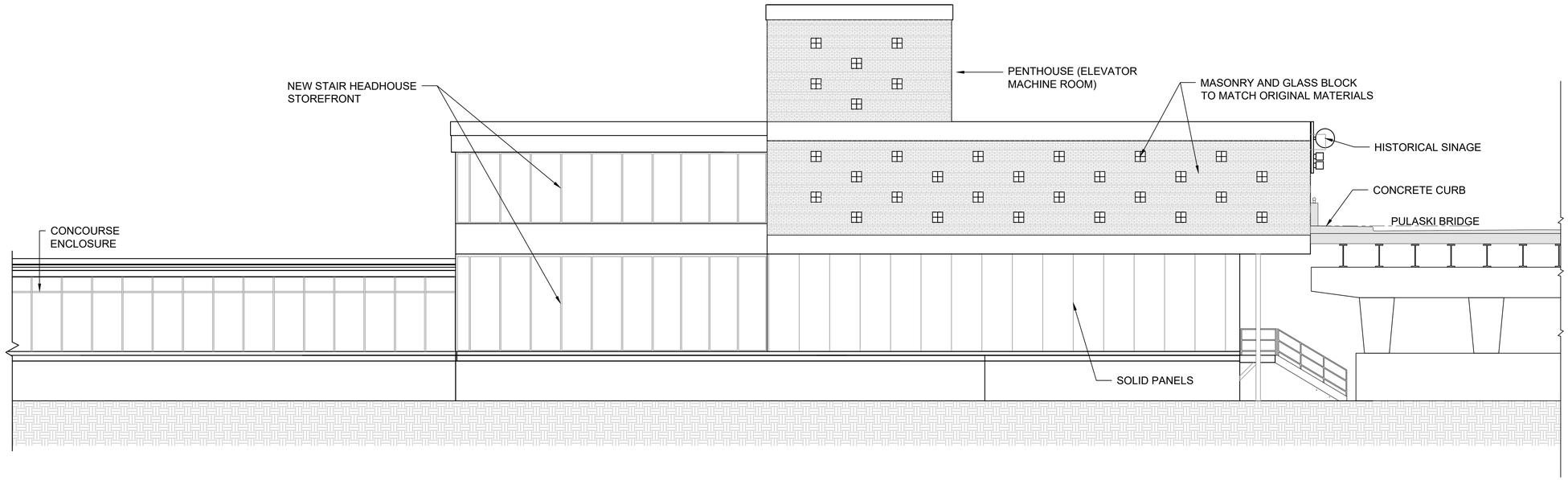
A-109



1 A-201

PULASKI STATIONHOUSE - SOUTH ELEVATION

SCALE: 1/8"=1'-0"



2 A-201

PULASKI STATIONHOUSE - NORTH ELEVATION

SCALE: 1/8"=1'-0"

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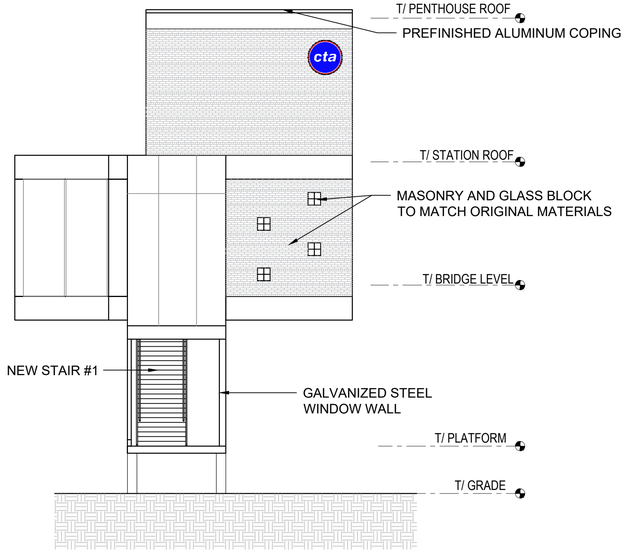
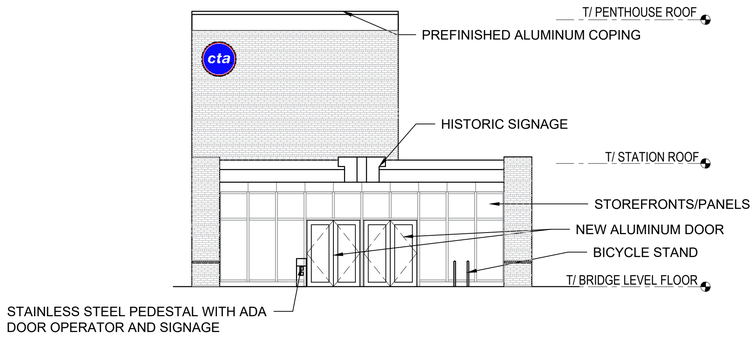
A-201



1 / A-202 PULASKI STATIONHOUSE - WEST ELEVATION

SCALE: 1/8"=1'-0"



2 / A-202 PULASKI STATIONHOUSE - EAST ELEVATION

SCALE: 1/8"=1'-0"

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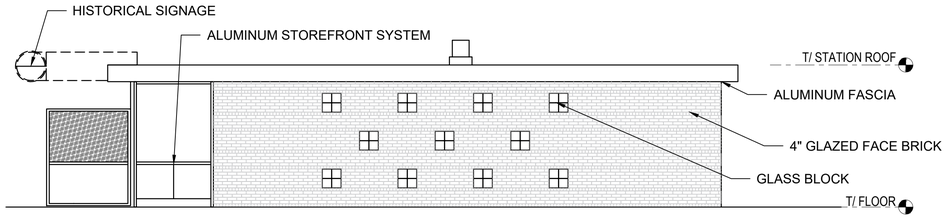
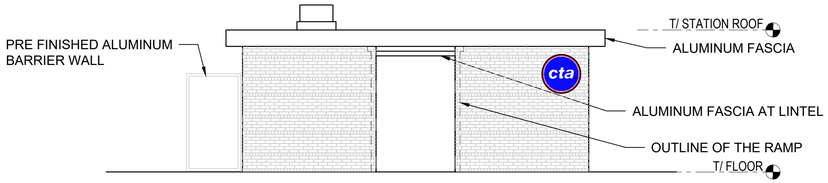
ELEVATIONS

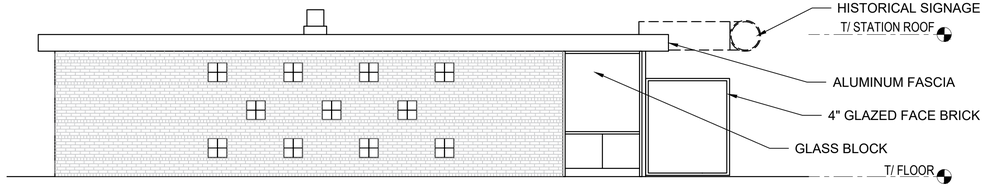
A-202



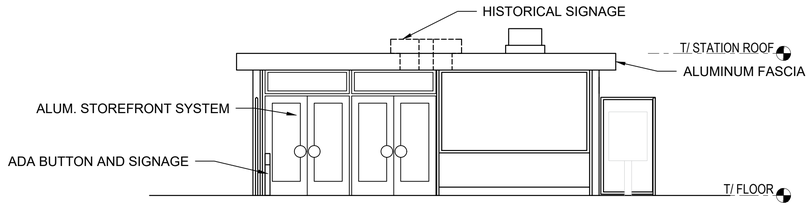
1 A-203 KEELER STATIONHOUSE - NORTH ELEVATION
SCALE: 3/16"=1'-0"



2 A-203 KEELER STATIONHOUSE - WEST ELEVATION
SCALE: 3/16"=1'-0"



3 A-203 KEELER STATIONHOUSE - SOUTH ELEVATION
SCALE: 3/16"=1'-0"



4 A-203 KEELER STATIONHOUSE - EAST ELEVATION
SCALE: 3/16"=1'-0"

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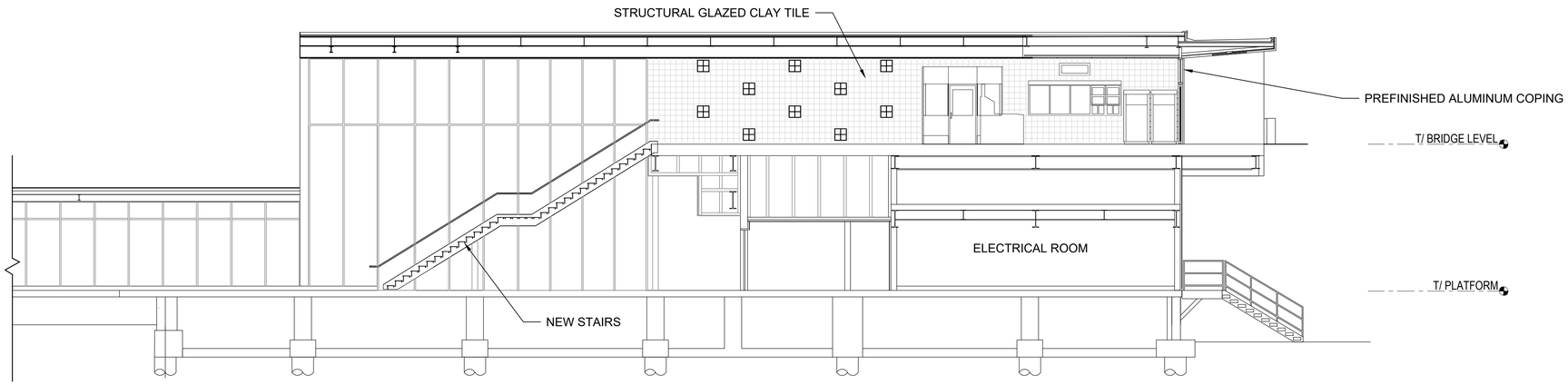
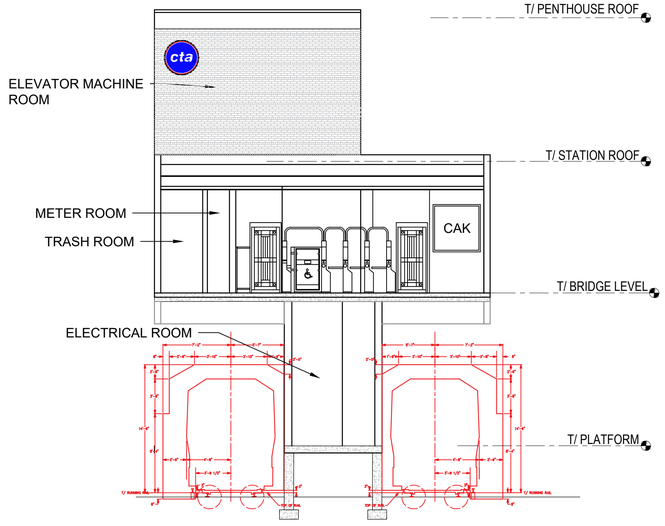
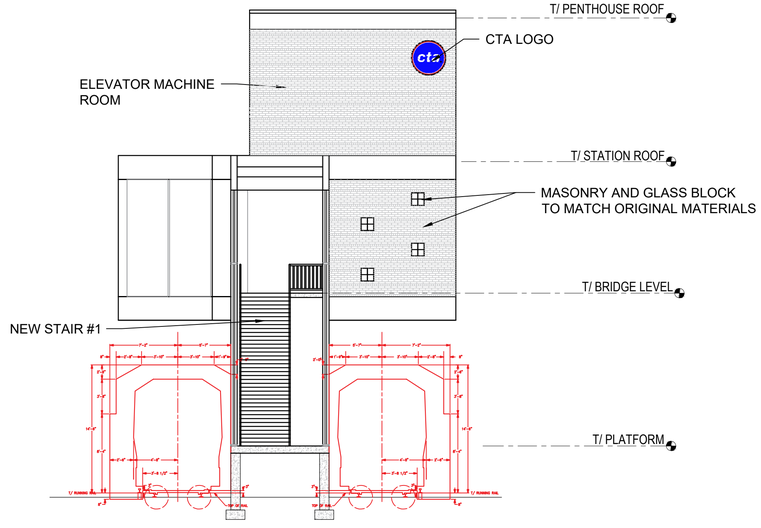


1 / A-204 PULASKI STATIONHOUSE - SECTION A-A
SCALE: 1/8"=1'-0"



2 / A-204 PULASKI STATIONHOUSE WITH CLERANCE - SECTION B-B
SCALE: 1/8"=1'-0"



3 / A-204 PULASKI STATIONHOUSE WITH CLEARANCE - SECTION C-C
SCALE: 1/8"=1'-0"

PLOTTED ON 2023/12/12

DO NOT USE THIS AREA
RESERVED FOR POSSIBLE APPROVAL STAMPS
NOT FOR CONSTRUCTION

Check Print

COPY NUMBER	OF	
DRAWING CHECK ONLY	BY	DATE
Checked against calcs. and calcs. confirmed		
CHECK ACTIVITY	BY	DATE
PRINTED		
CHECKED (YELLOW, RED)		
BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP CONGRESS LINE
PULASKI STATION
509 S. PULASKI AVE
CHICAGO, ILLINOIS

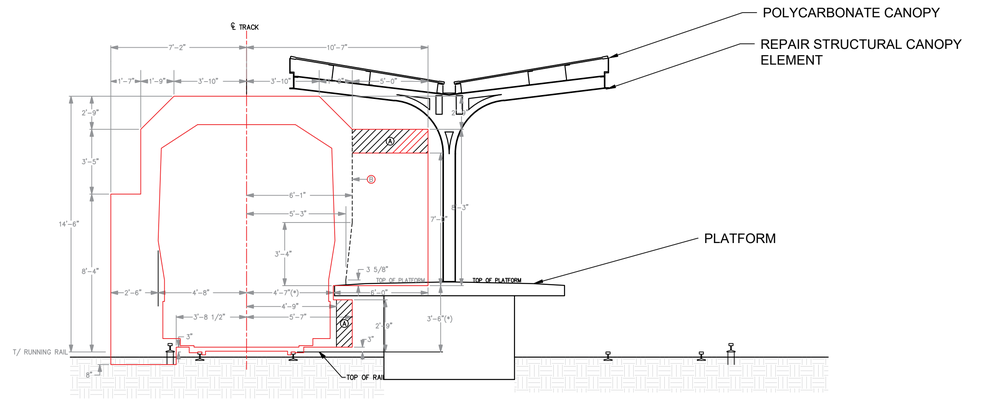
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.05
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

LOCATION IDENTIFIER:

SECTIONS

A-204



1
A-205

PLATFORM- SECTION D-D

SCALE: 1/4"=1'-0"

PLOTTED ON 2023/12/12

DO NOT USE THIS AREA
RESERVED FOR POSSIBLE APPROVAL STAMPS
NOT FOR CONSTRUCTION

cta **Check Print**

COPY NUMBER	OF	
DRAWING CHECK ONLY	BY	DATE
Checked against calcs. and calcs. confirmed		
CHECK ACTIVITY	BY	DATE
PRINTED		
CHECKED (YELLOW, RED)		
BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

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ENGINEERING

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ASAP CONGRESS LINE
PULASKI STATION
509 S. PULASKI AVE
CHICAGO, ILLINOIS

IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.05
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/12/2023	DESIGN OPTION

LOCATION IDENTIFIER:

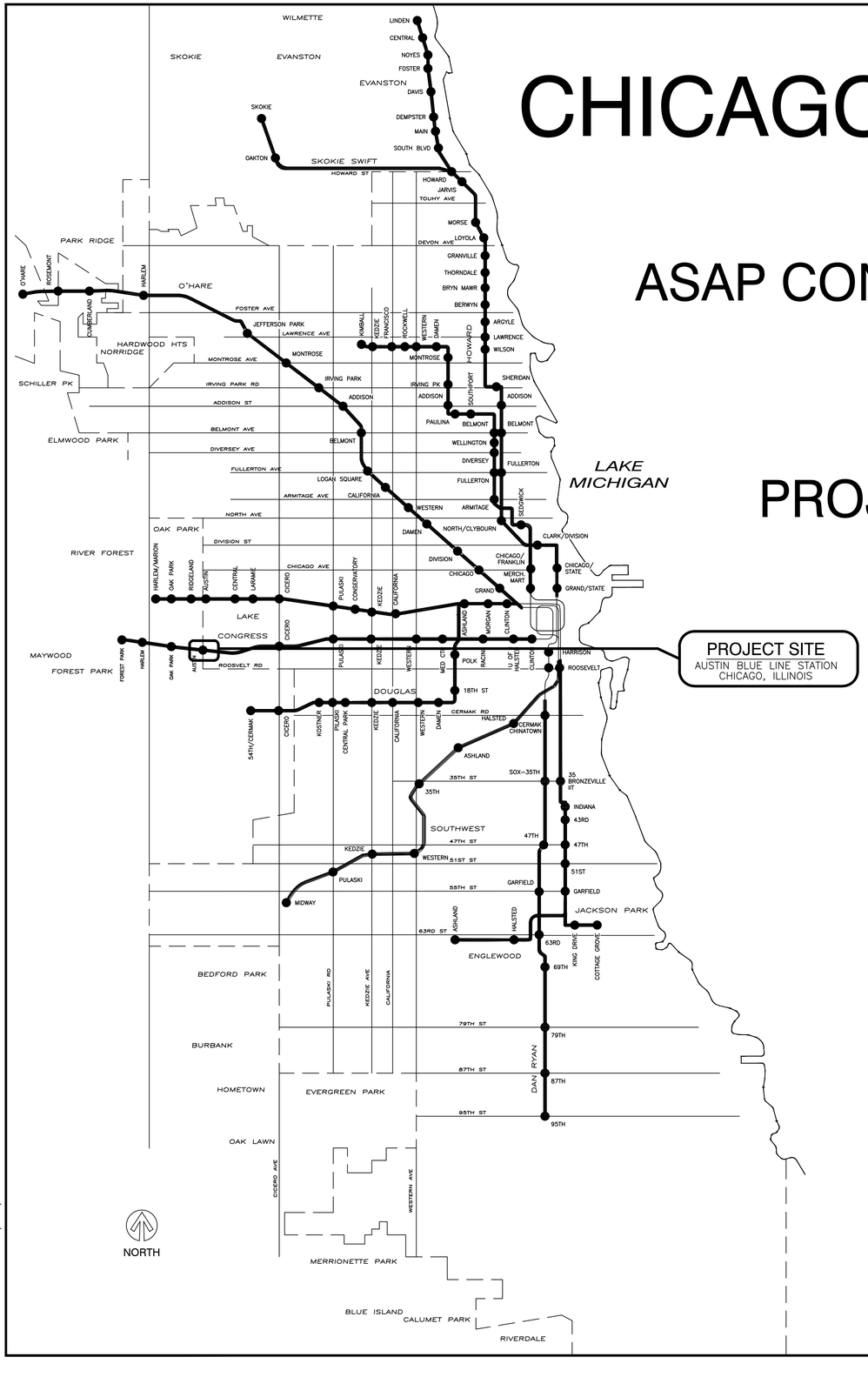
SECTIONS

A-205

CHICAGO TRANSIT AUTHORITY
INFRASTRUCTURE

ASAP CONGRESS BLUE LINE AUSTIN STATION
S. AUSTIN AVE

DATE: 12/06/2023
PROJECT NUMBER: 2015-0027.XX



PROJECT SITE
AUSTIN BLUE LINE STATION
CHICAGO, ILLINOIS

DRAWING INDEX

SHEET NUMBER	SHEET TITLE
G–001	COVER SHEET
ARCHITECTURAL	
A–100	AERIAL PLAN
A–101	EXISTING PLAN AT PLATFORM LEVEL
A–102	EXISTING PLAN AT BRIDGE LEVEL
A–103	DEMOLITION PLAN AT PLATFORM LEVEL
A–104	DEMOLITION PLAN AT BRIDGE LEVEL
A–105	PROPOSED PLAN AT PLATFORM LEVEL
A–106	PROPOSED PLAN AT BRIDGE LEVEL
A–107	ENLARGED PLANS
A–108	ENLARGED PLANS
A–201	ELEVATIONS
A–202	ELEVATIONS
A–203	ELEVATIONS
A–204	SECTIONS
A–205	SECTIONS

General Disclaimer Note:
TThese plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

NOT FOR CONSTRUCTION

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND THE ILLINOIS ACCESIBILITY CODE', ILL ADM. CODE 400.

THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	12/06/2023	DESIGN OPTIONS

COVER PAGE

G-001

PLOTTED ON: 2023/12/06

1 / A-100 AERIAL VIEW
SCALE: 1/32"= 1'-0"

NORTH

PLOTTED ON 2023/12/06

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AUSTIN STATION
S. AUSTIN AVE
OAK PARK, ILLINOIS

IN CHARGE	
APPROVED BY	
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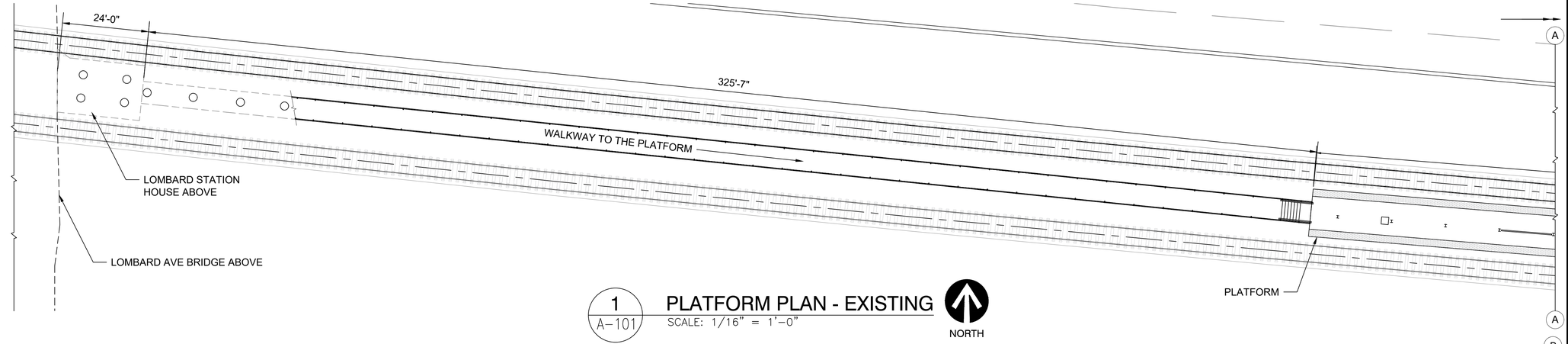
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/06/2023	DESIGN OPTION

LOCATION IDENTIFIER:

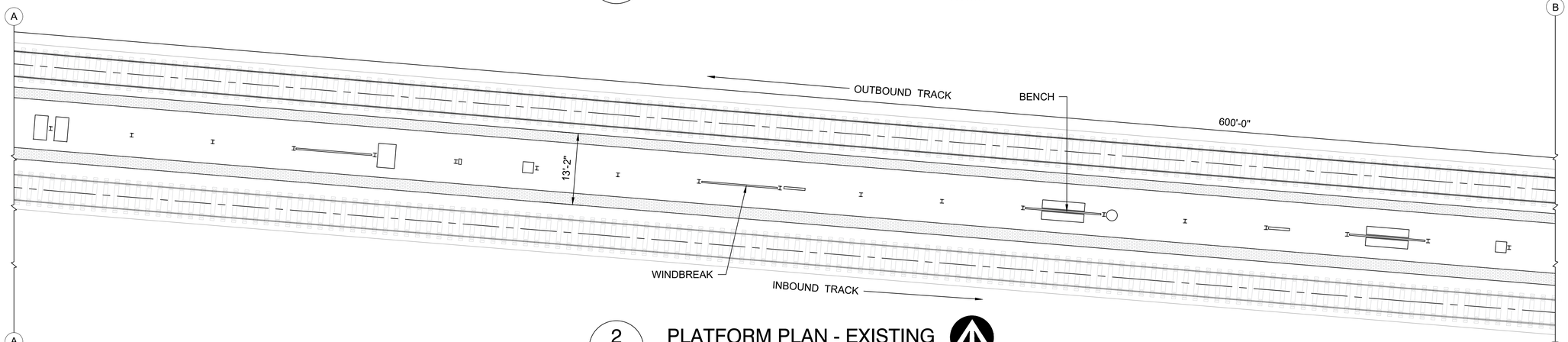
AERIAL VIEW

A-100



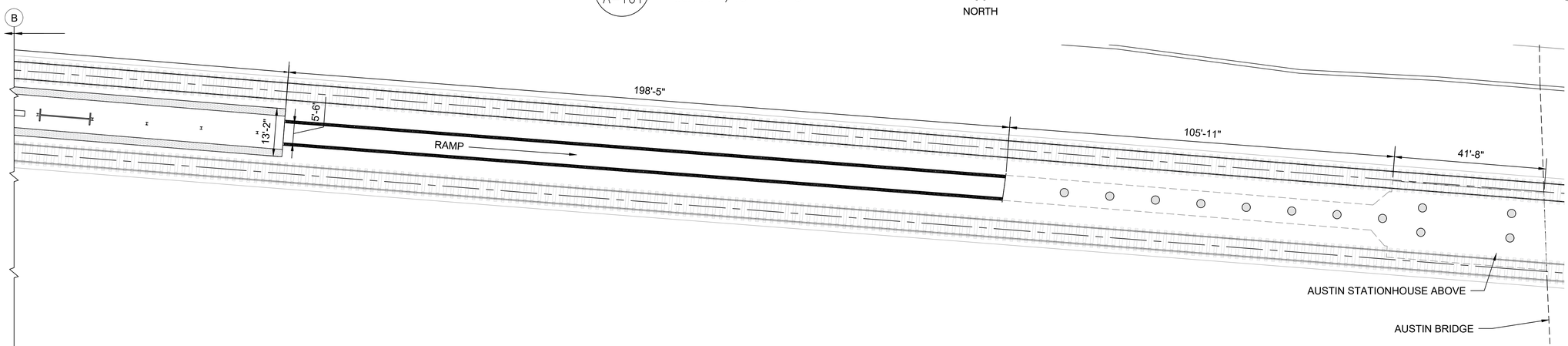
1 A-101 PLATFORM PLAN - EXISTING
SCALE: 1/16" = 1'-0"

NORTH



2 A-101 PLATFORM PLAN - EXISTING
SCALE: 1/16" = 1'-0"

NORTH



3 A-101 PLATFORM PLAN - EXISTING
SCALE: 1/16" = 1'-0"

NORTH

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/06

DO NOT USE THIS AREA
RESERVED FOR AGENCY APPROVAL STAMPS
NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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AUSTIN STATION
S. AUSTIN AVE
OAK PARK, ILLINOIS

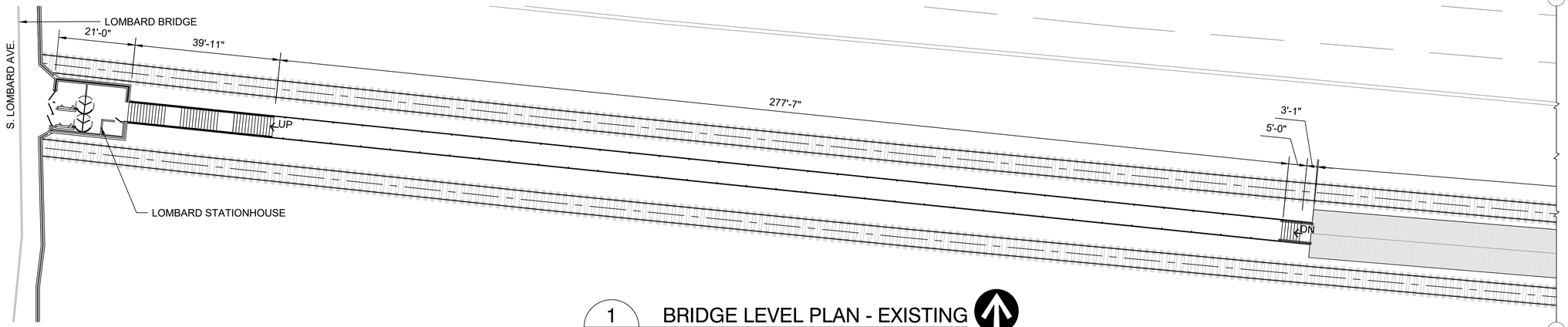
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/06/2023	DESIGN OPTION

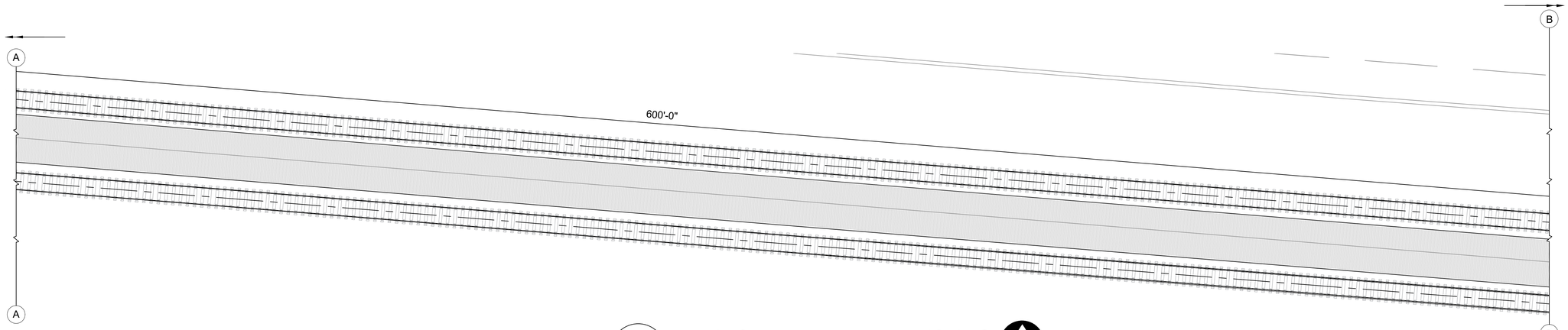
LOCATION IDENTIFIER:

PLATFORM PLAN
EXISTING

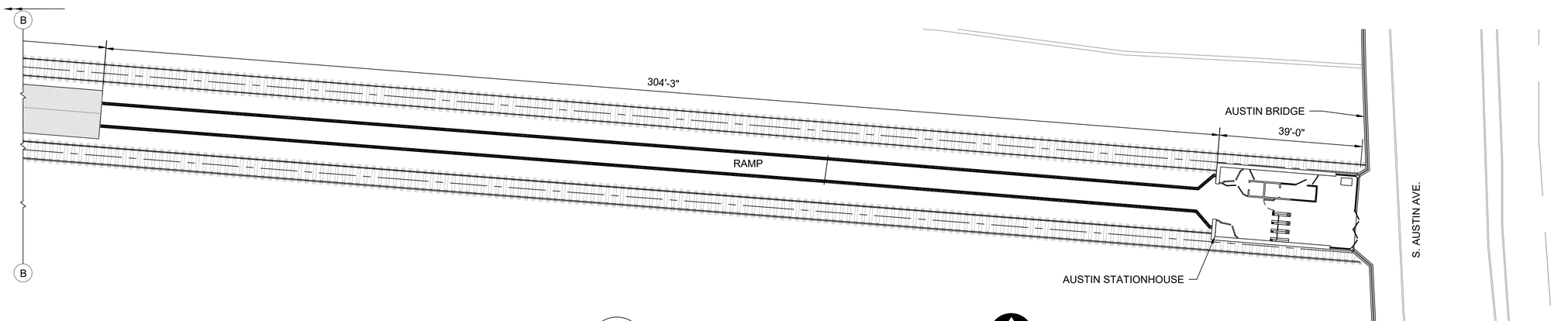
A-101



1 A-102 **BRIDGE LEVEL PLAN - EXISTING**
SCALE: 1/16" = 1'-0"
NORTH



2 A-102 **BRIDGE LEVEL PLAN - EXISTING**
SCALE: 1/16" = 1'-0"
NORTH



3 A-102 **BRIDGE LEVEL PLAN - EXISTING**
SCALE: 1/16" = 1'-0"
NORTH

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/11/28

DO NOT USE THIS AREA
THESE FOR CONSTRUCTION
AS BUILT
POST JOB
APPROVAL
STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP CONGRESS LINE
CICERO BLUE LINE STATION
S. CICERO AVE
CHICAGO, ILLINOIS

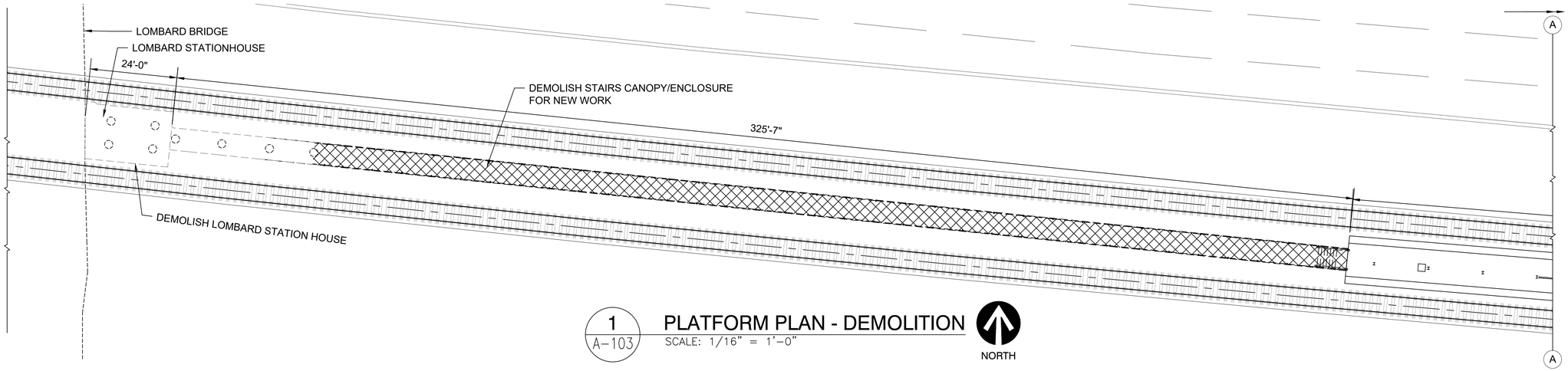
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	11/28/2023	DESIGN OPTION

LOCATION IDENTIFIER:

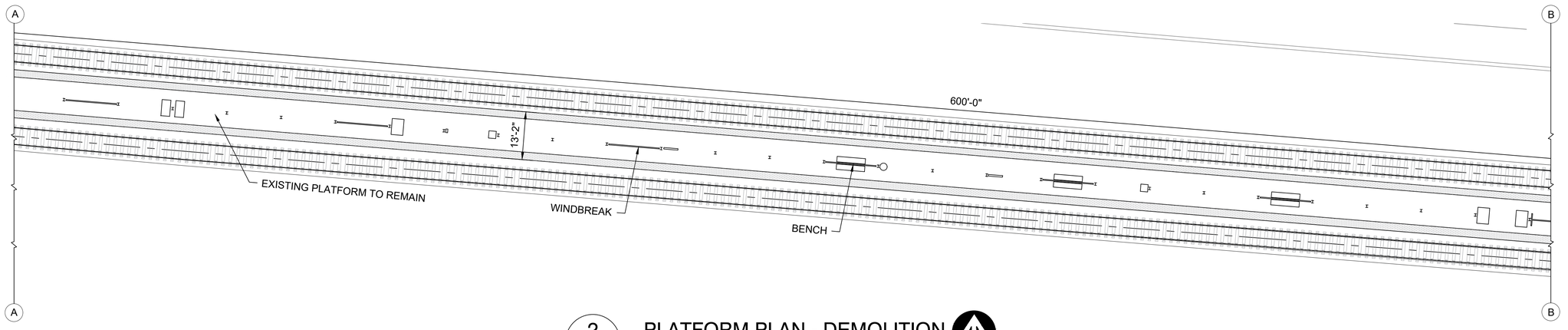
BRIDGE LEVEL PLAN EXISTING

A-102



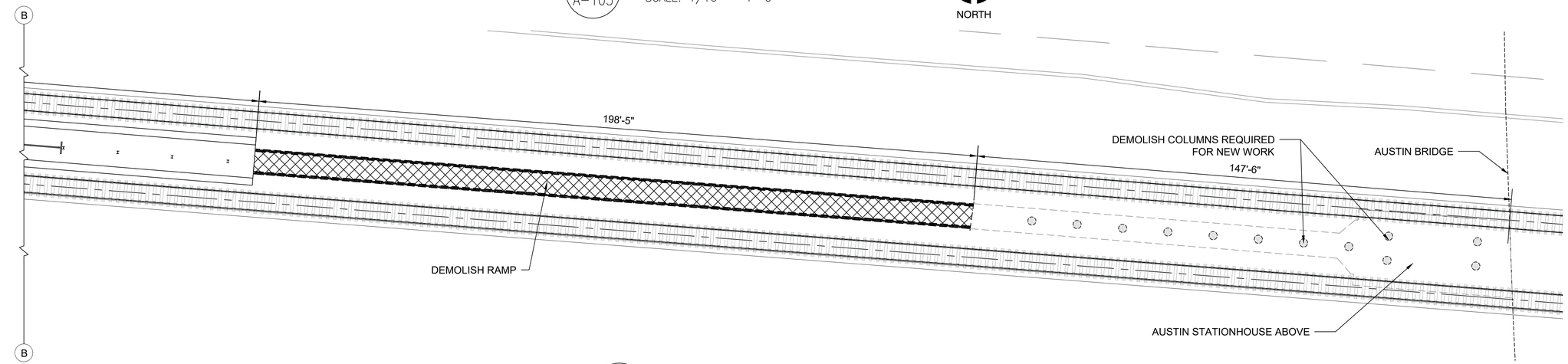
1 / A-103 PLATFORM PLAN - DEMOLITION
SCALE: 1/16" = 1'-0"

NORTH



2 / A-103 PLATFORM PLAN - DEMOLITION
SCALE: 1/16" = 1'-0"

NORTH



3 / A-103 PLATFORM PLAN - DEMOLITION
SCALE: 1/16" = 1'-0"

NORTH

DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE RAMP ALUMINUM STRUCTURE, CLEAN & REPAIR FOR NEW ADA RAMP STRUCTURE

LEGEND

DEMOLITION AREA/ITEM

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/06

DO NOT USE THIS AREA
THESE FOR CONSTRUCTION
NOT ISSUED FOR CDOT APPROVAL STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP CONGRESS LINE
AUSTIN STATION
S. AUSTIN AVE
OAK PARK, ILLINOIS

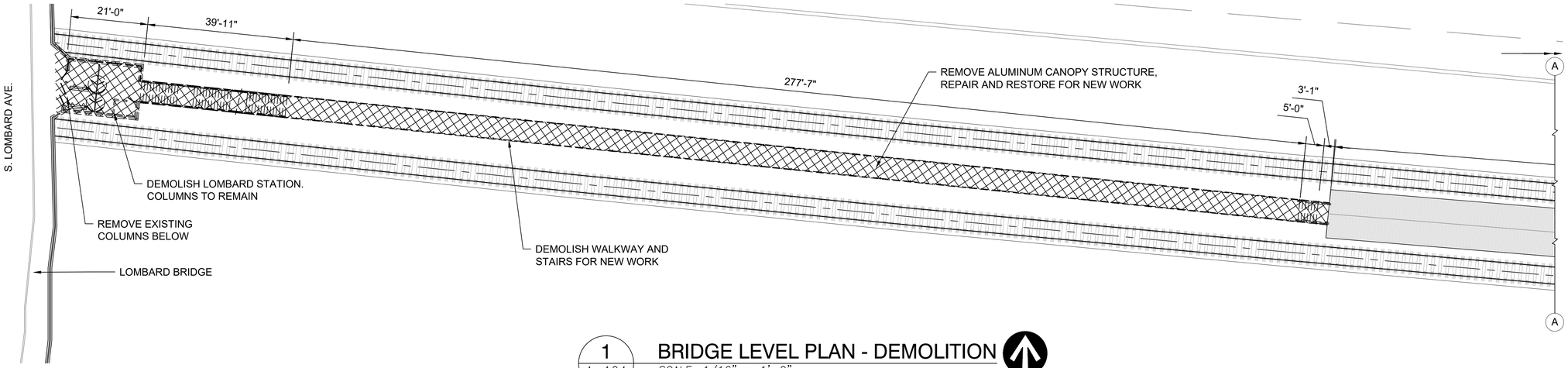
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/06/2023	DESIGN OPTION

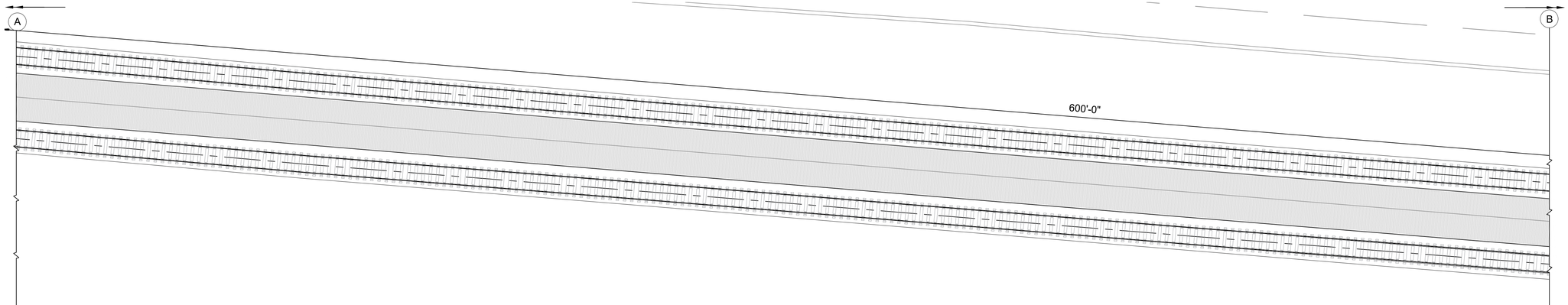
LOCATION IDENTIFIER:

PLATFORM PLAN
DEMOLITION

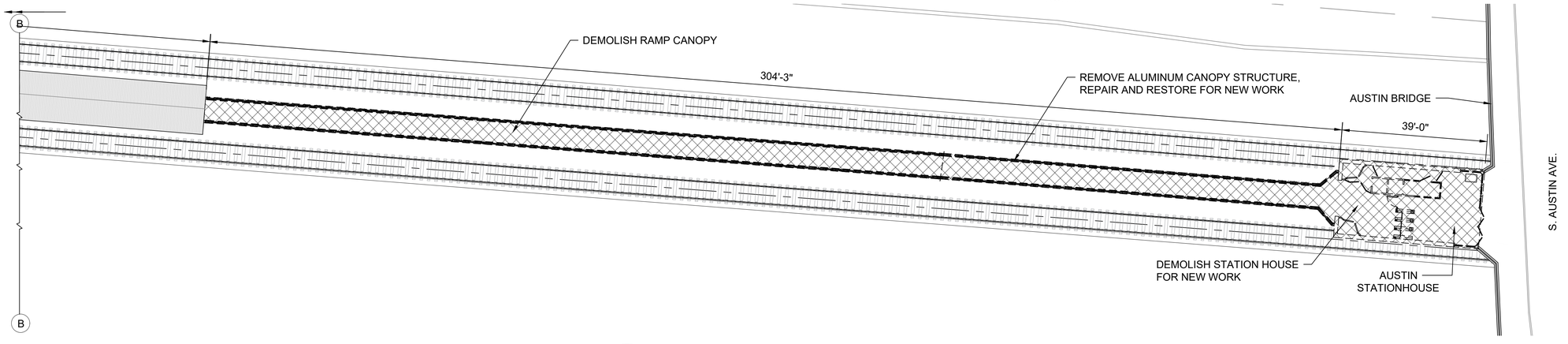
A-103



1 A-104 **BRIDGE LEVEL PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"
NORTH



2 A-104 **BRIDGE LEVEL PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"
NORTH



3 A-104 **BRIDGE LEVEL PLAN - DEMOLITION**
SCALE: 1/16" = 1'-0"
NORTH

DEMOLITION NOTES:

1. COORDINATE THE AREA OF DEMOLITION WITH PROPOSED CONSTRUCTION.
2. REMOVE AND SALVAGE RAMP ALUMINUM STRUCTURE, CLEAN & REPAIR FOR NEW ADA RAMP STRUCTURE

LEGEND

DEMOLITION AREA/ITEM

GRAPHICAL SCALE
0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2023/12/06

DO NOT USE THIS AREA
FOR REVIEW AND CONSTRUCTION PURPOSES
APPROVAL STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP CONGRESS LINE
AUSTIN STATION
S. AUSTIN AVE
OAK PARK, ILLINOIS

