



Chicago Transit Authority - Strategic Planning
 Blue Line Forest Park Branch Feasibility / Vision Study

Existing Conditions Assessment Report Kedzie-Homan Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

Table of Contents

Station Location and Approaches

- Narrative description of the station location
- Aerial of area surrounding station
- Diagram of major approaches to the station including bus connection points
- Diagram of adjacent intersections, pedestrian and traffic flow
- Representative photos of station area

Station Access

- Narrative description of station houses and identification of entry and exit points
- Representative photos of station entry and exit points

Station Accessibility

- Narrative description of ADA compliance issues
- Representative photos of station conditions

Station Egress

- Narrative description of code compliance and egress issues
- Representative photos of station conditions

Station Material and Components Conditions

- Narrative description of maintenance issues
- Representative photos of station conditions

APPENDIX

Station Conditions Assessment Ranking

Recommended Short Term Maintenance Items

CTA Station Inventory with condition assessment input

Station Location and Approaches

The Kedzie-Homan Station is located between Kedzie Avenue and Homan Avenue between the west bound and east bound lanes of the Dwight Eisenhower I-290 Expressway.

The Kedzie-Homan Station can be entered from two locations. The Kedzie stationhouse entry is located on the west side of the Kedzie Avenue overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the west side of Kedzie Avenue. From the south one must cross Kedzie Avenue at the crosswalk at Harrison Street. The approach from the north is also along an inclined sidewalk along the west side of Kedzie Avenue. From the north one must cross Kedzie Avenue at the crosswalk at Congress Parkway.

CTA Bus 52 connections are available in front of the Kedzie Stationhouse for the southbound bus. For the northbound bus, one must walk south to Harrison Street and crossover to the east side of Kedzie Avenue. CTA Bus 7 westbound connection is available at the northwest corner of Kedzie Avenue and Congress Parkway just north of the Kedzie Stationhouse. CTA Bus 7 eastbound connection is available at the southeast corner of Kedzie Avenue and Harrison Street just south of the Kedzie Stationhouse.

The Homan Avenue stationhouse entry is located on the east side of the Homan Avenue overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the east side of Homan Avenue. From the south one must cross Homan Avenue at the crosswalk at Harrison Street. The approach from the north is also along an inclined sidewalk along the west side of Homan Avenue. From the north one must cross Homan Avenue at the crosswalk at Congress Parkway.

CTA Bus 82 connections are available in front of the Homan Stationhouse for the northbound bus. For the southbound bus, one must walk south to Harrison Street and crossover to the west side of Homan Avenue. CTA Bus 7 westbound connection is also available at the northwest corner of Homan Avenue and Congress Parkway just north of the Homan Stationhouse. CTA Bus 7 eastbound connection is available at the southwest corner of Homan Avenue and Harrison Street just south of the Homan Stationhouse.

Aerial view of station area, including bus connection points



Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow



Representative photos of station area

HOMAN AVENUE SOUTH

CONGRESS PARKWAY WEST

HOMAN AVENUE NORTH

CONGRESS PARKWAY EAST



HARRISON STREET EAST

HOMAN AVENUE SOUTH

HARRISON STREET WEST

HOMAN AVENUE NORTH



CONGRESS
PARKWAY
WEST

KEDZIE
AVENUE
NORTH

KEDZIE
AVENUE
SOUTH



KEDZIE
AVENUE
NORTH

HARRISON
STREET
EAST

KEDZIE
AVENUE
SOUTH

HARRISON
STREET
WEST



Station Access

The Kedzie-Homan Station can be entered from two locations. The Kedzie stationhouse entry is located on the west side of the Kedzie Avenue overpass. The station is identified with a newer sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is more legible from the nearest intersections, than those noted at the other stations. The station contains two fare array turnstiles, a ADA compliant fare gate, a keyed entry gate, a customer service kiosk, attendant's restroom, system maps and fare card equipment. The station had been recently renovated, with newer finishes, doors, kiosk and signage. The main station entry leads customers to an entry ramp to gain access to the train platform. The entry ramp is approximately 5 feet wide and 280 feet long with landings that appear to comply with ADA requirements.

A second entry, the Homan stationhouse, is located along the east side of the Homan Avenue overpass. This station is also identified with a newer sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is more legible from the nearest intersections, than those noted at the other stations. The station contains two fare array turnstiles, a ADA compliant fare gate, a keyed entry gate, a customer service kiosk, attendant's restroom, system maps and fare card equipment. The station had been recently renovated, with newer finishes, doors, kiosk and signage. The main station entry leads customers to an entry ramp to gain access to the train platform. The entry ramp is approximately 5 feet wide and 290 feet long with landings that appear to comply with ADA requirements.



View of stationhouse entry at Kedzie Avenue. Note newer doors, storefront and customer service kiosk positioned at front



View of stationhouse entry at Homan Avenue



View of stationhouse interior at Kedzie Avenue



View of stationhouse interior at Homan Avenue



View of stationhouse interior at Kedzie Avenue



View of stationhouse interior at Homan Avenue



View of entry ramp at
Kedzie Avenue
stationhouse



View of entry ramp at
Homan Avenue
stationhouse

Station Accessibility

Kedzie-Homan Station is currently accessible. It appears that a recent renovation was completed to make these stationhouse doors, fare array and ramps compliant with City of Chicago Accessibility Codes and the ADA. Sidewalk repairs and ADA compliant curb ramps need to be added at some of the adjacent intersections to make the approach to the station fully compliant.

At the platform level, some elements are impeding the width required for an ADA compliant platform. The platform is approximately 12 feet wide, however an older station attendant box element is reducing the clear passable width to less than 5 feet in some areas. Because the 2 foot wide detectable warning strip cannot be counted as accessible clearance, the remaining walking surface is less than 3 feet. This impeding element would need to be relocated or removed – or the platform widened to accommodate these elements in addition to the necessary clearances - to gain the required clearance for accessibility.



View of non-compliant curb ramp at Kedzie Avenue on approach to station. Note that the pedestrian crosswalk is not well identified with striping.



View of sidewalk along Kedzie Avenue on approach to station. Note cracked concrete sidewalk that should be repaired.



View of newer compliant entry doors at Kedzie Avenue Stationhouse



View of ADA compliant ramp from platform to station house



View of non-compliant platform with impeding elements

Station Egress

Kedzie-Homan station appears to meet the current Chicago Building Code requirements for platform egress. The platform has two exit points, one at either end of the platform. The east end of the platform exits to the ramp approximately 5 feet wide, and the west end exits to the ramp approximately 5 feet wide. The distance between these exits is approximately 600 feet. These two exits seem to be sufficient to meet current Chicago code. However, it is likely that the width of these two exit components would not meet the requirements of NFPA 130. A complete code analysis should be performed as part of future station designs to confirm compliance.



View of exit ramp at west end of platform



View of exit ramp at east end of platform

Station Material and Components Conditions

The Kedzie-Homan Station is in fair condition. The stationhouses have been recently updated and made ADA compliant, however some elements are still needing work. While the platform surface and canopy are in serviceable condition, many of the elements are aged and in a state of disrepair. The underside of the canopy and structure has peeling paint and visible corrosion. The wind break enclosure at the ramp has extensive corrosion and the plastic panels have been badly scratched. The brick walls of the station house have places of cracked masonry and evident spalling at the concrete base.



View of corrosion and rusting at posts of handrails on ramps. Note peeling paint on railings, and aged plastic panels on windbreaks.



View of peeling paint and rusting conduit at platform canopy structure



View of corroded surfaces and aged plastic panels of wind break enclosure at ramp



View of corrosion and peeling paint at underside of platform canopy



View of spalling concrete at base of Kedzie Stationhouse walls, rusting and loose concrete is evident.