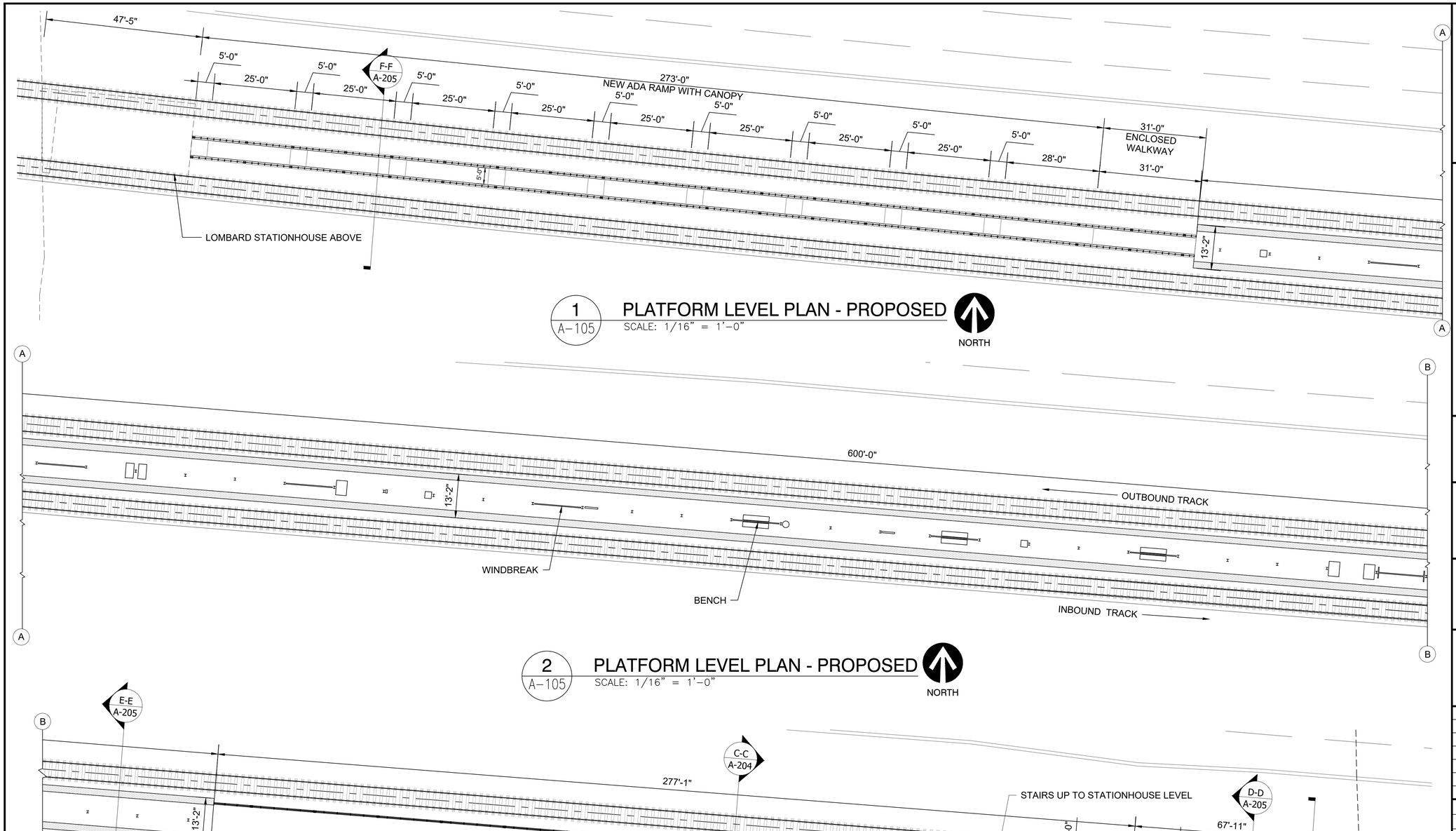
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/06/2023	DESIGN OPTION

LOCATION IDENTIFIER:

BRIDGE LEVEL PLAN DEMOLITION

A-104

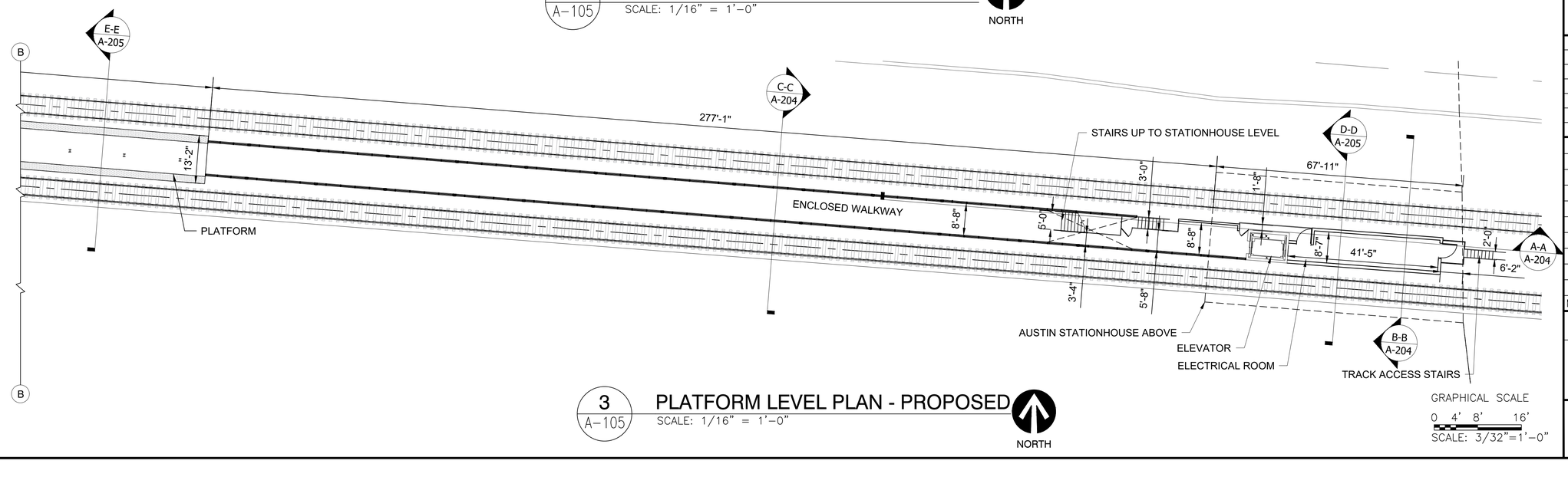


1 A-105 PLATFORM LEVEL PLAN - PROPOSED
SCALE: 1/16" = 1'-0"

NORTH

2 A-105 PLATFORM LEVEL PLAN - PROPOSED
SCALE: 1/16" = 1'-0"

NORTH



3 A-105 PLATFORM LEVEL PLAN - PROPOSED
SCALE: 1/16" = 1'-0"

NORTH

GRAPHICAL SCALE
0 4' 8' 16'
SCALE: 3/32"=1'-0"

PLOTTED ON 2023/12/06

DO NOT USE THIS AREA
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NOT FOR CONSTRUCTION

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COPY NUMBER	OF	
DRAWING CHECK ONLY	BY	DATE
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CHECK ACTIVITY	BY	DATE
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CORRECTED (BLUE)		
VERIFIED (GREEN)		

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ASAP CONGRESS LINE
AUSTIN STATION
S. AUSTIN AVE
OAK PARK, ILLINOIS

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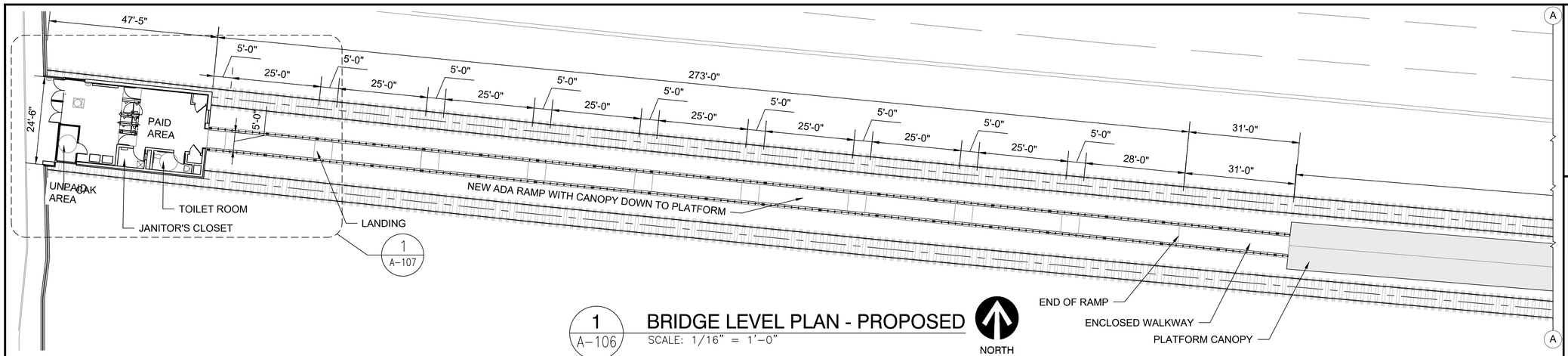
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	12/06/2023	DESIGN OPTION

LOCATION IDENTIFIER:

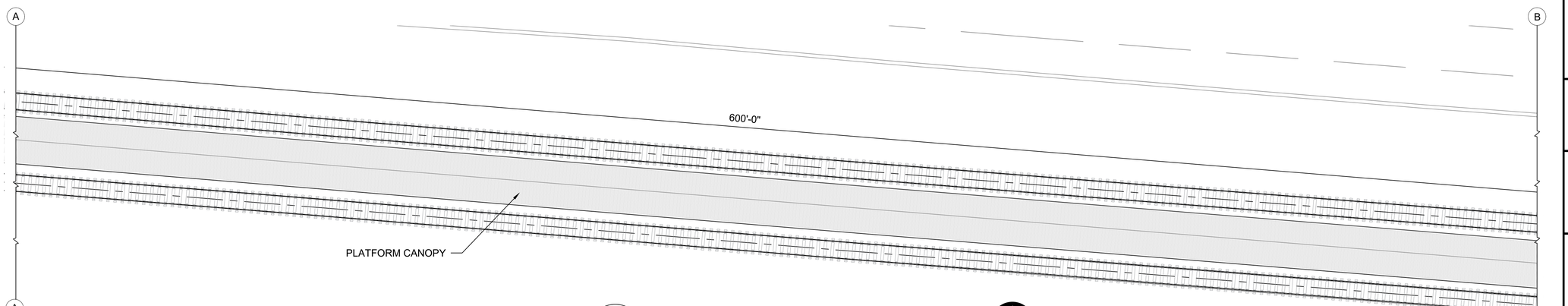
PLATFORM LEVEL PLAN PROPOSED

A-105



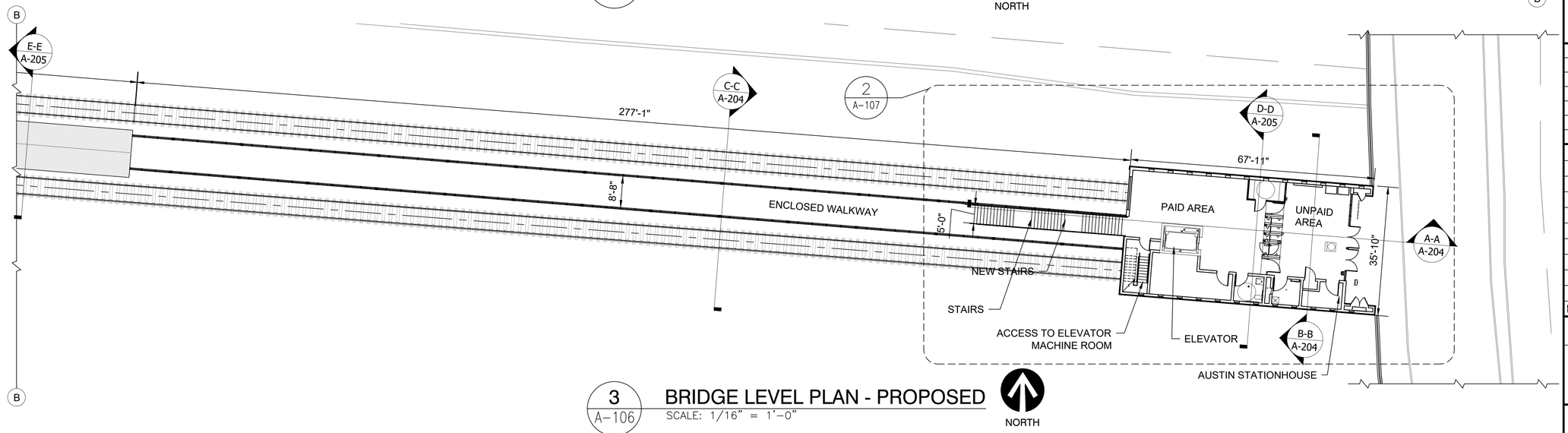
1 A-106 **BRIDGE LEVEL PLAN - PROPOSED**
SCALE: 1/16" = 1'-0"

NORTH



2 A-106 **BRIDGE LEVEL PLAN - PROPOSED**
SCALE: 1/16" = 1'-0"

NORTH



3 A-106 **BRIDGE LEVEL PLAN - PROPOSED**
SCALE: 1/16" = 1'-0"

NORTH

PLOTTED ON 2023/12/06

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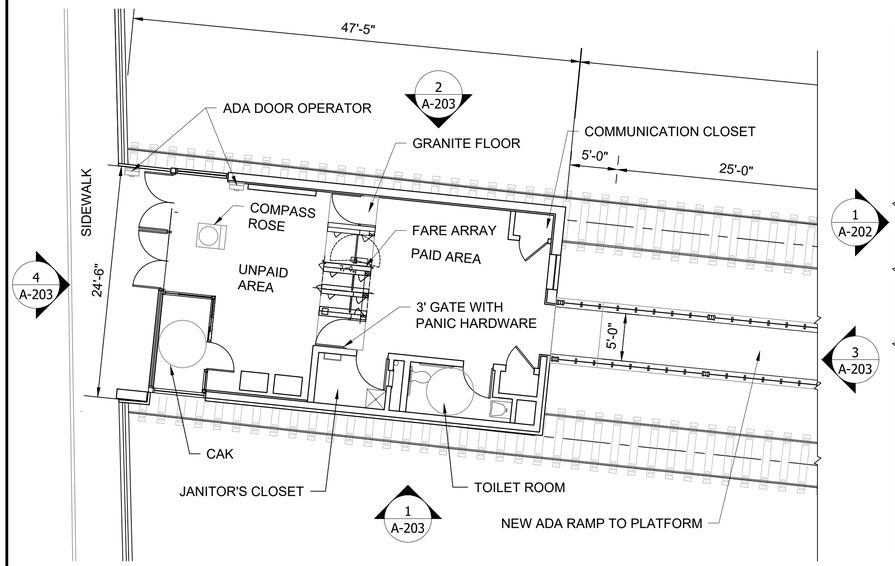
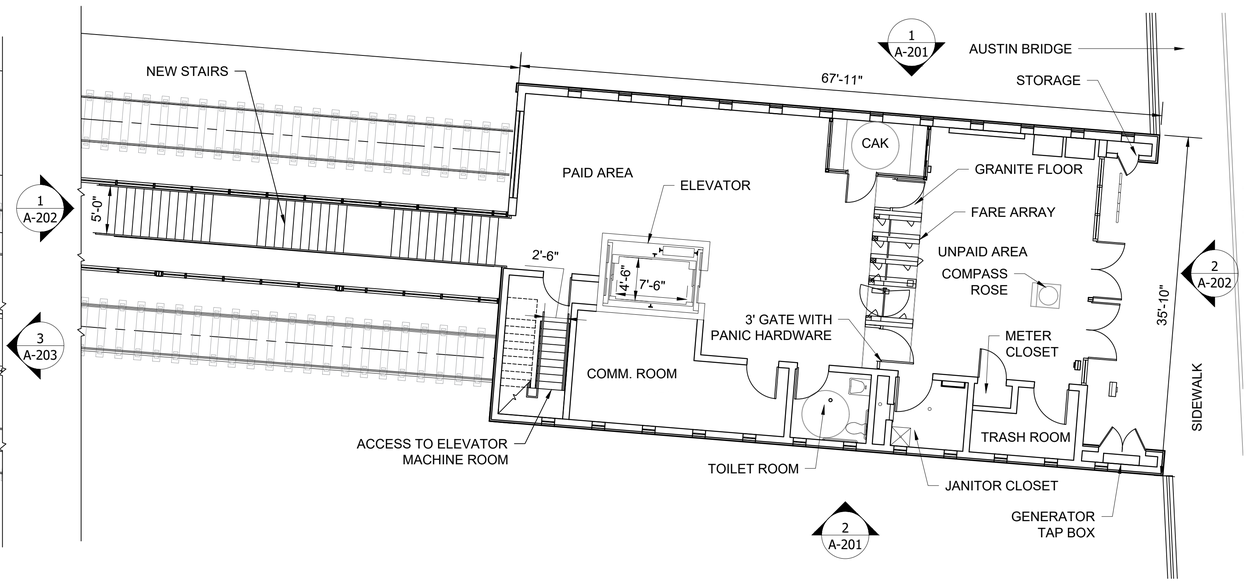
BRIDGE LEVEL PLAN PROPOSED

A-106



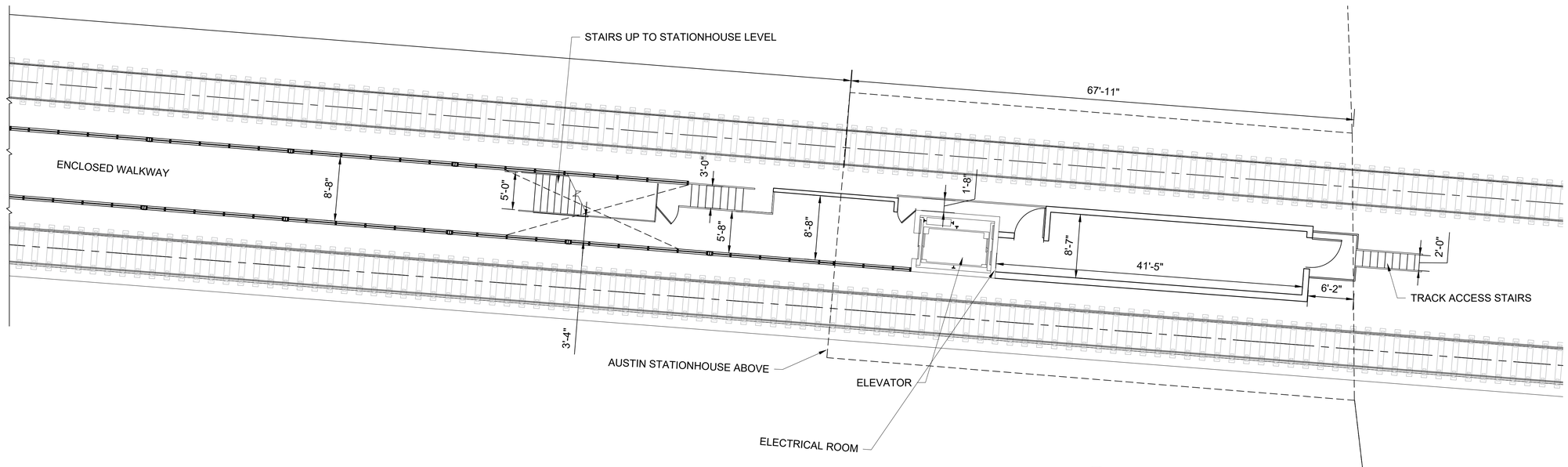


1 / A-107 LOMBARD STATIONHOUSE PLAN
SCALE: 1/8" = 1'-0"

NORTH

2 / A-107 AUSTIN STATIONHOUSE PLAN
SCALE: 1/8" = 1'-0"

NORTH



3 / A-107 AUSTIN LOWER STATIONHOUSE PLAN
SCALE: 1/8"=1'-0"

NORTH

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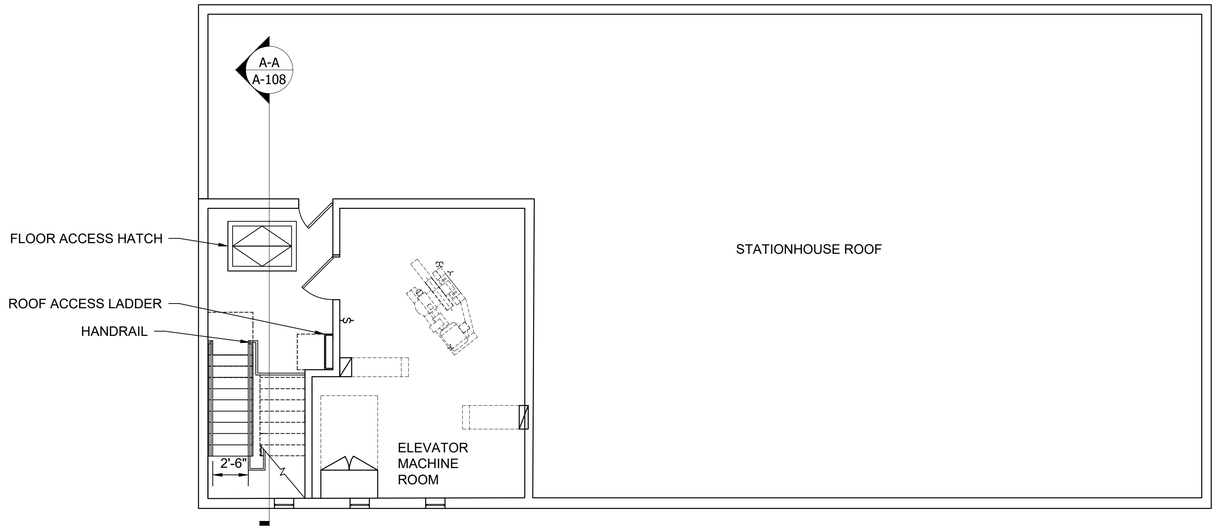
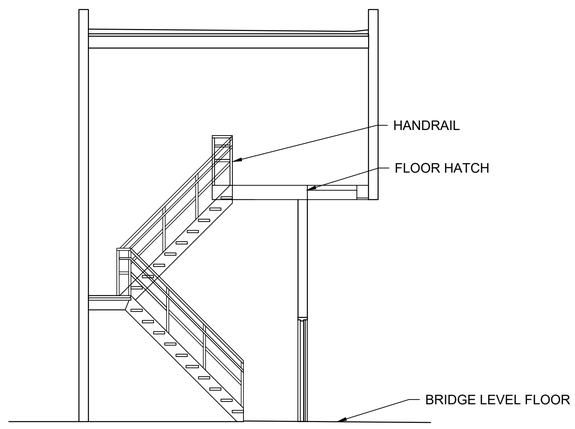
A-107



1 / A-108 PENTHOUSE LEVEL - ELEV. ACCESS RM STAIR

SCALE: 3/16" = 1'-0"

NORTH



2 / A-108 ELEVATOR ACCESS ROOM STAIR- SECTION A--A

SCALE: 3/16" = 1'-0"

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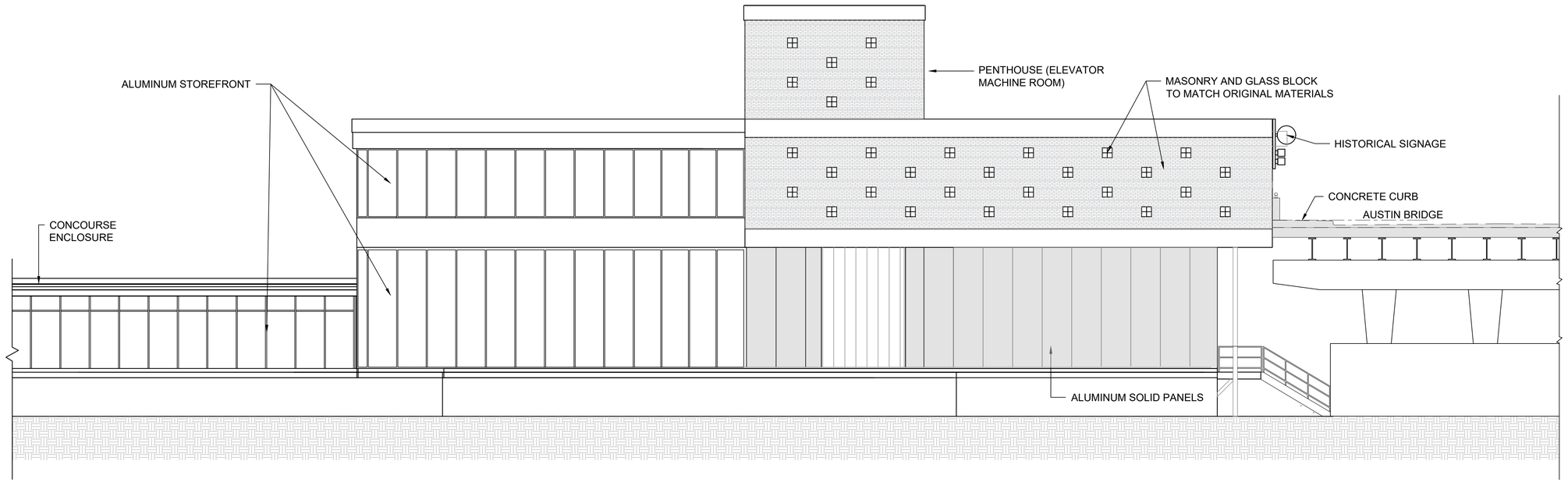
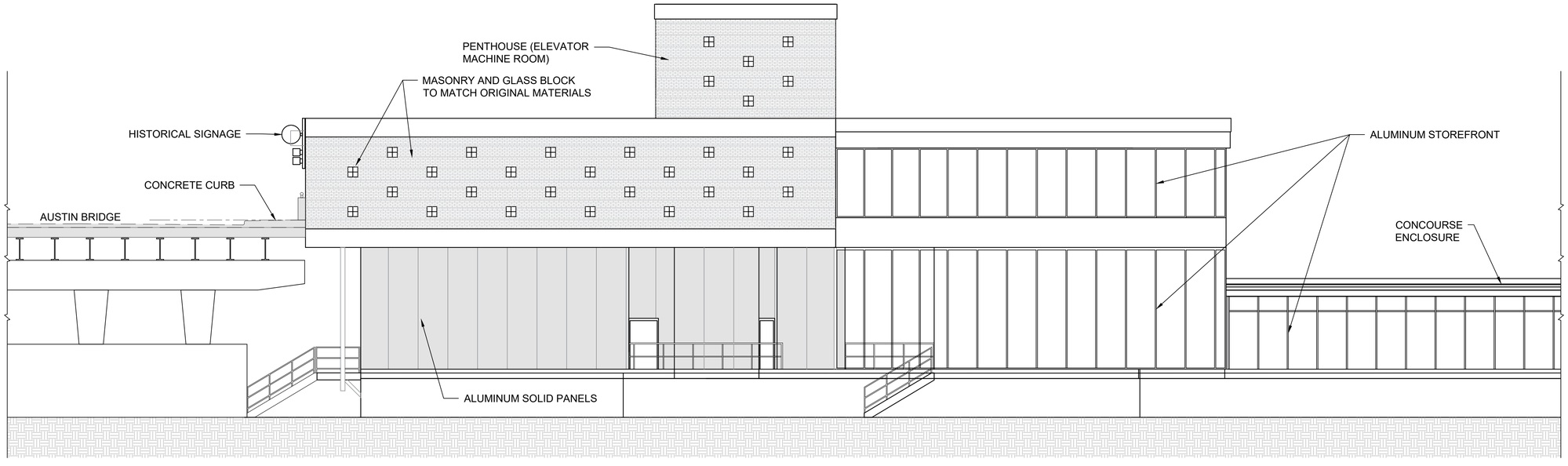
A-108



1 A-201

AUSTIN STATIONHOUSE - NORTH ELEVATION

SCALE: 1/8"=1'-0"



2 A-201

AUSTIN STATIONHOUSE - SOUTH ELEVATION

SCALE: 1/8"=1'-0"

PLOTTED ON 2023/12/06

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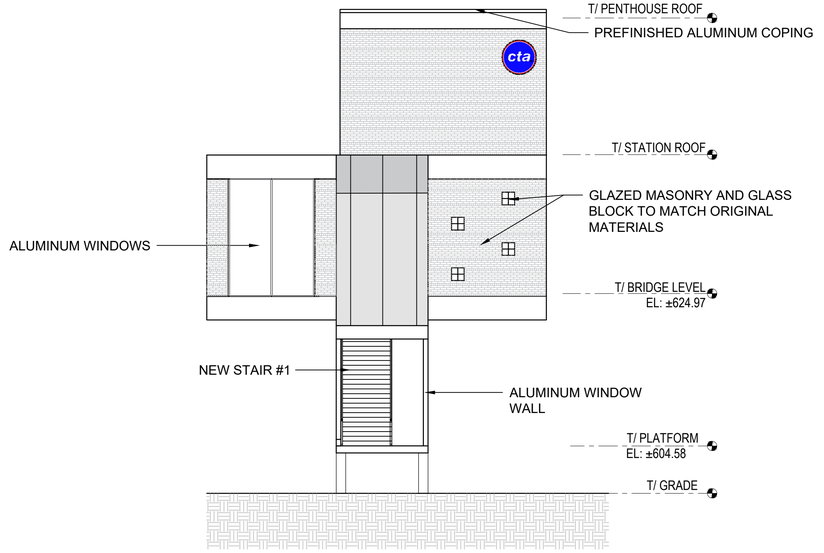
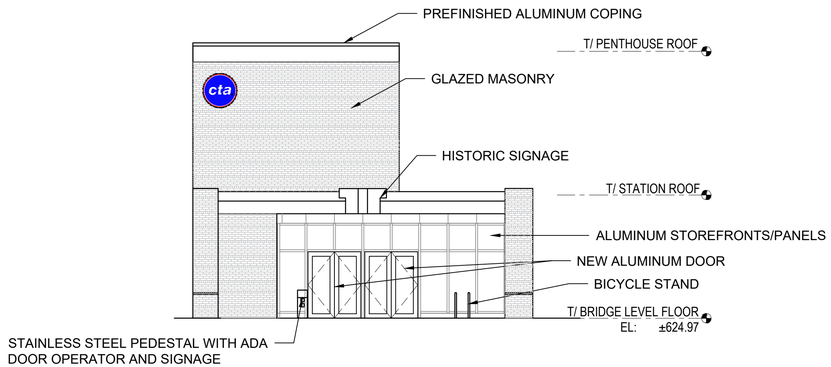
A-201



1 / A-202 AUSTIN STATIONHOUSE - WEST ELEVATION

SCALE: 1/8"=1'-0"



2 / A-202 AUSTIN STATIONHOUSE - EAST ELEVATION

SCALE: 1/8"=1'-0"

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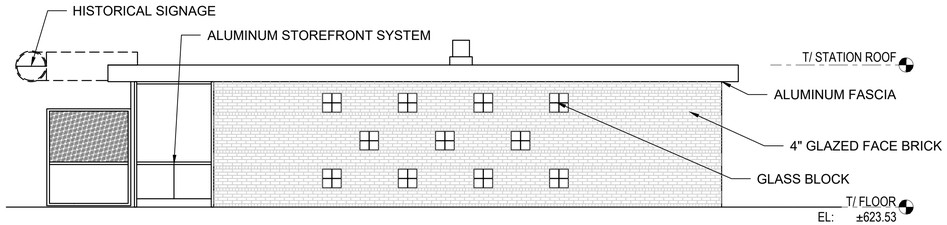
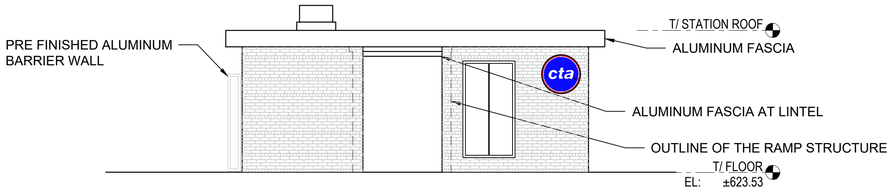
A-202



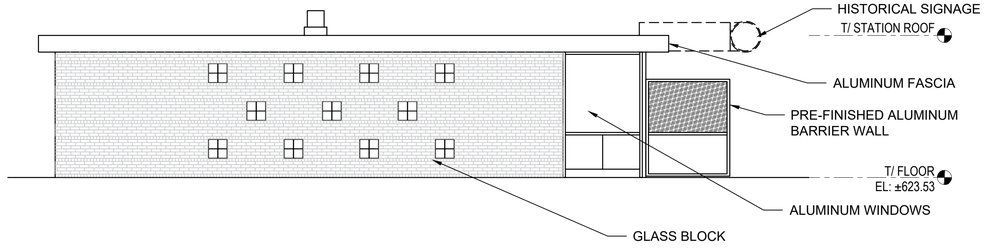
1 A-203 LOMBARD STATIONHOUSE - NORTH ELEVATION

SCALE: 3/16"=1'-0"



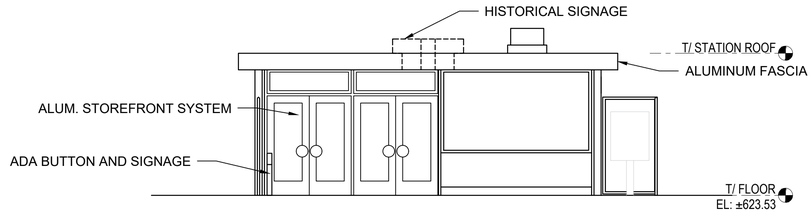
2 A-203 LOMBARD STATIONHOUSE - WEST ELEVATION

SCALE: 3/16"=1'-0"



3 A-203 LOMBARD STATIONHOUSE - SOUTH ELEVATION

SCALE: 3/16"=1'-0"



4 A-203 LOMBARD STATIONHOUSE - EAST ELEVATION

SCALE: 3/16"=1'-0"

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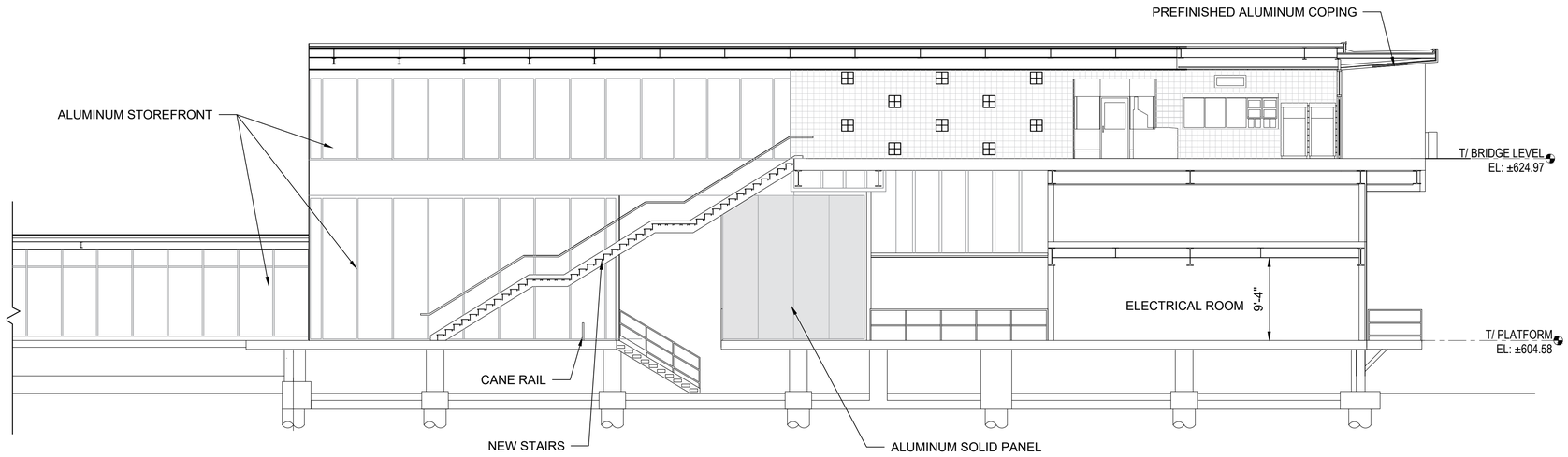
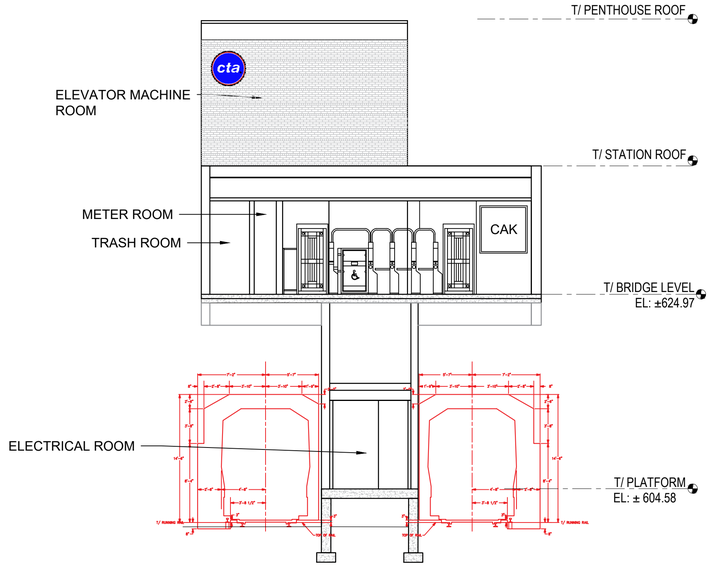
A-203



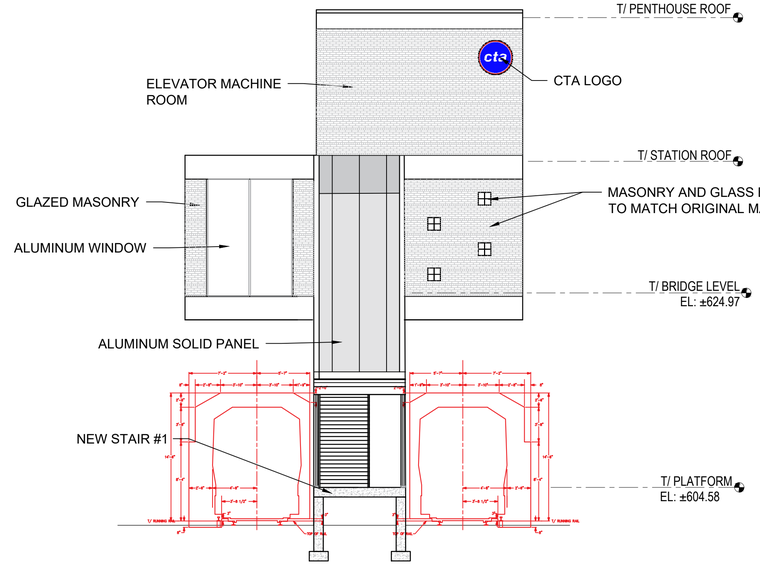
1 A-204 AUSTIN STATIONHOUSE - SECTION A-A

SCALE: 1/8"=1'-0"



2 A-204 AUSTIN STATIONHOUSE WITH CLEARANCE- SECTION B-B

SCALE: 3/16"=1'-0"



3 A-204 AUSTIN STATIONHOUSE WITH CLEARANCE - SECTION C-C

SCALE: 3/16"=1'-0"

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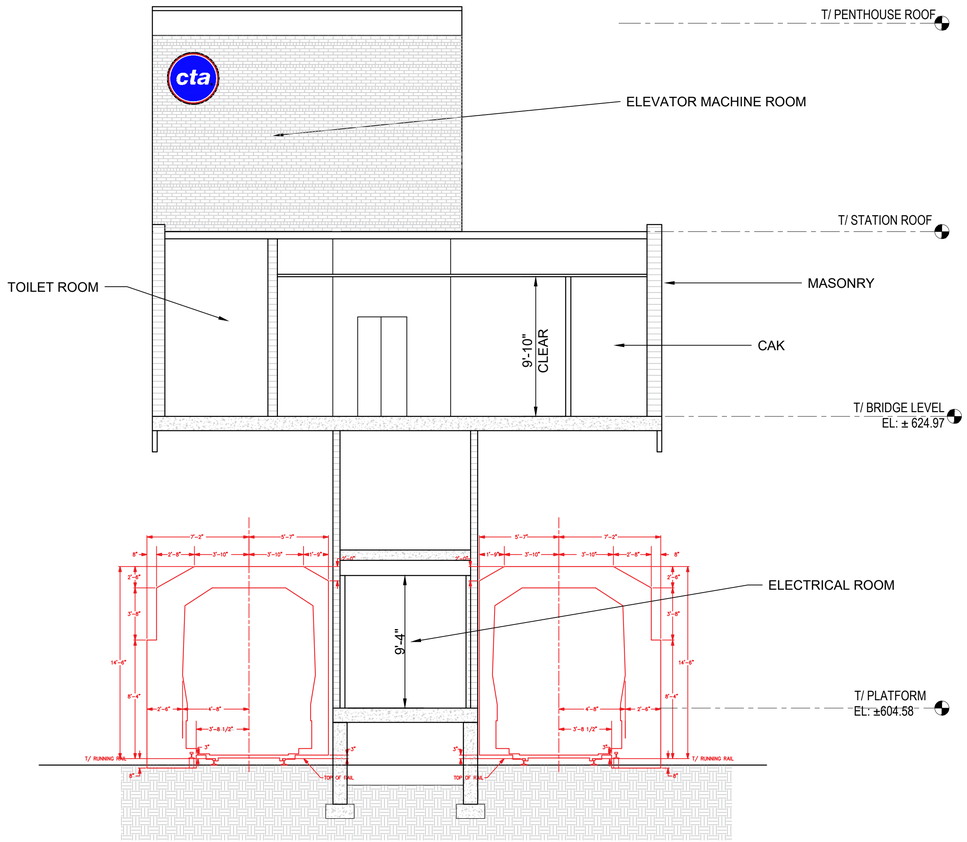
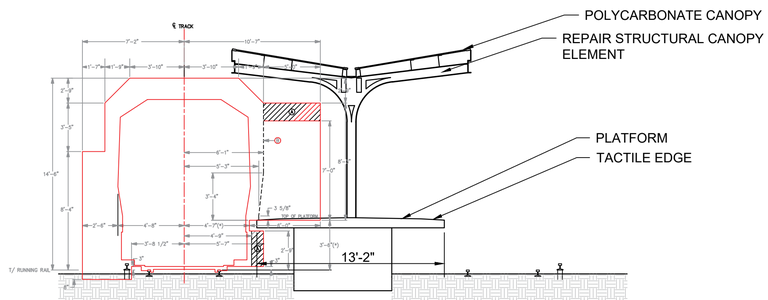


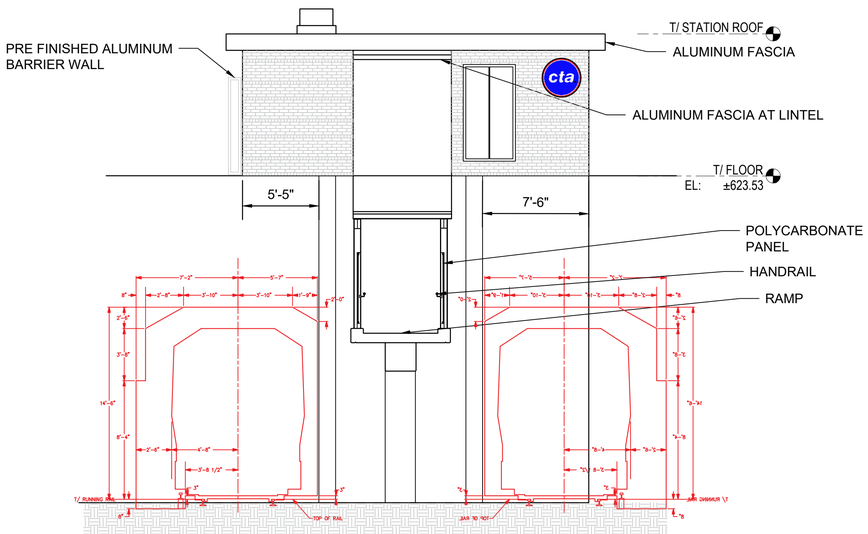
1 A-205 CLEARANCE DIAGRAM AT AUSTIN STATIONHOUSE - SECTION D-D

SCALE: 3/16"=1'-0"



2 A-205 CLEARANCE AT PLATFORM - SECTION E-E

SCALE: 3/16"=1'-0"



3 A-205 SECTION AT LOMBARD RAMP - SECTION F-F

SCALE: 3/16"=1'-0"

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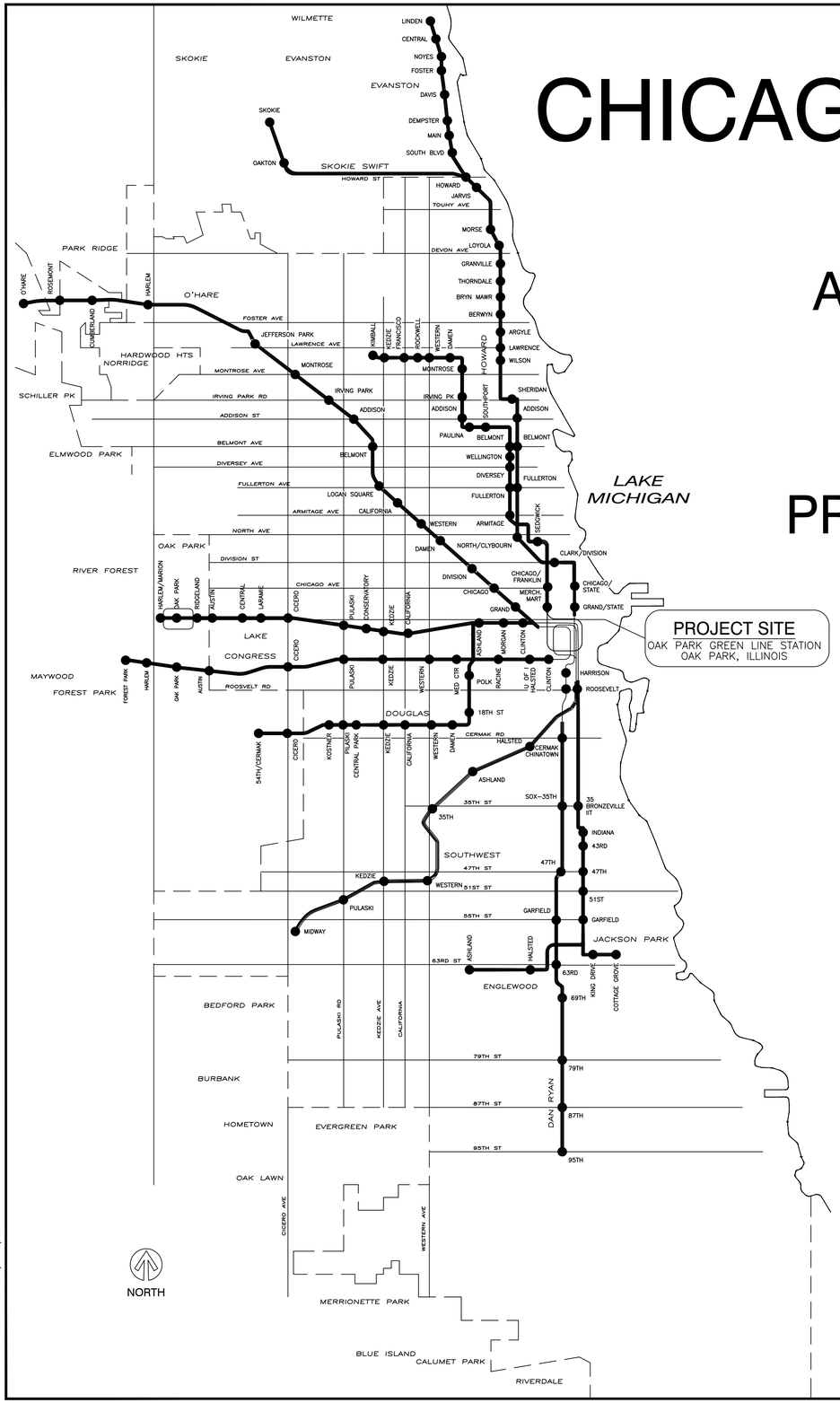

PROJECT SITE
OAK PARK GREEN LINE STATION
OAK PARK, ILLINOIS

CHICAGO TRANSIT AUTHORITY

INFRASTRUCTURE

ASAP LAKE LINE OAK PARK STATION
100 S OAK PARK AVE

DATE: 05/30/2024
PROJECT NUMBER: 2015-0027.12

DRAWING INDEX

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

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ENGINEERING

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND "THE ILLINOIS ACCESIBLITY CODE', ILL ADM. CODE 400.

THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	05/29/2024	DESIGN OPTIONS

COVER PAGE

G-001

PLOTTED ON: 2024/05/29

1 A-100 AERIAL PLAN
SCALE: 1/20"=1'-0"

NORTH

0 16' 32' 64'
SCALE: 1/32"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

IN CHARGE	
APPROVED BY	
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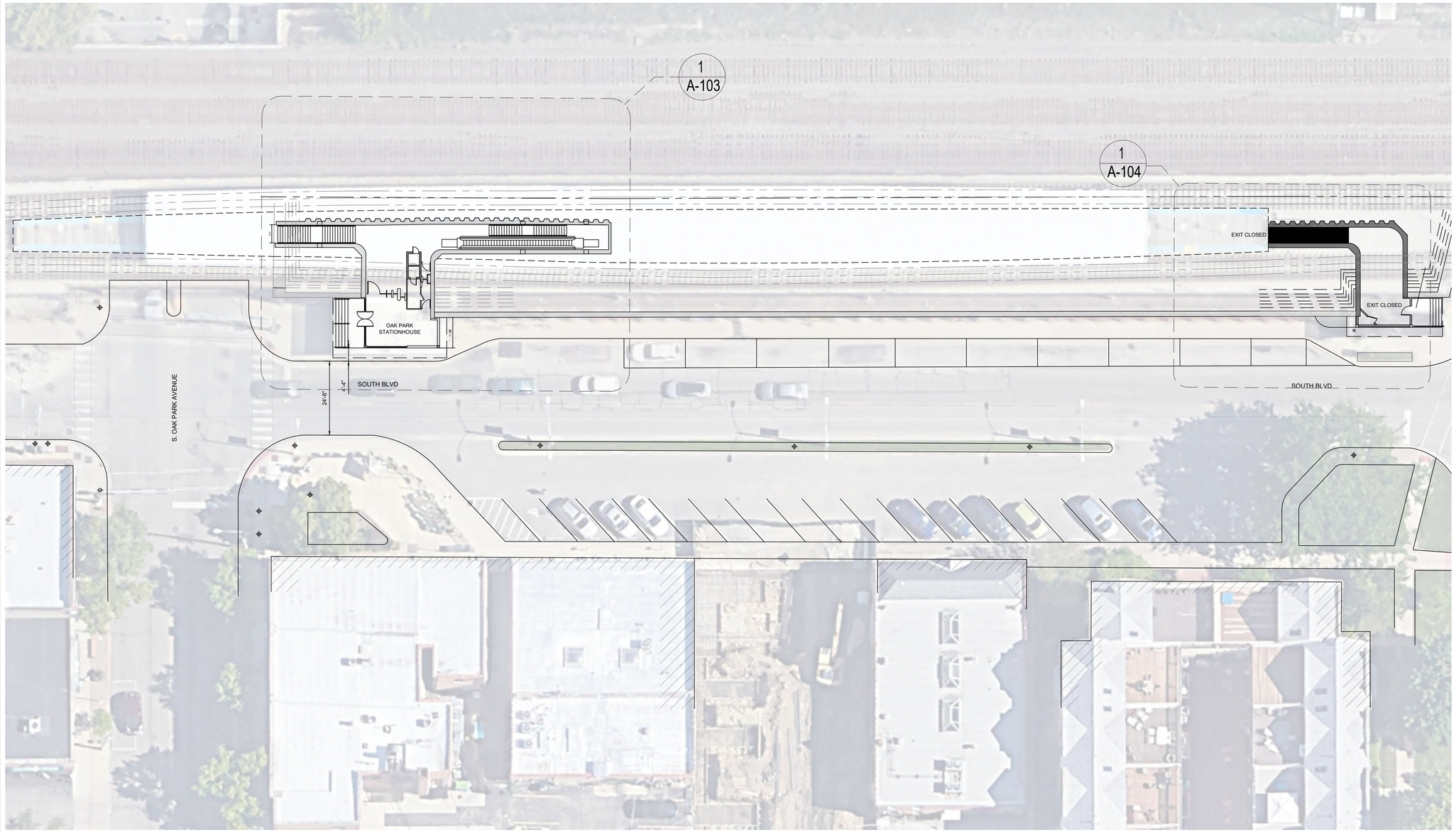
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

AERIAL PLAN

A-100



1 A-101 EXISTING STATION LEVEL PLAN

SCALE: 1/24"=1'-0"

NORTH

0 16' 32' 64'

SCALE: 1/32"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

IN CHARGE	
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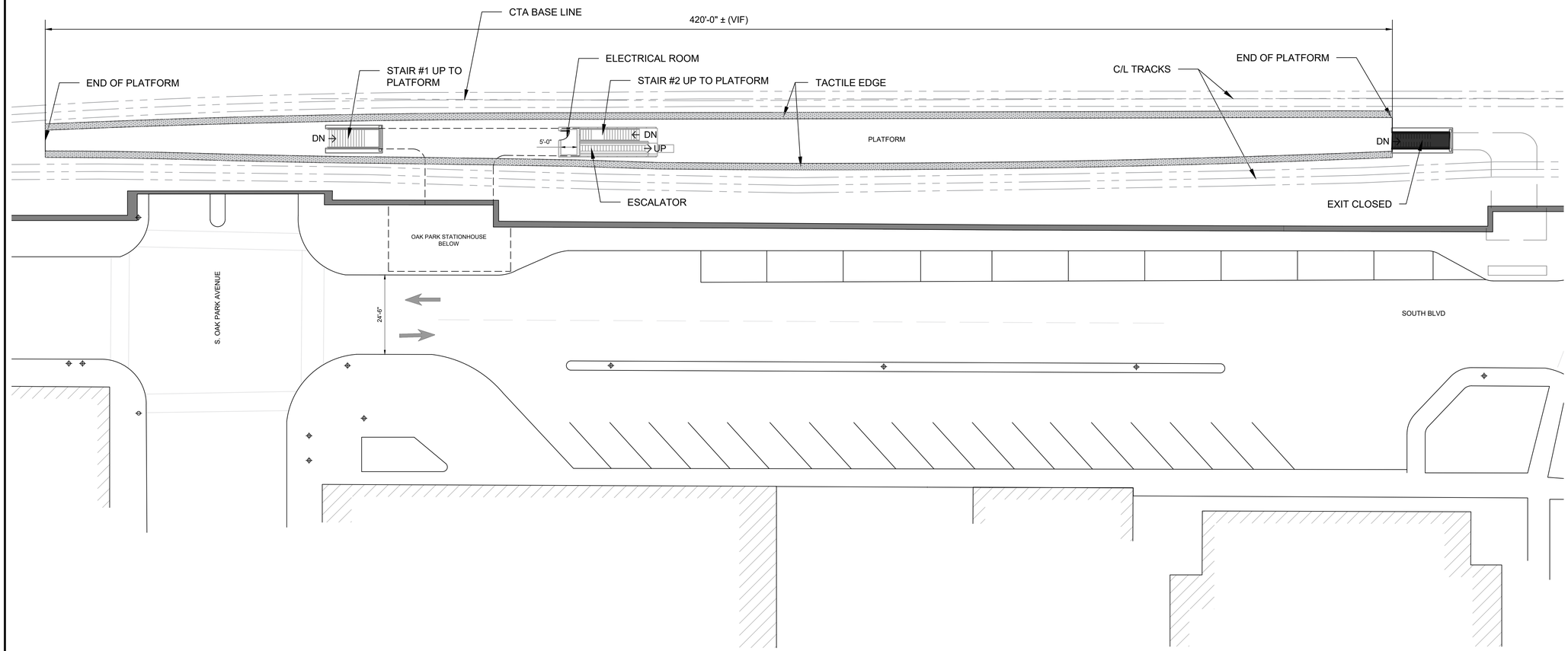
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

EXISTING STATION LEVEL PLAN

A-101



1 A-102 EXISTING PLATFORM LEVEL PLAN

SCALE: 1/24"=1'-0"

NORTH

0 16' 32' 64'

SCALE: 1/32"=1'-0"

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

IN CHARGE	
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PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
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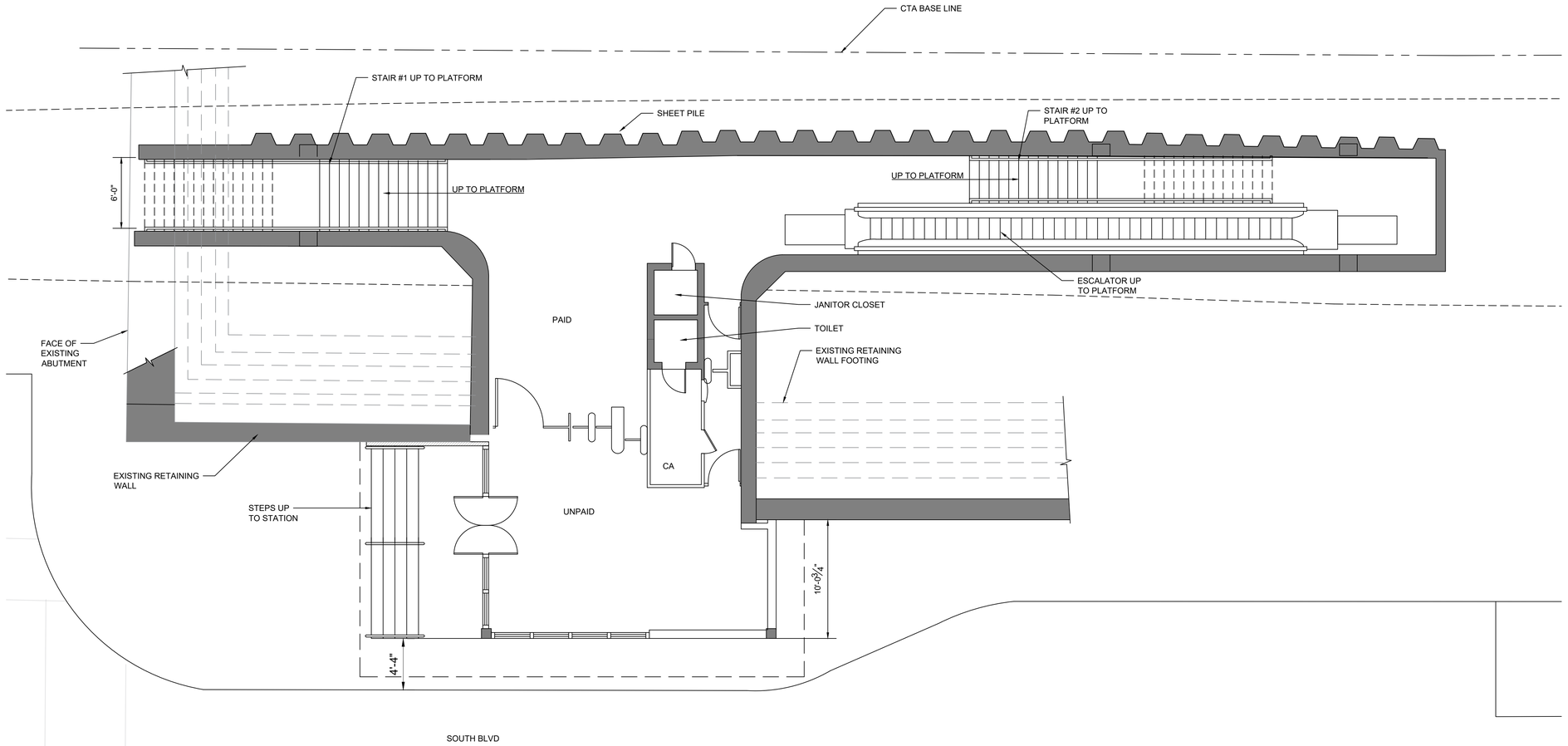
LOCATION IDENTIFIER:

EXISTING PLATFORM LEVEL PLAN

A-102



1 / A-103 EXISTING STATION LEVEL PLAN AT OAK PARK AVENUE

SCALE: 3/16"=1'-0"

NORTH

0 16' 32' 64'

SCALE: 1/32"=1'-0"

PLOTTED ON 2024/05/30

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CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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FILE NAME	

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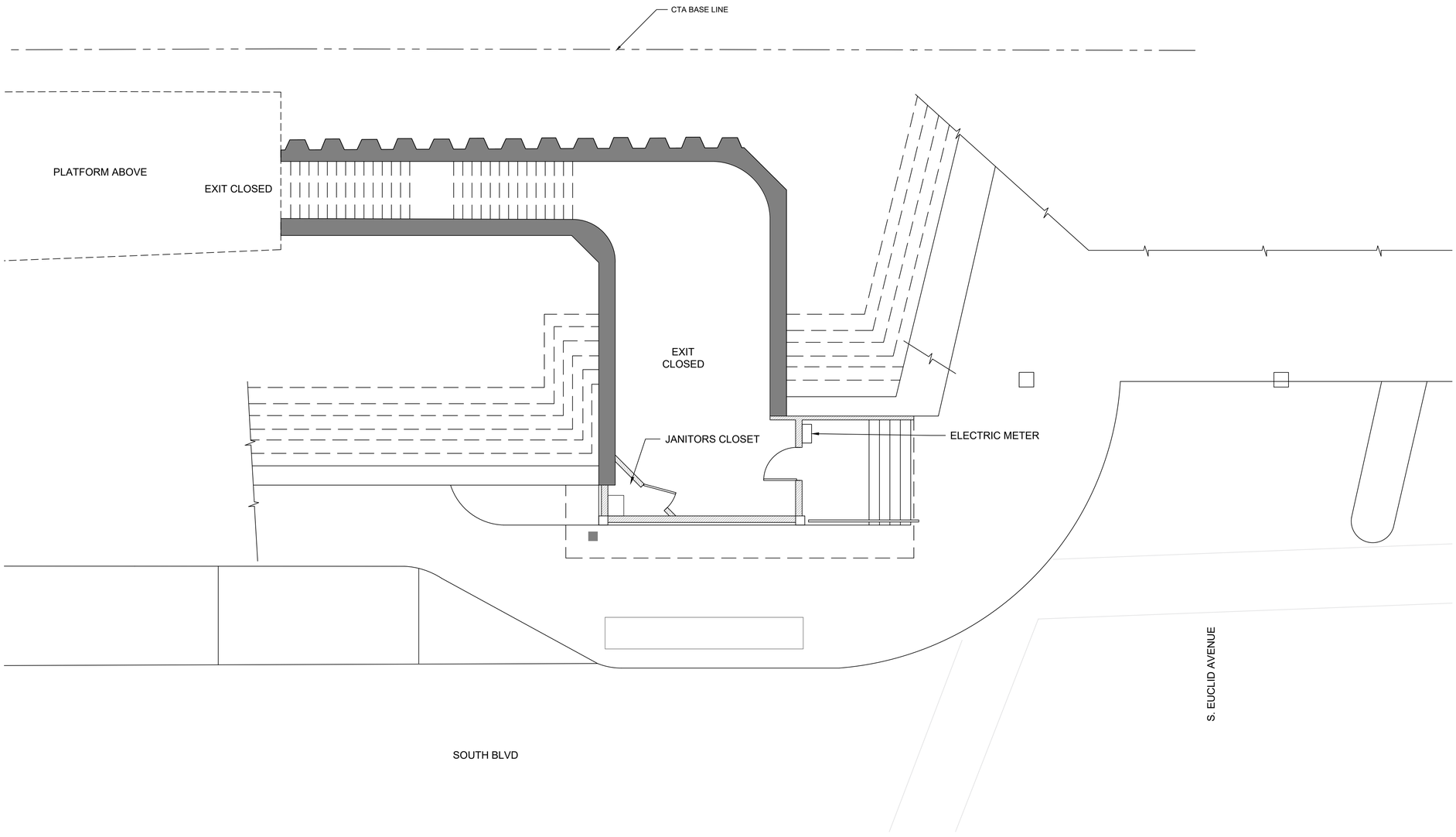
LOCATION IDENTIFIER:

EXISTING STATION LEVEL PLAN

A-103



1 / A-104 EXISTING STATION LEVEL PLAN AT EUCLID AVENUE
SCALE: 3/16"=1'-0"

NORTH

0 16' 32' 64'
SCALE: 1/32"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA
NOT FOR CONSTRUCTION
NOT FOR PERMIT
NOT FOR BID
APPROVAL STAMPS

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
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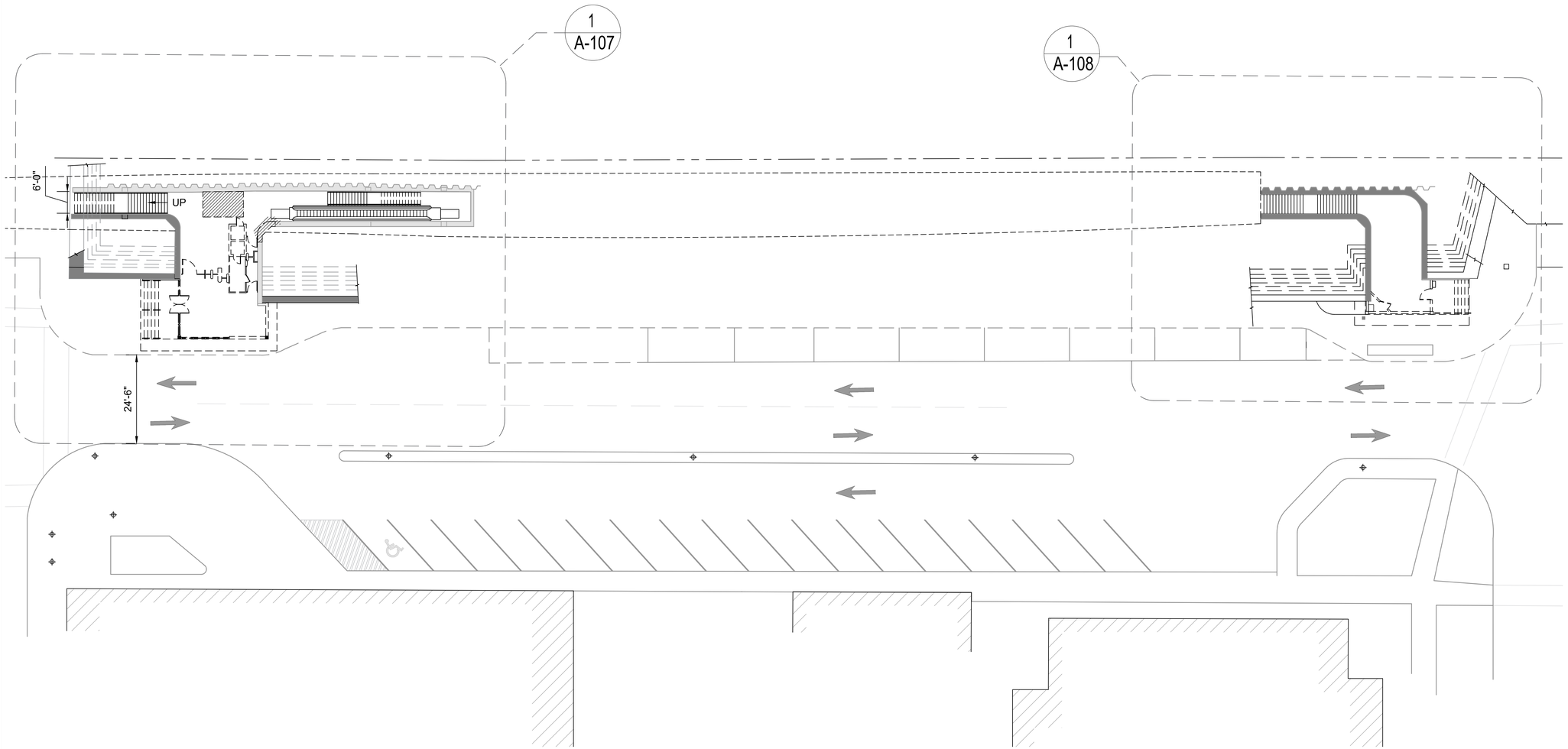
LOCATION IDENTIFIER:

EXISTING STATION LEVEL PLAN

A-104



1 A-105 DEMOLITION PLAN AT STATIONHOUSE LEVEL
SCALE: 1/16"=1'-0"

NORTH

0 8' 16' 32'
SCALE: 1/16"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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FILE NAME	

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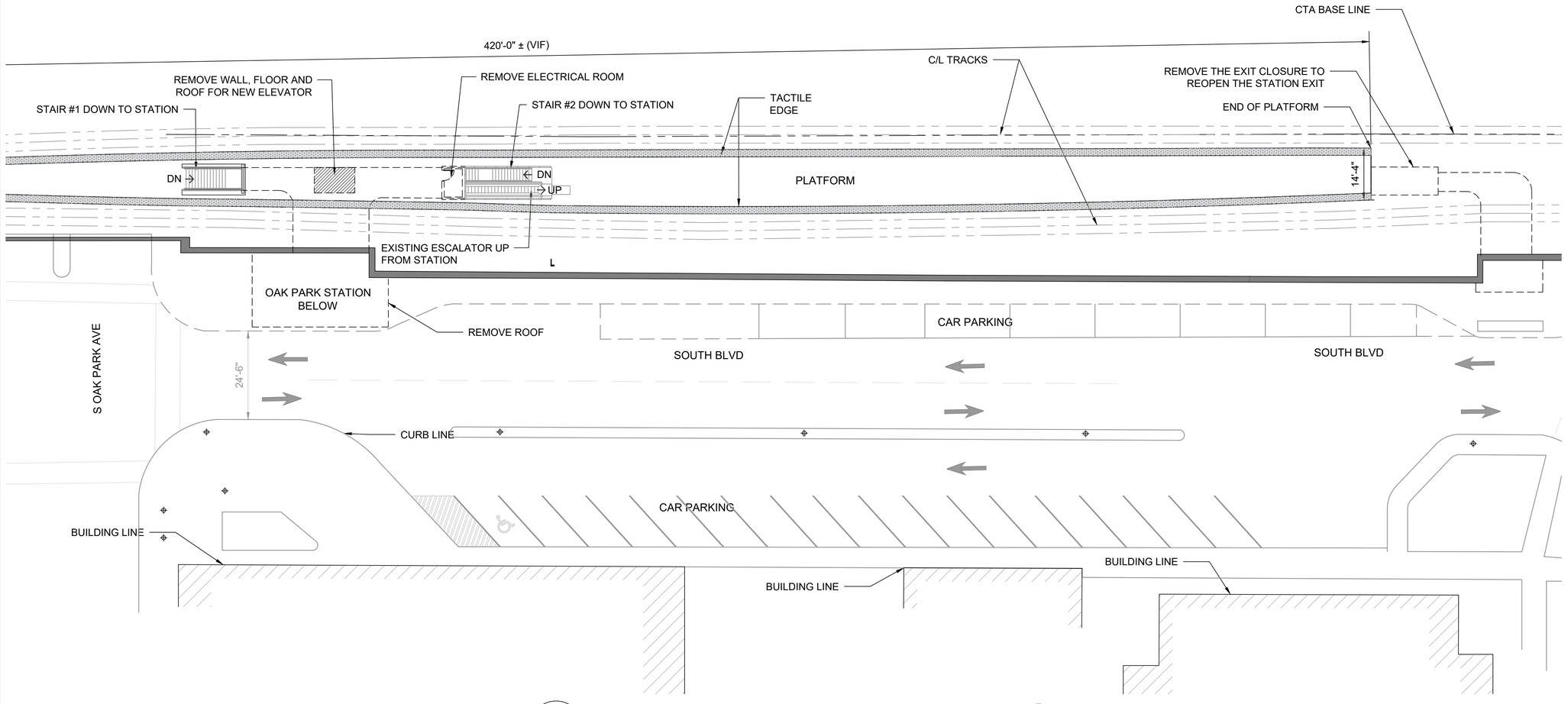
LOCATION IDENTIFIER:

STATIONHOUSE DEMOLITION PLAN

A-105



1 A-106 DEMOLITION PLAN AT PLATFORM LEVEL

SCALE: 1/16"=1'-0"

NORTH

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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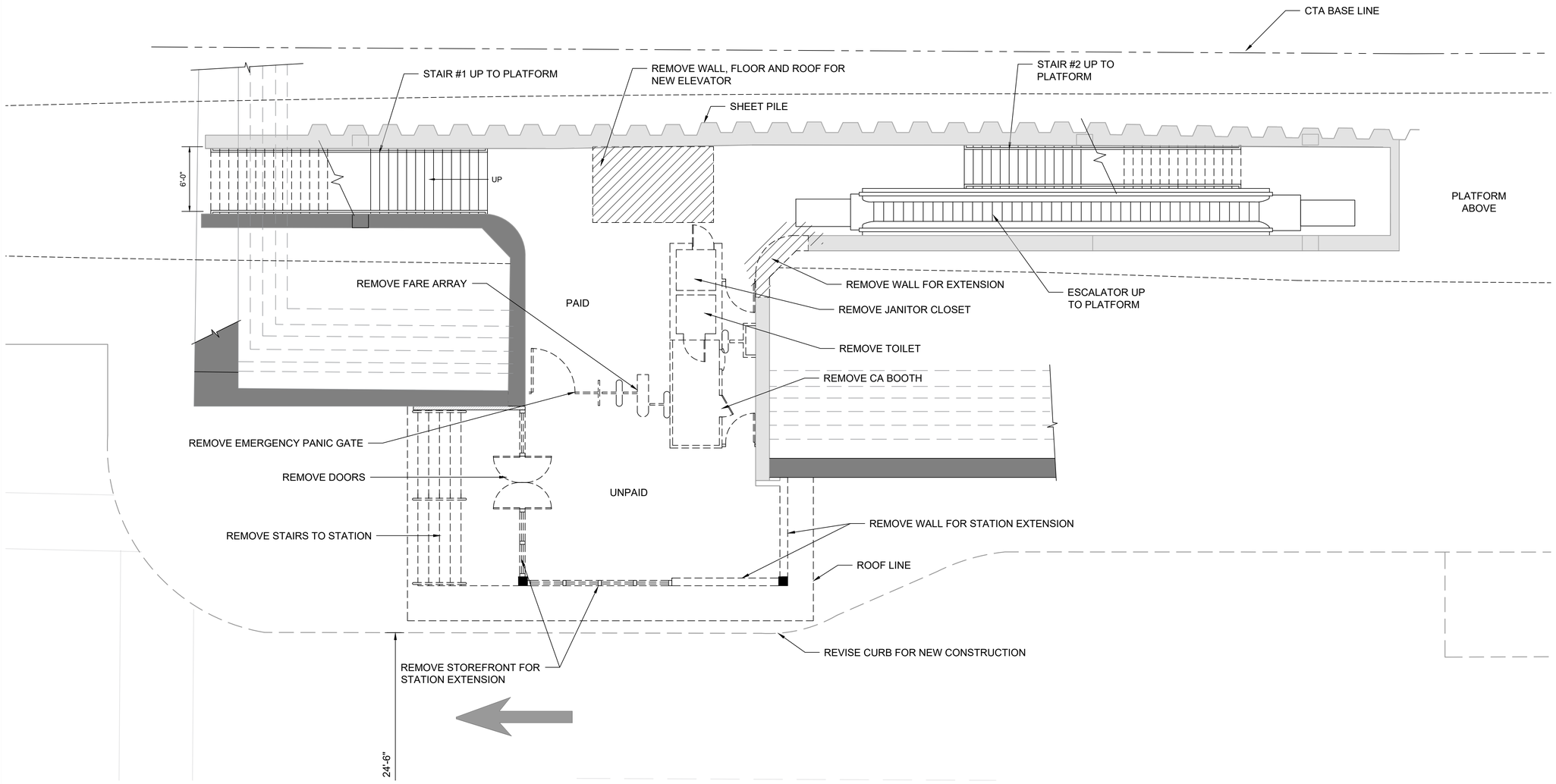
LOCATION IDENTIFIER:

PLATFORM LEVEL DEMOLITION PLAN

A-106



1 / A-107 DEMOLITION PLAN AT STATIONHOUSE LEVEL AT OAK PARK AVENUE

SCALE: 3/16"=1'-0"

NORTH

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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FILE NAME	

MARK	DATE	DESCRIPTION
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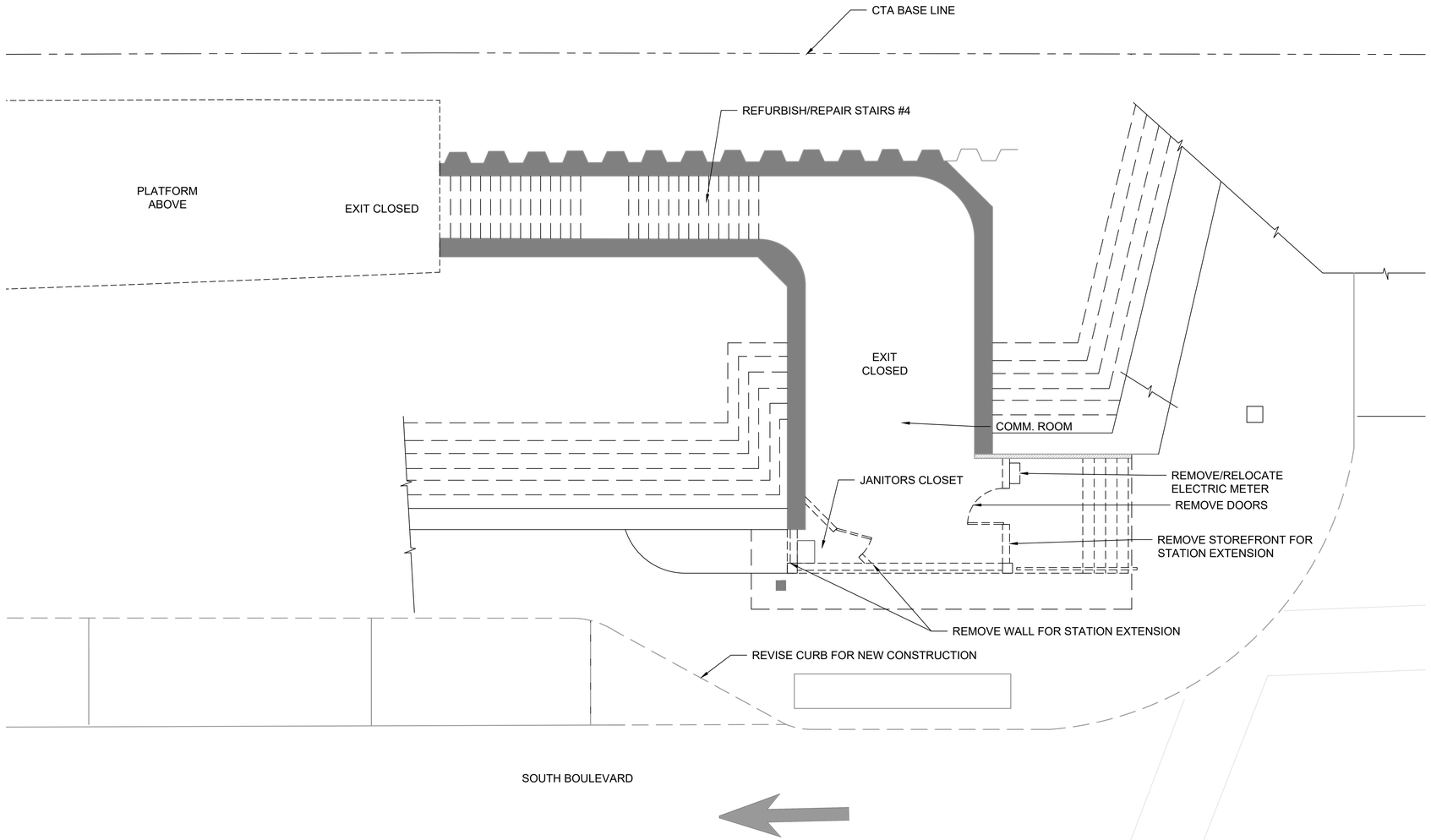
LOCATION IDENTIFIER:

STATIONHOUSE DEMOLITION PLAN

A-107



1 / A-108 DEMOLITION PLAN AT STATIONHOUSE LEVEL AT EUCLID AVENUE

SCALE: 3/16"=1'-0"

0 8' 16' 32'

SCALE: 1/16"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

IN CHARGE	
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PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
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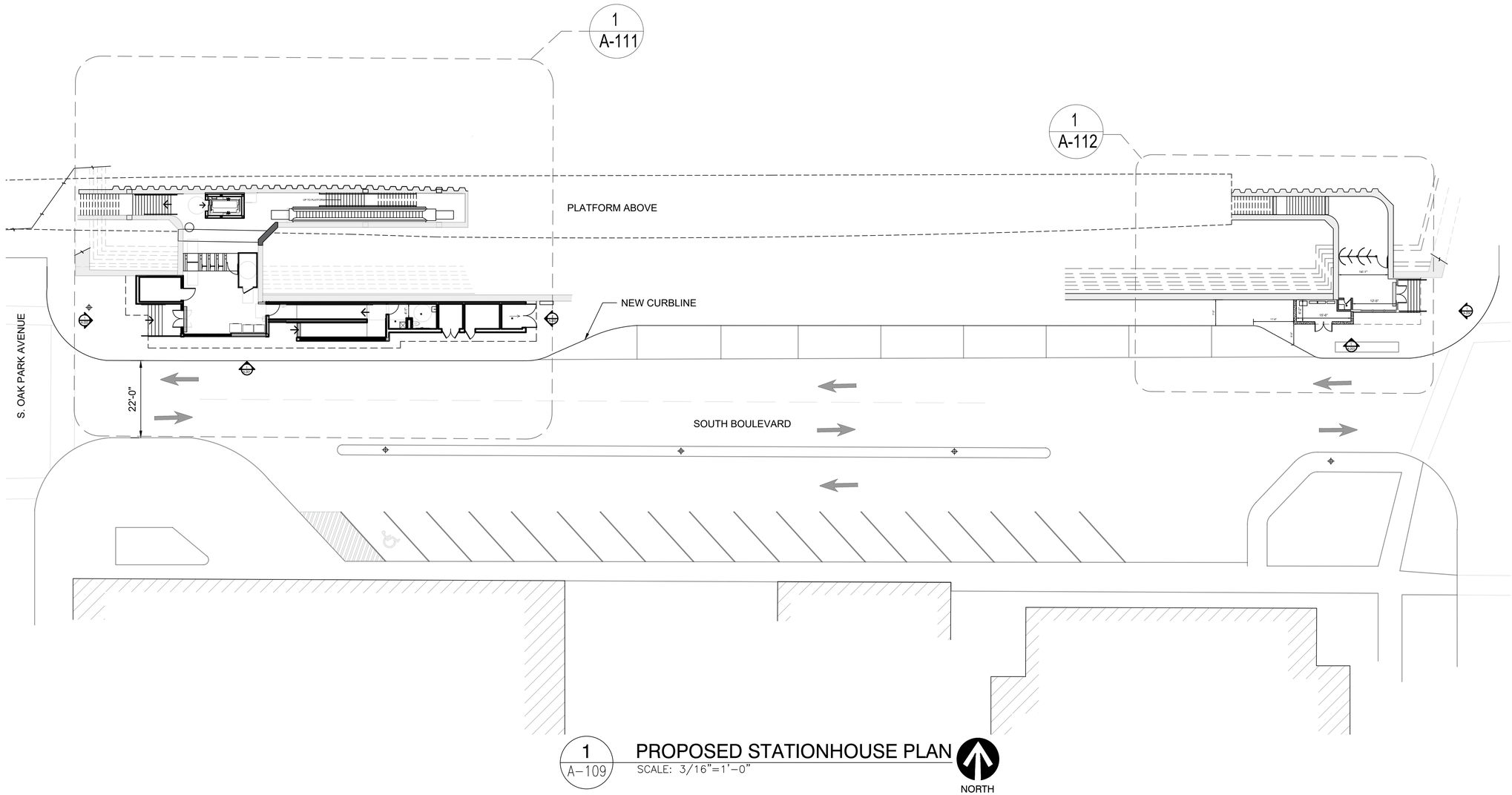
LOCATION IDENTIFIER:

STATIONHOUSE DEMOLITION PLAN

A-108



1 A-109 PROPOSED STATIONHOUSE PLAN
SCALE: 3/16"=1'-0"

NORTH

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA
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NOT FOR CONSTRUCTION

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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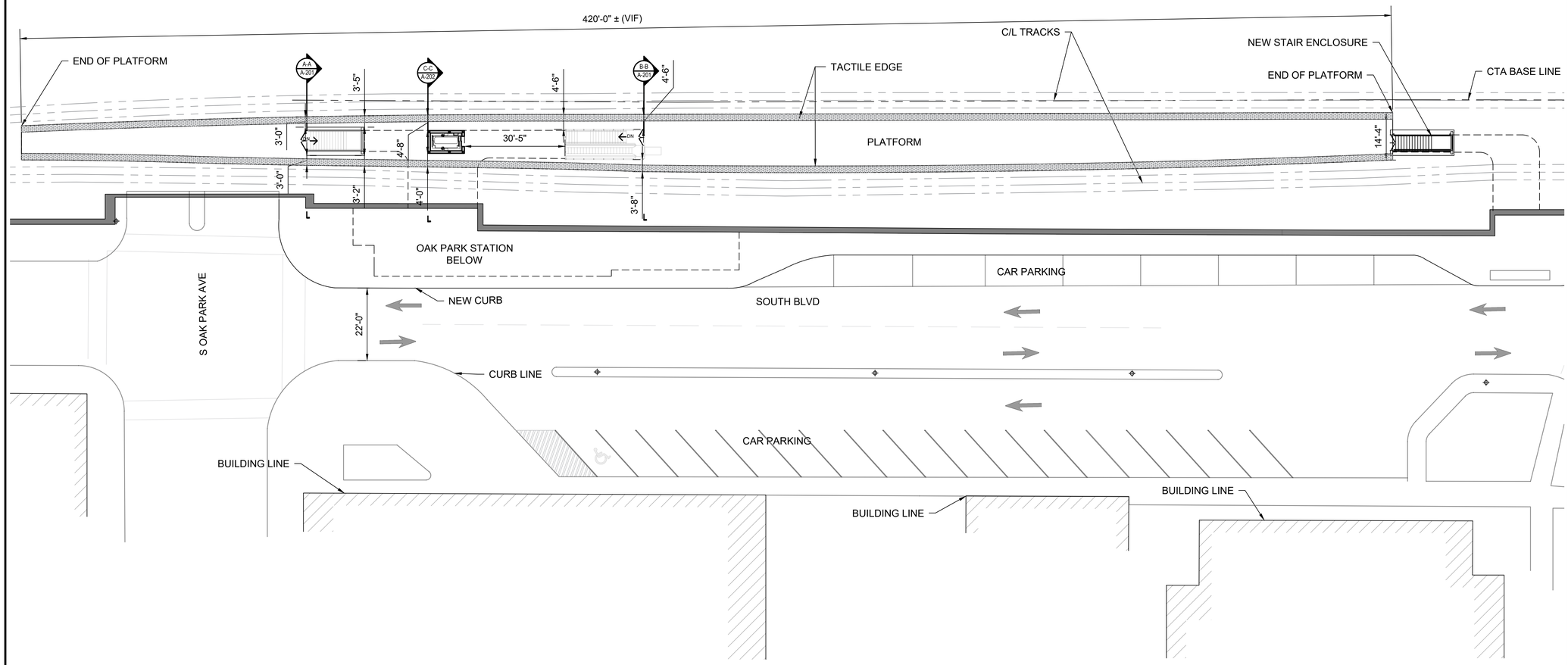
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

PROPOSED PLAN

A-109



1 / A-110 PROPOSED PLATFORM LEVEL PLAN

SCALE: 1/4"=1'-0"

NORTH

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA RESERVED FOR CDOT APPROVAL STAMPS

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SENSITIVE SECURITY INFORMATION