Station Condition Assessment Ranking – Kedzie-Homan Station

	Good	4	Fair	3	2	Poor
	5					1
Station Planning						
Accessibility		4				
Aesthetics			3			
Bird Control			3			
Circulation & Capacity			3			
Clearances & Dimensions				2		
Configuration & Adjacencies			3			
Context			3			
Customer Comfort & Convenience			3			
Illumination			3			
Maintenance		4				
Materials & Finishes			3			
Noise Control						1
Resource Conservation						1
Safety & Security		4				
Site Development			3			
Systems Coordination			3			
Wayfinding			3			
Weather Protection & Climate Control						1
Station Components						
Standard Building Surfaces			3			
Key Station Elements			3			
Station Identity			3			

Recommended Short Term Maintenance Items - Kedzie-Homan Station

Station Surroundings

- Repair sidewalks and curb ramps at intersections on approach to station.
- Repair cracks and broken portions of sidewalks along Kedzie and Homan Avenues.
- Provide crosswalk painting at all adjacent intersections.

Kedzie Stationhouse

- Inspect the expansion joint between stationhouse structure and bridge structure.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.

Homan Stationhouse

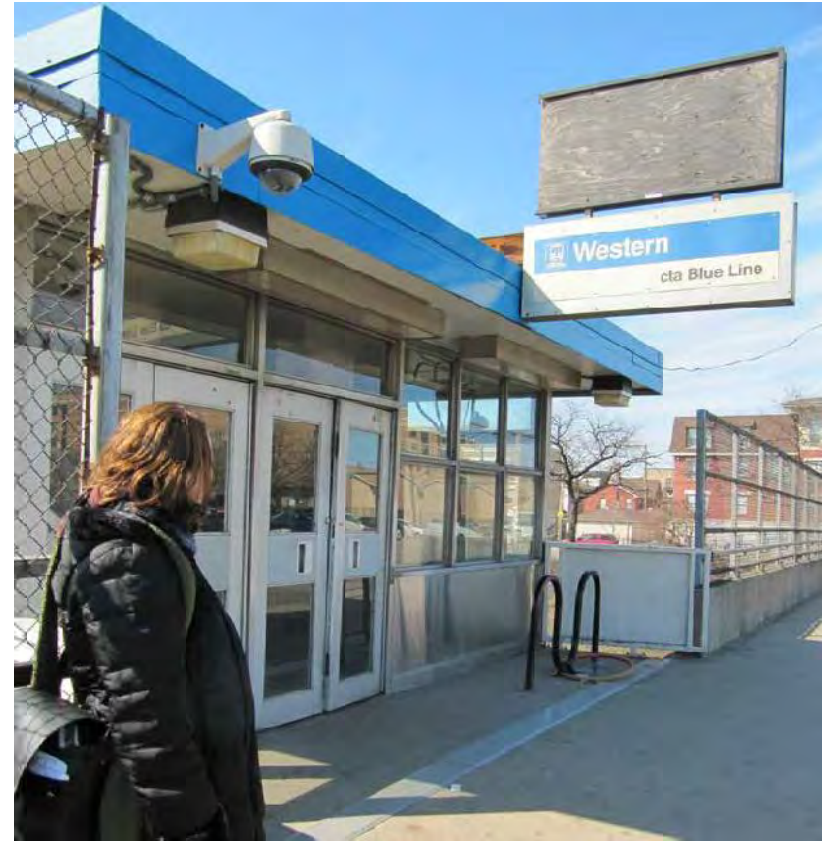
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.

Vertical Circulation

- Replace scratched and aged plastic glazing at ramp windbreak walls with clear glass and perforated panels.
- Replace aged painted railing with stainless steel railing

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy, including all exposed conduits. Replace elements that are rusted beyond useful life.
- Remove or relocate box elements to widen the passing areas on the platforms.
- Replace or repaint signs that are scratched or have graffiti.



Chicago Transit Authority - Strategic Planning
 Blue Line Forest Park Branch Feasibility / Vision Study

Existing Conditions Assessment Report Western Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

Table of Contents

Station Location and Approaches

- Narrative description of the station location
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Station Accessibility

- Narrative description of ADA compliance issues
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Station Egress

- Narrative description of code compliance and egress issues
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Recommended Short Term Maintenance Items

CTA Station Inventory with condition assessment input

Station Location and Approaches

The Western Station is located between Western Avenue and a pedestrian bridge that aligns with Maplewood Avenue between the west bound and east bound lanes of the Dwight Eisenhower I-290 Expressway.

The Western Station can be entered from only one location. The station entry is located on the west side of the Western Avenue overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the west side of Western Avenue. From the south one must cross Western Avenue at the crosswalk at Congress Parkway. The approach from the north is also along an inclined sidewalk along the west side of Western Avenue. From the north, one must cross Western Avenue at the crosswalk at Van Buren Street.

CTA Bus 49 connections are available in front of the Western Stationhouse for the southbound bus. For the northbound bus, one must walk north to Van Buren Street and crossover to the east side of Western Avenue.

Aerial view of station area, including bus connection points

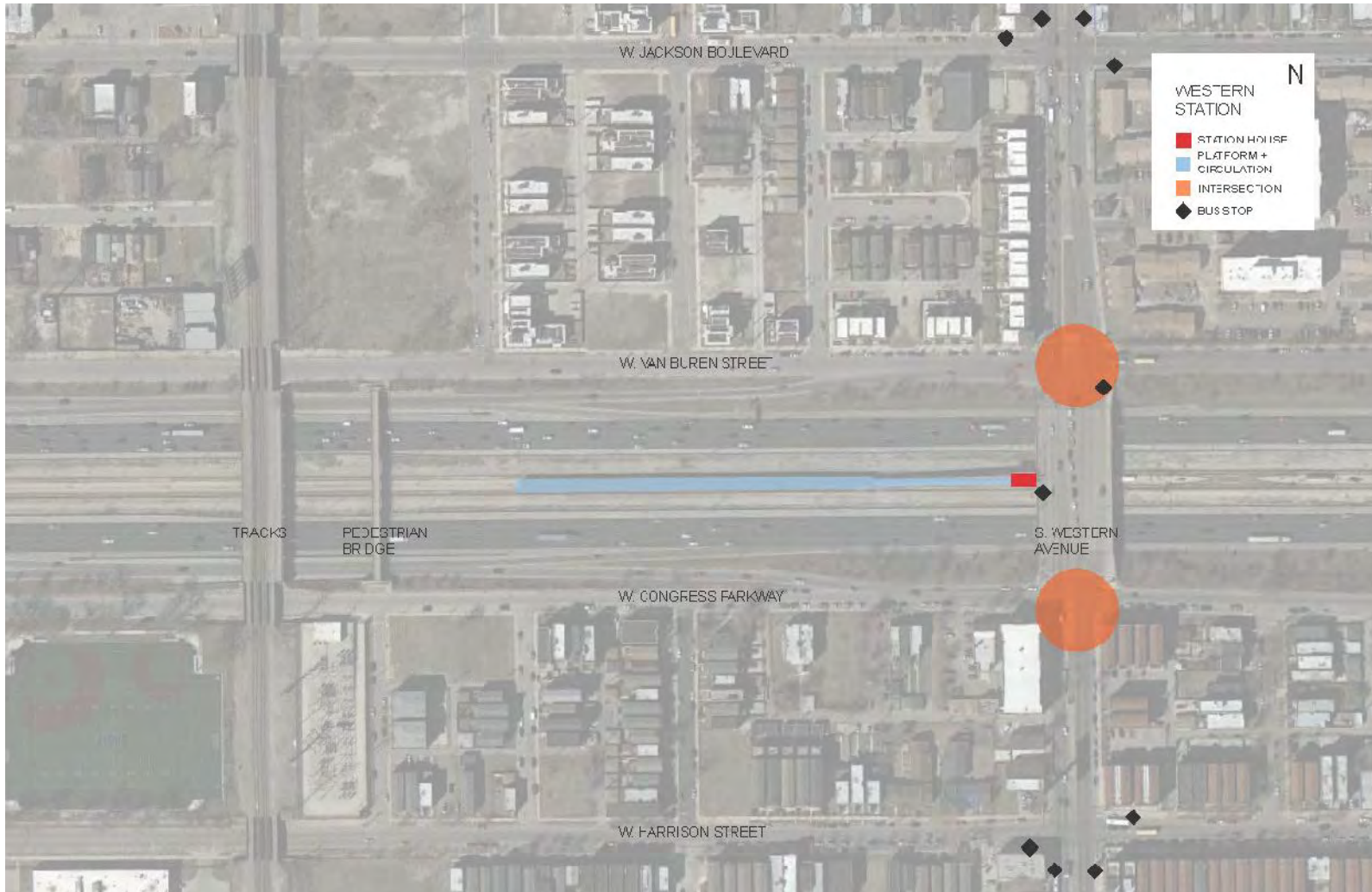


Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow



Representative photos of station area

CONGRESS
PARKWAY
EAST

WESTERN
AVENUE
SOUTH

CONGRESS
PARKWAY
WEST

WESTERN
AVENUE
NORTH



VAN BUREN
STREET
WEST

WESTERN
AVENUE
NORTH

VAN BUREN
STREET
EAST

WESTERN
AVENUE
SOUTH



Station Access

The Western Station can only be entered from one location. The main station entry is located on the west side of the Western Avenue overpass, centered in the middle of the 290 expressway lanes. The station is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment. The station did not have any apparent recent renovations. The main station entry leads customers to an entry ramp to gain access to the train platform. The entry ramp is approximately 5 feet wide and 250 feet long with no landings.