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CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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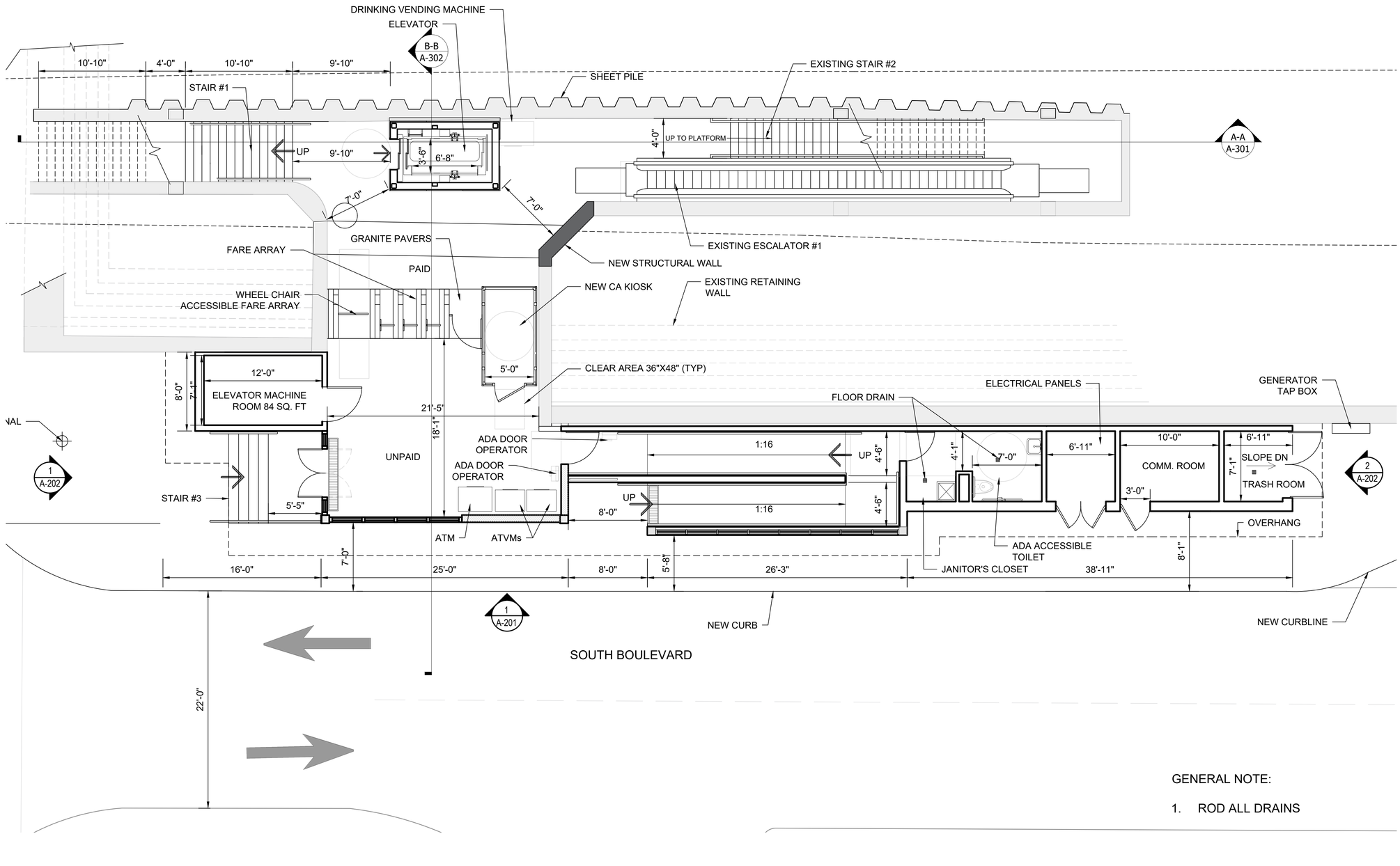
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

PROPOSED PLAN

A-110



GENERAL NOTE:

1. ROD ALL DRAINS

1 A-111 PROPOSED STATIONHOUSE PLAN AT OAK PARK AVENUE
SCALE: 3/16"=1'-0"

NORTH

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA RESERVED FOR CONSTRUCTION APPROVAL STAMPS

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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OAK PARK, ILLINOIS

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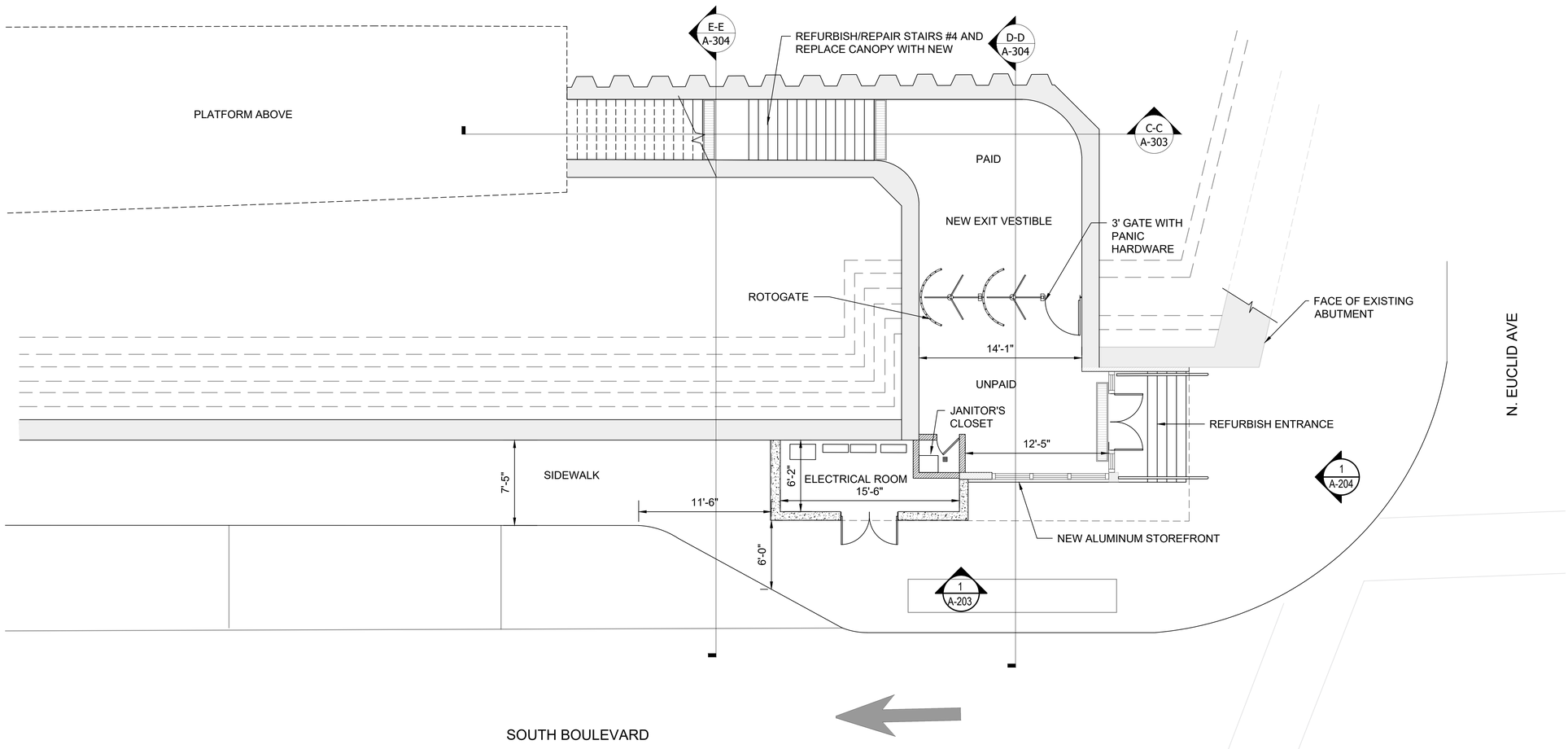
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

PROPOSED PLAN

A-111



GENERAL NOTE:

1. ROD ALL DRAINS

1 / A-112 PROPOSED STATIONHOUSE PLAN AT EUCLID AVENUE
SCALE: 3/16"=1'-0"

NORTH

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP LAKE LINE
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100 S OAK PARK AVE
OAK PARK, ILLINOIS

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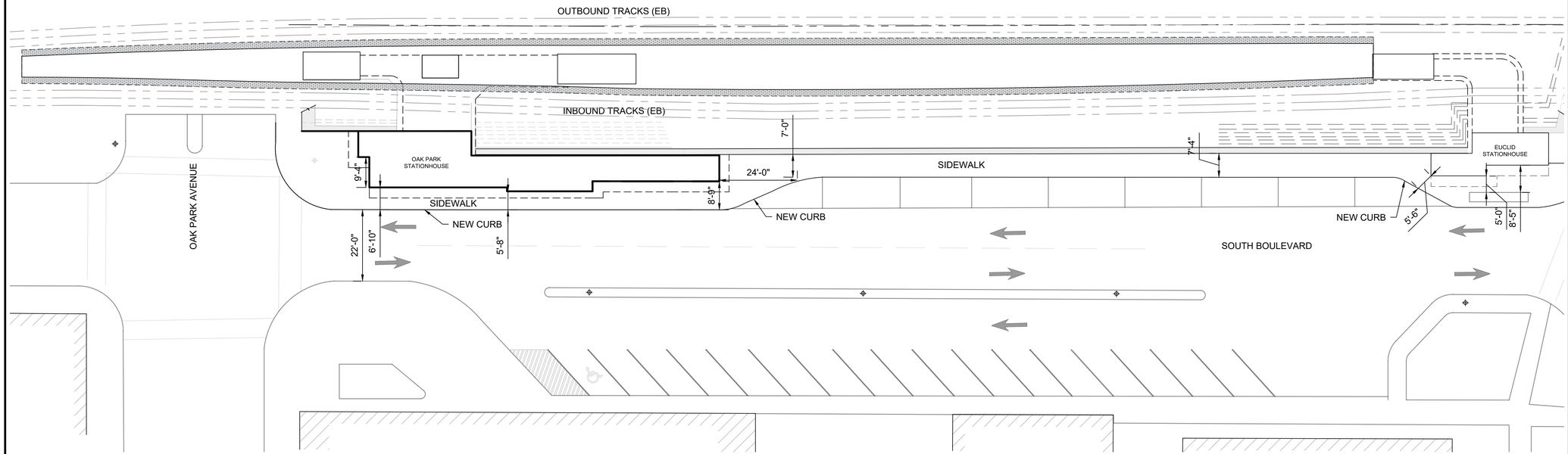
DRAWN BY	
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

PROPOSED PLAN

A-112



1 / A-113 PROPOSED STREET LEVEL PLAN

SCALE: 1/24"=1'-0"

NORTH

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA RESERVED FOR CTA BUILDING PERMIT APPROVAL STAMPS

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OAK PARK, ILLINOIS

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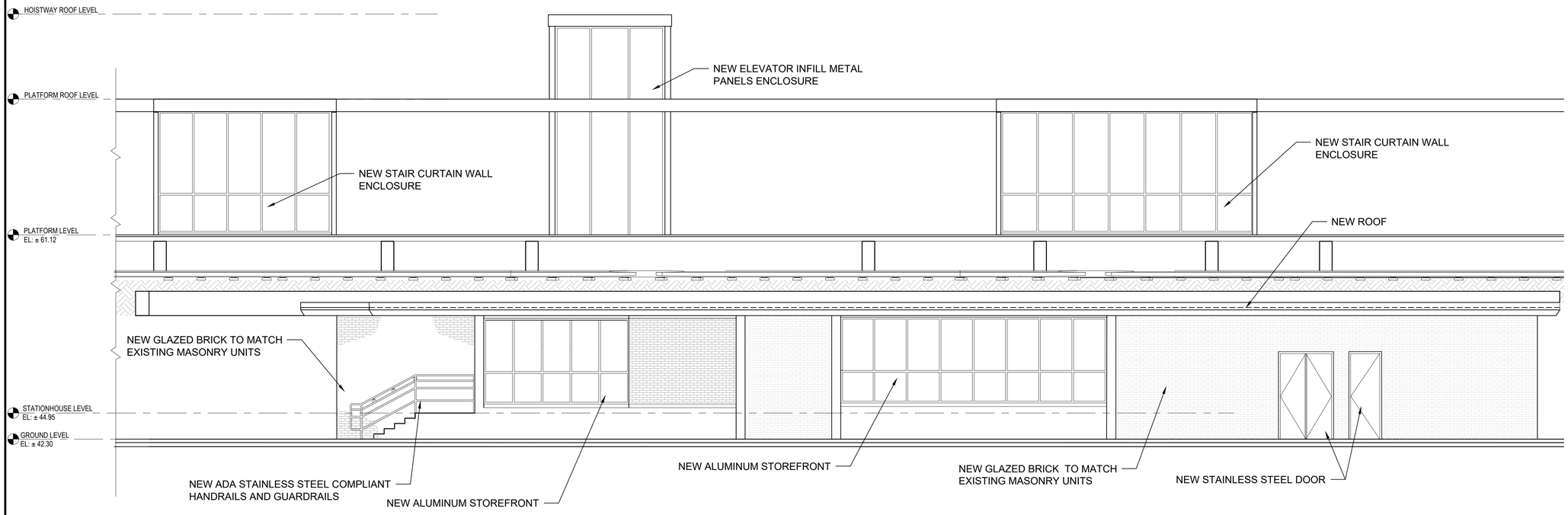
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

PROPOSED STREET LEVEL PLAN

A-113



1 / A-201 SOUTH ELEVATION OAK PARK STATIONHOUSE

SCALE: 3/16"=1'-0"

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA

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FOR APPROVAL

STAMPS

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PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
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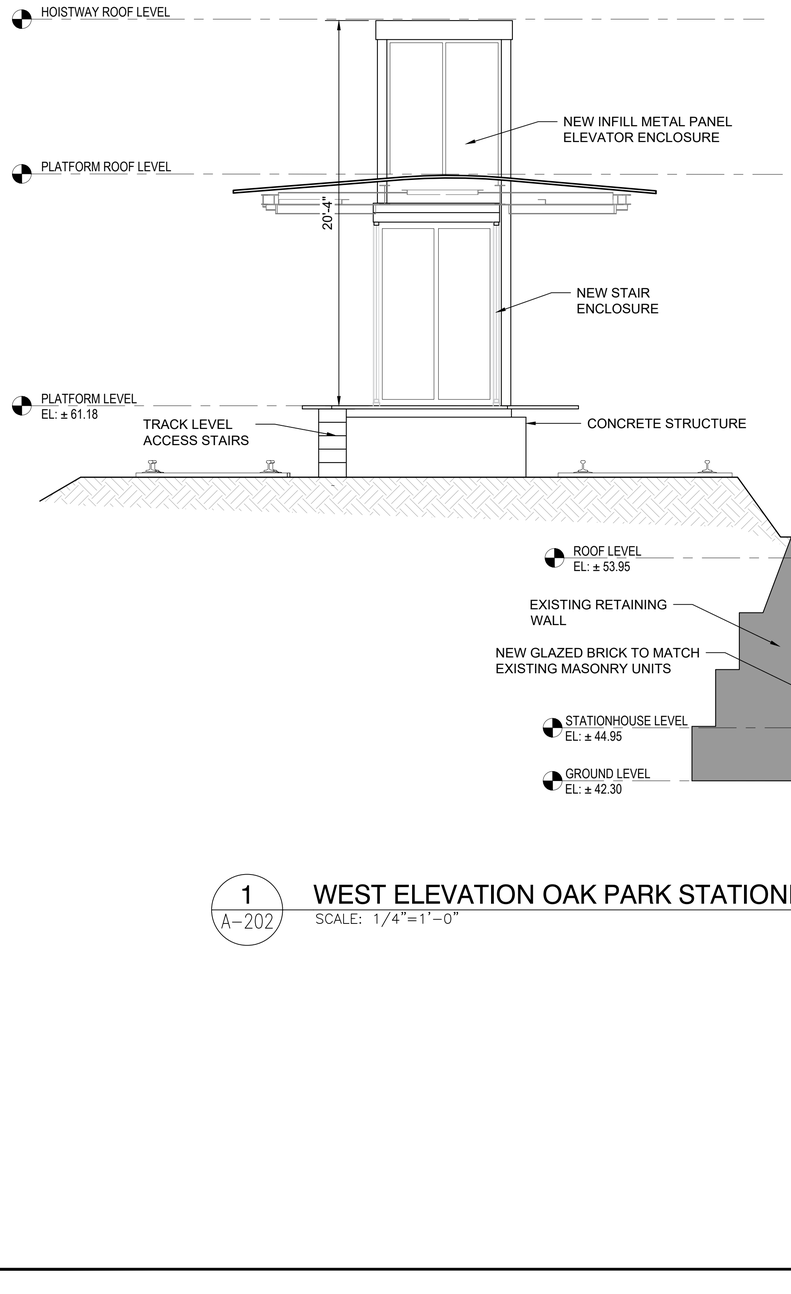
LOCATION IDENTIFIER:

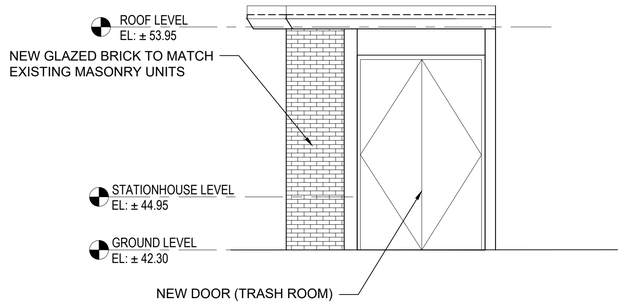
PROPOSED ELEVATION

A-201



1 A-202 WEST ELEVATION OAK PARK STATIONHOUSE

SCALE: 1/4"=1'-0"



2 A-202 EAST ELEVATION OAK PARK STATIONHOUSE

SCALE: 1/4"=1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"

PLOTTED ON 2024/05/30

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FILE NAME	

MARK	DATE	DESCRIPTION
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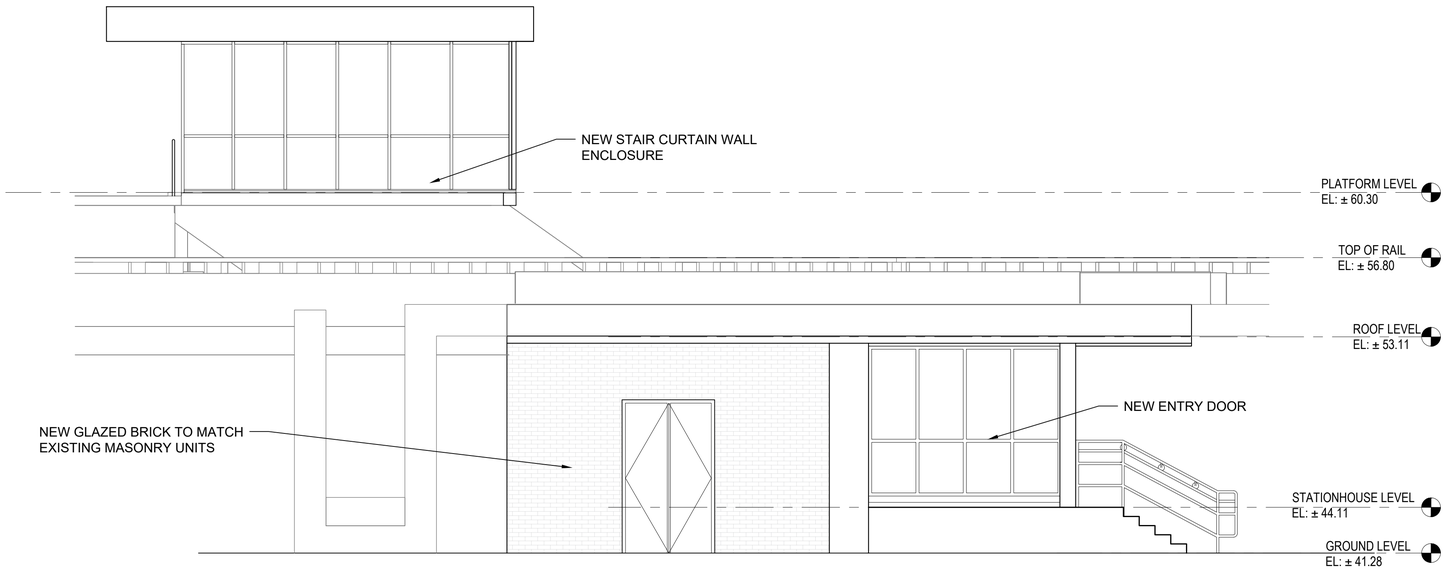
LOCATION IDENTIFIER:

PROPOSED ELEVATION

A-202



1 / A-203 SOUTH ELEVATION EUCLID STATIONHOUSE

SCALE: 3/16"=1'-0"

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA

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100 S OAK PARK AVE
OAK PARK, ILLINOIS

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PROJECT NO	2015-0027.12
FILE NAME	

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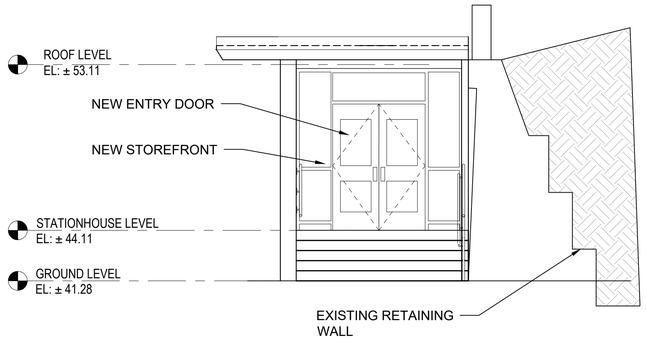
1	05/30/2024	DESIGN OP REVISIONS

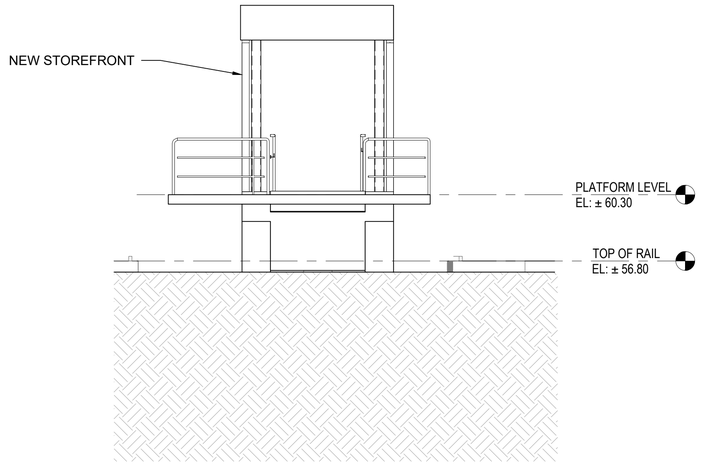
LOCATION IDENTIFIER:

PROPOSED ELEVATION

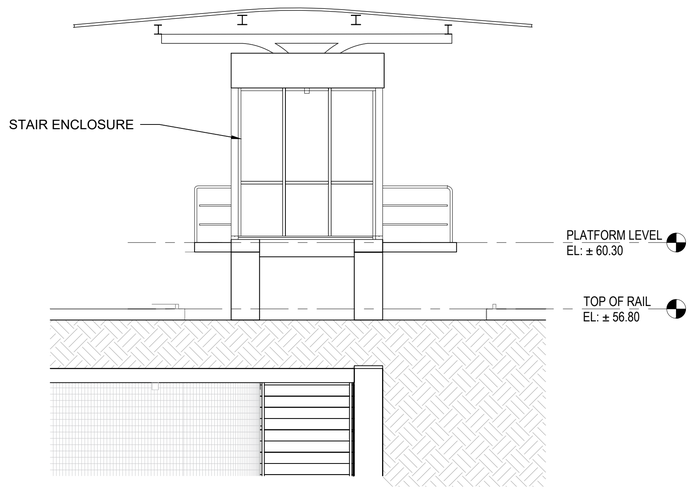
A-203



1 / A-204 WEST ELEVATION EUCLID STATIONHOUSE
SCALE: 3/16"=1'-0"



2 / A-204 WEST ELEVATION EUCLID STATIONHOUSE
SCALE: 3/16"=1'-0"



3 / A-204 WEST ELEVATION EUCLID STATIONHOUSE
SCALE: 3/16"=1'-0"

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA
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OAK PARK, ILLINOIS

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FILE NAME	

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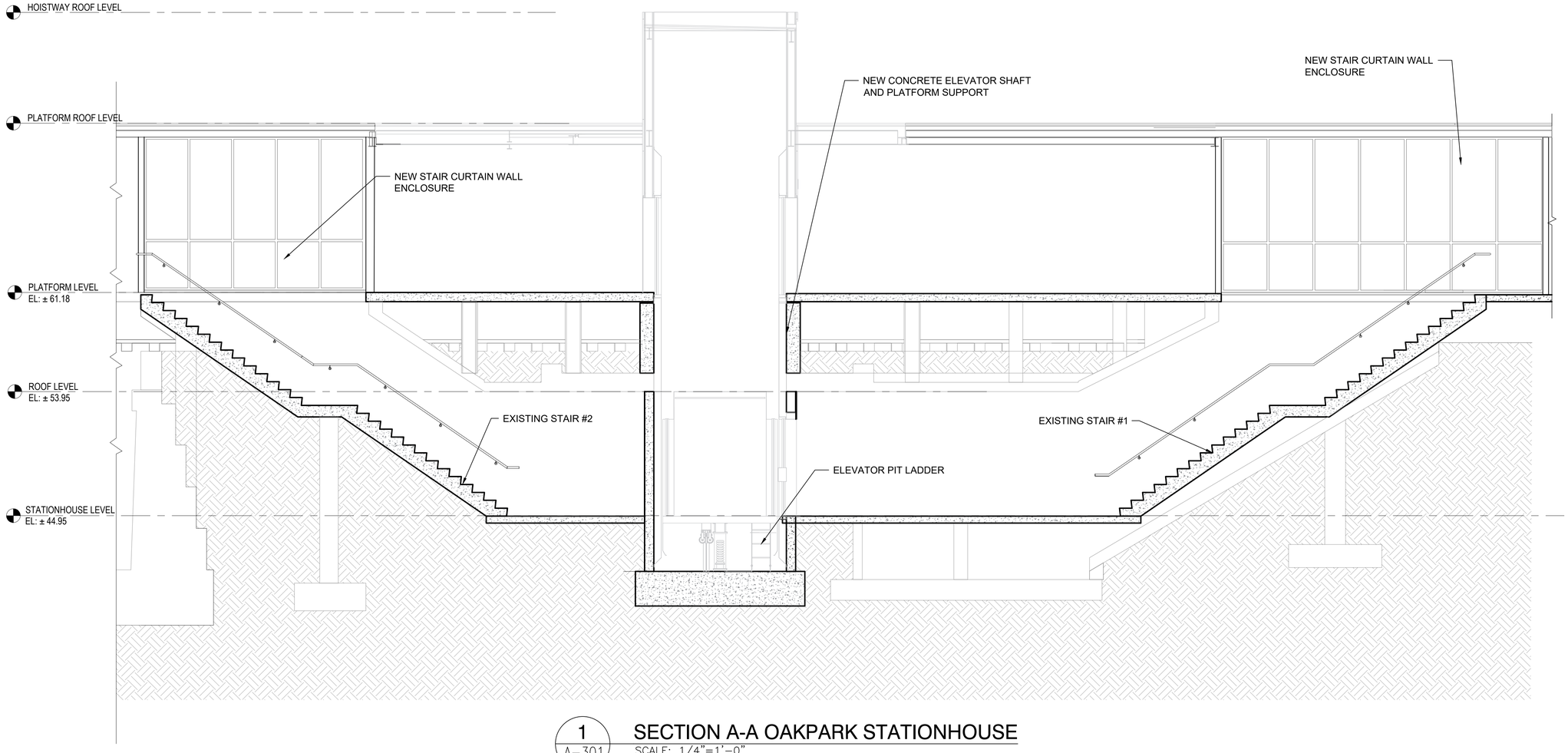
LOCATION IDENTIFIER:

PROPOSED ELEVATION

A-204



1 A-301 SECTION A-A OAKPARK STATIONHOUSE

SCALE: 1/4"=1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA RESERVED FOR POSTED APPROVAL STAMPS

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VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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PROJECT NO	2015-0027.12
FILE NAME	

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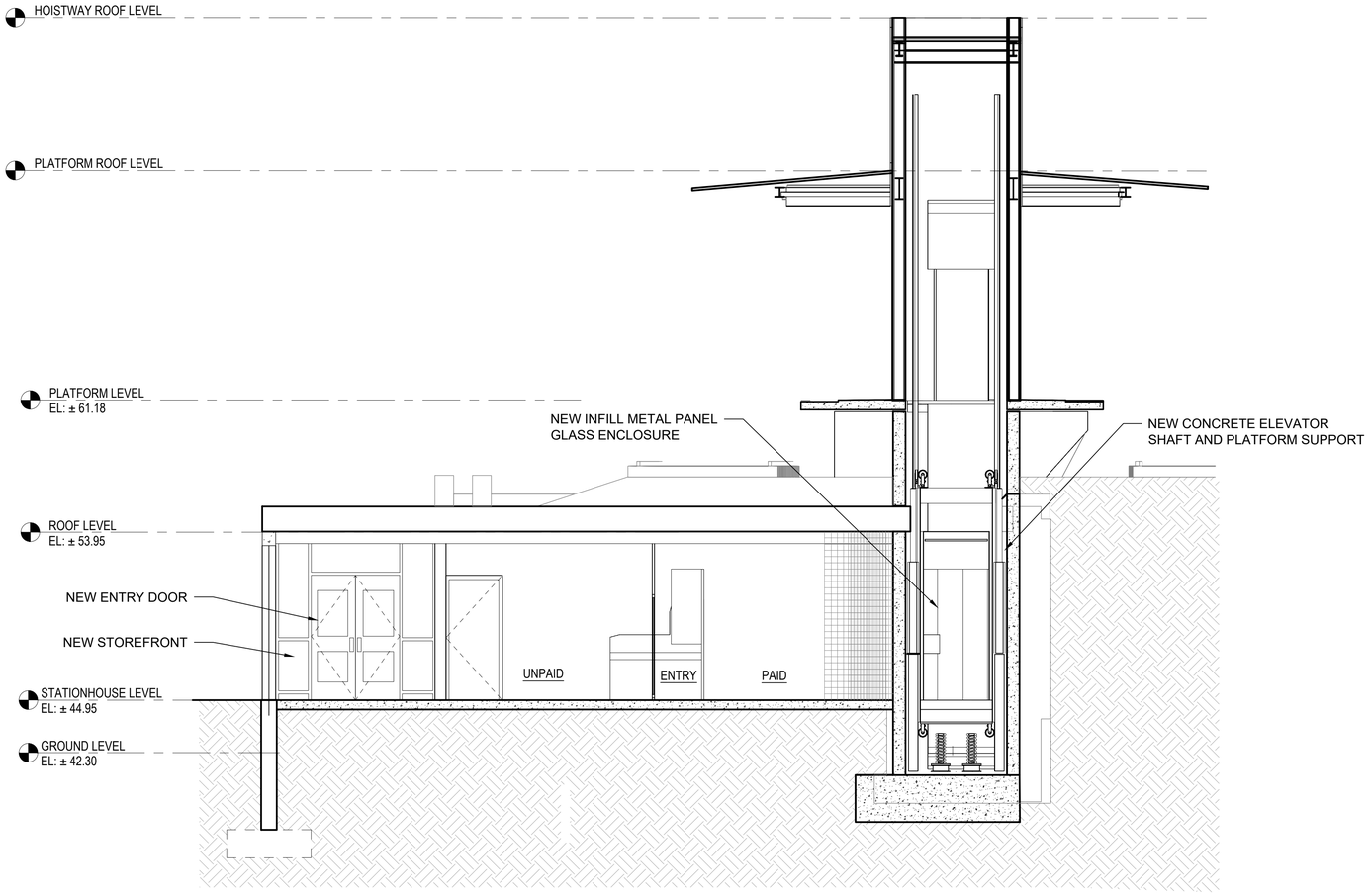
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

PROPOSED SECTION

A-301



1 / A-302 SECTION B-B OAK PARK STATIONHOUSE

SCALE: 1/4"=1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"

PLOTTED ON 2024/05/30

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RESERVED FOR CTA APPROVAL STAMPS
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CORRECTED (BLUE)		
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CHICAGO TRANSIT AUTHORITY
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ASAP LAKE LINE
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100 S OAK PARK AVE
OAK PARK, ILLINOIS

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DRAWN BY	
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
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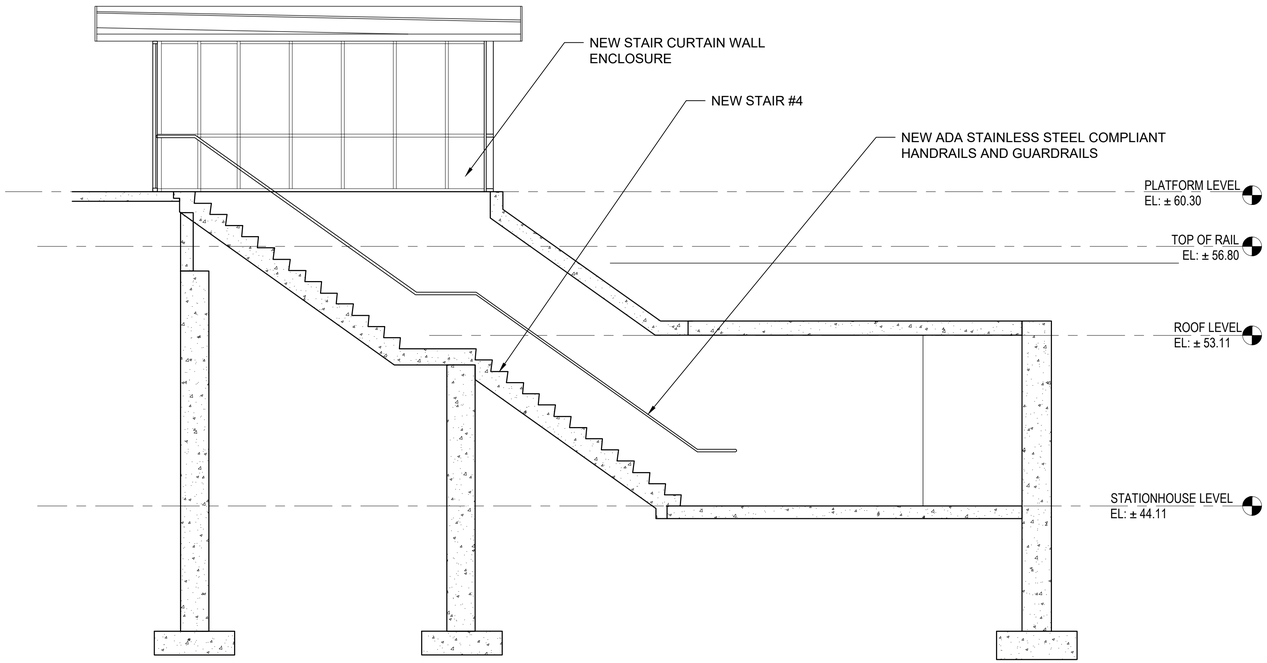
LOCATION IDENTIFIER:

PROPOSED SECTION

A-302



1 / A-303 SECTION C-C EUCLID STATIONHOUSE

SCALE: 1/4"=1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"

PLOTTED ON 2024/05/30

DO NOT USE THIS AREA

RESERVED FOR POSSIBLE APPROVAL STAMPS

NOT FOR CONSTRUCTION

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CHICAGO TRANSIT AUTHORITY
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ASAP LAKE LINE
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100 S OAK PARK AVE
OAK PARK, ILLINOIS

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PROJECT NO	2015-0027.12
FILE NAME	

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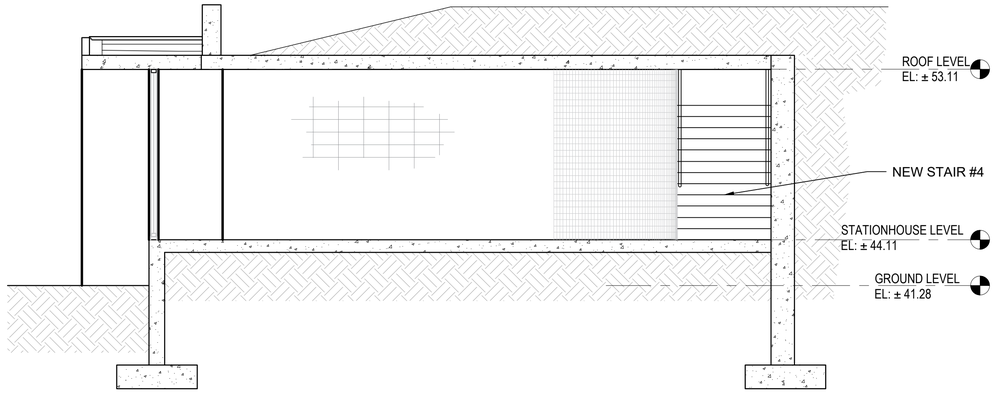
LOCATION IDENTIFIER:

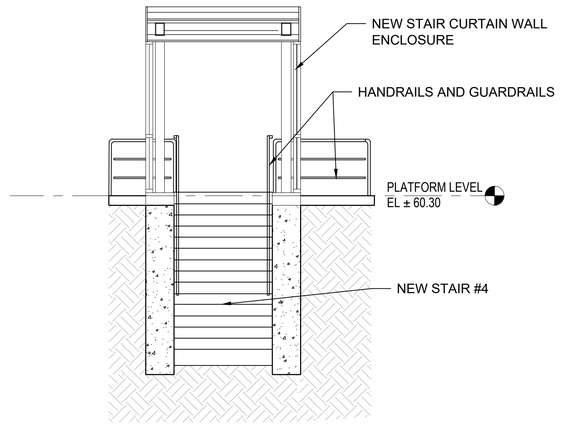
PROPOSED SECTION

A-303



1 / A-304 SECTION D-D EUCLID STATIONHOUSE

SCALE: 1/4"=1'-0"



2 / A-304 SECTION E-E EUCLID STATIONHOUSE

SCALE: 1/4"=1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"

PLOTTED ON 2024/05/30

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NOT FOR CONSTRUCTION

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

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PROJECT NO	2015-0027.12
FILE NAME	

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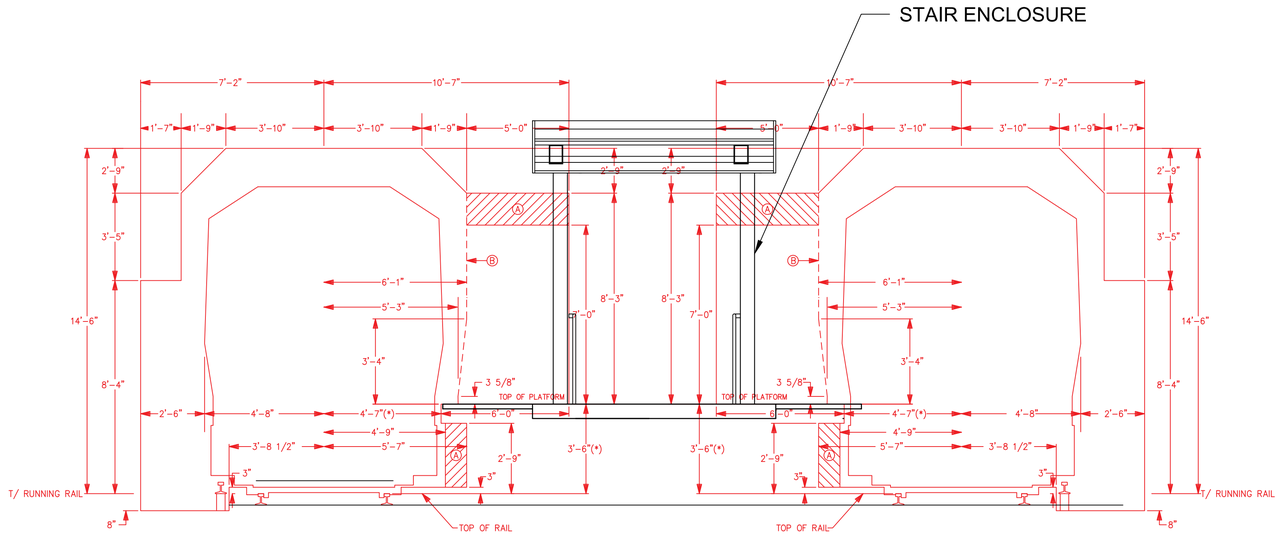
LOCATION IDENTIFIER:

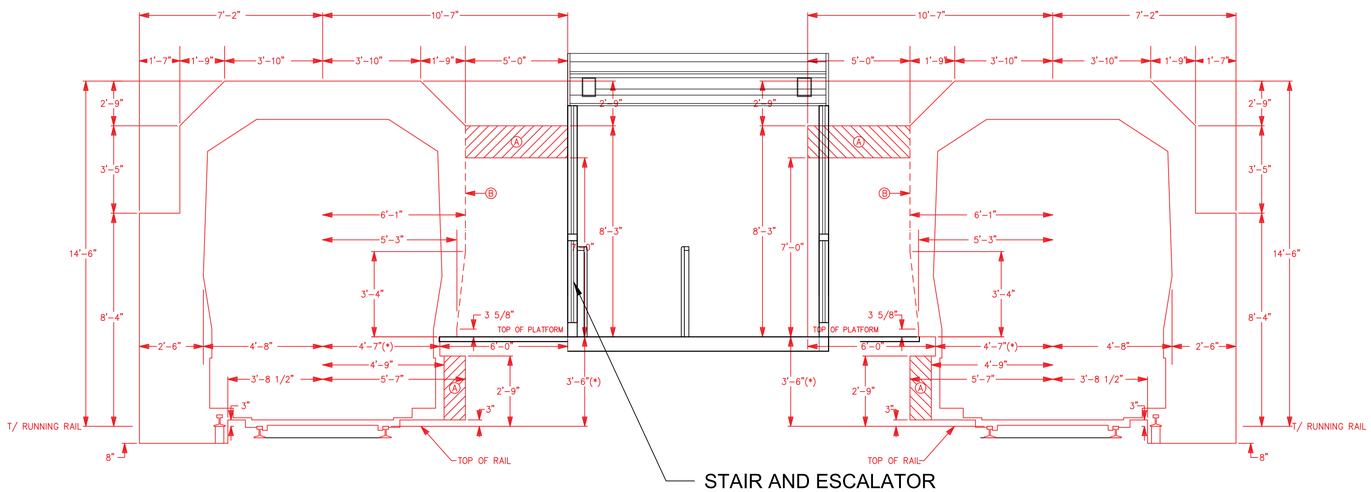
PROPOSED SECTION

A-304



1 A-205 CTA CLEARANCE DIAGRAM SECTION AT A-A

SCALE: 3/8"=1'-0"



2 A-205 CTA CLEARANCE DIAGRAM SECTION AT B-B

SCALE: 3/8"=1'-0"

0 1' 2' 4'

SCALE: 3/8"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

IN CHARGE	
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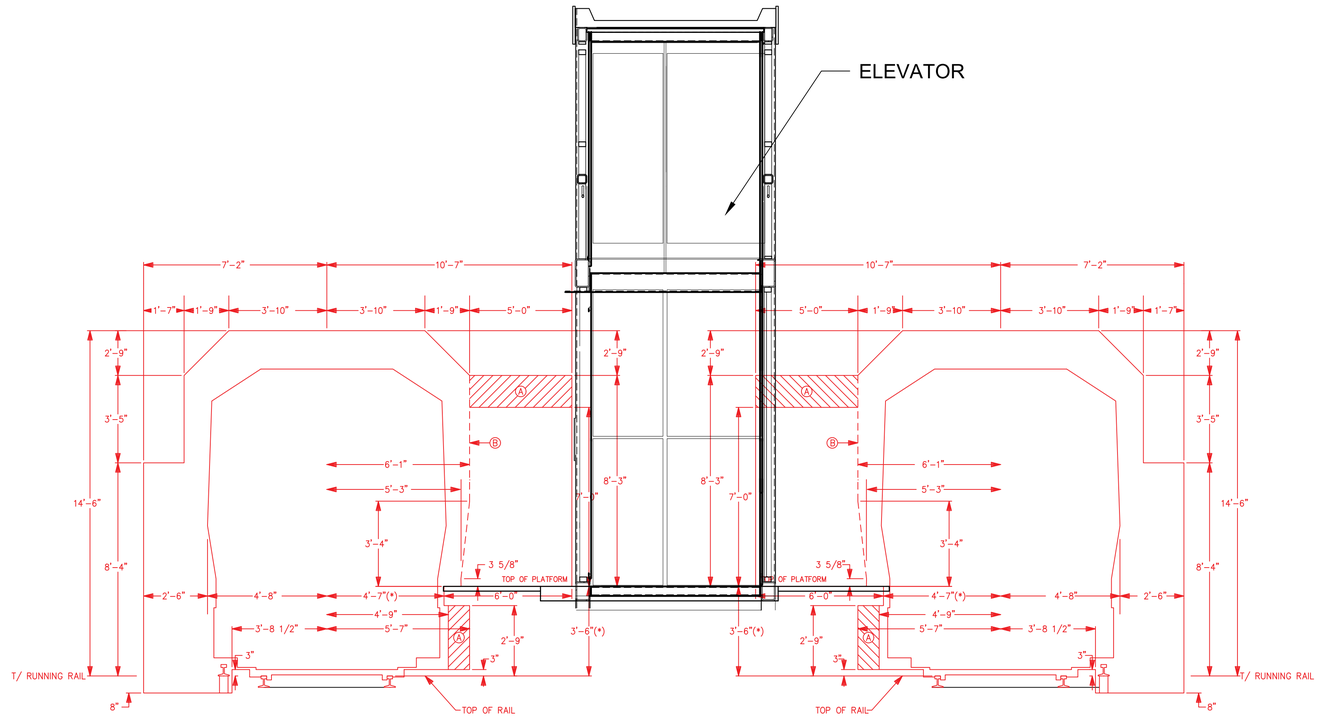
DRAWN BY	
PROJECT NO	2015-0027.12
FILE NAME	