View of main station entry at Western Avenue



View of main station interior at Western Avenue



View of main station interior at Western Avenue



View of main station entry ramp at Western Avenue



View of western end of platform at Western Avenue Station

Station Accessibility

Western Station is not currently accessible. There are many deficiencies within the station as well as the approaches to the station that would need improvement in order to make the station ADA compliant. The current sidewalks along Western to approach the station need repairs to meet the accessibility requirements. ADA Compliant crosswalks and curb ramps would also need to be added at some of the adjacent intersections.

The station entry doors, fare array, vertical circulation and platform would all need to be improved in order to make this station compliant.



View of non-compliant curb ramp at Western Avenue and Congress intersection on approach to station. Note that the road within the crosswalk is also in need of repair



View of sidewalk along Western Avenue on approach to station



View of crosswalk at Van Buren Street and Western Avenue intersection. Note crosswalk is not clearly marked, but compliant curb ramps have been installed on the north side of the street.



View of non-compliant doors at station house



View of non-compliant ramp with no landings

Station Egress

Western station does not appear to meet the current Chicago Building Code requirements for platform egress. The platform has only one exit point, at the east end of the platform. The west end of the platform has no exit, creating a 600 foot long dead-end platform. This arrangement of exits does not comply with current Chicago Building Code and should be addressed immediately. It also appears that this could cause security issues at the end of the platform. It is also likely that the width of the remaining exit ramp would not meet the requirements of NFPA 130. A complete code analysis should be performed as part of future station designs to confirm compliance.

Beyond the western end of the platform about 250 feet to the west, there is a pedestrian bridge crossing the I-290 Expressway. It appears feasible that a second exit route could be added to the west end of the platform that would allow entry and egress from the pedestrian bridge.



View of exit ramp at east end of platform



View of west end of platform. Note pedestrian bridge in the distance is visible.

Station Material and Components Conditions

The Western Station is in fair to poor condition. While the platform surface and canopy are in serviceable condition, many of the station elements are aged and in a state of disrepair. The underside of the canopy and structure has peeling paint and visible corrosion in a few areas. The walking surface of the concrete ramp has been patched and is uneven in several areas. The wind break enclosure at the ramp has extensive corrosion and the plastic panels are aged and have been badly scratched. The existing metal trim and fascia panels of the roof edge are unfinished. The brick walls of the station house have places of cracked masonry and evident spalling at the concrete base.



View of peeling paint and rusting conduit at platform canopy structure



View of broken uneven patches at ramp surface



View of corrosion and aged plastic panels of wind break enclosure at ramp



View of station identifier sign and unused advertising panel.



View of stationhouse exterior showing spalling at concrete at base of the wall

Station Condition Assessment Ranking - Western Station

	Good	4	Fair	2	Poor
	5		3		1
Station Planning					
Accessibility					1
Aesthetics					1
Bird Control			3		
Circulation & Capacity			3		
Clearances & Dimensions					1
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance			3		
Materials & Finishes				2	
Noise Control					1
Resource Conservation					1
Safety & Security					1
Site Development					1
Systems Coordination			3		
Wayfinding					1
Weather Protection & Climate Control					1
Station Components					
Standard Building Surfaces			3		
Key Station Elements					1
Station Identity					1

Recommended Short Term Maintenance Items - Western Station

Station Surroundings

- Provide curb ramps and road and sidewalk repairs at pedestrian crossings Congress intersection.
- Provide crosswalk stripping and repairs at pedestrian crossings Van Buren intersection.
- Repair cracks and uneven surfaces in sidewalks along Western Avenue.
- Repair sidewalks and curb ramps at intersections on approach to station.

Western Stationhouse

- Replace the stationhouse signage with a larger, more legible sign.
- Remove the unused advertising panel above the stationhouse sign
- Clean the storefront and entry doors inside and out.
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Inspect masonry and provide necessary repairs where bricks are cracking or spalling is evident.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.

Vertical Circulation

- Replace existing ramps with ADA compliant ramps or with elevators and stairs.

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy, including all exposed conduits. Replace elements that are rusted beyond useful life.
- Replace or repaint signs that are scratched or have graffiti.



Chicago Transit Authority - Strategic Planning
 Blue Line Forest Park Branch Feasibility / Vision Study

Existing Conditions Assessment Report
Illinois Medical District Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

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Station Conditions Assessment Ranking

Recommended Short Term Maintenance Items

CTA Station Inventory with condition assessment input

Station Location and Approaches

The Illinois Medical District Station is located between Damen Avenue and Paulina Street, beneath the Ogden Avenue overpass and between the west bound and east bound lanes of the Dwight Eisenhower I-290 Expressway.

The Illinois Medical District Station can be entered from three locations. The Damen stationhouse entry is located on the east side of the Damen Avenue overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the east side of Damen Avenue. From the south one must cross Damen Avenue at the crosswalk at Congress Parkway. The approach from the north is also along an inclined sidewalk along the east side of Damen Avenue. From the north one must cross Damen Avenue at the crosswalk at Van Buren Street.

CTA Bus 50 connections are available in front of the Damen Stationhouse for the northbound bus. For the southbound bus, one must walk south to Congress Parkway and crossover to the west side of Damen Avenue. CTA Bus126 westbound connection is available at the northeast corner of Damen Avenue and Van Buren Street just north of the Damen Stationhouse.

The second entry is the Ogden stationhouse located on the east side of the Ogden Avenue overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the east side of Ogden Avenue. From the south one must cross Ogden Avenue at the crosswalk at Congress Parkway. The approach from the north is also along an inclined sidewalk along the east side of Ogden Avenue. From the north one must cross Ogden Avenue at the crosswalk at Van Buren Street.

CTA Bus126 westbound connection is available at the northeast corner of Ogden Avenue and Van Buren Street just north of the Ogden Stationhouse.

The third entry is the Paulina stationhouse located on the west side of the Paulina Street overpass. The approach from the south is along an inclined sidewalk approximately 18 feet wide along the west side of Paulina Avenue. From the south one must cross Paulina Avenue at the crosswalk at Congress Parkway. The approach from the north is also along an inclined sidewalk along the west side of Paulina Avenue. From the north one must cross Paulina Avenue at the crosswalk at Van Buren Street.

CTA Bus126 westbound connection is available at the northwest corner of Paulina Street and Van Buren Street just north of the Paulina Stationhouse.

Chicago's bicycle sharing program, Divvy, will have a station with 15 docks located at Ogden Avenue and Congress Parkway.

Aerial view of station area, including bus connection points

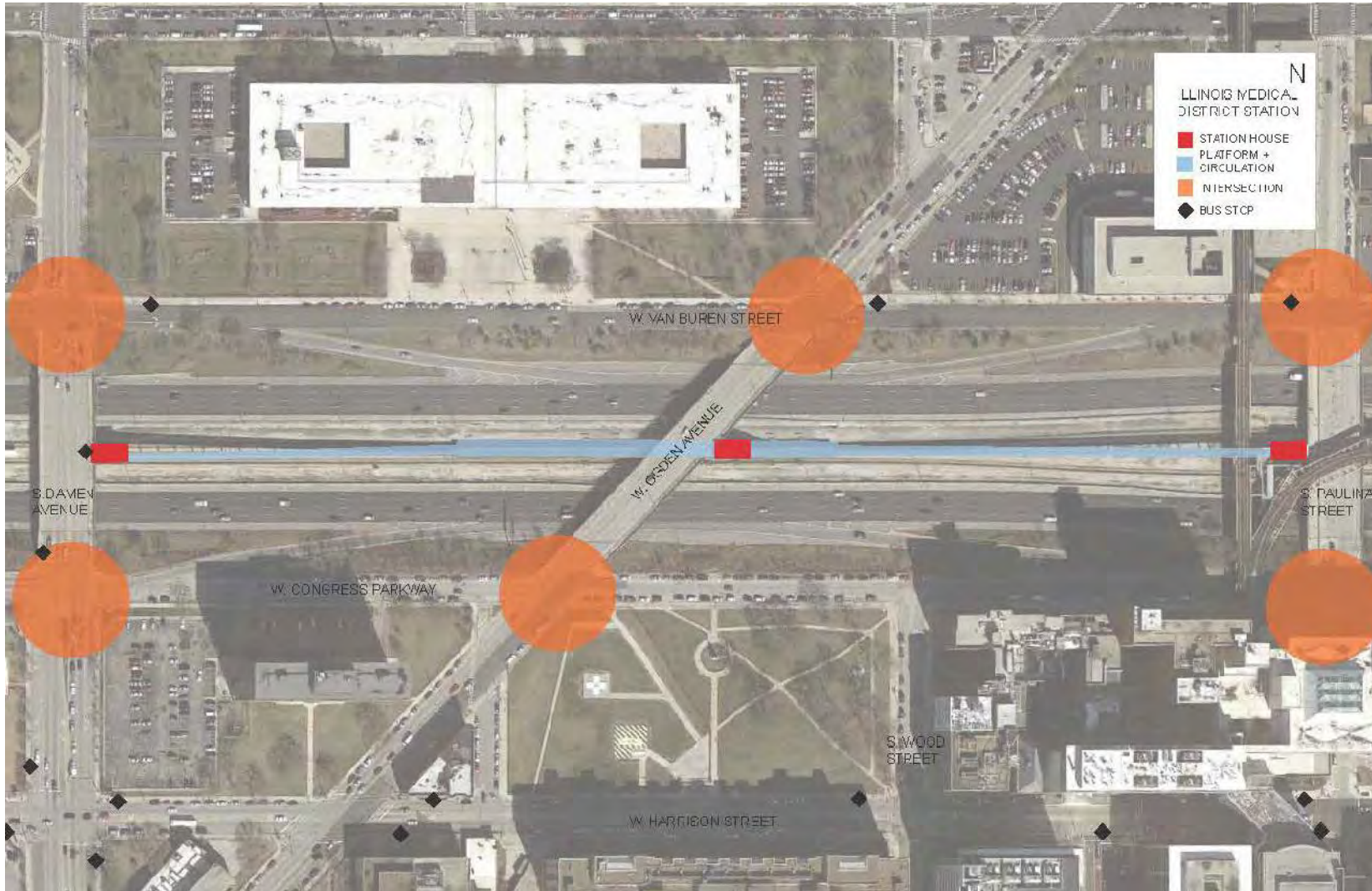


Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow





Representative photos of station area

VAN BUREN
STREET
WEST

DAMEN
AVENUE
NORTH

VAN BUREN
STREET
EAST



CONGRESS
PARKWAY
EAST

DAMEN
AVENUE
SOUTH

CONGRESS
PARKWAY
WEST

DAMEN
AVENUE
NORTH



VAN BUREN
STREET
WEST



OGDEN
AVENUE
NORTH



VAN BUREN
STREET
EAST



OGDEN
AVENUE
SOUTH



CONGRESS
PARKWAY
WEST



OGDEN
AVENUE
NORTH



CONGRESS
PARKWAY
EAST



OGDEN
AVENUE
SOUTH



VAN BUREN STREET WEST

PAULINA STREET NORTH

VAN BUREN STREET EAST

PAULINA STREET SOUTH



CONGRESS PARKWAY EAST

CONGRESS PARKWAY WEST

PAULINA STREET NORTH



Station Access

The Illinois Medical District Station can be entered from three locations. A secondary station entry is located on the east side of the Damen Avenue overpass, centered in the middle of the 290 expressway lanes. The Damen stationhouse is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, an ADA compliant fare gate, a keyed entry gate, a customer service kiosk, attendant's restroom, system maps and fare card equipment. The station had been recently renovated, with newer finishes, doors, kiosk and signage. The Damen station entry leads customers to an entry ramp to gain access to the train platform. The entry ramp is approximately 5 feet wide and 520 feet long with landings that appear to comply with ADA requirements.

The main station entry is located on the east side of the Ogden Avenue overpass, centered in the middle of the I-290 expressway lanes. The Ogden stationhouse is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, a keyed entry gate, a customer service kiosk, attendant's restroom, system maps and fare card equipment. The station did not appear to have any recent renovations. The Ogden stationhouse is not accessible. The entry leads customers to an entry stair to gain access to the train platform. The entry stair is approximately 5 feet wide.

A third entry is located on the west side of the Paulina Street overpass, centered in the middle of the I-290 expressway lanes. The Paulina stationhouse is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two roto-gate fare array turnstiles and a keyed entry gate. The station appeared to have a recent renovation with newer finishes. The Paulina stationhouse is not accessible. The entry leads customers to an entry ramp to gain access to the train platform. The entry ramp is approximately 5 feet wide and 600 feet long with no landings.

The Illinois Medical District Station may be able to be improved in the near future using available TIF District funding.



View of main station entry at Damen Avenue



View of main station entry at Damen Avenue



View of main station interior at Damen Avenue



View of stationhouse entry at Ogden Avenue



View of main station interior at Harlem Avenue



View of stationhouse at Ogden Avenue



View of station entry stairs at Ogden Avenue stationhouse



View of stationhouse entry at Paulina Street



View of stationhouse entry at Paulina Street

Station Accessibility

Illinois Medical District Station is currently accessible. It appears that a recent renovation was completed to make the Damen stationhouse doors, fare array and ramp compliant with City of Chicago Accessibility Codes and the ADA. Sidewalk and curb ramps are in good condition and have been made fully compliant at the adjacent intersections along Damen to make the approach to the station fully compliant.

The entries at Ogden and Paulina are not currently ADA accessible. The Ogden stationhouse is positioned directly over the platform, so it may be feasible to add an elevator in this stationhouse to make it accessible. The Paulina station house allows access to the platform via a ramp, it seems feasible to rebuild the surface of this ramp to allow for landings, similar to what was done at the Damen stationhouse, to make the Paulina entrance also accessible.

At the platform level, some elements are impeding the width required for an ADA compliant platform. The platform is approximately 15 feet wide, however the stair that comes down from the Ogden entry reduces the clear passable width to less than 5 feet in some areas. Because the 2 foot wide detectable warning strip cannot be counted as accessible clearance, the remaining walking surface is less than 3 feet. This stair would need to be relocated or narrowed – or the platform widened to accommodate these elements in addition to the necessary clearances – to gain the required clearance for accessibility.



View of ADA compliant curb ramp at Damen Avenue on approach to station. Note that the pedestrian crosswalk is clearly identified with stripping



View of sidewalk along Damen Avenue on approach to Damen stationhouse.



View of crosswalk at approach to Ogden Stationhouse



View of non-compliant entry doors at Ogden Stationhouse



View of non-compliant entry at Paulina Stationhouse



View of non-compliant platform with impeding stair element

Station Egress

Illinois Medical District station appears to meet the current Chicago Building Code requirements for platform egress. The platform has three exit points, one at either end of the platform, and one exit stair located near the middle of the platform length. The west and east ends of the platform exits to ramps approximately 5 feet wide each. The distance between these exits is approximately 590 feet. A third exit stair is available to the east of the center of the platform, and is approximately 6 feet wide. These three exits seem to be sufficient to meet current Chicago code. It is also likely that the width of these three exit components would meet the requirements of NFPA 130. However, a complete code analysis should be performed as part of future station designs to confirm compliance.