MARK	DATE	DESCRIPTION
1	05/30/2024	DESIGN OP REVISIONS

LOCATION IDENTIFIER:

SECTIONS WITH CTA CLEARANCE

A-305



1 / A-206 CTA CLEARANCE DIAGRAM SECTION AT C-C

SCALE: 3/8"=1'-0"

0 1' 2' 4'

SCALE: 3/8"=1'-0"

PLOTTED ON 2024/05/30

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ASAP LAKE LINE
OAK PARK STATION
100 S OAK PARK AVE
OAK PARK, ILLINOIS

IN CHARGE	
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DRAWN BY	
PROJECT NO	2015-0027.12
FILE NAME	

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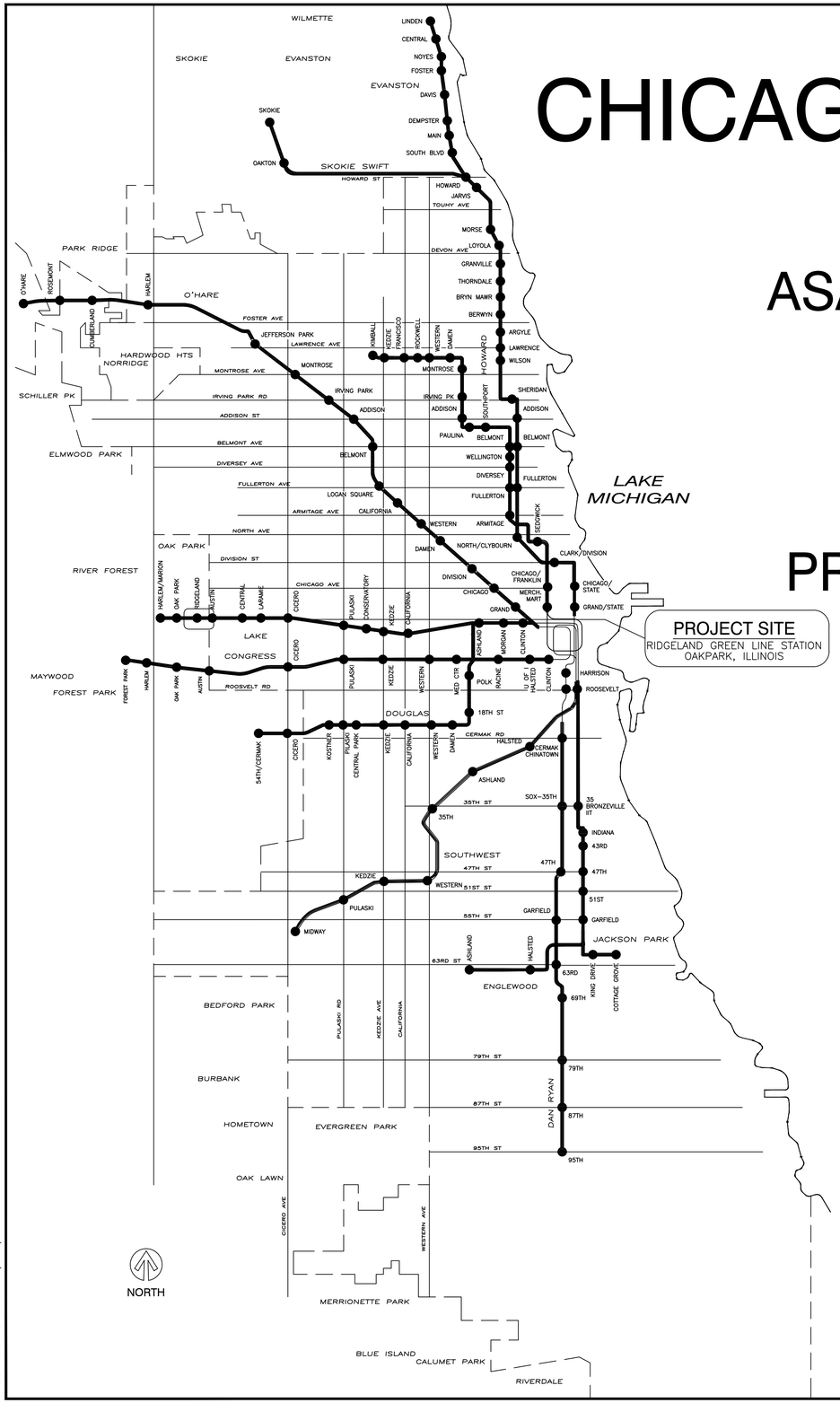
LOCATION IDENTIFIER:

SECTIONS WITH CTA CLEARANCE

A-306



CHICAGO TRANSIT AUTHORITY

INFRASTRUCTURE

ASAP RIDGELAND GREEN LINE STATION
36 N. RIDGELAND AVE
OAK PARK, ILLINOIS

DATE: 06/05/2024
PROJECT NUMBER: 2015-0027.13
WITH AUXILIARY EXIT

DRAWING INDEX

SHEET NUMBER	SHEET TITLE
G–001	COVER SHEET
ARCHITECTURAL	
A–100	AERIAL PLAN
A–101	EXISTING STATION PLAN
A–102	EXISTING STATIONHOUSE PLAN
A–103	STATIONHOUSE DEMOLITION PLAN
A–104	PLATFORM LEVEL DEMOLITION PLAN
A–105	ENLARGED PLATFORM LEVEL DEMOLITION PLAN
A–106	ENLARGED PLATFORM LEVEL DEMOLITION PLAN
A–107	PROPOSED SITE PLAN
A–108	PROPOSED STATIONHOUSE PLAN
A–109	ENLARGED STATIONHOUSE PLAN AT RIDGELAND
A–110	PROPOSED PLATFORM LEVEL PLAN
A–111	ENLARGED PROPOSED PLATFORM LEVEL PLAN
A–112	ENLARGED PROPOSED PLATFORM LEVEL PLAN
A–201	PROPOSED ELEVATION
A–202	PROPOSED ELEVATION
A–301	PROPOSED SECTION
A–302	PROPOSED SECTIONS
A–303	PROPOSED SECTION
A–304	PROPOSED SECTIONS
A–305	PROPOSED SECTIONS

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

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ENGINEERING

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND "THE ILLINOIS ACCESIBILITY CODE', ILL ADM. CODE 400.

THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION
	06/05/2024	AUXILIARY EXIT

COVER PAGE

G-001

PLOTTED ON: 2024/06/05

1 / A-100 AERIAL VIEW

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

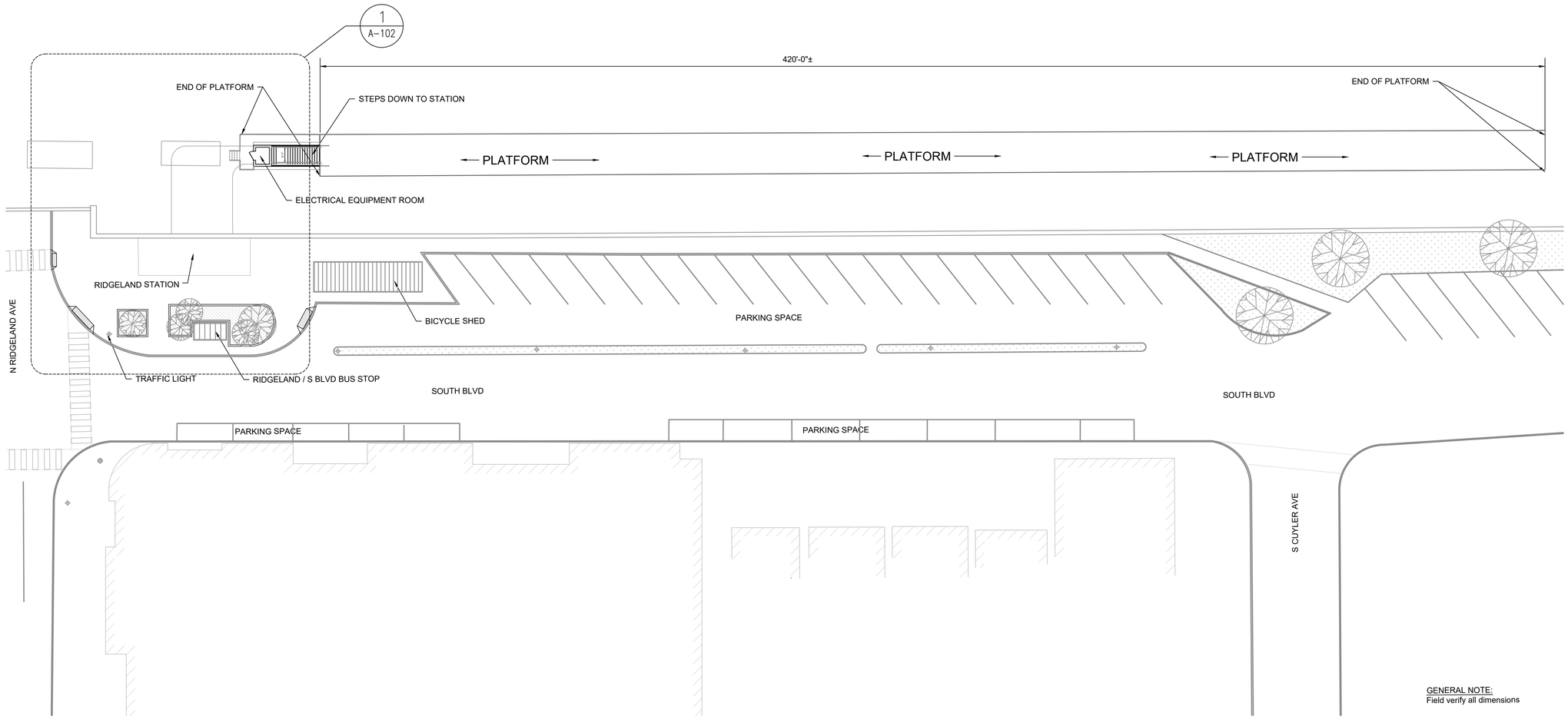
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

AERIAL PLAN

A-100



GENERAL NOTE:
Field verify all dimensions

1 / A-101 EXISTING STATION PLAN
SCALE: 1/32"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
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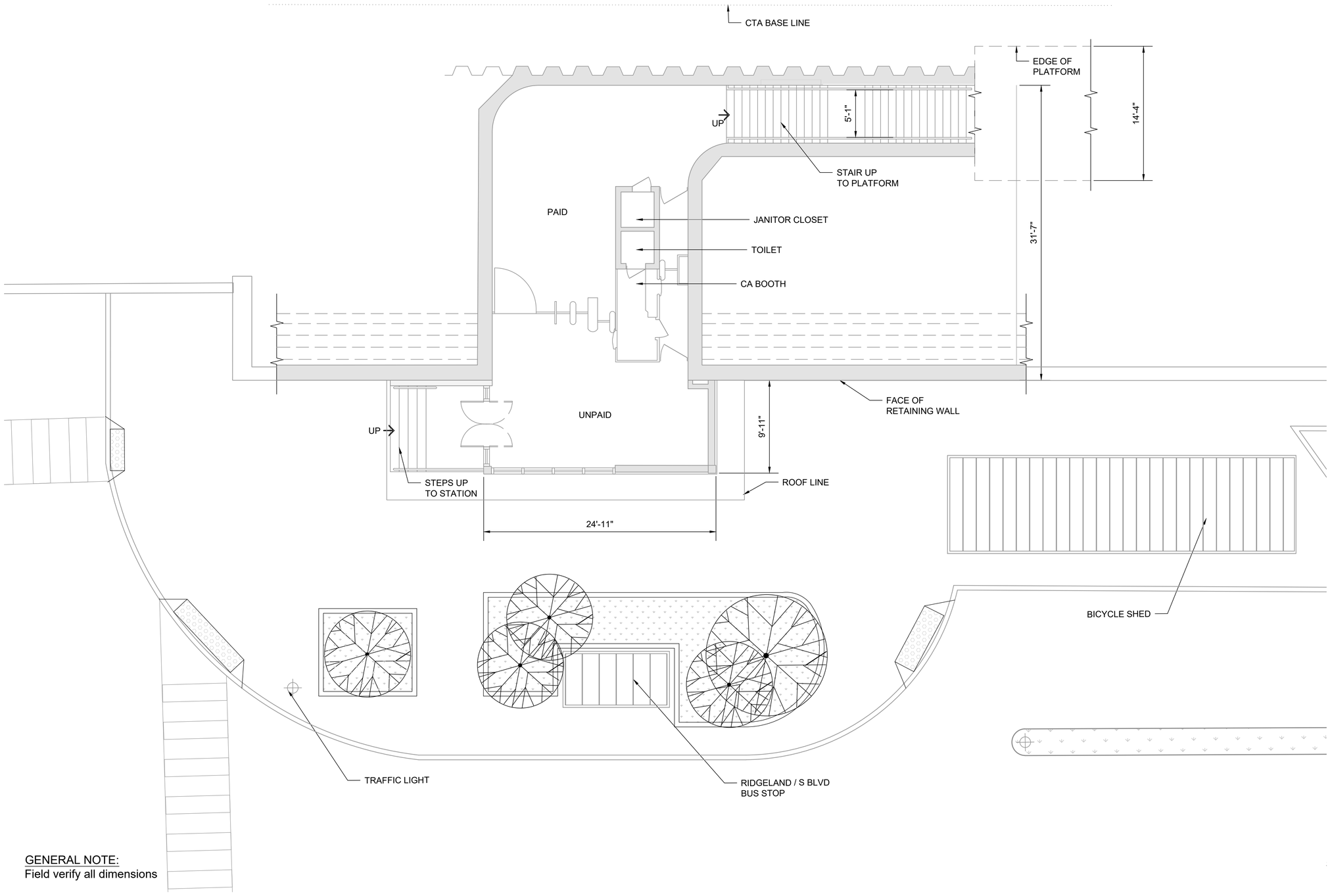
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

EXISTING STATION PLAN

A-101



GENERAL NOTE:
Field verify all dimensions

1 / A-102 EXISTING STATIONHOUSE PLAN
SCALE: 3/16"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

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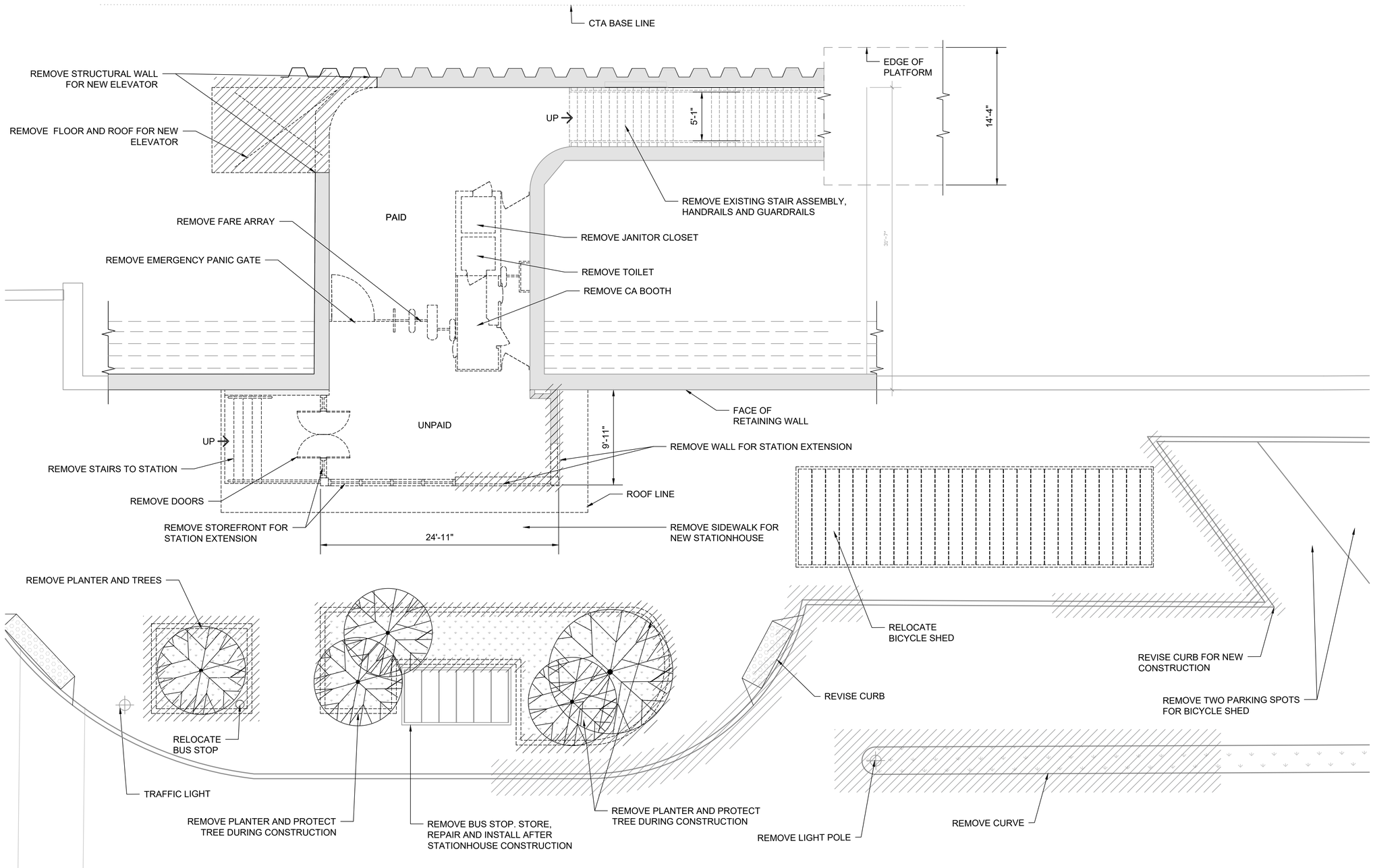
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

EXISTING STATIONHOUSE PLAN

A-102



1 / A-103 STATIONHOUSE DEMOLITION PLAN

SCALE: 3/16"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA
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RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

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FILE NAME	

MARK	DATE	DESCRIPTION
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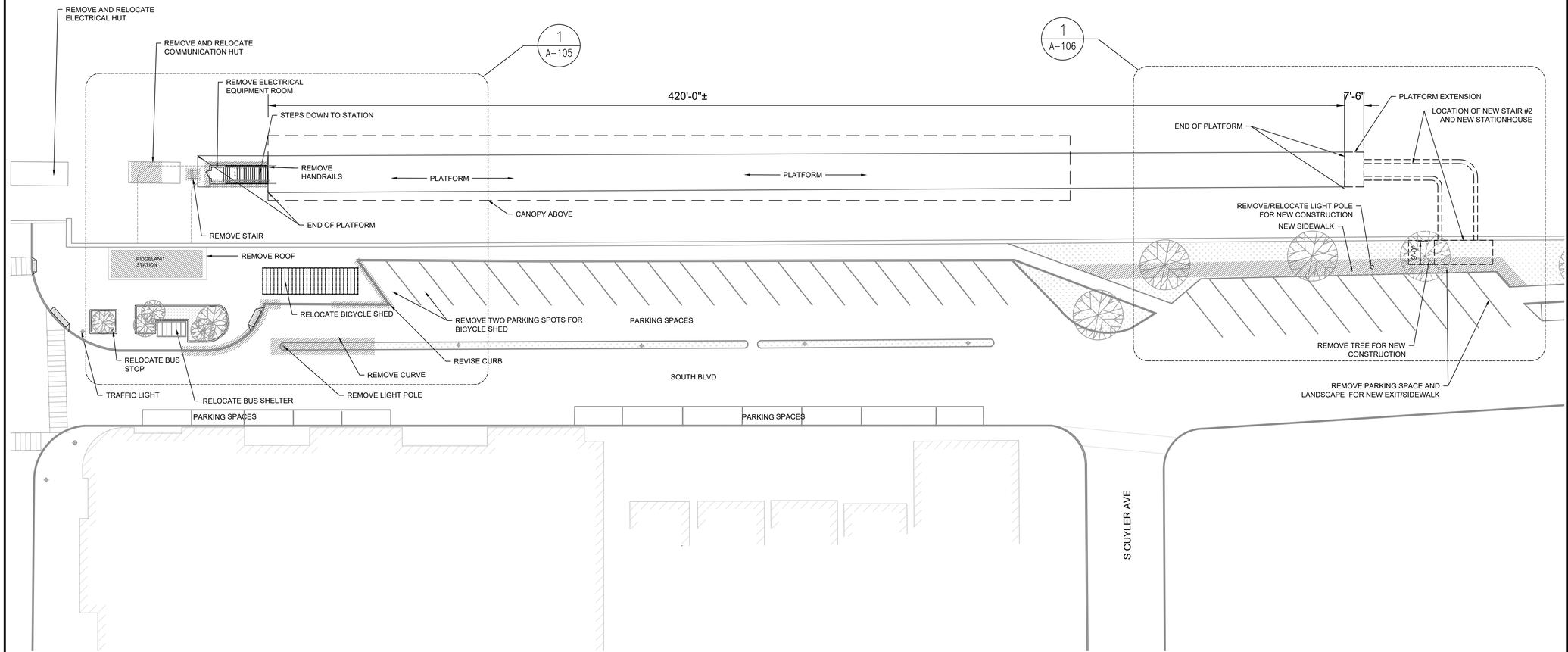
LOCATION IDENTIFIER:

STATIONHOUSE DEMOLITION PLAN

A-103



1 / A-104 PLATFORM LEVEL DEMOLITION PLAN

SCALE: 1/24"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
APPROVED BY	
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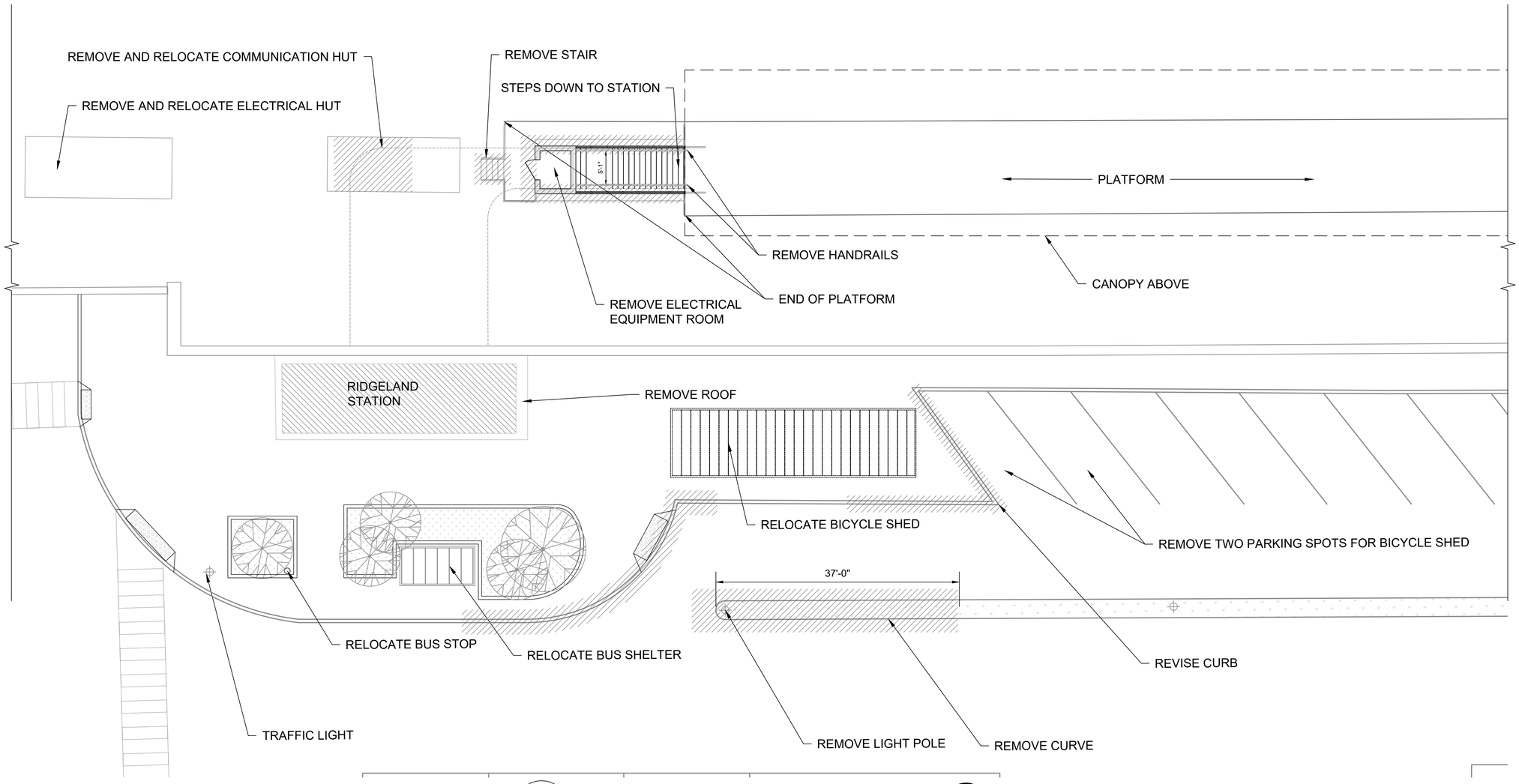
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

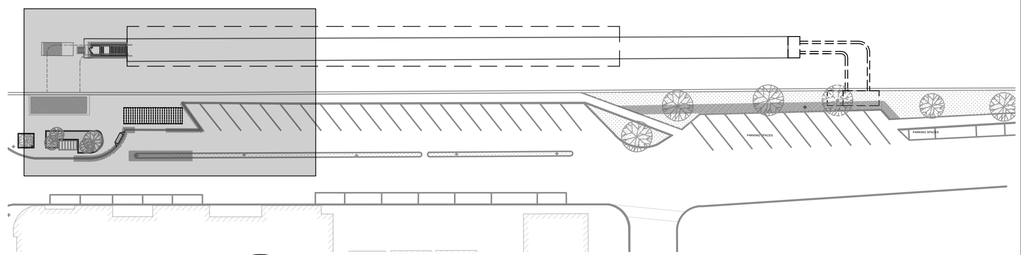
PLATFORM LEVEL DEMOLITION PLAN

A-104



1 A-105 **PLATFORM LEVEL DEMOLITION PLAN**
SCALE: 1/8"=1'-0"

NORTH



2 A-105 **KEY PLAN**
SCALE: NTS

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA
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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
APPROVED BY	
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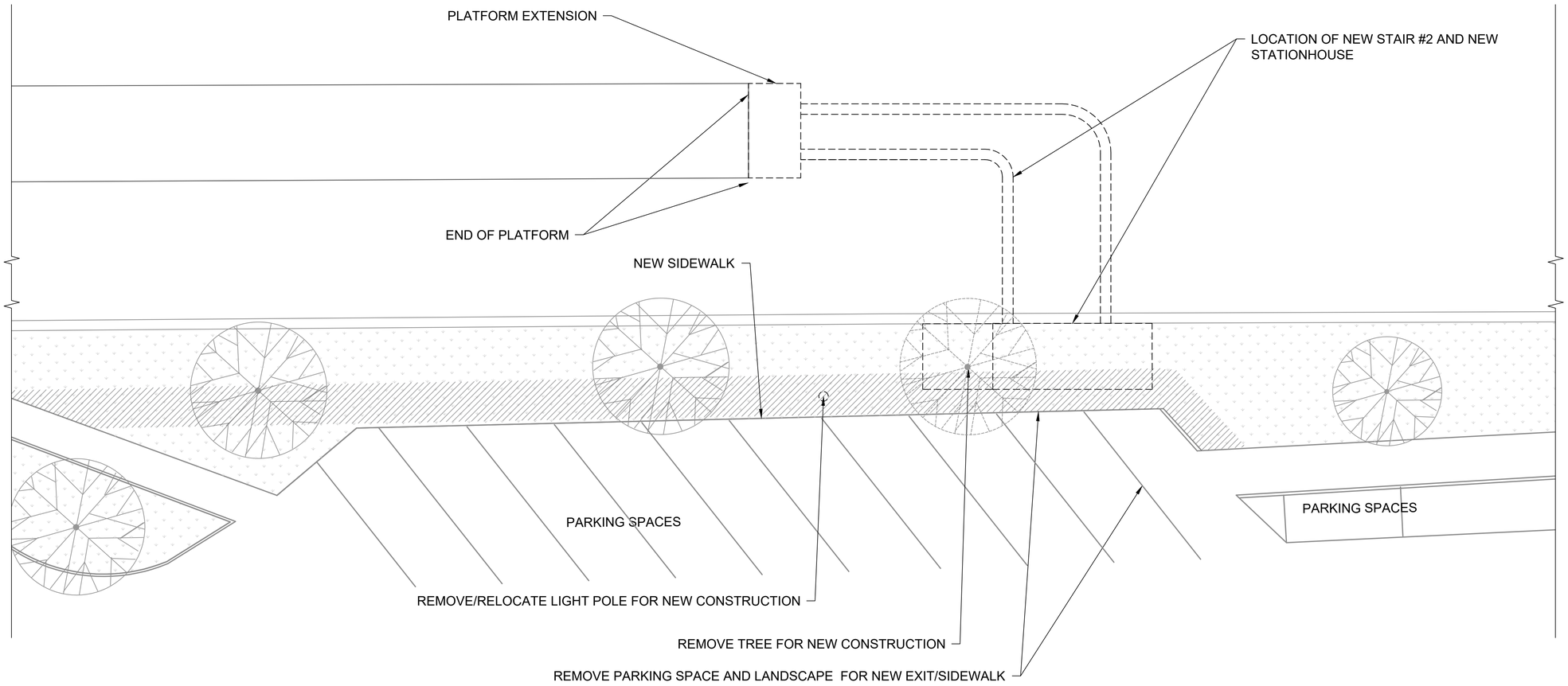
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

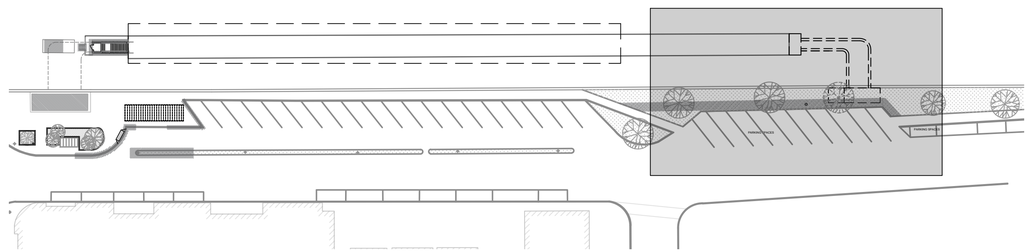
PLATFORM LEVEL DEMOLITION PLAN

A-105



1 / A-106 PLATFORM LEVEL DEMOLITION PLAN
SCALE: 1/8"=1'-0"

NORTH



2 / A-106 KEY PLAN
SCALE: NTS

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
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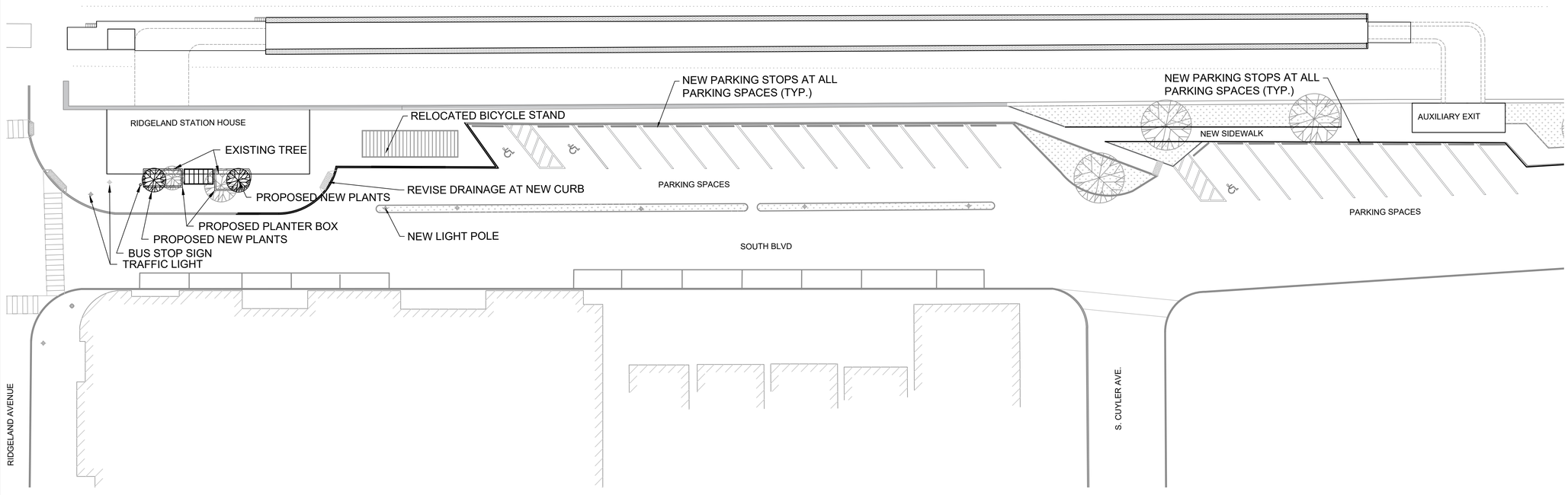
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PLATFORM LEVEL DEMOLITION PLAN

A-106



1 / A-107 PROPOSED SITE PLAN
SCALE: 1/32"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

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CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

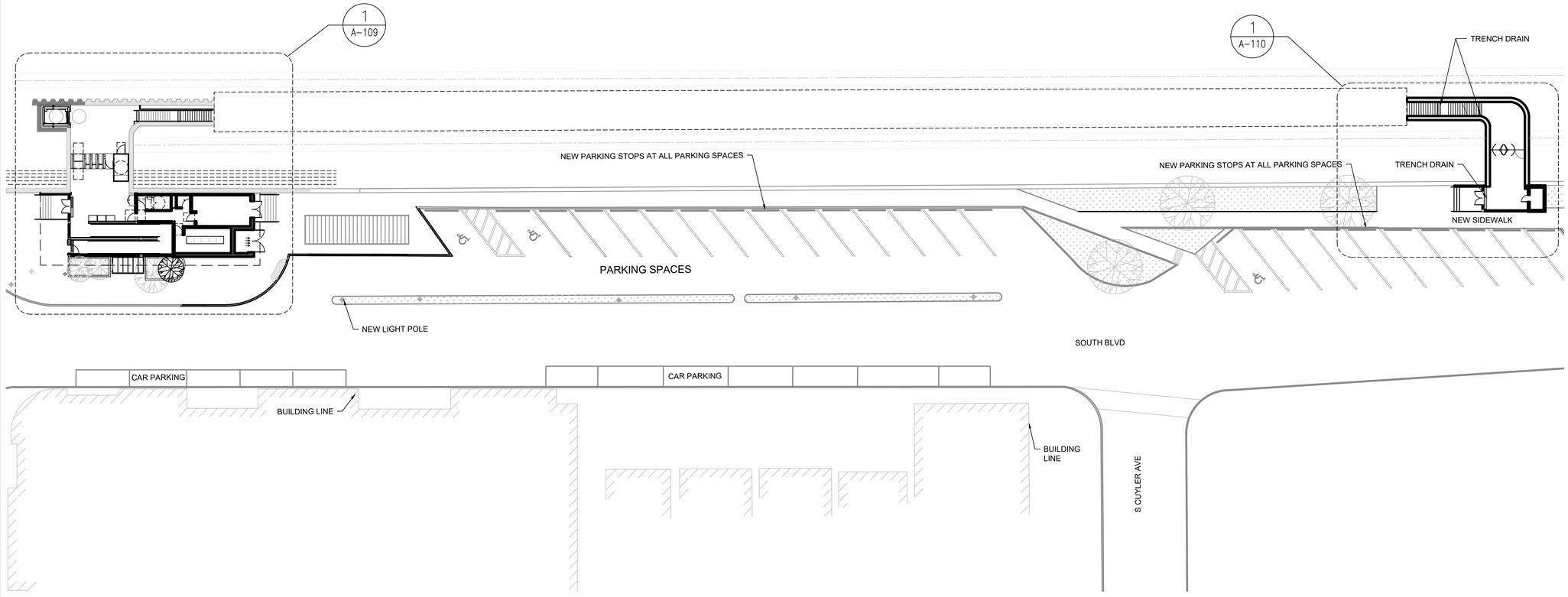
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED SITE PLAN

A-107



1 A-108 PROPOSED STATIONHOUSE AND AUXILIARY EXIT PLANS

SCALE: 3/16"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA RESERVED FOR POSTED CONSTRUCTION APPROVAL STAMPS

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CORRECTED (BLUE)		
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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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DRAWING SCALE IS NOT GUARANTEED.
CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

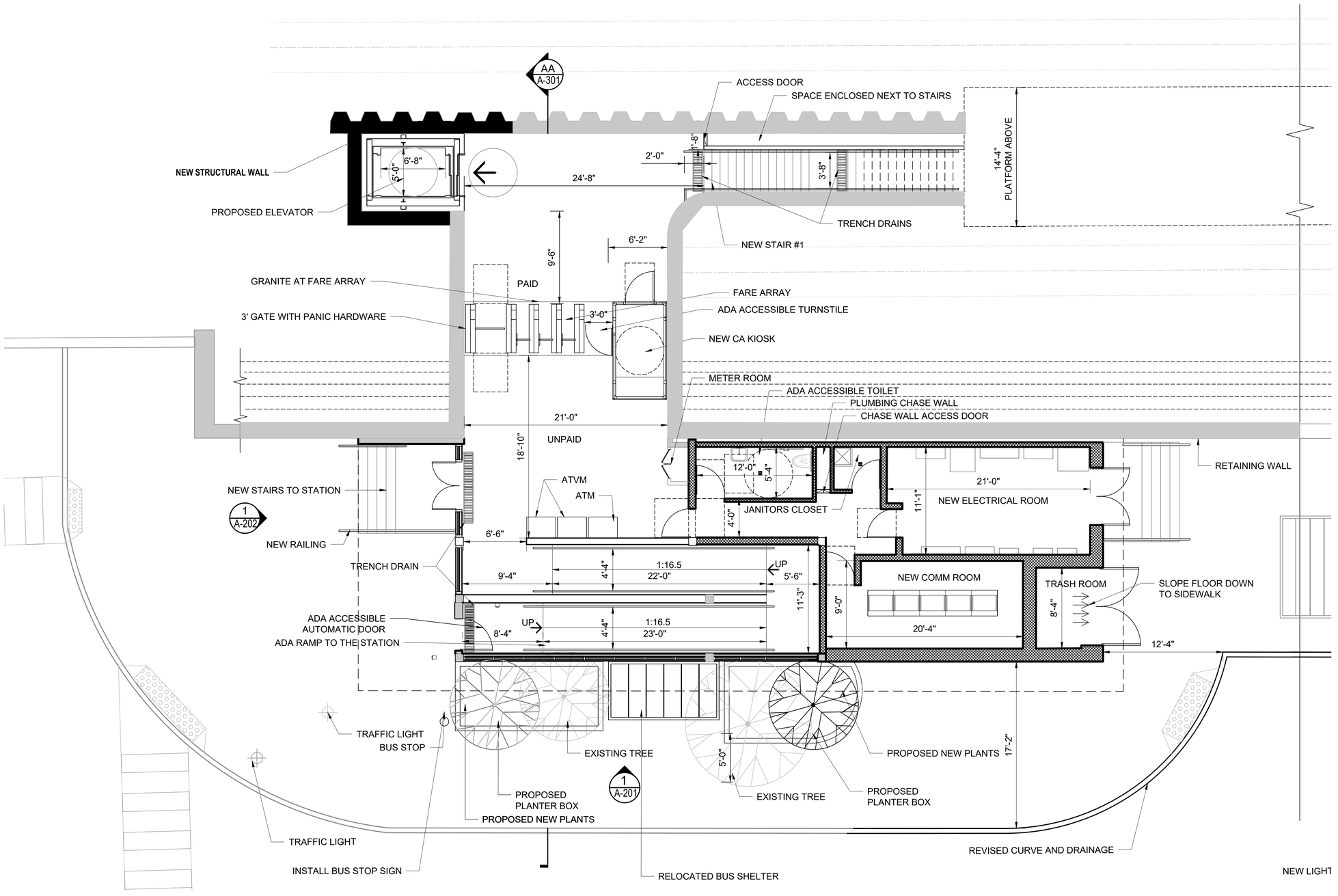
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED STATIONHOUSE PLAN

A-108



1 / A-109 PROPOSED STATIONHOUSE PLAN

SCALE: 3/16"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

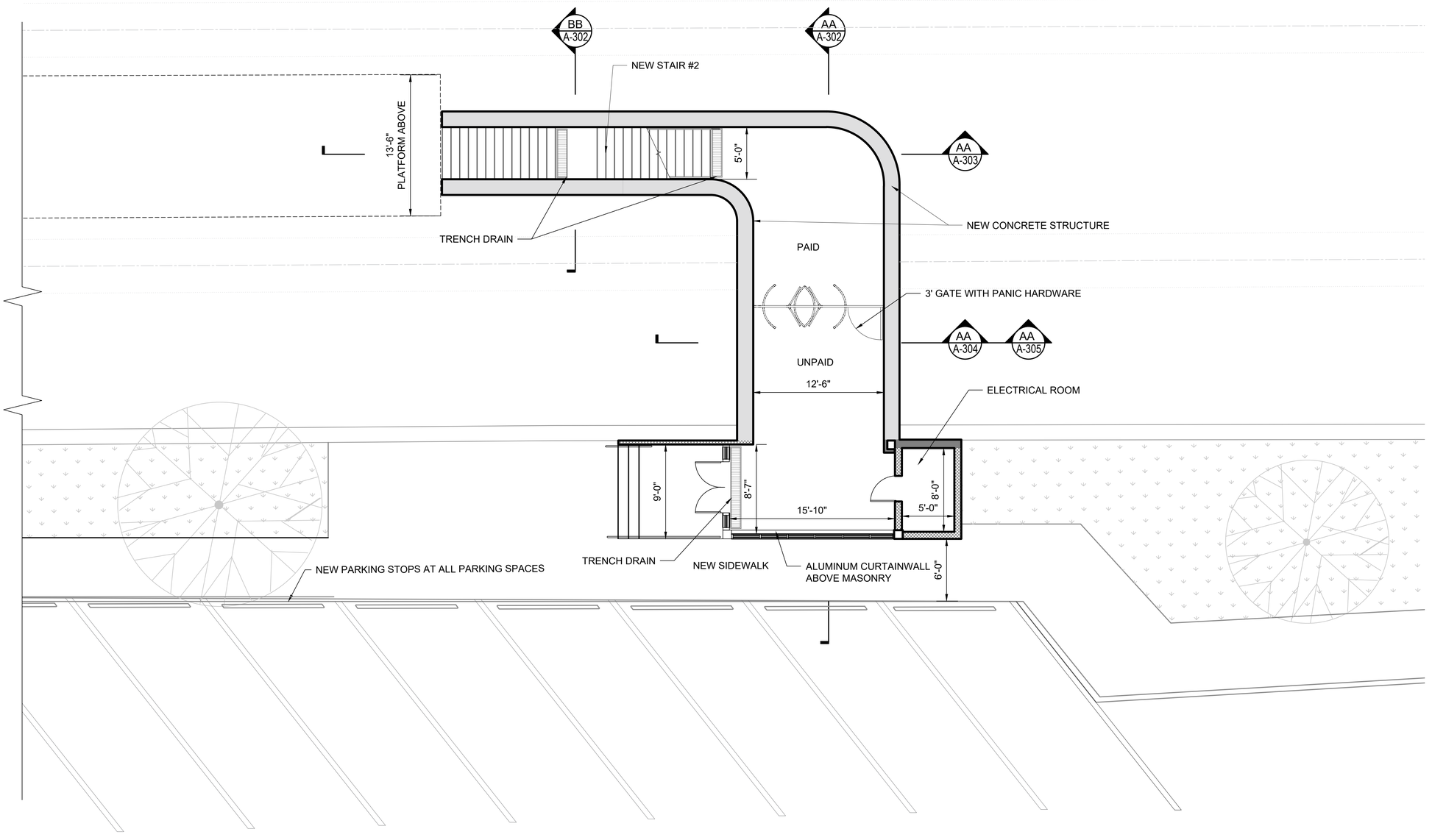
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED STATIONHOUSE PLAN