View of exit ramp at west end of platform



View of exit stair at center portion of platform



View of exit ramp at east end of platform

Station Material and Components Conditions

The Illinois Medical District Station is in fair condition. While the platform surface and canopy are in serviceable condition, some of the station elements are aged and in a state of disrepair. The underside of the canopy and structure has been recently painted and there is little visible corrosion. The Damen stationhouse appeared to have been renovated, but some of the surfaces are already showing signs of deterioration and patching work. The walking surface of the concrete ramp is in good condition, however, the wind break enclosure at the ramp has extensive corrosion and some of the plastic panels have been badly scratched. The brick walls of the stationhouses have places of cracked or missing masonry and evident spalling at the concrete base.



View of corrosion and scratched wind break panels at ramp.



View of deterioration at the base of newer storefront at Damen stationhouse.



View of deterioration at the base of doors and storefront at Ogden stationhouse.



View of corrosion and deterioration at concrete base at Ogden stationhouse



View of corrosion and deterioration at concrete base at Ogden stationhouse

Station Condition Assessment Ranking – Illinois Medical District Station

	Good	Fair	Poor
	5	4	3
	2	1	
Station Planning			
Accessibility		4	
Aesthetics			1
Bird Control			3
Circulation & Capacity			3
Clearances & Dimensions			2
Configuration & Adjacencies			2
Context			1
Customer Comfort & Convenience			2
Illumination			3
Maintenance			3
Materials & Finishes			3
Noise Control			1
Resource Conservation			1
Safety & Security			3
Site Development			3
Systems Coordination			3
Wayfinding			2
Weather Protection & Climate Control			2
Station Components			
Standard Building Surfaces		4	
Key Station Elements			3
Station Identity			1

Recommended Short Term Maintenance Items – Illinois Medical District Station

Station Surroundings

- Provide crosswalk stripping curb ramps and pedestrian crossing signals at south side of Van Buren to allow crossing at Damen and Ogden Avenues.
- Provide crosswalk stripping curb ramps and pedestrian crossing signals at north side of Congress Parkway to allow crossing at Damen and Ogden Avenues.
- Repair sidewalks and curb ramps at intersections on approach to station.
- Provide crosswalk painting at all adjacent intersections.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Damen Stationhouse

- Replace the stationhouse signage with a larger, more legible sign.
- Clean the storefront and entry doors inside and out.
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Clean, prime and repaint the roof trim at edge and eave of stationhouse.
- Inspect masonry and provide necessary repairs where bricks are missing, cracking or spalling is evident.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.
- Inspect concrete at base of entry doors to determine cause of corrosion and provide necessary repairs.
- Replace lights on exterior eave above entry doors where lens are aged and yellowed.

Ogden Stationhouse

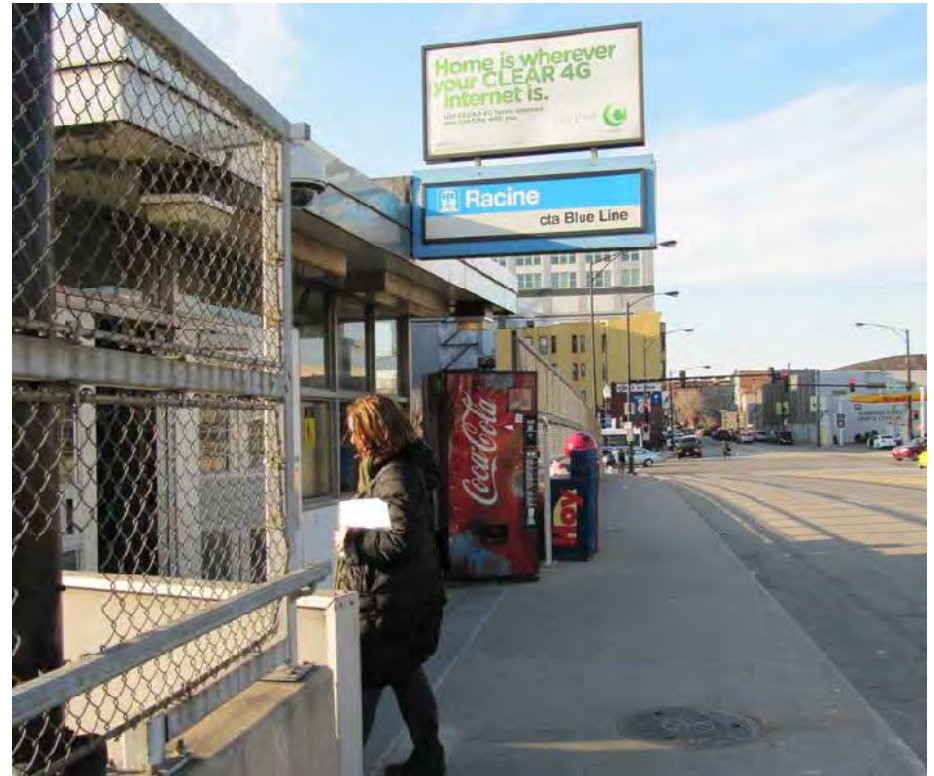
- Replace the stationhouse signage with a larger, more legible sign.
- Clean the stationhouse inside and out.
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Inspect masonry and provide necessary repairs where bricks are missing, cracking or spalling is evident.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.
- Inspect concrete at base of entry doors to determine cause of corrosion and provide necessary repairs.
- Replace lights on exterior eave above entry doors where lens are aged and yellowed.

Vertical Circulation

- Replace scratched and aged plastic glazing at stairs and both ramp windbreak walls with clear glass and perforated panels.
- Replace aged aluminum railing with stainless steel railing at ramp to Paulina stationhouse.
- Scrape, prime and repaint all stair structure and canopy over stairs.

Platform Elements

- Replace any elements that are rusted beyond useful life, including conduit and junction boxes.
- Replace or repaint signs that are scratched or have graffiti.



Chicago Transit Authority - Strategic Planning
 Blue Line Forest Park Branch Feasibility / Vision Study
Existing Conditions Assessment Report
Racine Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

Table of Contents

Station Location and Approaches

- Narrative description of the station location
- Aerial of area surrounding station
- Diagram of major approaches to the station including bus connection points
- Diagram of adjacent intersections, pedestrian and traffic flow
- Representative photos of station area

Station Access

- Narrative description of station houses and identification of entry and exit points
- Representative photos of station entry and exit points

Station Accessibility

- Narrative description of ADA compliance issues
- Representative photos of station conditions

Station Egress

- Narrative description of code compliance and egress issues
- Representative photos of station conditions

Station Material and Components Conditions

- Narrative description of maintenance issues
- Representative photos of station conditions

APPENDIX

Station Conditions Assessment Ranking

Recommended Short Term Maintenance Items

CTA Station Inventory with condition assessment input

Station Location and Approaches

The Racine Station is located between Racine Avenue and Loomis Street between the west bound and east bound lanes of the Dwight Eisenhower I-290 Expressway.

The Racine Station can be entered from two locations. The main station entry is located on the west side of the Racine Avenue overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the west side of Racine Avenue. From the south one must cross Racine Avenue at the crosswalk at Congress Parkway. The approach from the north is also along an inclined sidewalk along the west side of Racine Avenue. From the north one must cross Racine Avenue at the crosswalk at Van Buren Street.

CTA Bus 60 connections are available south of the Racine Stationhouse at Harrison Street for the west and eastbound buses. CTA Bus 126 westbound connection is available at Van Buren Street north of the Racine Stationhouse.

A secondary entry is located at the Loomis Street overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the west side of Loomis Street. From the south one must cross Loomis Street at the crosswalk at Congress Parkway. The approach from the north is also along an inclined sidewalk along the west side of Loomis Street. From the north one must cross Loomis Street at the crosswalk at Van Buren Street.

CTA Bus 126 westbound connection is available at Van Buren Street north of the Loomis Stationhouse. CTA Bus 7 connections are available south of the Loomis Stationhouse at Harrison Street for the west and eastbound buses.