A-109



1 / A-110 PROPOSED AUXILIARY EXIT

SCALE: 3/16"=1'-0"

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA RESERVED FOR CDB APPROVAL STAMPS

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CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
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SENSITIVE SECURITY INFORMATION

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CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

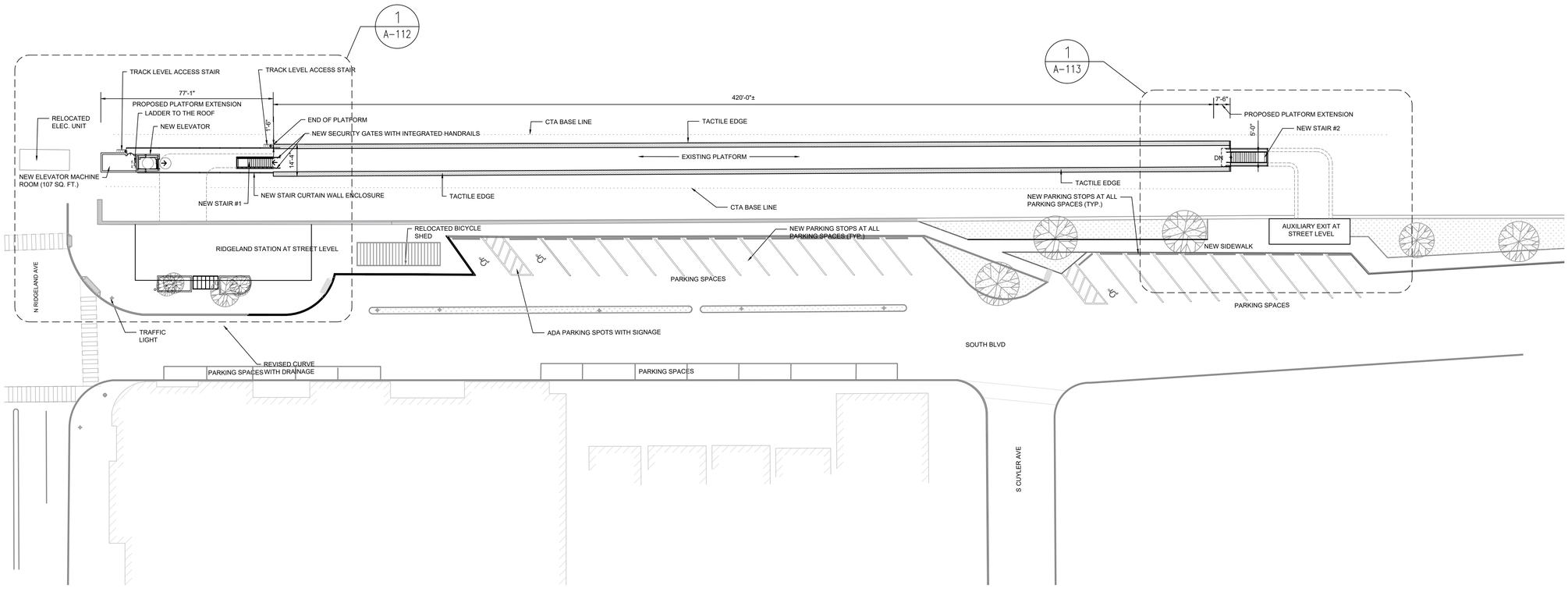
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED AUXILIARY EXIT

A-110



1
A-111

PROPOSED PLATFORM LEVEL PLAN

SCALE: 1/32"=1'-0"

NORTH

SCALE:
(FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

cta CHICAGO TRANSIT AUTHORITY
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SENSITIVE SECURITY INFORMATION

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
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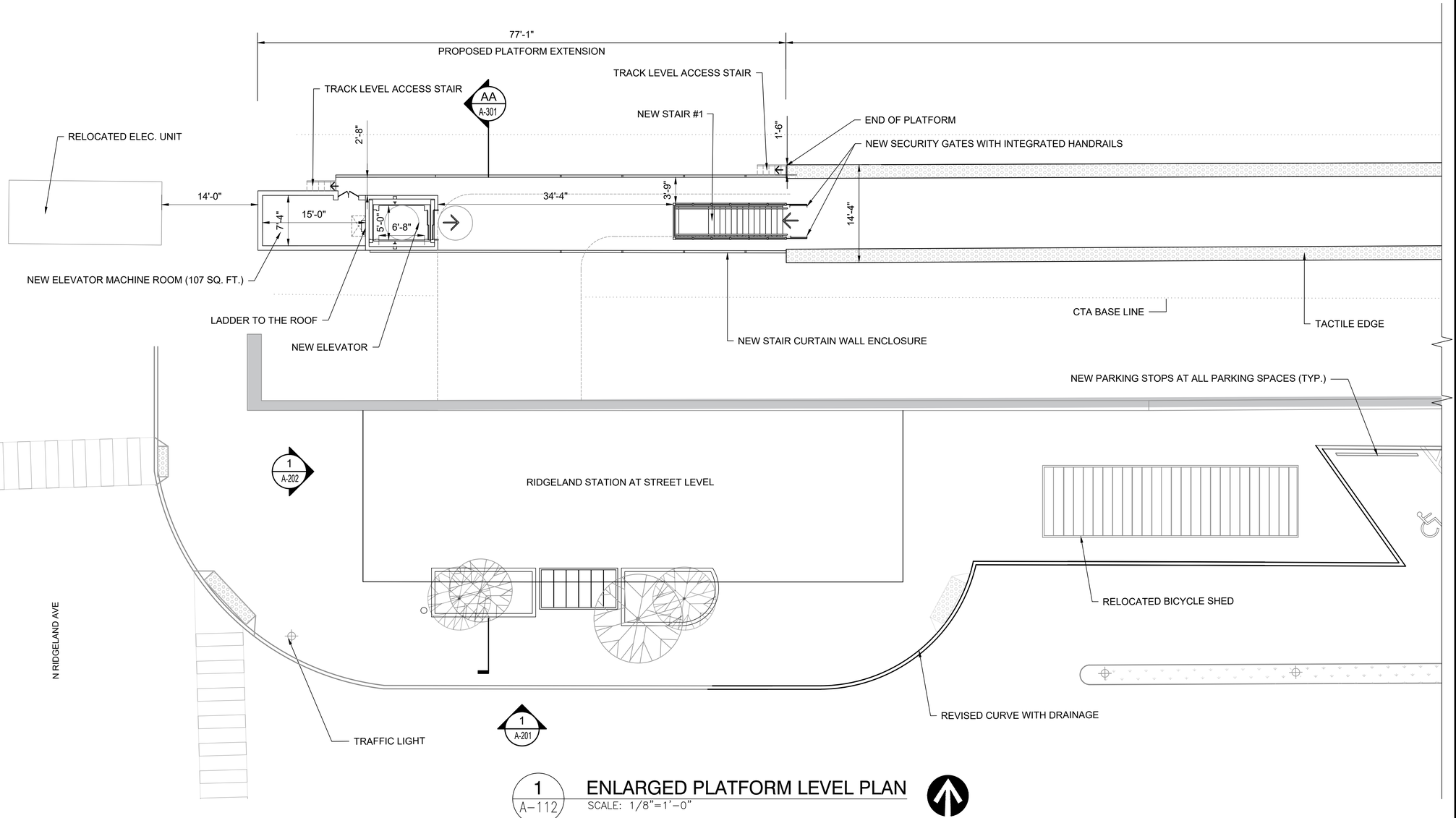
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

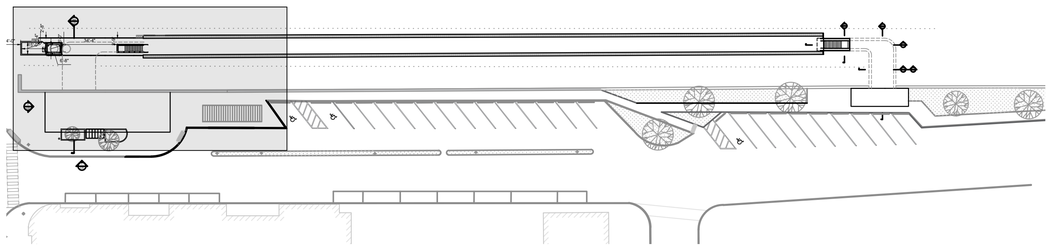
PROPOSED PLATFORM LEVEL PLAN

A-111



1 A-112 **ENLARGED PLATFORM LEVEL PLAN**
SCALE: 1/8"=1'-0"

NORTH



2 A-112 **KEY PLAN**
SCALE: NTS

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA
RESERVED FOR CONSTRUCTION APPROVAL STAMPS

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
APPROVED BY	
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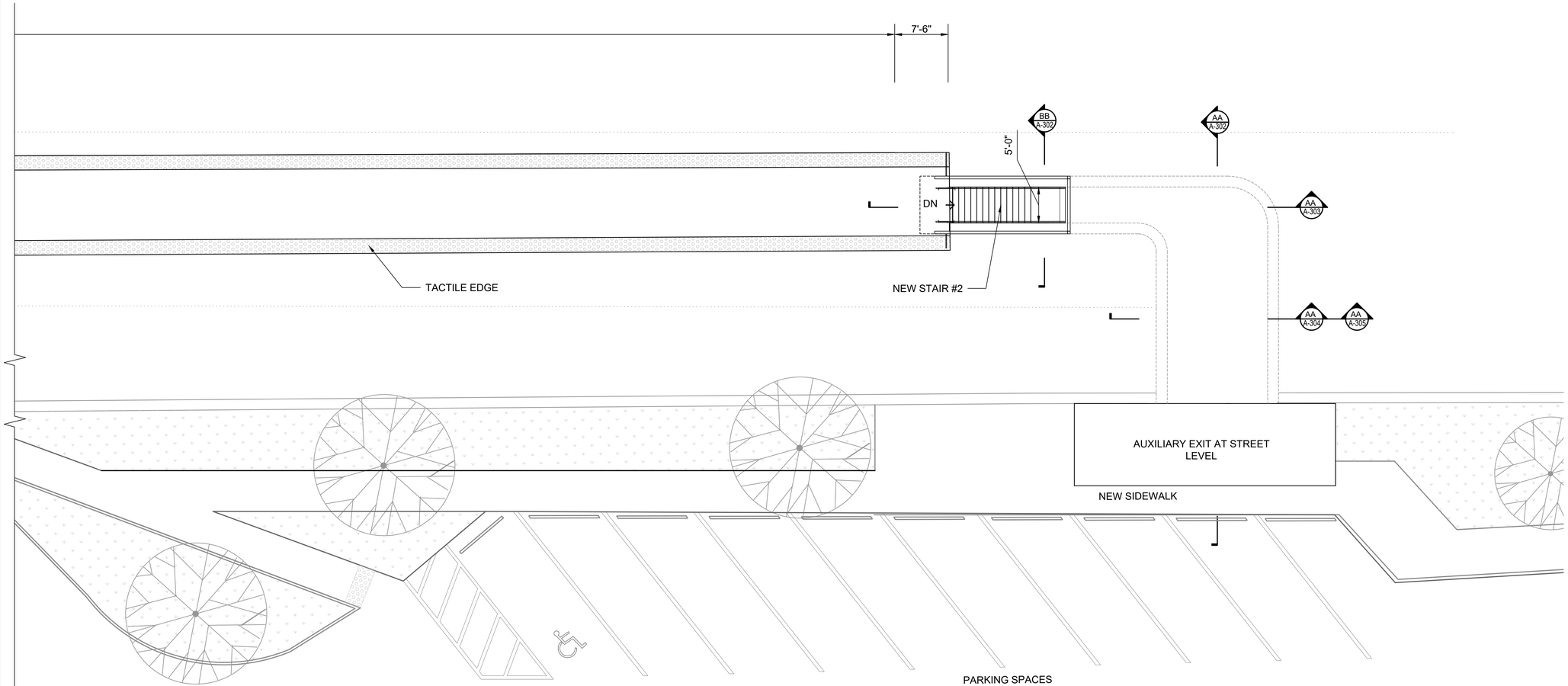
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

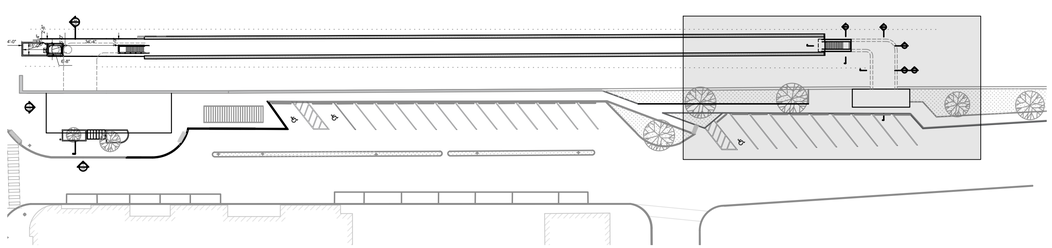
ENLARGED PLATFORM LEVEL PLAN

A-112



1 A-113 **ENLARGED PLATFORM LEVEL PLAN**
SCALE: 1/8"=1'-0"

NORTH



2 A-113 **KEY PLAN**
SCALE: NTS

NORTH

SCALE: (FEET) 0 16 32 64 128

PLOTTED ON 2024/06/05

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VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

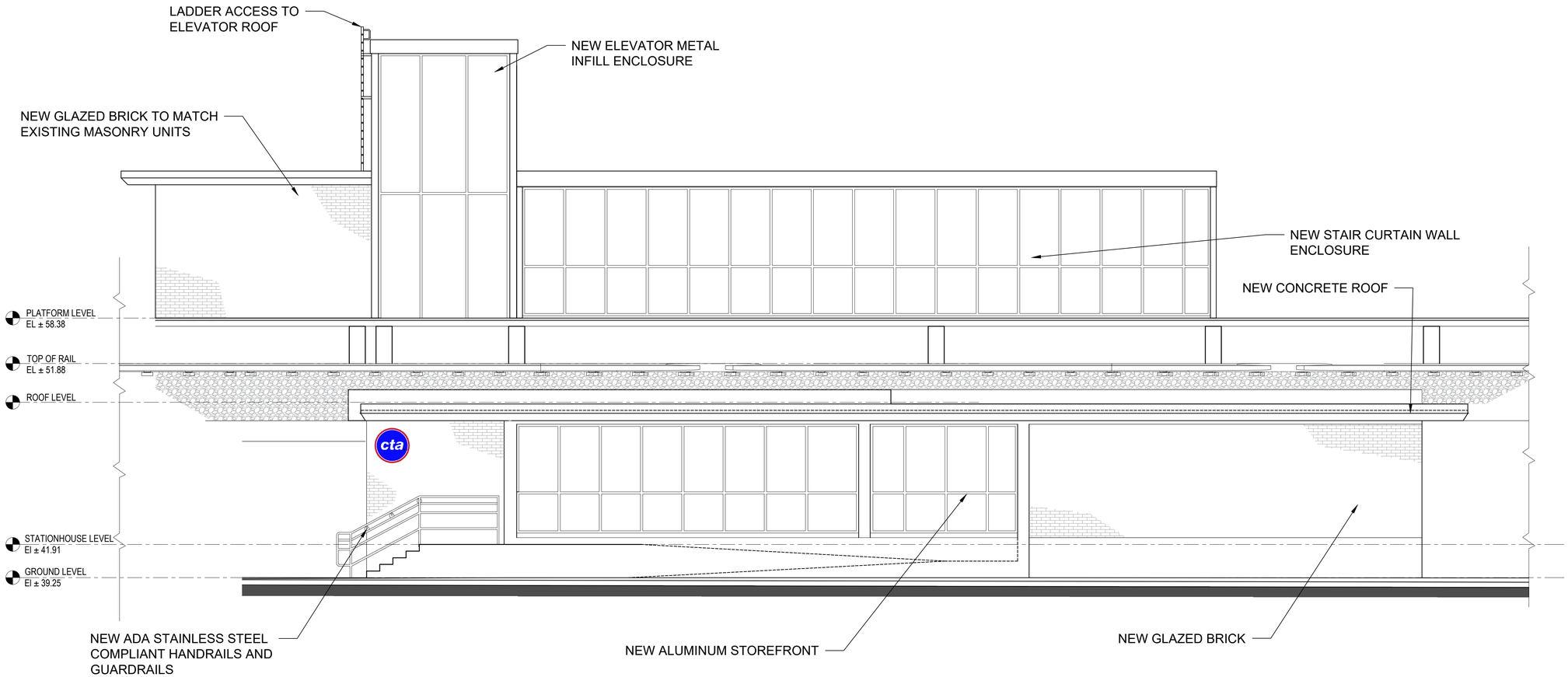
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

ENLARGED PLATFORM LEVEL PLAN

A-113



1 / A-201 SOUTH ELEVATION RIDGELAND STATIONHOUSE

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-108 & A-111

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA RESERVED FOR CONSTRUCTED AS BUILT APPROVAL STAMPS

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BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

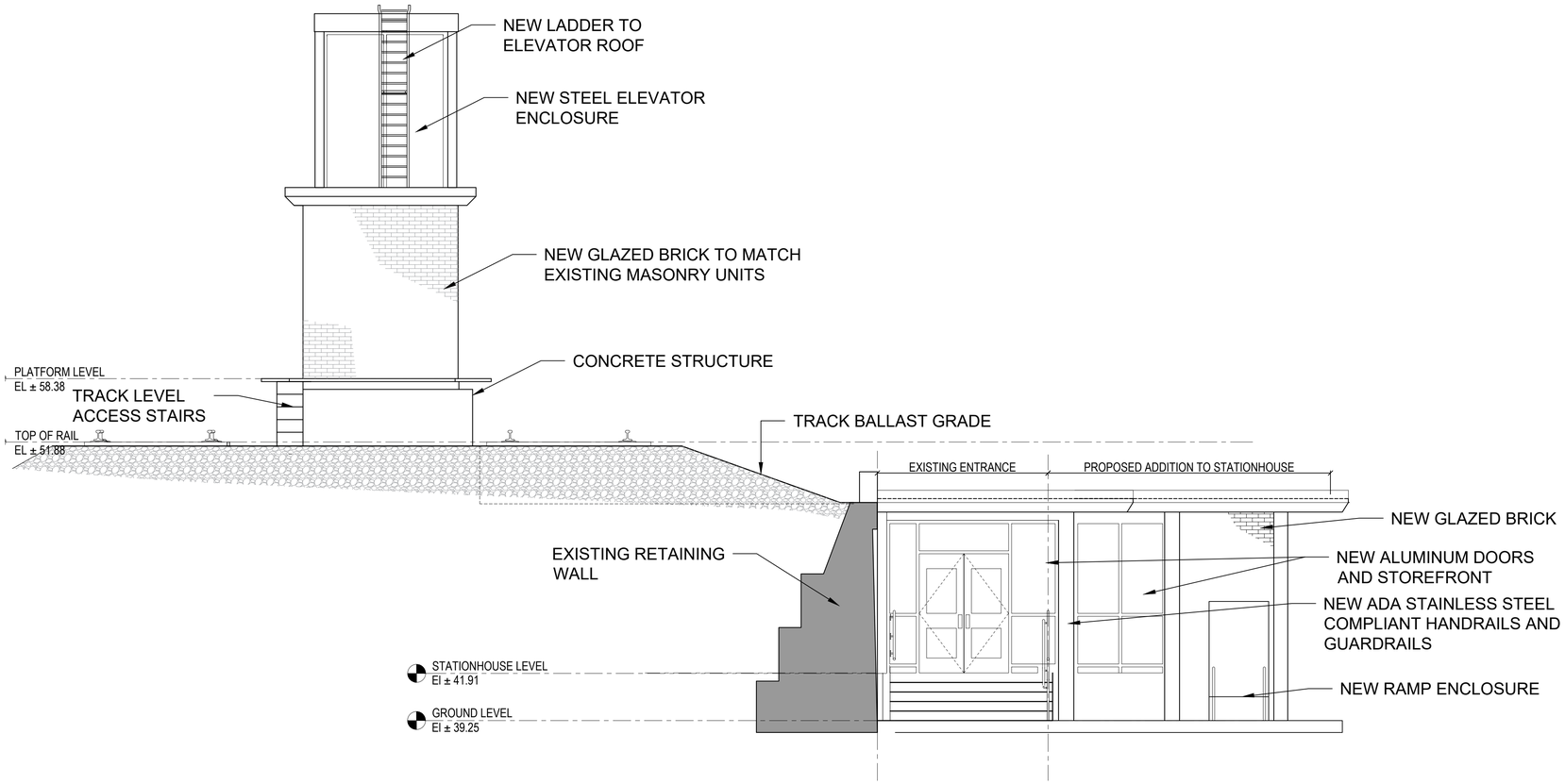
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED ELEVATION

A-201



1 / A-202 WEST ELEVATION RIDGELAND STATIONHOUSE ENTRY

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-108 & A-111

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA

NOT FOR CONSTRUCTION

RESERVED FOR CDB APPROVAL STAMPS

Check Print

COPY NUMBER	OF	
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CHECK ACTIVITY	BY	DATE
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CORRECTED (BLUE)		
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CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

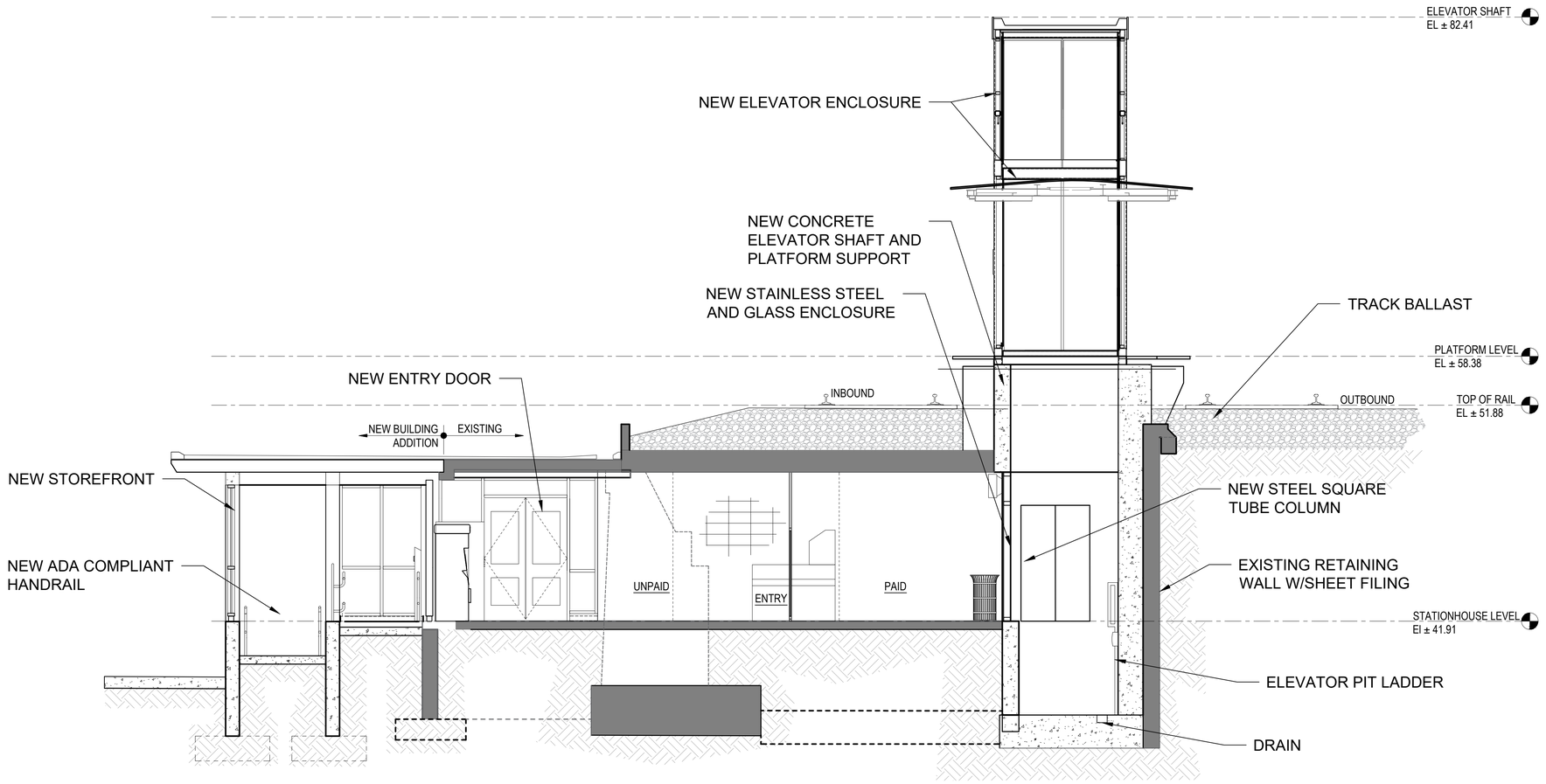
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED ELEVATION

A-202



AA
A-301

NORTH-SOUTH SECTION A-A AT PROPOSED RIDGELAND STATIONHOUSE

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-108 & A-111

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA
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NOT FOR CONSTRUCTION

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CHECKED (YELLOW, RED)		
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CORRECTED (BLUE)		
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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

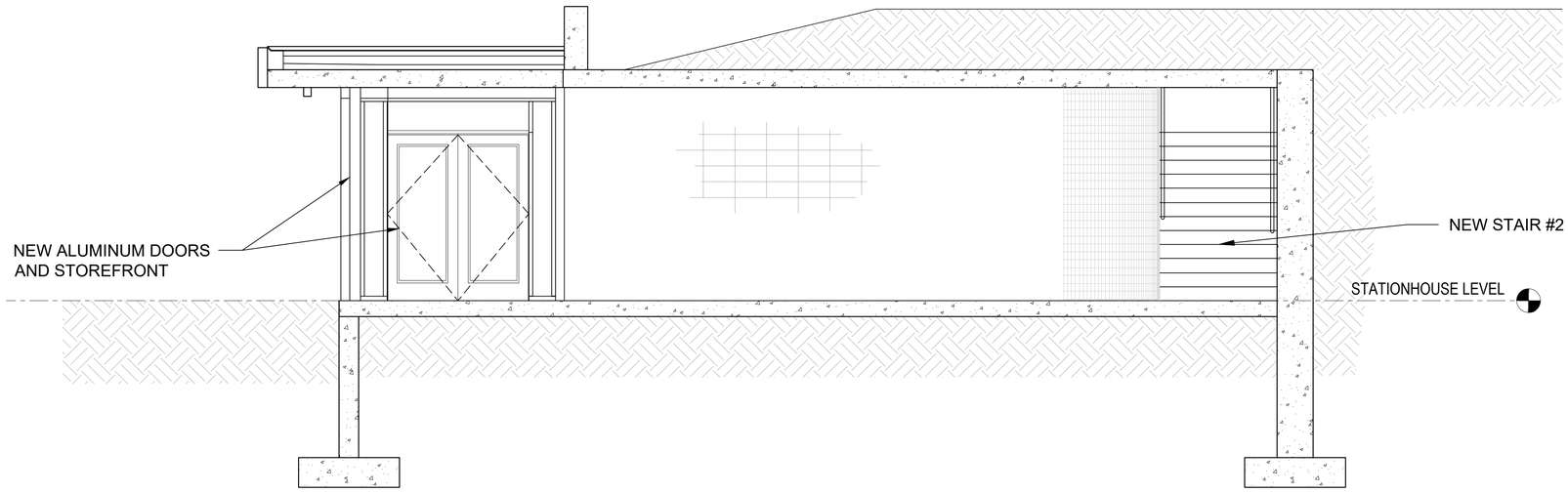
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED SECTION

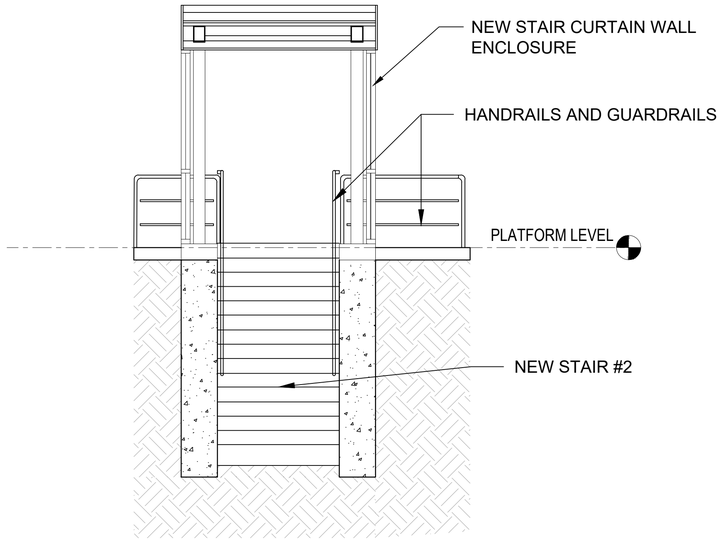
A-301



AA
A-302

NORTH-SOUTH SECTION A-A AT PROPOSED LOMBARD STATIONHOUSE

SCALE: 1/4"=1'-0"



BB
A-302

PROPOSED SECTION B-B AT NEW STAIR #2

SCALE: 3/16"=1'-0"

FOR REFERENCE: SEE PLAN A-109 & A-112

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

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CHECK ACTIVITY	BY	DATE
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CORRECTED (BLUE)		
VERIFIED (GREEN)		

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

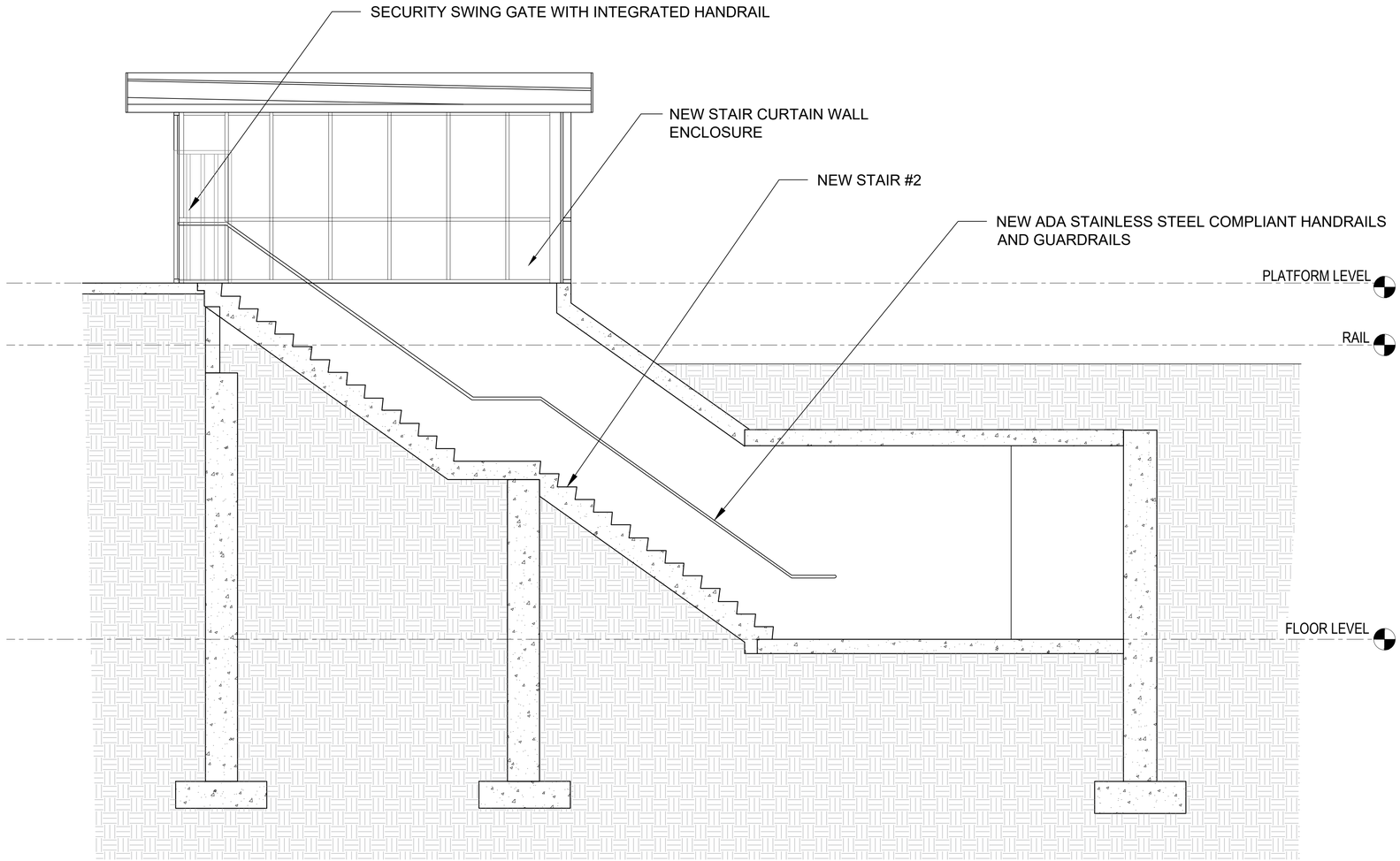
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED SECTION

A-302



AA / A-303 SECTION A-A AT PROPOSED AUXILIARY EXIT

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-109 & A-112

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

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NEGATIVE POSITIVE COPY

APPROVAL STAMPS

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CORRECTED (BLUE)		
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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

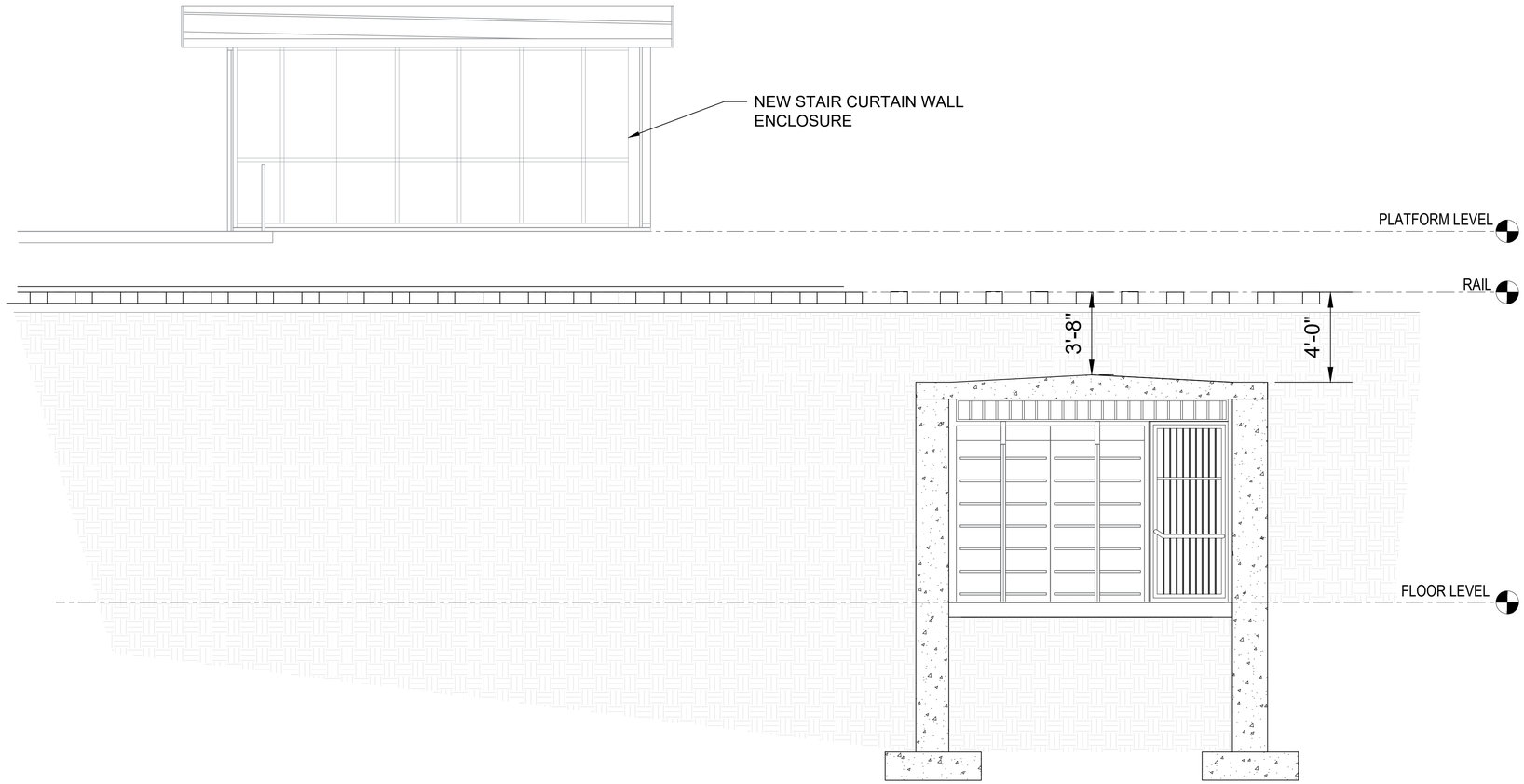
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED SECTION

A-303



AA
A-304

SECTION A-A AT PROPOSED AUXILIARY EXIT (OPTION 1)

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-109 & A-112

0 2' 4' 8'
SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

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NOT FOR CONSTRUCTION

cta Check Print

COPY NUMBER	OF	
DRAWING CHECK ONLY	BY	DATE
Checked against calcs. and calcs. confirmed		
CHECK ACTIVITY	BY	DATE
PRINTED		
CHECKED (YELLOW, RED)		
BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

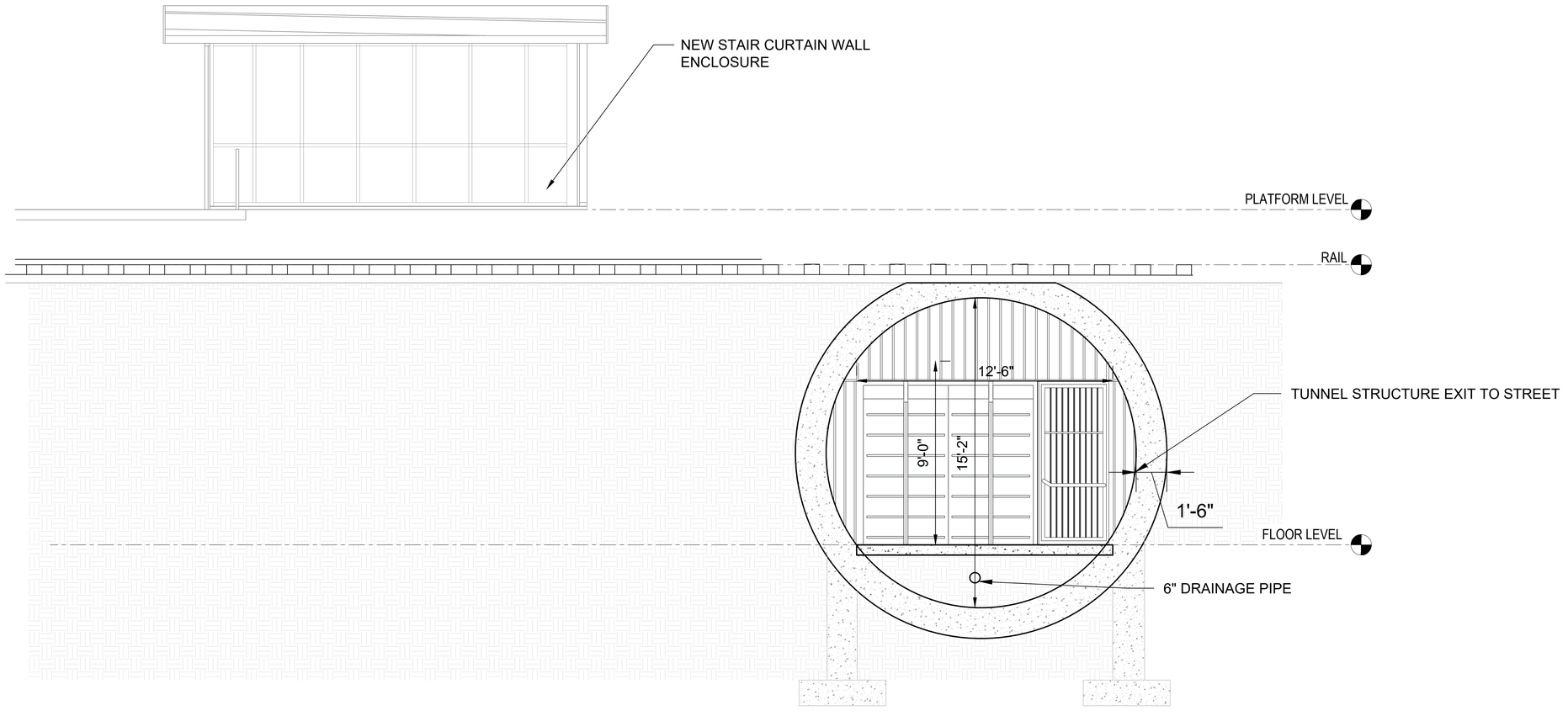
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED SECTION

A-304



1 / A-305 SECTION A-A AT PROPOSED AUXILIARY EXIT (OPTION 2)

SCALE: 1/4"=1'-0"

FOR REFERENCE: SEE PLAN A-109 & A-112

0 2' 4' 8'

SCALE: 3/16"=1'-0"

PLOTTED ON 2024/06/05

DO NOT USE THIS AREA

NOT FOR CONSTRUCTION

RESERVED FOR CTA APPROVAL STAMPS

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COPY NUMBER	OF	
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Checked against calcs. and calcs. confirmed		
CHECK ACTIVITY	BY	DATE
PRINTED		
CHECKED (YELLOW, RED)		
BACKCHECKED (GREEN)		
CORRECTED (BLUE)		
VERIFIED (GREEN)		

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ASAP LAKE LINE
RIDGELAND STATION
36 N RIDGELAND AVE
OAKPARK, ILLINOIS

IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.13
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/05/2024	AUXILIARY EXIT

LOCATION IDENTIFIER:

PROPOSED SECTION

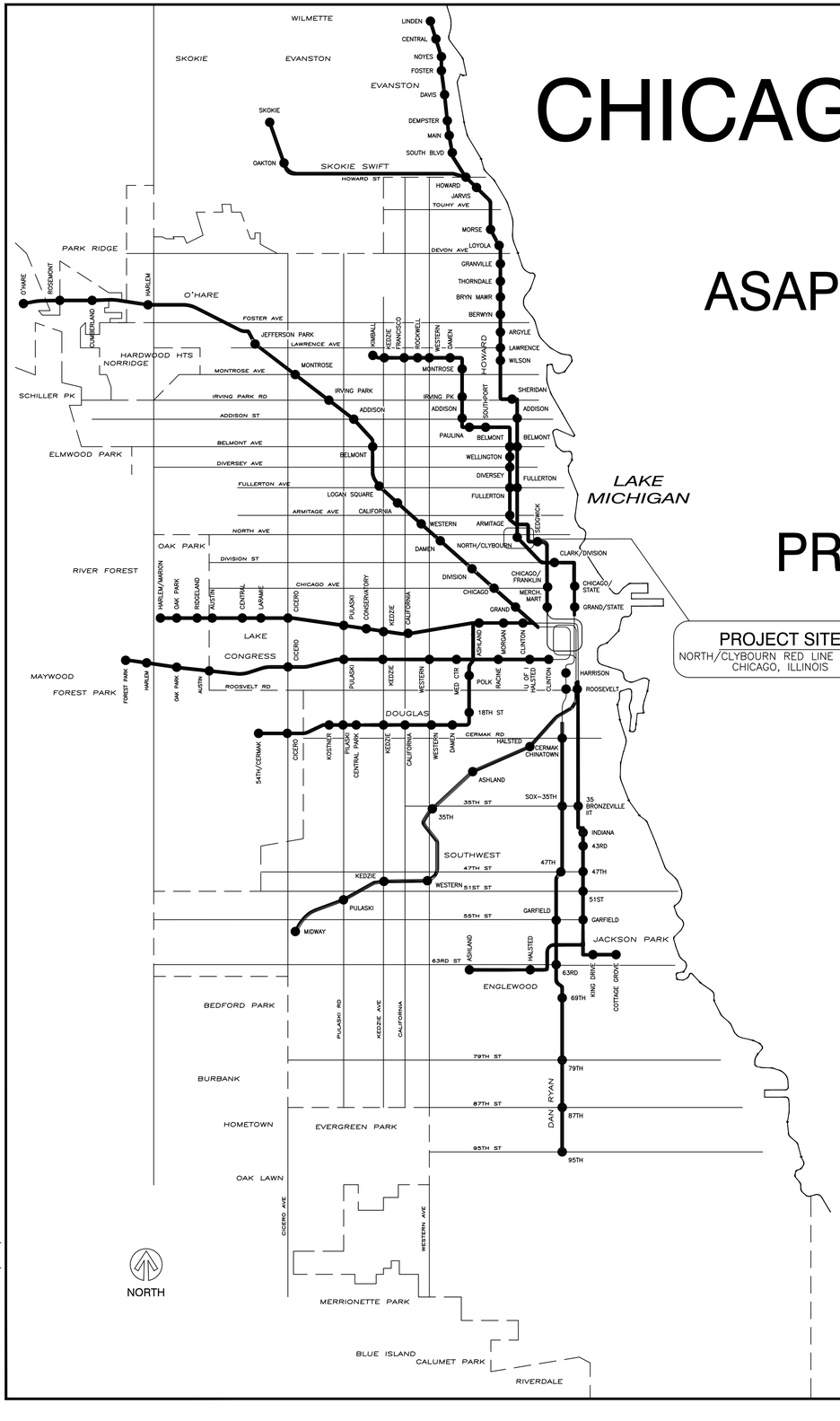
A-305

CHICAGO TRANSIT AUTHORITY

INFRASTRUCTURE

ASAP NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVENUE
CHICAGO, IL 60622

DATE: 06/12/2024
PROJECT NUMBER: 201X-XXXX.XX



PROJECT SITE
NORTH/CLYBOURN RED LINE STATION
CHICAGO, ILLINOIS

OPTION:2 (LAND ACQUISTION)

DRAWING INDEX

SHEET NUMBER	SHEET TITLE
G–001	COVER SHEET
ARCHITECTURAL	
A–100	AERIAL PLAN
A–101	EXISTING STREET LEVEL PLAN
A–102	ENLARGED EXISTING STREET LEVEL PLAN
A–103	EXISTING MEZZANINE LEVEL PLAN
A–104	EXISTING PLATFORM LEVEL PLAN
A–105	STREET LEVEL DEMOLITION PLAN
A–106	ENLARGED STREET LEVEL DEMOLITION PLAN
A–107	ENLARGED STREET LEVEL DEMOLITION PLAN
A–108	MEZZANINE LEVEL DEMOLITION PLAN
A–109	MEZZANINE LEVEL DEMOLITION PLAN
A–110	PLATFORM LEVEL DEMOLITION PLAN
A–111	PROPOSED STREET LEVEL PLAN
A–112	ENLARGED PROPOSED STREET LEVEL PLAN
A–113	ENLARGED PROPOSED STREET LEVEL PLAN
A–114	PROPOSED MEZZANINE LEVEL PLAN
A–115	PROPOSED MEZZANINE LEVEL PLAN
A–116	PROPOSED PLATFORM LEVEL PLAN
A–117	PROPOSED PLATFORM LEVEL PLAN

General Disclaimer Note:
These plans are not based off a site survey. The dimensions and site conditions need to be verified by the DoR along with the development of a design that meets code, ADA and CTA written contract scope and design standards. These plans were developed for the basis of an early conceptual station layout, conceptual planning phase scope of work, cost estimate and/or to assist the DoR's understanding of the project scope. These plans have not been vetted through the CTA's formal design process and should not be perceived as an approved design.