Chicago's bicycle sharing program, Divvy, will have a station with 19 docks located at Racine Avenue and Congress Parkway.

Aerial view of station area, including bus connection points



Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow



Representative photos of station area

VAN BUREN STREET WEST

LOOMIS STREET NORTH

VAN BUREN STREET EAST

LOOMIS STREET SOUTH



CONGRESS PARKWAY EAST

LOOMIS STREET SOUTH

CONGRESS PARKWAY WEST

LOOMIS STREET NORTH



VAN BUREN
STREET
WEST

RACINE
AVENUE
NORTH

VAN BUREN
STREET
EAST

RACINE
AVENUE
SOUTH



CONGRESS
PARKWAY
EAST

RACINE
AVENUE
SOUTH

CONGRESS
PARKWAY
WEST

RACINE
AVENUE
NORTH



Station Access

The Racine Station can be entered from two locations. The main station entry is located on the west side of the Racine Avenue overpass. The main station is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, a keyed entry gate, an exit only roto-gate, a customer service kiosk, system maps and fare card equipment. The station did not have any apparent recent renovations. The main station entry leads customers to an entry ramps to gain access to the train platform. The entry ramp is approximately 5 feet wide and 280 feet long with no landings.

A secondary entry is located along the east side of the Loomis Street overpass. This entry is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment. The secondary entry leads customers to an entry ramp, approximately 5 feet wide and 280 feet long with no landings.



View of secondary stationhouse at Loomis Street



View of main station entry at Racine Avenue



View of secondary stationhouse interior at Loomis Street



View of secondary stationhouse interior at Loomis Street



View of ramp at Racine Avenue entry



View of secondary ramp at Loomis Street

Station Accessibility

Racine Station is not currently accessible. There are many deficiencies within the station as well as the approaches to the station that would need improvement in order to make the station ADA compliant. ADA Compliant crosswalks would also need to be added at the adjacent intersections in order to make the approach to the station compliant.

The station entry doors, fare array and ramp would all need to be improved in order to make this station compliant. At the platform level, many elements are impeding the width required. The platform is approximately 15 feet wide, and several box elements are reducing the clear passable width to less than 5 feet in some areas. Because the 2 foot wide detectable warning strip cannot be counted as accessible clearance, the remaining walking surface is less than 3 feet. These impeding elements would need to be relocated or removed – or the platform widened to accommodate these elements in addition to the necessary clearances – to gain the required clearance for accessibility.



View of non-compliant curb ramp at Racine Avenue on approach to station. Note that there is no pedestrian crosswalk identified with stripping or signals



View of sidewalk along Loomis Street on approach to station



View of non-compliant entry doors at Loomis Street Stationhouse



View of non-compliant ramp from platform to station house



View of non-compliant ramp from platform to station house

Station Egress

Racine station appears to meet the current Chicago Building Code requirements for platform egress. The platform has two exit points, one at either end of the platform. The east end of the platform exits to a ramp approximately 5 feet wide, and the west end exits to a ramp approximately 5 feet wide. The distance between these exits is approximately 600 feet. These two exits seem to be sufficient to meet current Chicago code. However, it is likely that the width of these two exit components would not meet the requirements of NFPA 130. A complete code analysis should be performed as part of future station designs to confirm compliance.



View of exit ramp at west end of platform



View of exit ramp at east end of platform

Station Material and Components Conditions

The Racine Station is in fair to poor condition. While the platform surface and canopy are in serviceable condition, many of the station elements are aged and in a state of disrepair. The underside of the canopy and structure has peeling paint and visible corrosion. The walking surface of the concrete ramp is cracked and broken in several areas. The wind break enclosure at the ramp has extensive corrosion and the plastic panels have been badly scratched. The brick walls of the station house have places of missing masonry and evident spalling. At both stationhouses, the base of the exterior walls, rusting and spalling is evident. There are large portions of concrete that have spalled off of the edge, and exposed rebar in some areas. The concrete is greatly deteriorated and should be repaired immediately. There is also obvious water penetration at the roof of the Loomis stationhouse eave. The roof eave is greatly deteriorated and should be repaired immediately.



View of spalling concrete at the Racine stationhouse



View of spalling concrete at the Racine stationhouse



View of broken and cracked walking surface of ramp



View of broken and cracked walking surface of ramp



View layers of peeling paint in Loomis stationhouse



View of corrosion at gates in Loomis stationhouse



View extensive water damage at Loomis stationhouse roof eave



View extensive concrete deterioration and spalling at Loomis stationhouse



View extensive concrete deterioration and spalling at Loomis stationhouse

Station Condition Assessment Ranking - Racine Station

	Good	4	Fair	2	Poor
	5		3		1
Station Planning					
Accessibility					1
Aesthetics					1
Bird Control			3		
Circulation & Capacity			3		
Clearances & Dimensions				2	
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance					1
Materials & Finishes					1
Noise Control					1
Resource Conservation					1
Safety & Security				2	
Site Development					1
Systems Coordination			3		
Wayfinding					1
Weather Protection & Climate Control					1
Station Components					
Standard Building Surfaces					1
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items - Racine Station

Station Surroundings

- Provide crosswalk stripping, curb ramps and pedestrian crossing signals at south side of Van Buren to allow crossing at Racine Avenue.
- Provide crosswalk stripping, curb ramps and pedestrian crossing signals at north side of Congress Parkway to allow crossing at Racine Avenue.
- Repair sidewalks and curb ramps at intersections on approach to station.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Racine Stationhouse

- Replace the stationhouse signage with a larger, more legible sign.
- Clean the storefront and entry doors inside and out.
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Inspect masonry and provide necessary repairs where bricks are missing, cracking or spalling is evident.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling. The deteriorated condition is severe and should be addressed immediately.

Loomis Stationhouse

- Replace the stationhouse signage with a larger, more legible sign oriented perpendicular to the sidewalk.
- Clean the stationhouse inside and out.
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Inspect masonry and provide necessary repairs where bricks are missing, cracking or spalling is evident.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling. The deteriorated condition is severe and should be addressed immediately.
- Inspect and provide necessary repairs to roof where water penetration and deterioration is evident. The deteriorated condition is severe and should be addressed immediately.

Vertical Circulation

- Replace existing ramps with ADA compliant ramps or with elevators and stairs.

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy, including all exposed conduits. Replace elements that are rusted beyond useful life.
- Remove or relocate box elements to widen the passing areas on the platforms.
- Replace or repaint signs that are scratched or have graffiti.



Chicago Transit Authority - Strategic Planning
 Blue Line Forest Park Branch Feasibility / Vision Study
Existing Conditions Assessment Report
UIC Halsted Station

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Table of Contents

Station Location and Approaches

- Narrative description of the station location
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- Diagram of major approaches to the station including bus connection points
- Diagram of adjacent intersections, pedestrian and traffic flow
- Representative photos of station area

Station Access

- Narrative description of station houses and identification of entry and exit points
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Station Accessibility

- Narrative description of ADA compliance issues
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Station Egress

- Narrative description of code compliance and egress issues
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Station Conditions Assessment Ranking

Recommended Short Term Maintenance Items

CTA Station Inventory with condition assessment input

Station Location and Approaches

The UIC Halsted Station is located between Morgan Street and Halsted Street between the eastbound and westbound lanes of the Dwight Eisenhower I-290 Expressway. One can enter the station from three locations.

The western most stationhouse is located along the east side of the Morgan Street overpass bridge. The pedestrian approach from the north is along an inclined sidewalk approximately 7 feet wide along the east side of Morgan Street. From the north, one must cross the Morgan Street at Tilden Street, then proceed south to the station. From the south, one must cross Morgan Street at Harrison, then proceed north to the station. The pedestrian approach from the south is along an inclined sidewalk along the east side of Morgan Street. CTA Bus 126 connections are available 1 block north of the Morgan Stationhouse at Van Buren Street for the westbound bus. CTA Bus 7 and 60 connections are available 1 block south of the Morgan Stationhouse at Harrison Street.

The center stationhouse is located at Peoria Street. Peoria Street has been closed to vehicular traffic, and the station house is located on most of the center portion of the bridge over the I-290 Expressway. The Peoria Street stationhouse can be approached from the north via sidewalks along Peoria Street, and from the south via sidewalks that link to the UIC campus across Harrison Street. CTA Bus 126 connections are available 1 block north of the Peoria Stationhouse at Van Buren

Street for the westbound bus. CTA Bus 7 and 60 connections are available 1 block south of the Peoria Stationhouse at Harrison Street.

The eastern stationhouse is located along the west side of the Halsted Street overpass bridge. The pedestrian approach from the north is along an inclined sidewalk approximately 7 feet wide along the east side of Halstead Street. From the north, one must cross the Halsted Street at Van Buren Street, then proceed south to the station. From the south, one must cross Halsted Street at Harrison, then proceed north to the station. The pedestrian approach from the south is along an inclined sidewalk along the west side of Halsted Street. There are no pedestrian crosswalks near the station between Harrison and Van Buren Streets.

CTA Bus 8 connections are available in front of the Halsted Stationhouse for the southbound bus. For the northbound bus, one must walk north to Van Buren Street and crossover to the east side of Halsted Street.

The UIC Halsted Station and surrounds will likely have updates in the near future as a result of the Circle Interchange Modernization Project.

Chicago's bicycle sharing program, Divvy, will have a station with 19 docks located at Halsted and Van Buren streets.

Aerial view of station area, including bus connection points

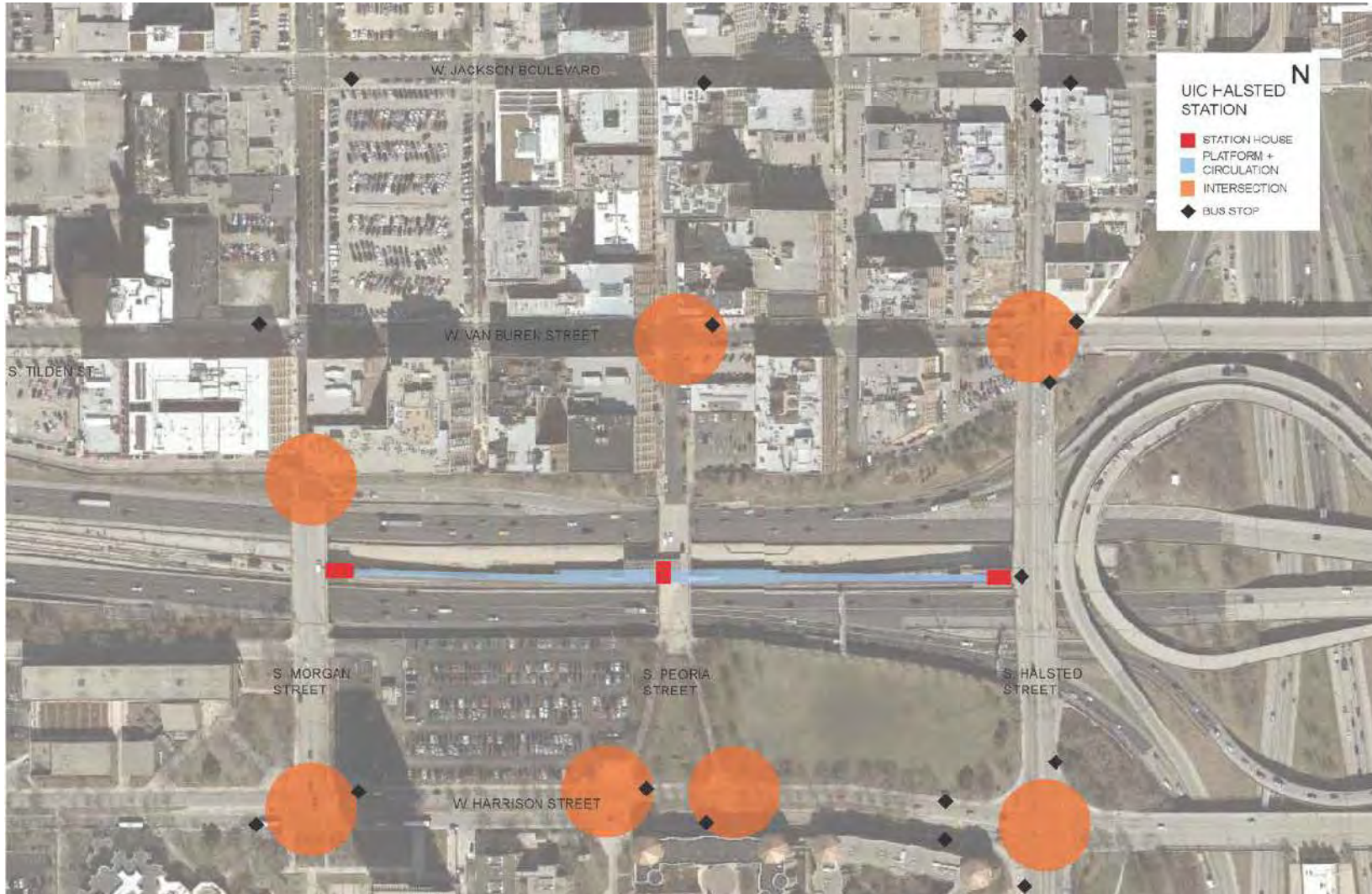


Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow





Representative photos of station area

MORGAN STREET SOUTH

TILDEN STREET WEST

MORGAN STREET NORTH

EISENHOWER RAMP EAST



MORGAN STREET SOUTH

CONGRESS PARKWAY WEST

MORGAN STREET NORTH



HARRISON STREET EAST

HARRISON STREET WEST

MORGAN STREET NORTH



VAN BUREN STREET WEST

PEORIA STREET NORTH

VAN BUREN STREET EAST

PEORIA STREET SOUTH



HARRISON
STREET
EAST

HARRISON
STREET
WEST

UIC HALSTED
PEORIA STATION HOUSE
NORTH



HARRISON
STREET
EAST

HARRISON
STREET
WEST

UIC HALSTED
PEORIA STATION HOUSE
NORTH



VAN BUREN
STREET
WEST

HALSTED
STREET
NORTH

VAN BUREN
STREET
EAST

HALSTED
STREET
SOUTH



HARRISON
STREET
EAST

HALSTED
STREET
SOUTH

HARRISON
STREET
WEST

HALSTED
STREET
NORTH



Station Access

The UIC Halsted Station can be entered from three locations. The west station entry is located on the east side of the Morgan Street overpass, south of the vehicle exit ramps from the I-290 expressway, and north of Congress Parkway. The main station is identified with a small sign mounted perpendicular to the roof edge over the entry doors. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment. The station did not have any apparent recent renovations. The main station entry leads customers to an entry ramps to gain access to the train platform. The entry ramp is approximately 5 feet wide and 260 feet long with no landings.

A central station entry is located at the Peoria Street overpass. This entry is identified with a small sign mounted perpendicular to the doors, under the roof overhang at the stationhouse entry. This sign is not visible as one approaches the station. The Peoria stationhouse contains three fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment. The station did not have any apparent recent renovations. After entering the paid area, customers are led to a stair that is approximately 4 feet wide, to gain access to the platform. On the east side of the Peoria Street overpass, a small exit-only stationhouse provides access from the platform via another stair that is approximately 4 feet wide.

The east station entry is located on the west side of the Halsted Street overpass, halfway between Van Buren and Harrison Streets. The main station is identified with a larger stainless steel "CTA" sign mounted above the station roof and oriented perpendicular to the roof edge over the entry doors. The text of this sign is clearly legible from the nearest intersections, and is a good station identifier. The station contains three fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps, fare card equipment and a small retail space. The station did not have any apparent recent renovations. The paid area of the station leads customers to an entry ramps to gain access to the train platform. The entry ramp is approximately 8 feet wide and 260 feet long with ADA compliant landings.