NOT FOR CONSTRUCTION

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ALL COMPONENTS OF THE QUALITY MANAGEMENT SYSTEM WERE FOLLOWED IN PREPARATION OF THESE DOCUMENTS.

CHIEF INFRASTRUCTURE OFFICER

VICE PRESIDENT, CONSTRUCTION

CHIEF ENGINEER, INFRASTRUCTURE

PROJECT MANAGER

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF TO THE EXTENT OF MY OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT (Illinois Rev. Stat. 1985, ch.111 / pars. 3711et seq. amended) AND "THE ILLINOIS ACCESIBILITY CODE", ILL ADM. CODE 400.

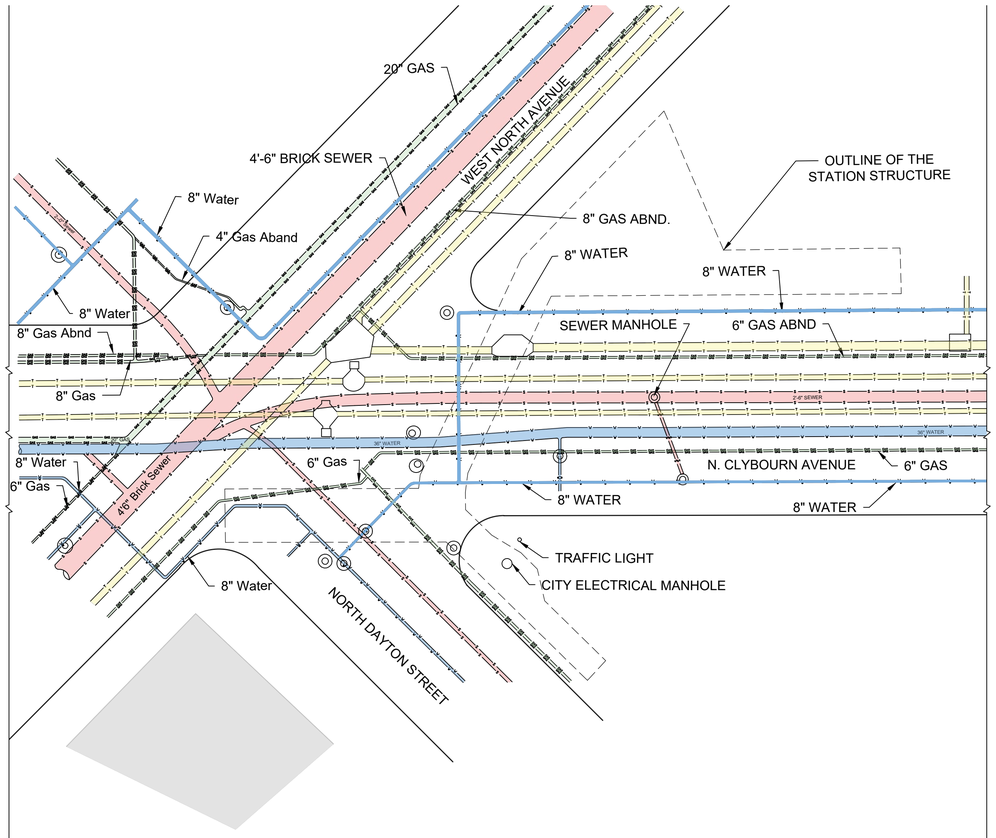
THIS IS TO CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF ARE IN COMPLIANCE WITH ALL CODES AND BUILDING ORDONANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

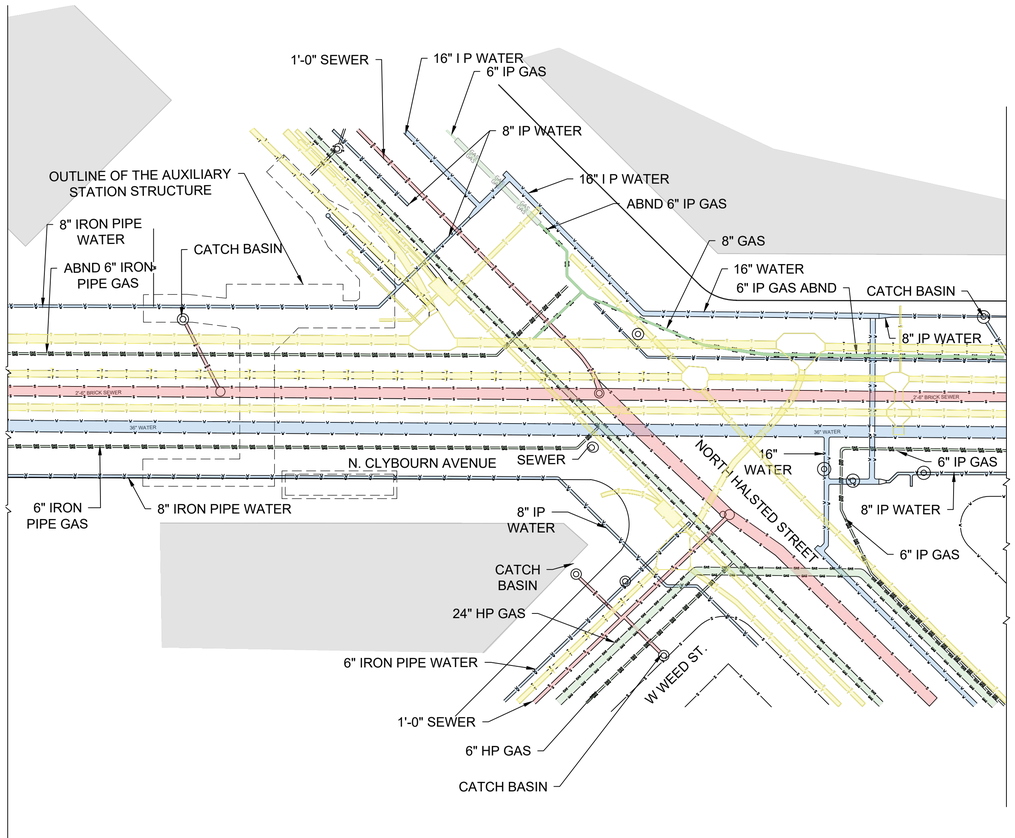
MARK	DATE	DESCRIPTION
	06/12/2024	DESIGN OPTIONS

COVER PAGE

G-001

PLOTTED ON: 2024/06/12





1 / A-101 EXISTING STREET LEVEL PLAN WITH UTILITIES

SCALE: 1/20"= 1'-0"

NORTH

LEGEND

- WATER LINE
- GAS LINE
- SEWER LINE
- CHICAGO SURFACE LINE/ COMMONWEALTH EDISON CO./ ILLINOIS BELL TELEPHONE CO.

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA FOR CONSTRUCTION APPROVAL STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP
NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

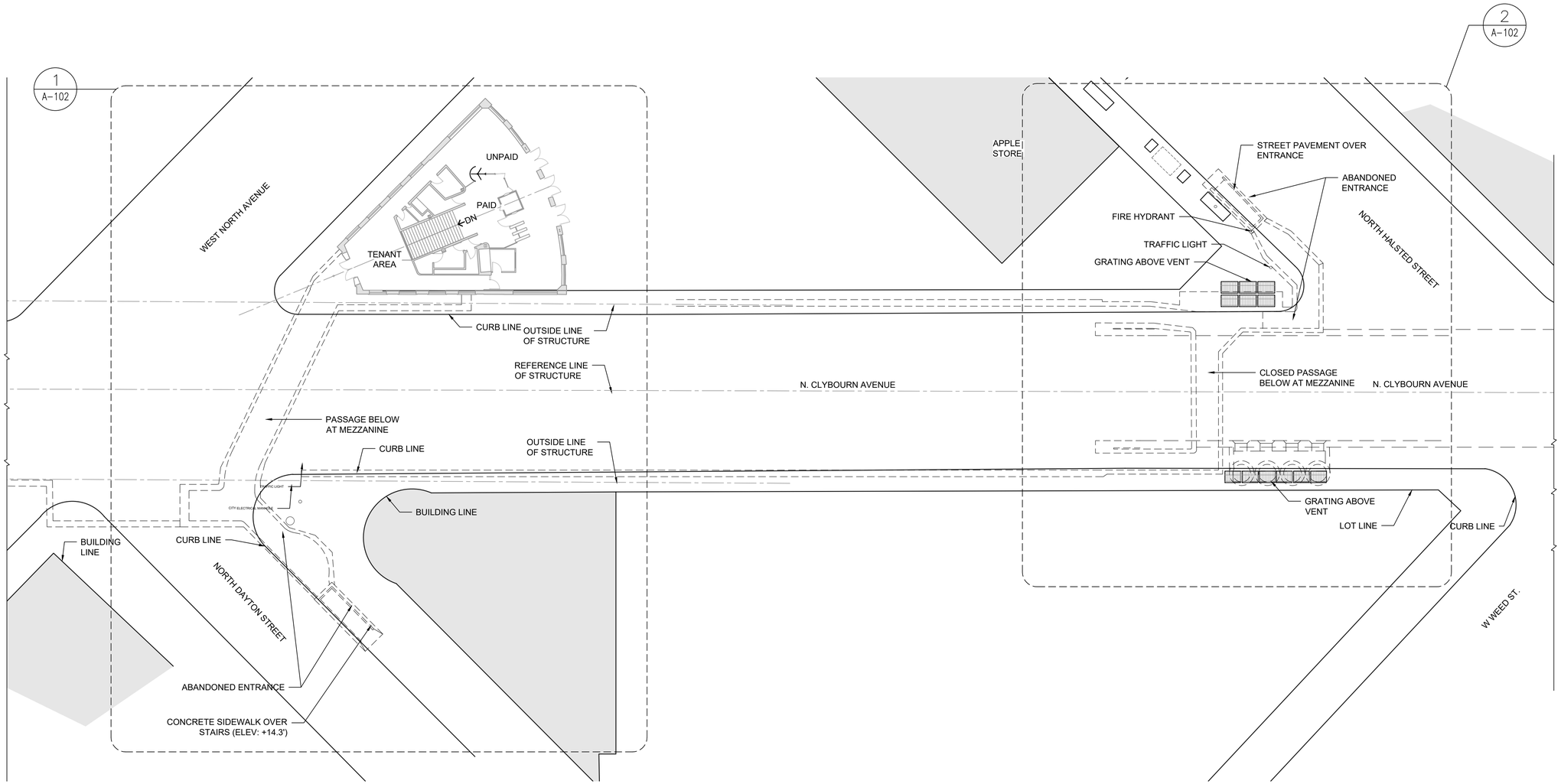
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING STREET LEVEL PLAN

A-101



1 / A-101 **EXISTING STREET LEVEL PLAN**
SCALE: 1/20"= 1'-0"

NORTH

SCALE: (FEET) 0 4 8 16 32

PLOTTED ON 2024/06/12

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ENGINEERING

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NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

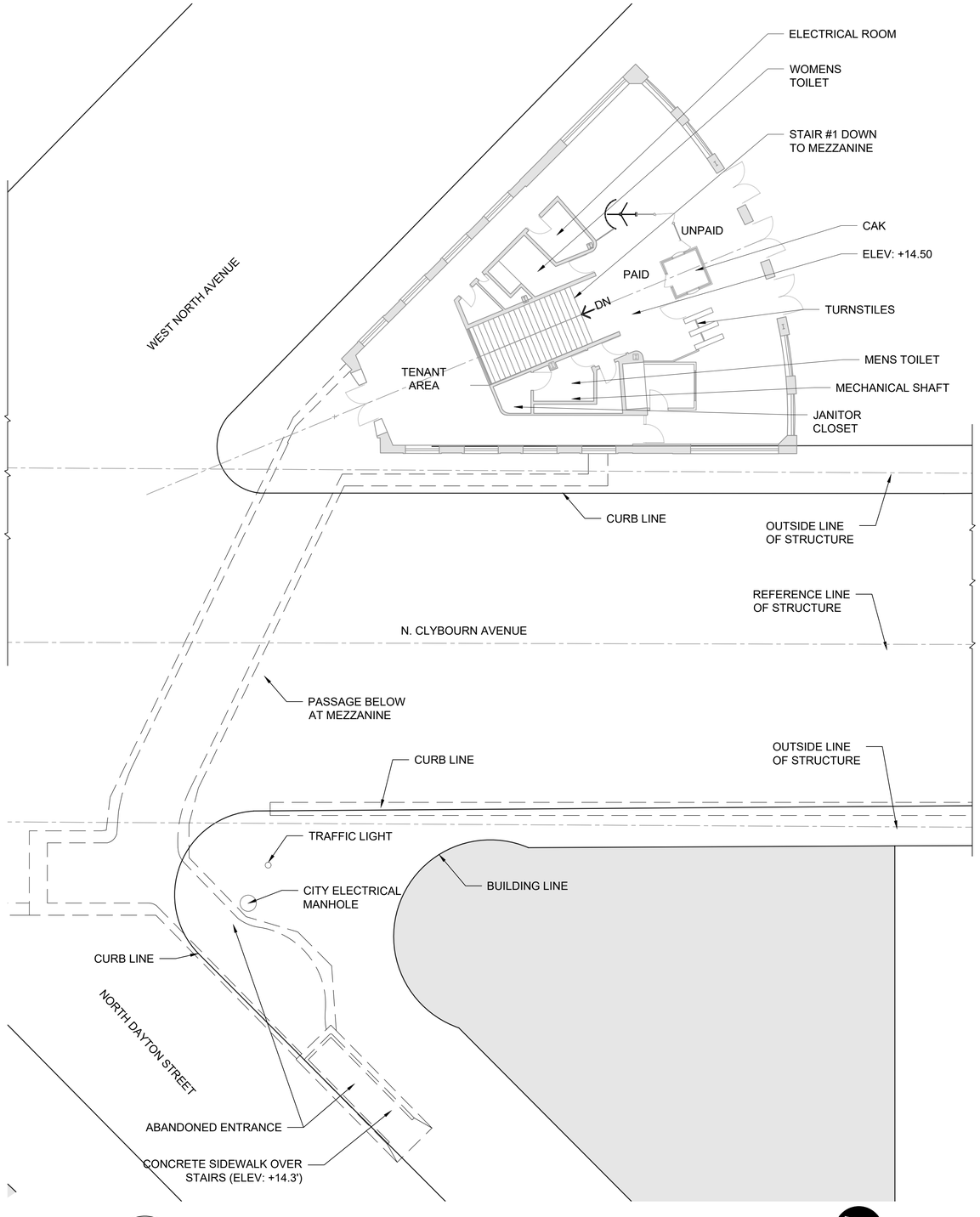
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

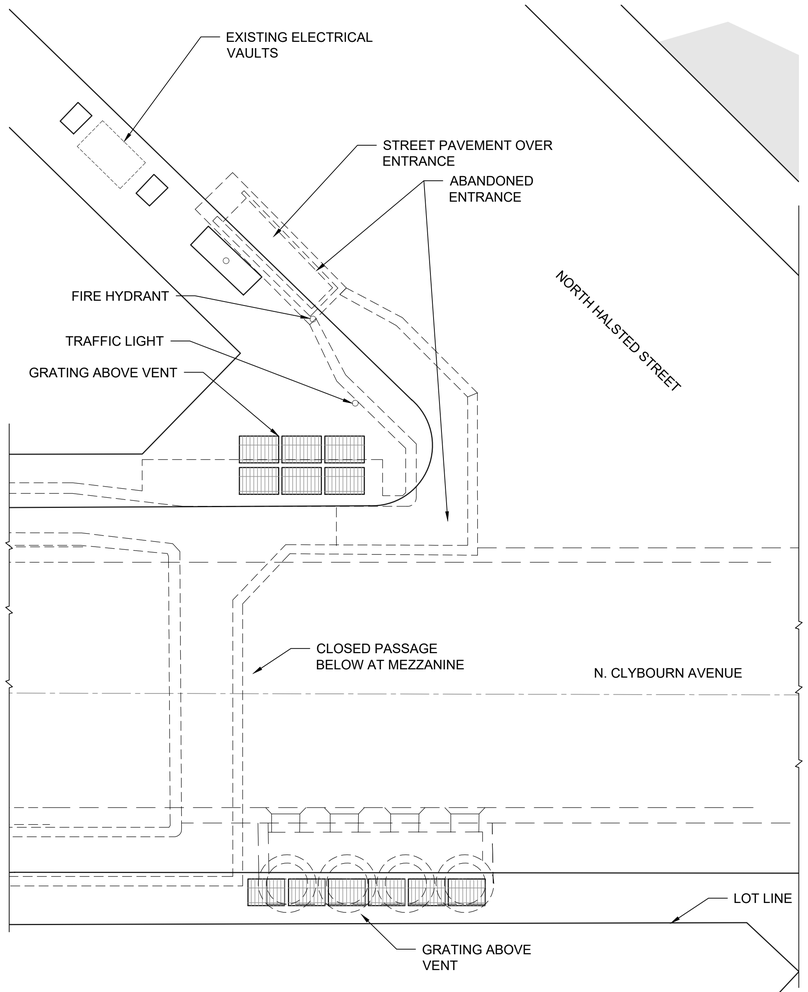
EXISTING STREET LEVEL PLAN

A-101



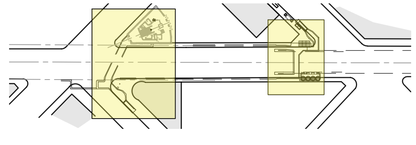
1 / A-102 EXISTING STREET LEVEL PLAN AT NORTH/CLYBOURN AVES

SCALE: 3/32"= 1'-0"



2 / A-102 EXISTING STREET LEVEL PLAN AT HALSTED/CLYBOURN AVES

SCALE: 3/32"= 1'-0"



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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP

NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

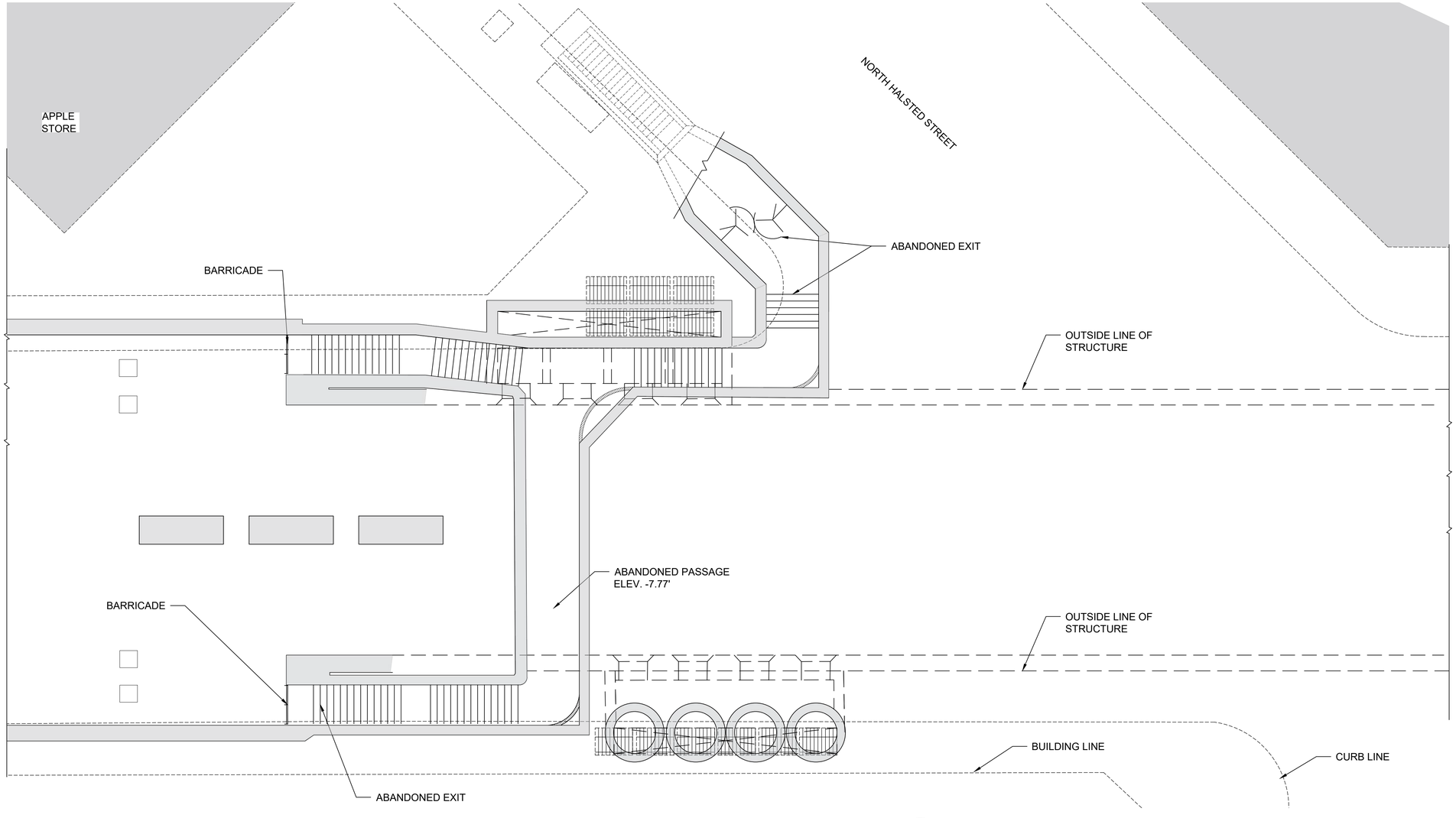
MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING STREET LEVEL PLAN

A-102

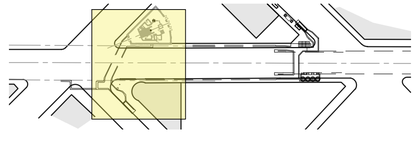
PLOTTED ON 2024/06/12



1 / A-103 EXISTING MEZZANINE LEVEL PLAN

SCALE: 1/16"= 1'-0"

NORTH



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ASAP
NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

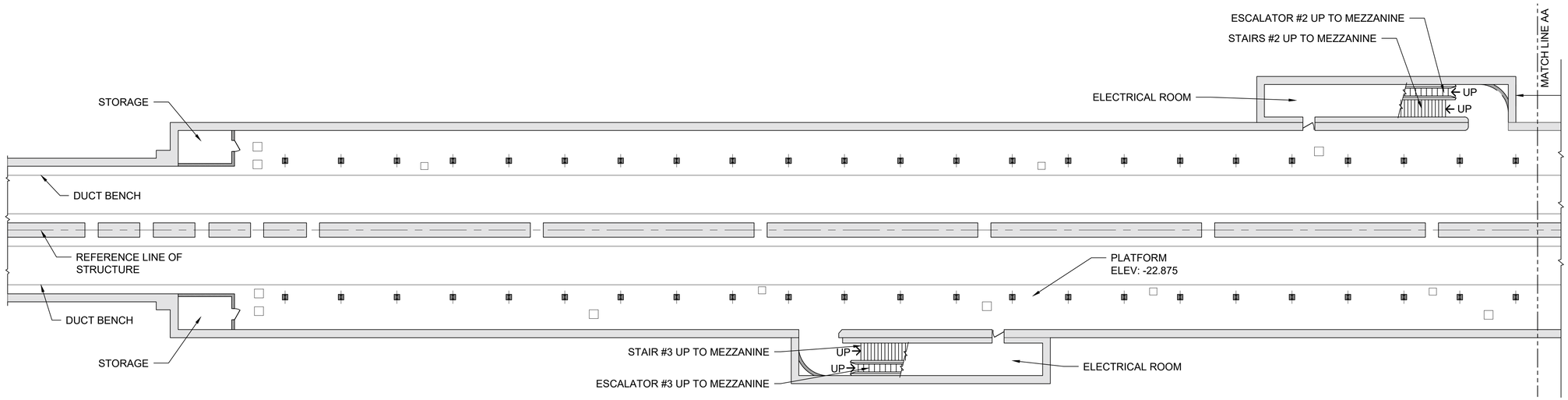
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING MEZZANINE LEVEL PLAN

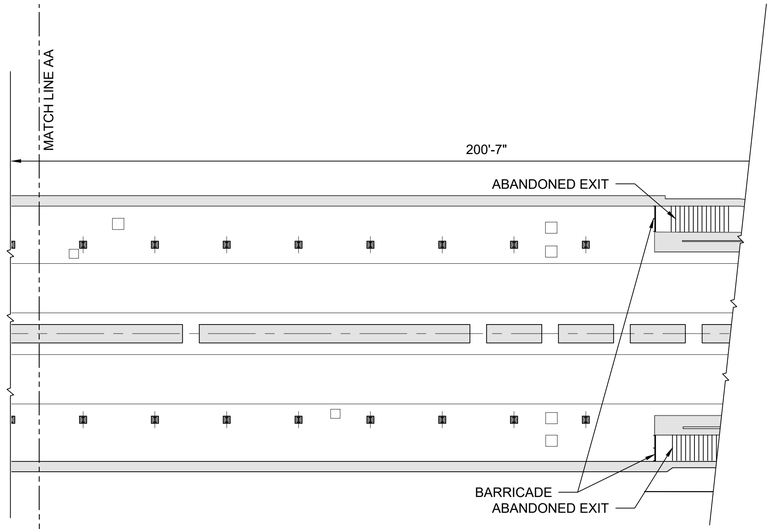
A-103



1 / A-104 EXISTING PLATFORM LEVEL PLAN

SCALE: 1/16"= 1'-0"

NORTH



2 / A-104 EXISTING PLATFORM LEVEL PLAN

SCALE: 1/16"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP

NORTH/CLYBOURN RED LINE STATION

1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

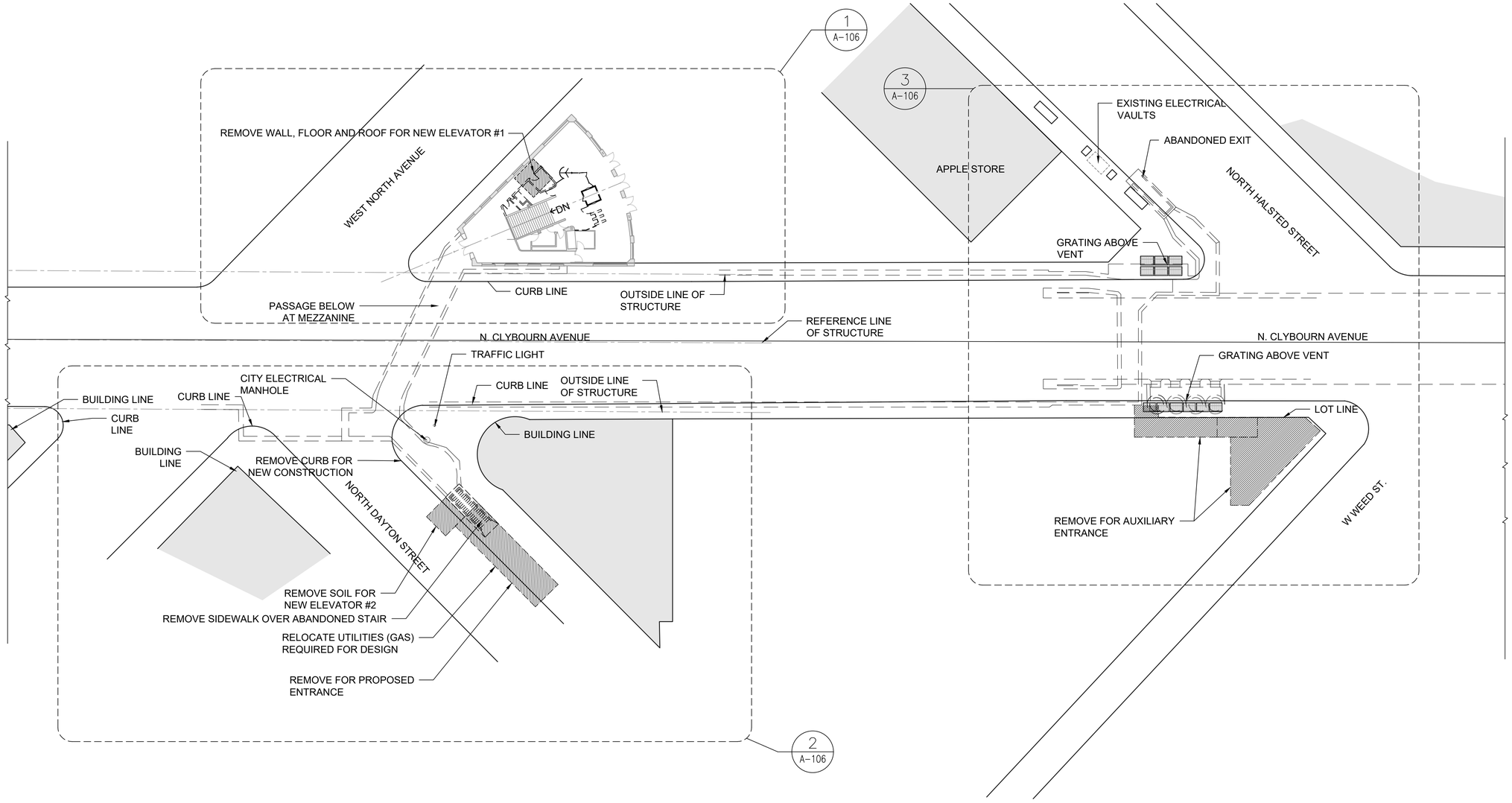
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

EXISTING PLATFORM LEVEL PLAN

A-104



1 A-105 **STREET LEVEL DEMOLITION PLAN**

SCALE: 1/24"= 1'-0"

NORTH

LEGEND

EXISTING CONCRETE WALL

DEMO AREA

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA
RESERVED FOR POSTED CONSTRUCTION APPROVAL STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

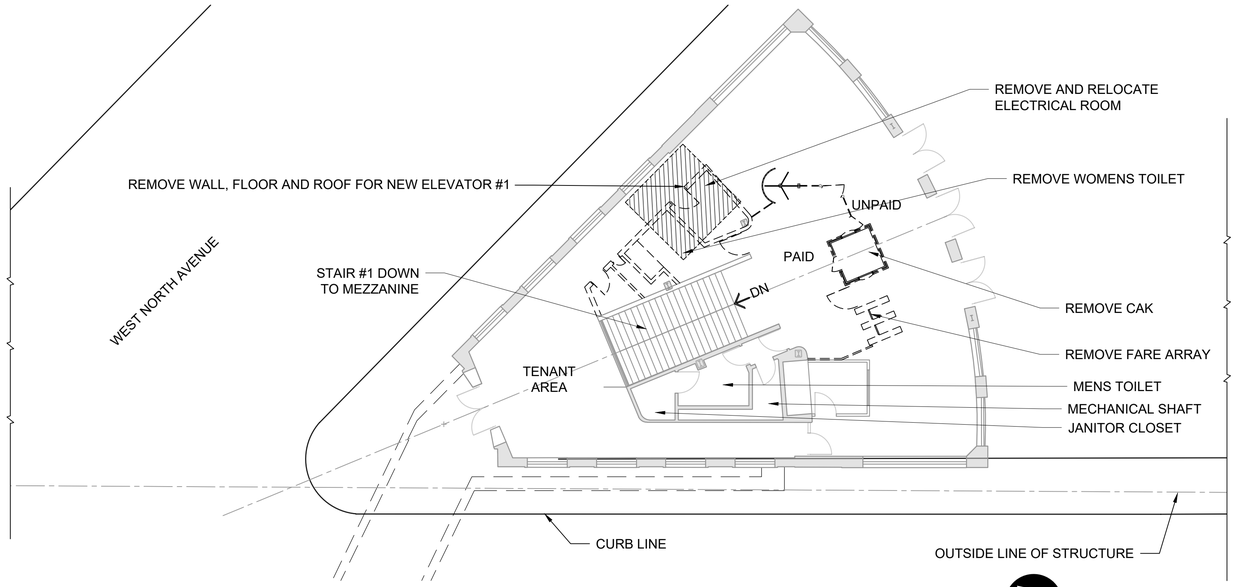
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

STREET LEVEL DEMOLITION PLAN

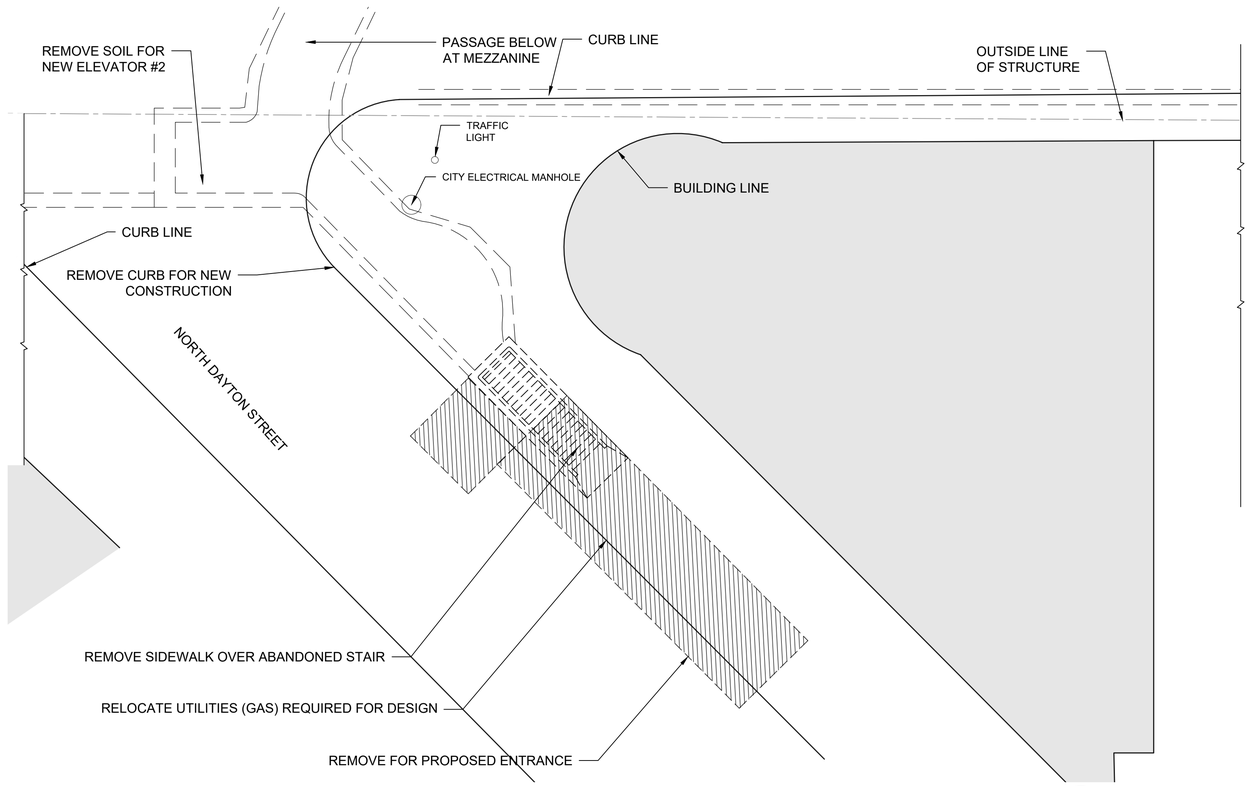
A-105



1 / A-106 NORTH AVE/CLYBOURN STREET LEVEL DEMOLITION PLAN

SCALE: 1/16"= 1'-0"

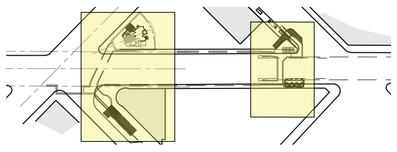
NORTH



2 / A-106 NORTH AVE/CLYBOURN STREET LEVEL DEMOLITION PLAN

SCALE: 1/16"= 1'-0"

NORTH



LEGEND

EXISTING CONCRETE WALL

DEMO AREA

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA
NOT FOR CONSTRUCTION
NEEDED FOR POSTED APPROVAL STAMPS

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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NORTH/CLYBOURN RED LINE STATION

1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

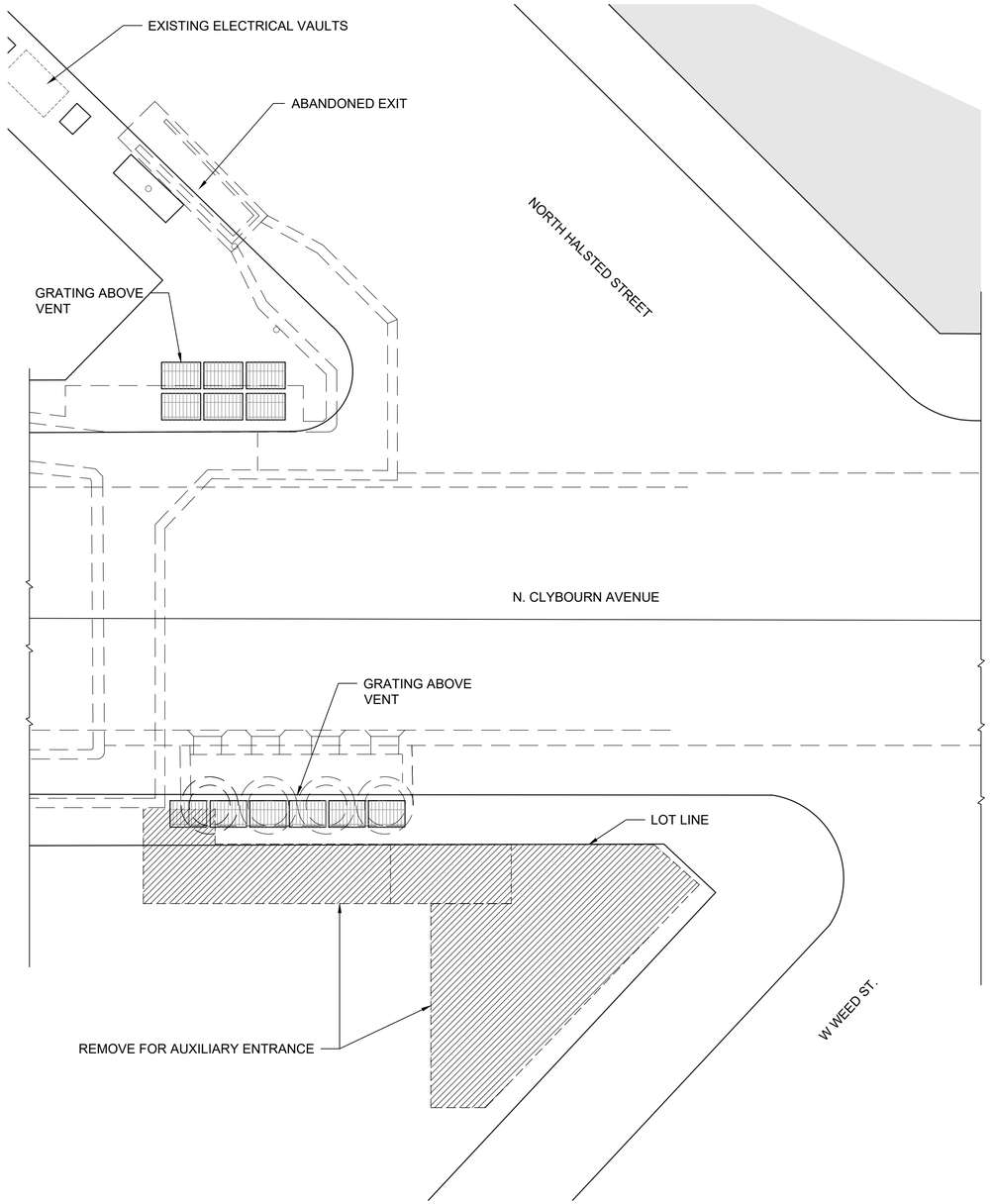
IN CHARGE	
APPROVED BY	
CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

ENLARGED STREET LEVEL DEMOLITION PLAN

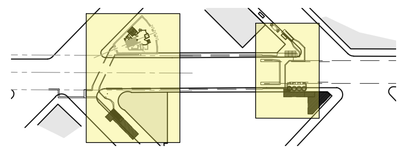
A-106



1 / A-107 HALSTED/CLYBOURN STREET DEMOLITION PLAN

SCALE: 3/32"= 1'-0"

NORTH



LEGEND

EXISTING CONCRETE WALL

DEMO AREA

DO NOT USE THIS AREA

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NOT FOR CONSTRUCTION

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NORTH/CLYBOURN RED LINE STATION

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CHICAGO, IL 60622

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CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

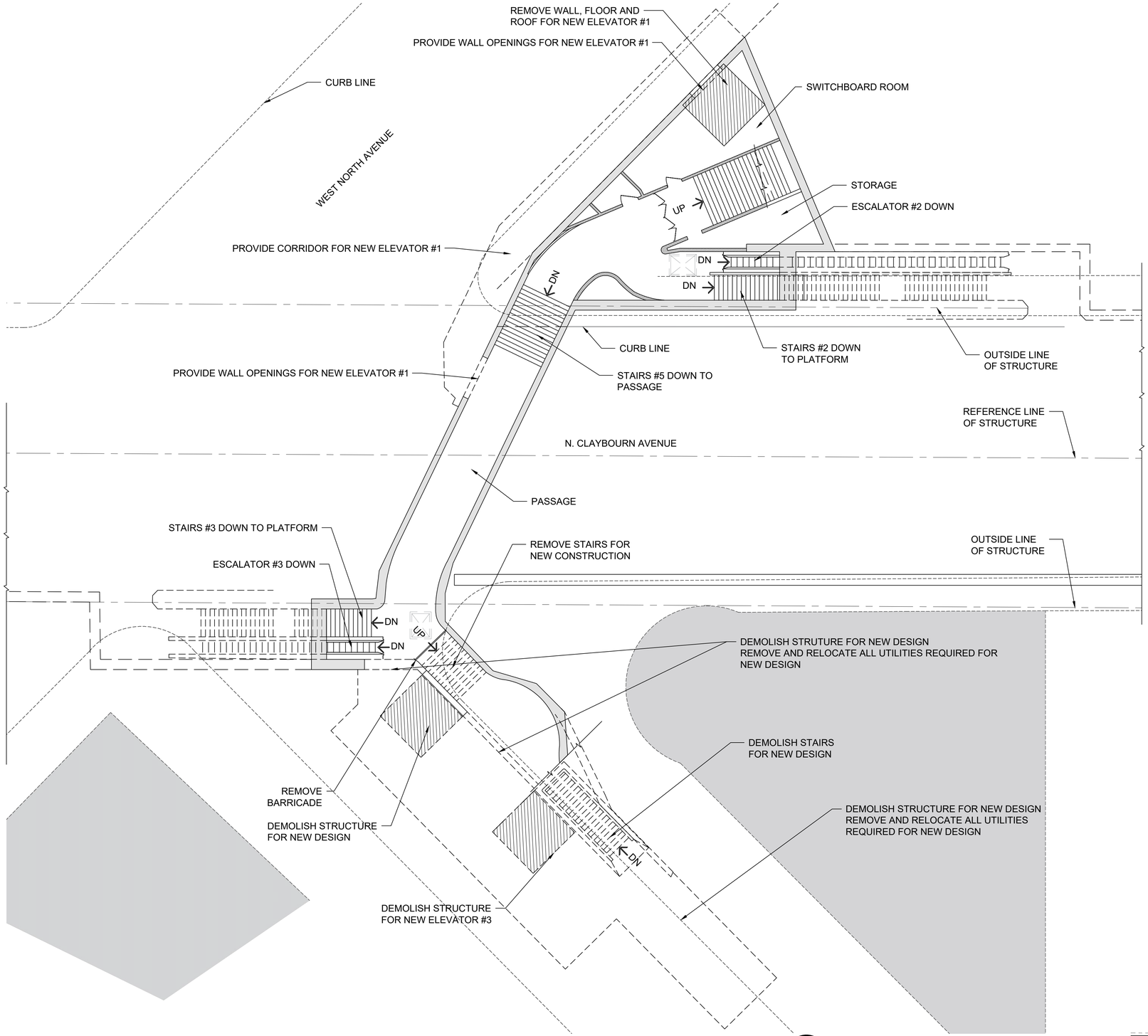
MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

ENLARGED STREET LEVEL DEMOLITION PLAN

A-107

PLOTTED ON 2024/06/12



1 / A-108 MEZZANINE LEVEL DEMOLITION PLAN

SCALE: 3/32"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA
NOT FOR CONSTRUCTION
NOT FOR BID
NOT FOR APPROVAL
STAMPS

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1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

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CHECKED BY	
DESIGNED BY	
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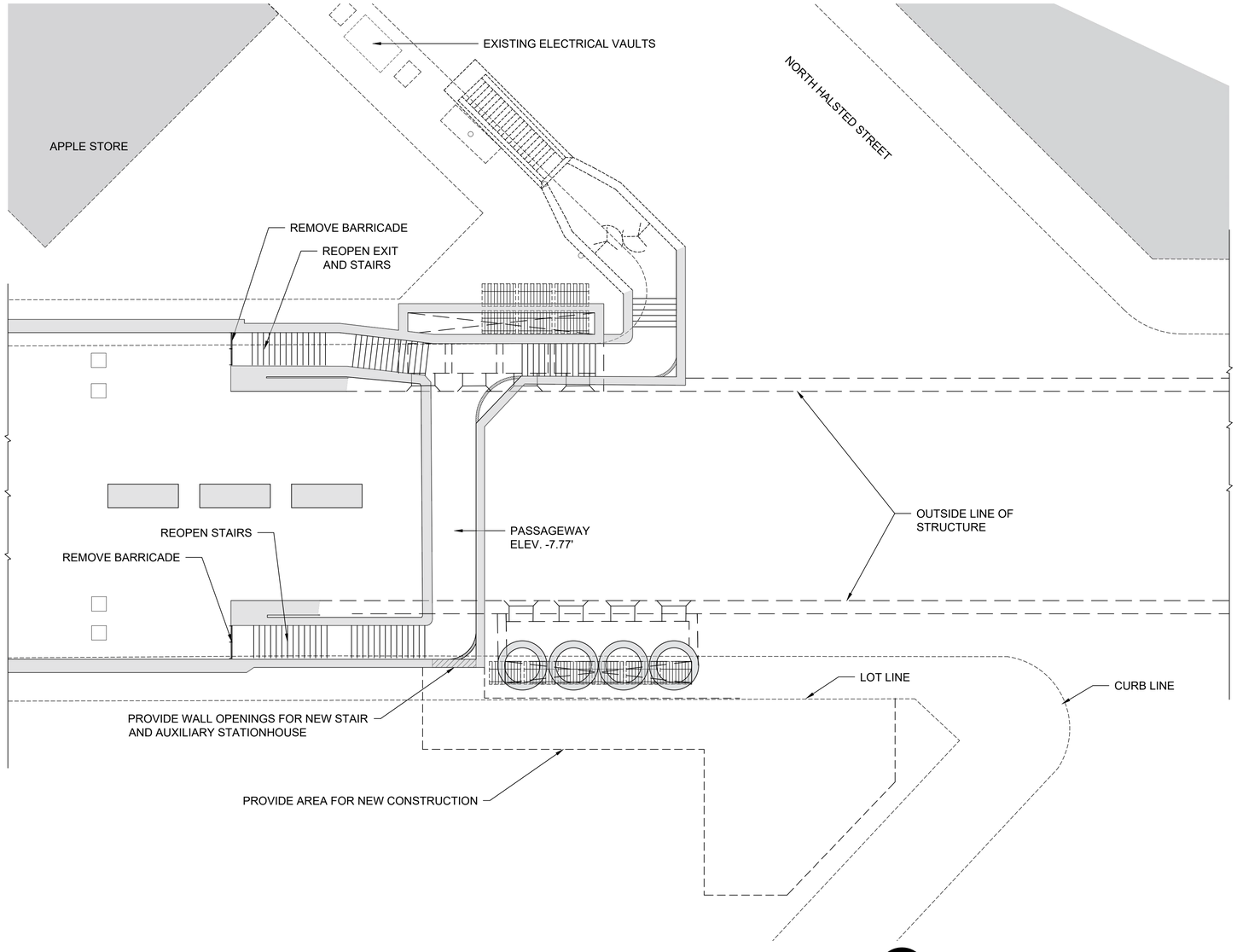
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

MEZZANINE LEVEL DEMOLTION PLAN

A-108



1 / A-109 MEZZANINE LEVEL DEMOLITION PLAN

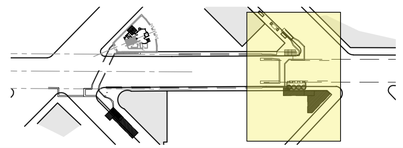
SCALE: 1/16"= 1'-0"

NORTH

LEGEND

EXISTING CONCRETE WALL

DEMO AREA



PLOTTED ON 2024/06/12

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NOT FOR CONSTRUCTION

FOR REVIEW AND APPROVAL STAMPS

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NORTH/CLYBOURN RED LINE STATION

1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

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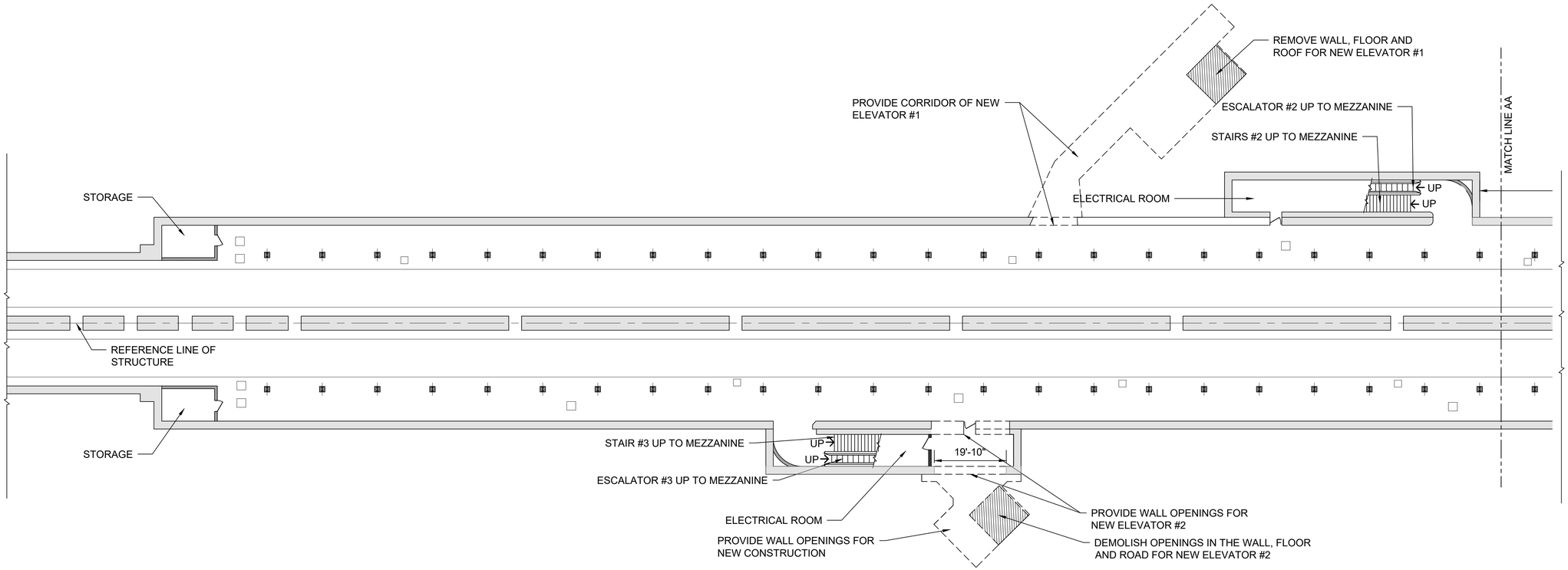
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

MEZZANINE LEVEL
DEMOLTION PLAN

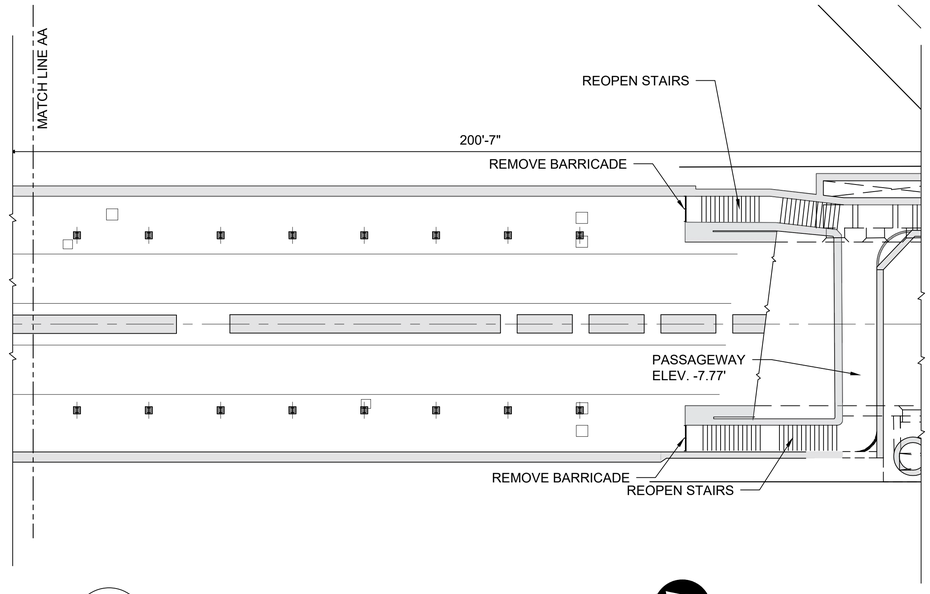
A-109



1 / A-110 PLATFORM LEVEL DEMOLITION PLAN

SCALE: 1/16"= 1'-0"

NORTH



2 / A-110 PLATFORM LEVEL DEMOLITION PLAN

SCALE: 1/16"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

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APPROVAL STAMPS

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NORTH/CLYBOURN RED LINE STATION

1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

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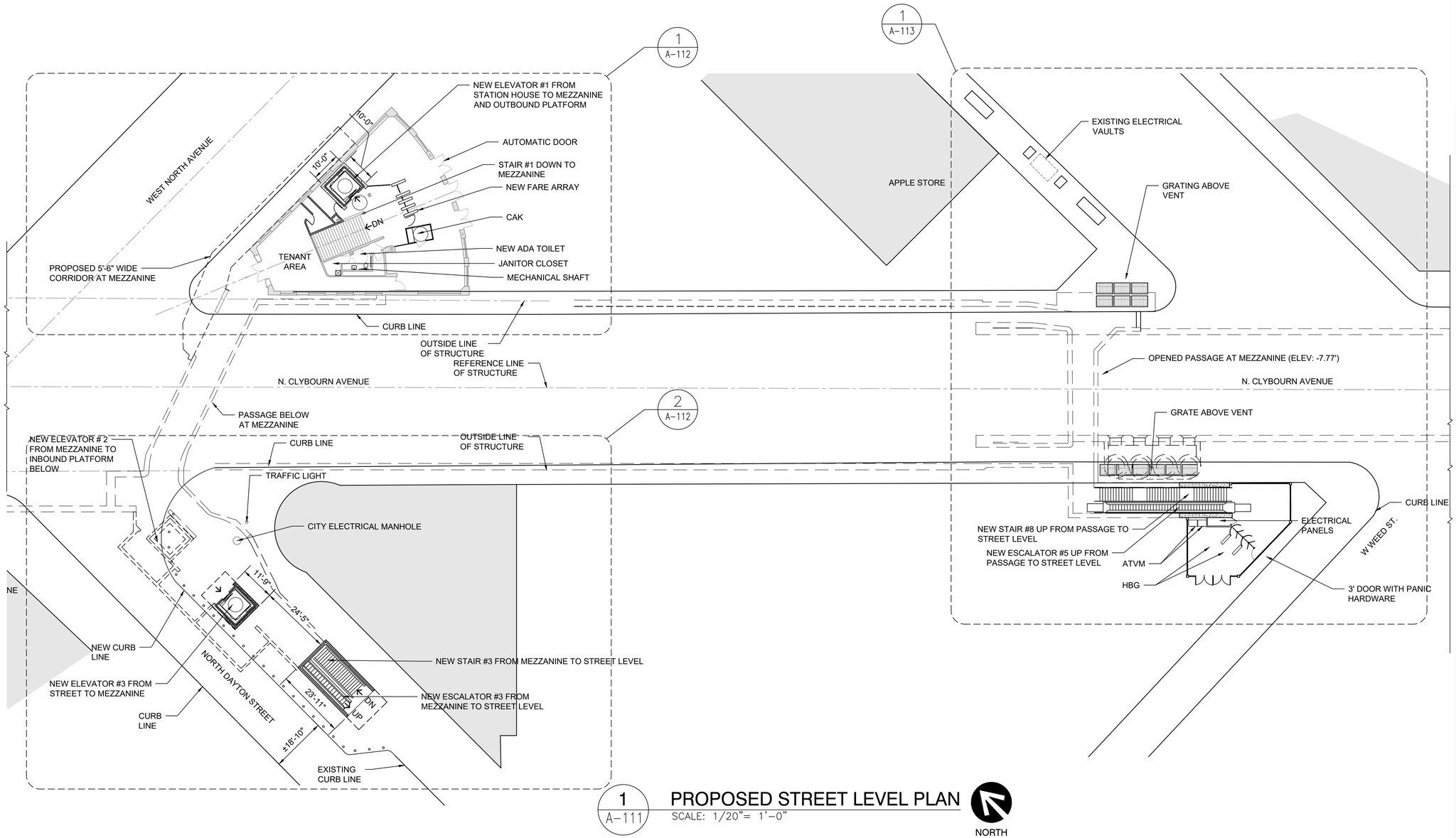
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

PLATFORM LEVEL DEMOLITION PLAN

A-110



1 A-111 PROPOSED STREET LEVEL PLAN

SCALE: 1/20"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

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RESERVED FOR POSSIBLE APPROVAL STAMPS

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NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

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PROJECT NO	2015-0027.XX
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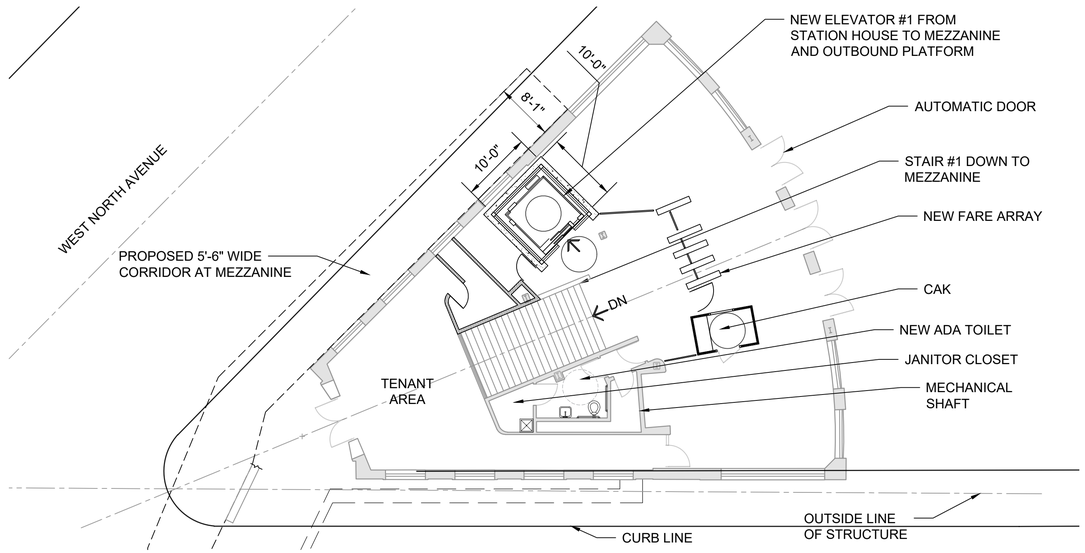
MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

PROPOSED STREET LEVEL PLAN

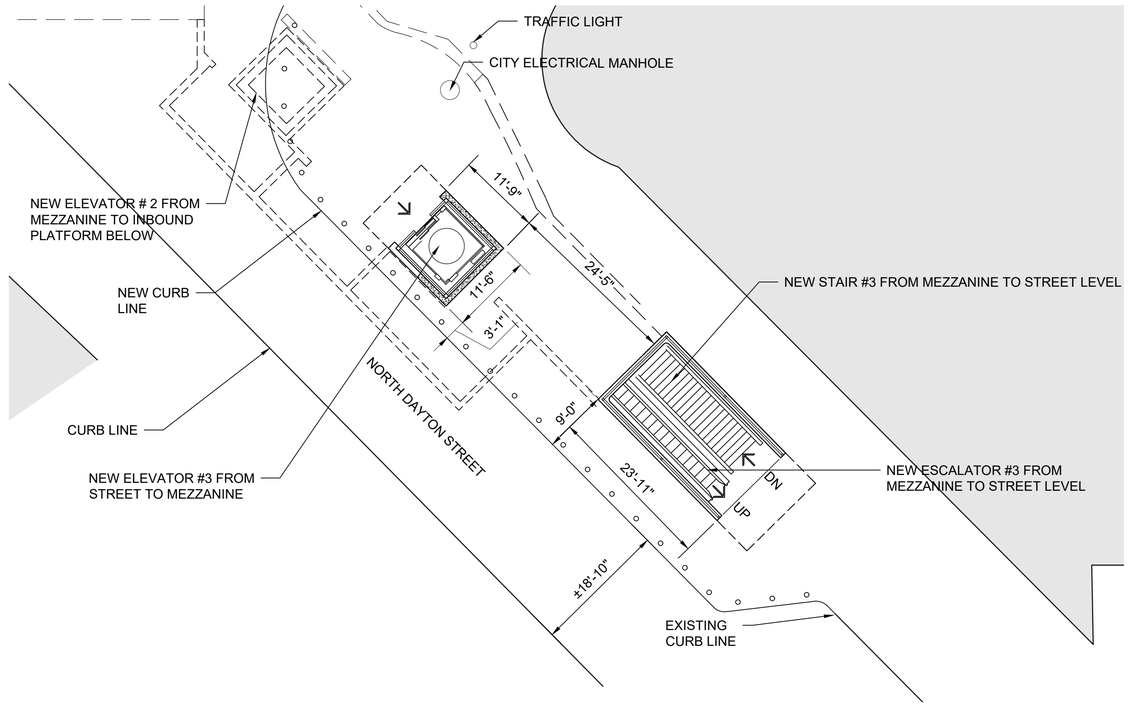
A-111



1 / A-112 PROPOSED STREET LEVEL PLAN AT NORTH/CLYBOURN AVE.

SCALE: 3/32"= 1'-0"

NORTH



2 / A-112 PROPOSED STREET LEVEL PLAN AT NORTH/DAYTON STREET

SCALE: 3/32"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA
RESERVED FOR CDB APPROVAL STAMPS
NOT FOR CONSTRUCTION

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NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

IN CHARGE	
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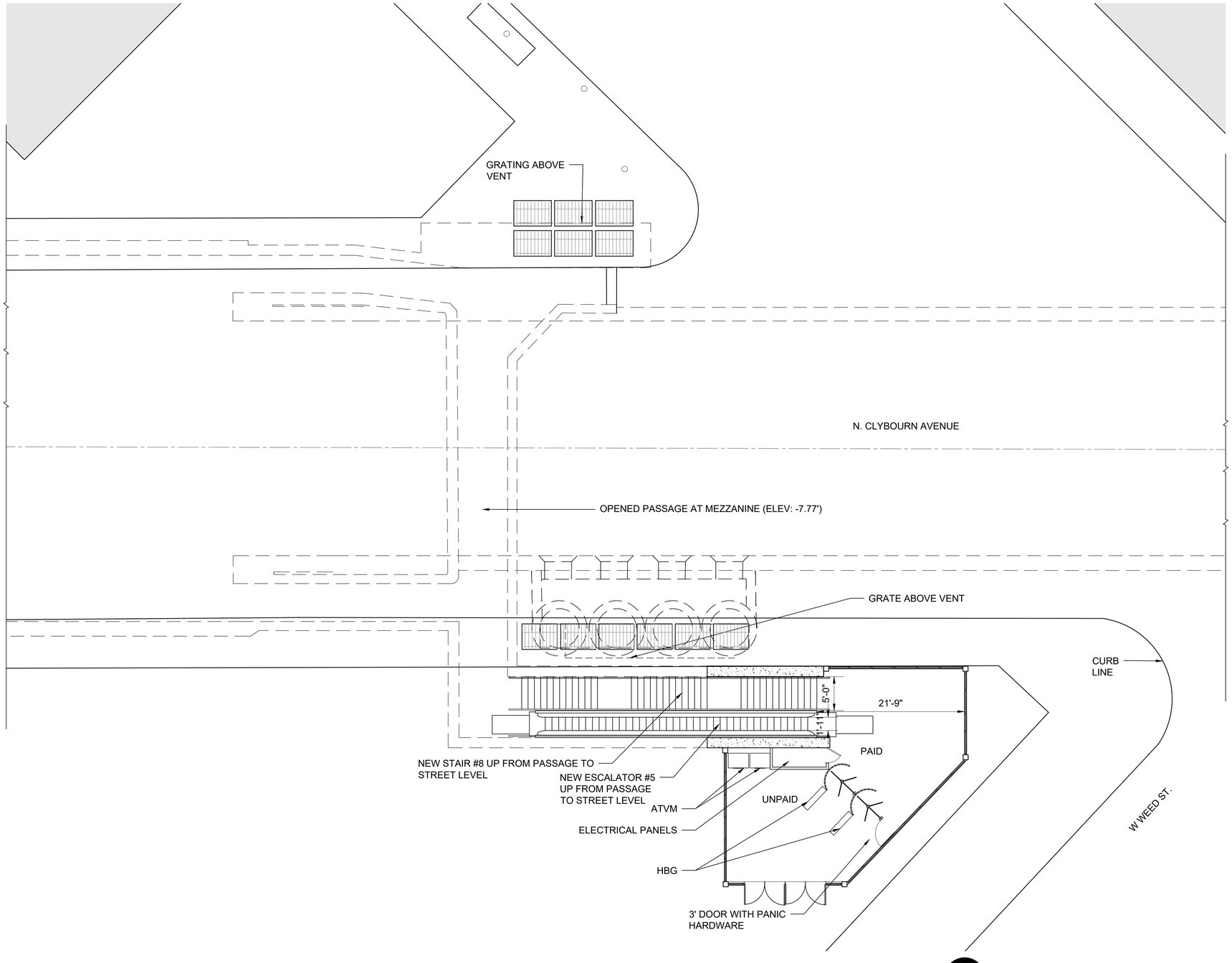
PROJECT NO	2015-0027.XX
FILE NAME	

1	06/12/2024	DESIGN OPTION
MARK	DATE	DESCRIPTION

LOCATION IDENTIFIER:

PROPOSED STREET LEVEL PLAN

A-112



1 / A-113 PROPOSED STREET LEVEL PLAN AT HALSTED/CLYBOURN AVE.

SCALE: 1/8"= 1'-0"

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA

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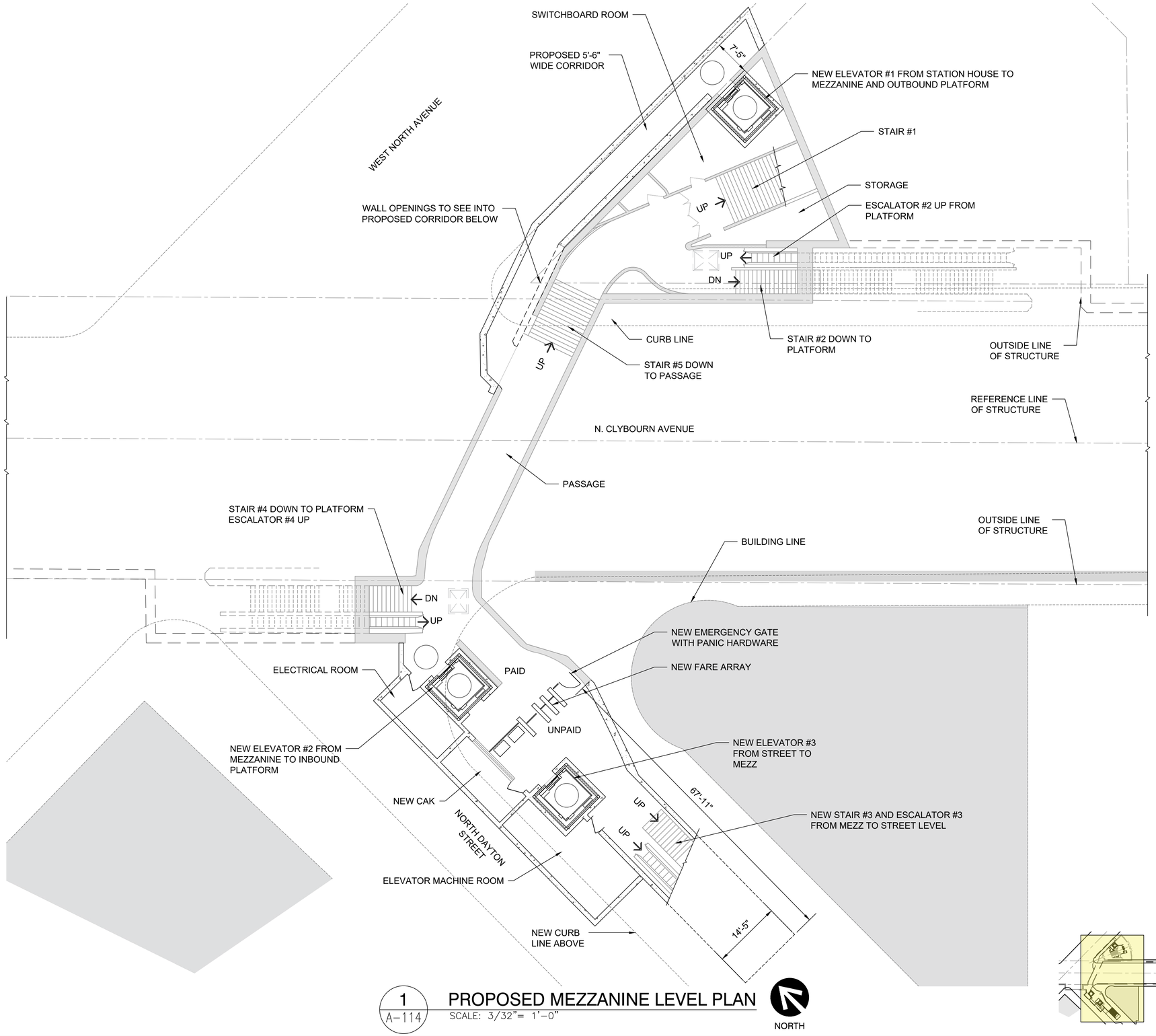
FILE NAME	

MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

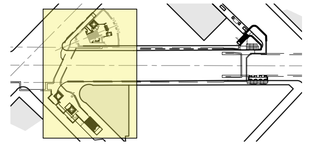
PROPOSED STREET LEVEL PLAN

A-113



1 / A-114 PROPOSED MEZZANINE LEVEL PLAN

SCALE: 3/32"= 1'-0"



DO NOT USE THIS AREA

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CHECKED BY	
DESIGNED BY	
DRAWN BY	
PROJECT NO	2015-0027.XX
FILE NAME	

MARK	DATE	DESCRIPTION
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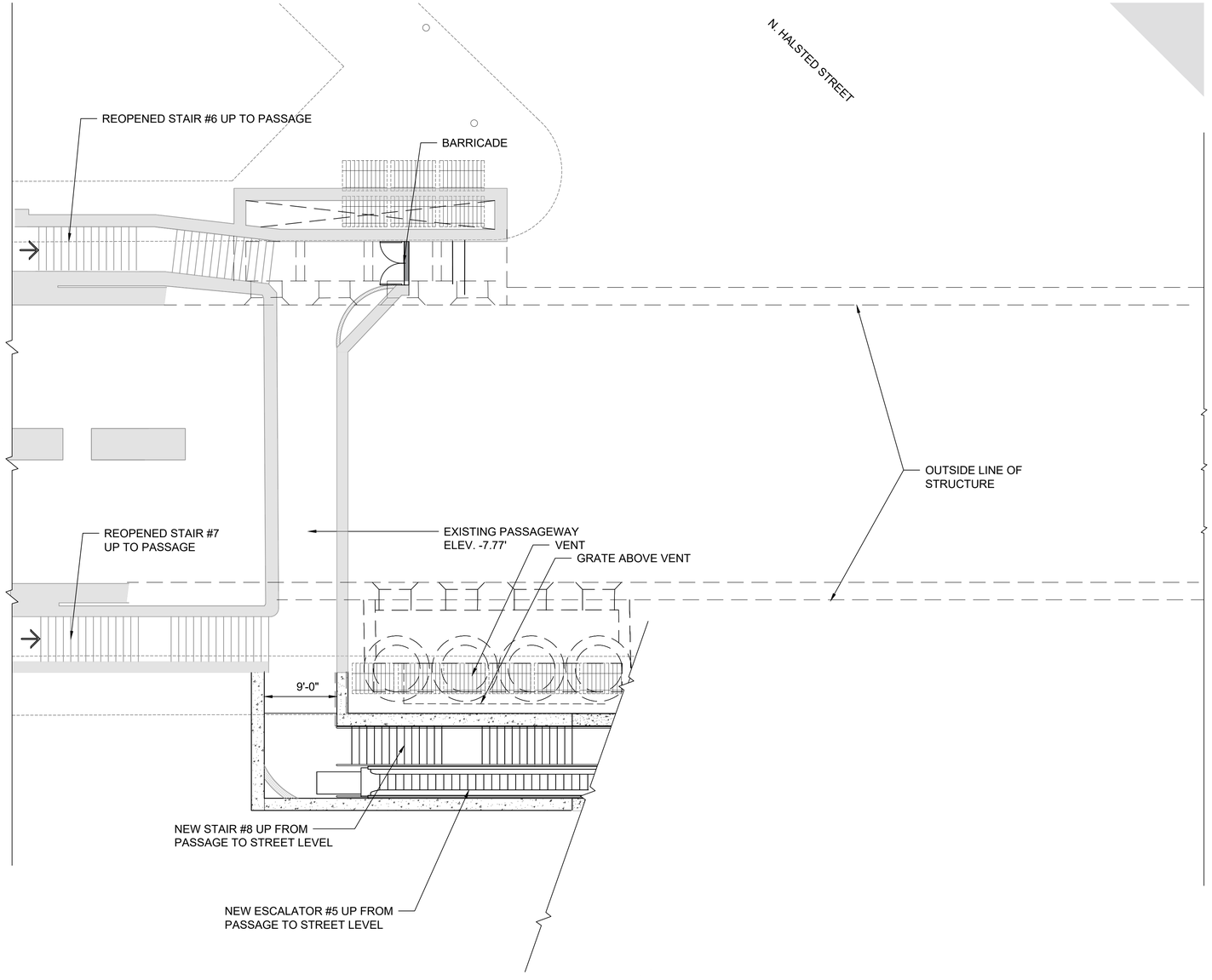
LOCATION IDENTIFIER:

PROPOSED MEZZANINE LEVEL PLAN

A-114

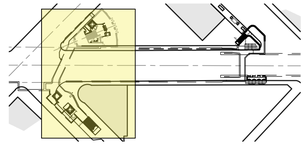
PLOTTED ON 2024/06/12



1 / A-115 PROPOSED MEZZANINE LEVEL PLAN

SCALE: 1/8"= 1'-0"

NORTH



DO NOT USE THIS AREA RESERVED FOR CTA APPROVAL STAMPS

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CHICAGO, IL 60622

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PROJECT NO	2015-0027.XX
FILE NAME	

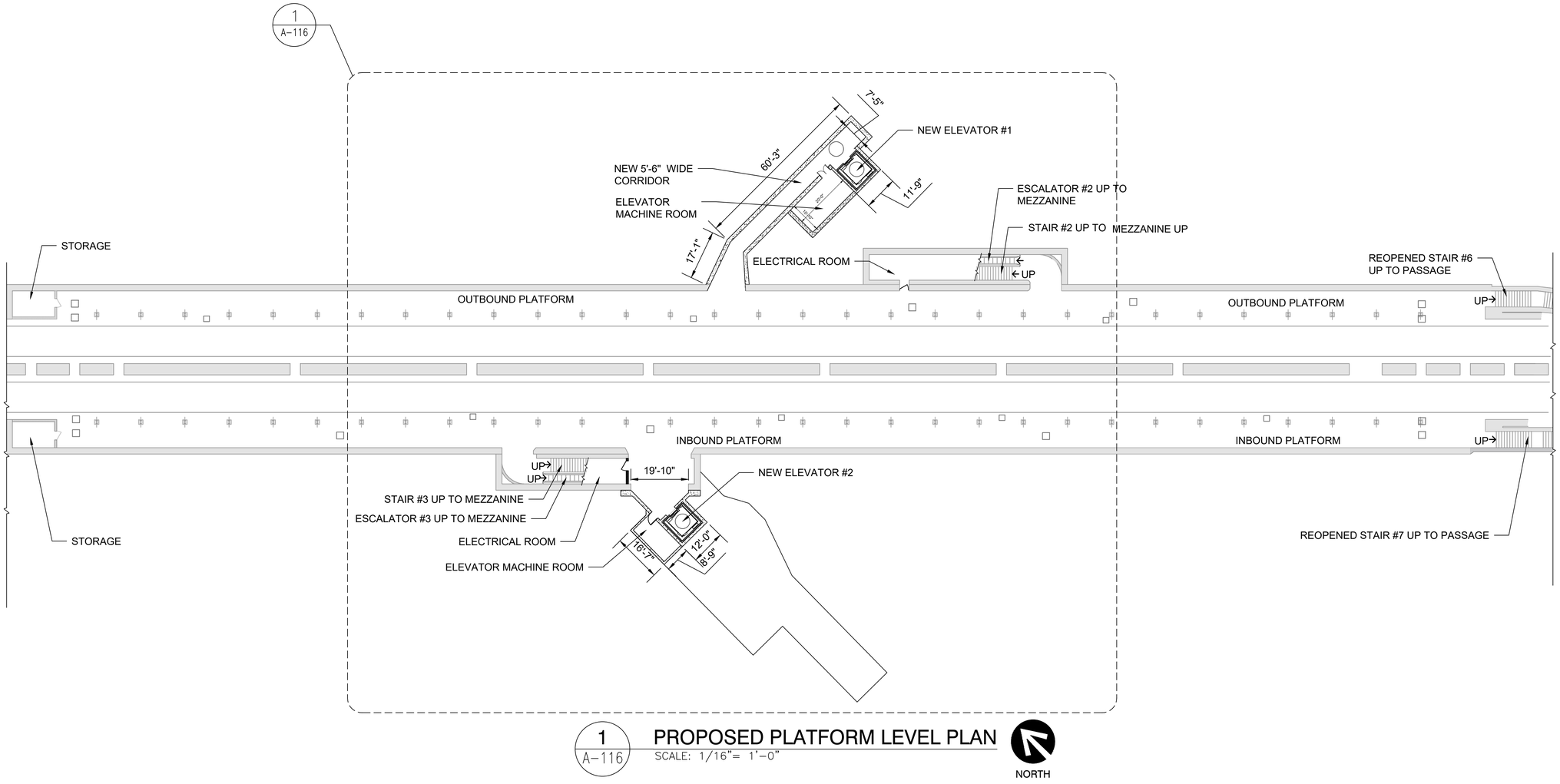
MARK	DATE	DESCRIPTION
1	06/12/2024	DESIGN OPTION

LOCATION IDENTIFIER:

PROPOSED MEZZANINE LEVEL PLAN

A-115

PLOTTED ON 2024/06/12



1 A-116 **PROPOSED PLATFORM LEVEL PLAN**

SCALE: 1/16"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

DO NOT USE THIS AREA
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CHICAGO TRANSIT AUTHORITY
ENGINEERING

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ASAP
NORTH/CLYBOURN RED LINE STATION
1599 N. CLYBOURN AVE.
CHICAGO, IL 60622

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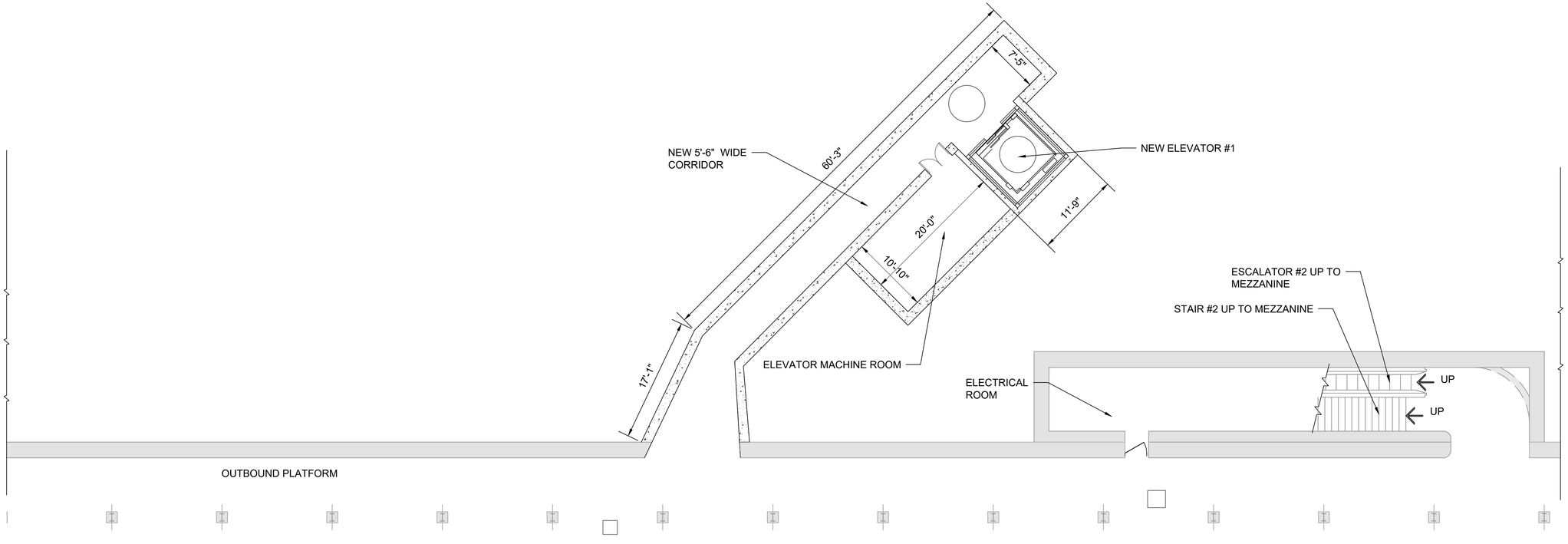
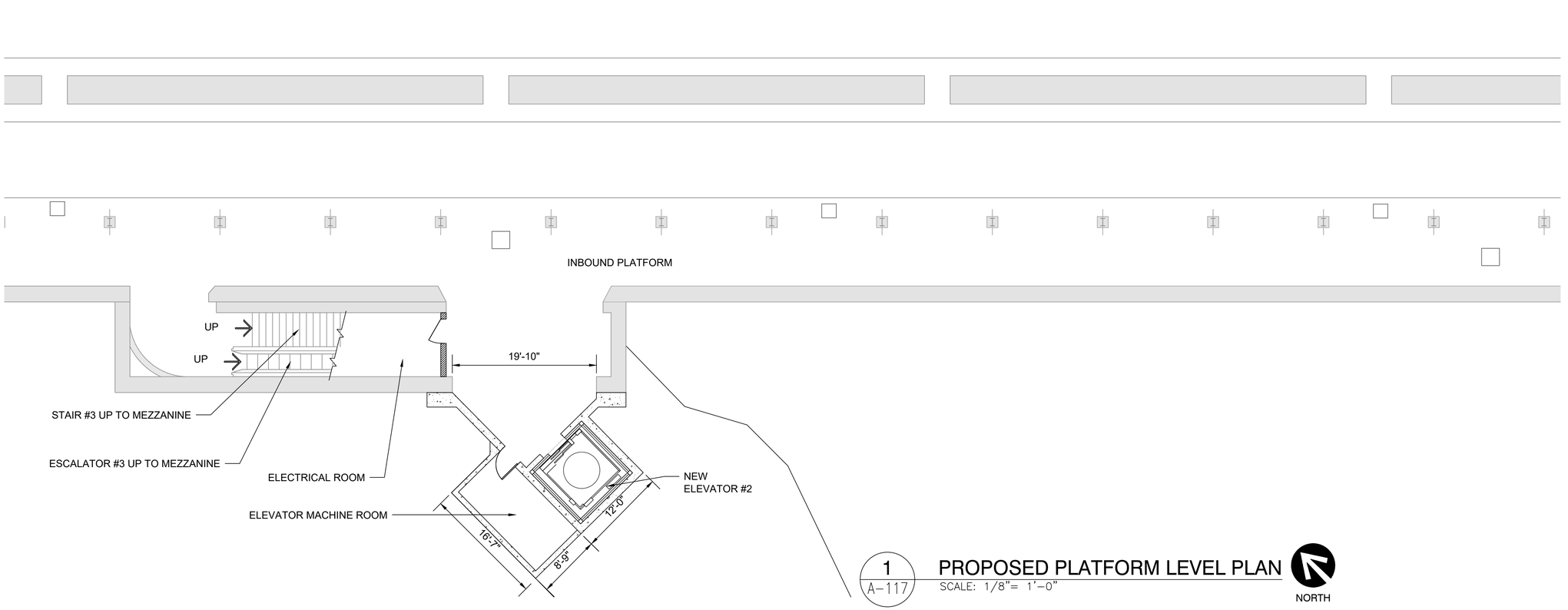
PROPOSED PLATFORM LEVEL PLAN

A-116





1 / A-117 PROPOSED PLATFORM LEVEL PLAN
SCALE: 1/8"= 1'-0"

NORTH

PLOTTED ON 2024/06/12

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PROPOSED PLATFORM LEVEL PLAN

A-117