View of west stationhouse entry at Morgan Street



View of interior of west stationhouse entry at Morgan Street



View of center stationhouse entry at Peoria Street



View of east stationhouse at Halsted Street



View of interior of center stationhouse entry at Peoria Street



View of interior of east stationhouse at Halsted Street

Station Accessibility

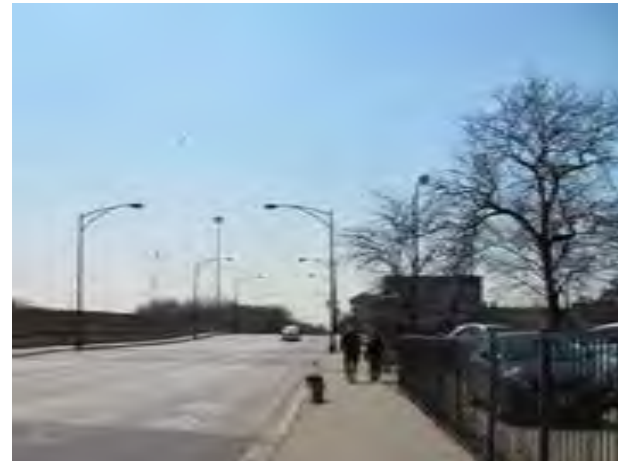
UIC Halsted Station is currently accessible. The Morgan Street and Halsted Street stationhouses appear to comply with current ADA requirements to provide access to the platform. The platform is currently 15 feet wide, less than the CTA guidelines for station design, but appears to meet the clearance requirements for ADA compliance. However, the approaches to the station may require improvement in order to make the station approach route fully ADA compliant. The current sidewalks along Morgan and Halsted Streets both from the north and south approach seem to be too steep to meet accessibility requirements. The sidewalks and crosswalks may need to be reconstructed to meet the required slopes for ADA compliance.



View of approach along Morgan Street to Morgan stationhouse.



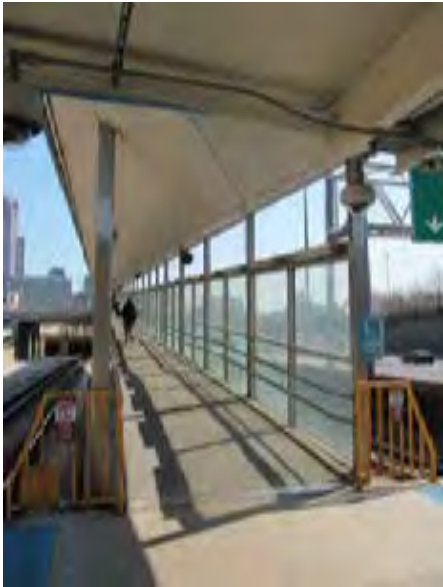
View of non-compliant curb ramp at Congress Parkway on approach to Morgan stationhouse. Note that the pedestrian crosswalk is not identified with striping



View of approach along Halsted Street to Halsted stationhouse.



View of non-compliant curb ramps along Halsted Street at Van Buren Street



View of ADA compliant ramp from platform to Halsted stationhouse

Station Egress

UIC Halsted station appears to meet the current Chicago Building Code requirements for platform egress. The platform has four exit points, two stairs approximately 4 feet wide near the center of the platform, and two ramps at each end of the platform. The ramp at the west end of the platform is approximately 5 feet wide. The ramp at the east end of the platform is approximately 8 feet wide. These four exits seem to be sufficient to meet current Chicago code. It is also likely that the width of these four exit components would meet the requirements of NFPA 130. However, a complete code analysis should be performed as part of future station designs to confirm compliance.



View of exit ramp at west end of platform



View of exit stair at center of platform



View of roto-gate exit at top of stair near center of platform



View of ramp exit at
east end of platform

Station Material and Components Conditions

The UIC Halsted Station is in fair to good condition. While the Morgan and Peoria stationhouses are in serviceable condition, many of the elements are aged, dirty and in a state of disrepair. The wind breaks at the west ramp and stair enclosures are aged and have some areas of corrosion. The Morgan stationhouse has visible corrosion and water damage in some areas. The Peoria stationhouse paid waiting area had evidence of roof leaks at the skylight system at the time of the inspection. The underside of the platform canopy and structure was recently painted and appeared in good condition. The Halsted stationhouse is in good condition, as well as the newer ADA compliant ramping that connects from the stationhouse to the platform.



View of cracked concrete at entry door to Morgan stationhouse. Note that water is sitting on the concrete and that 2 out of 3 doors are out of service.



View of rusting and staining at base of customer service kiosk at Morgan stationhouse entry



View of corrosion and rusting at concrete at base of Morgan stationhouse walls.



View of water infiltration in Morgan stationhouse



View of aged and scratched wind break panels at ramp to Morgan stationhouse



View of corrosion, rusting and deterioration at base of handrail supports in Morgan stationhouse ramp



View of corrosion and deterioration at Peoria stationhouse



View of corrosion and deterioration at Peoria stationhouse exit only area



View of evidence of roof leaks at Peoria stationhouse skylight system



View of corrosion and deterioration at Peoria stationhouse skylight system



View of out of service ADA operator on Halsted stationhouse entry door



View of platform sign with graffiti scratched into surface.

Station Condition Assessment Ranking – UIC Halsted Station

	Good	Fair	Poor
	5	4	3
Station Planning			
Accessibility		4	
Aesthetics			3
Bird Control			3
Circulation & Capacity		4	
Clearances & Dimensions			3
Configuration & Adjacencies		4	
Context			2
Customer Comfort & Convenience			3
Illumination			3
Maintenance			2
Materials & Finishes			2
Noise Control			2
Resource Conservation			
Safety & Security			3
Site Development			2
Systems Coordination			3
Wayfinding			2
Weather Protection & Climate Control			3
Station Components			
Standard Building Surfaces			3
Key Station Elements			3
Station Identity			3

Recommended Short Term Maintenance Items – UIC Halsted Station

Station Surroundings

- Repair sidewalks and curb ramps at intersections on approach to station.
- Provide crosswalk painting at all adjacent intersections.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Morgan Stationhouse

- Replace the stationhouse signage with a larger, more legible sign
- Clean the storefront and entry doors inside and out.
- Inspect masonry and provide necessary repairs where bricks are cracking or spalling is evident.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.
- Inspect the expansion joint between stationhouse structure and bridge structure.
- Clean, prime and repaint the roof trim at edge and soffit of stationhouse.

Peoria Stationhouse

- Replace the stationhouse signage with a larger, more legible sign
- Clean the storefront and entry doors inside and out.
- Investigate the roof leaks at the skylight system over the paid waiting area
- Clean, prime and repaint the roof trim at edge and soffit of stationhouse.

Vertical Circulation

- Repair cracks in walking surface of western ramp to Morgan stationhouse.
- Replace scratched and aged plastic glazing at ramp windbreak walls with clear glass and perforated panels.
- Replace aged painted railings with stainless steel railings

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy, including all exposed conduits. Replace elements that are rusted beyond useful life.
- Replace or repaint signs that are scratched or have graffiti.



Chicago Transit Authority - Strategic Planning
 Blue Line Forest Park Branch Feasibility / Vision Study
Existing Conditions Assessment Report
Clinton Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

Table of Contents

Station Location and Approaches

- Narrative description of the station location
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Station Egress

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Station Material and Components Conditions

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- Representative photos of station conditions

APPENDIX

Station Conditions Assessment Ranking

Recommended Short Term Maintenance Items

CTA Station Inventory with condition assessment input

Station Location and Approaches

The Clinton Station is located between Tilden Street and Congress Parkway, below Clinton Street under the Dwight Eisenhower I-290 Expressway overpass.

The Clinton Station can be entered from four stair locations. Two of the stairs are located along the west side of Clinton Street between Tilden and the Congress Parkway. The approach from the south is along a wide sidewalk approximately 8 feet wide along the west side of Clinton Street. The approach from the north is also along a wide sidewalk along the west side of Clinton Street. Two additional stairs are located along the east side of Clinton Street between Tilden and the Congress Parkway.

CTA Buses 7, 37, 60, and 157 connections are available at the west side of Clinton Street for the southbound bus. For the northbound buses, one must walk east to Canal Street then either 1 block north to Van Buren or 1 block south to Harrison. CTA Buses 125 and 156 also stop at these Canal Street bus stops east of the Clinton Blue line station. CTA Bus 36 connection is available at the southwest corner of Clinton Street and Harrison one block south of the Clinton Blue line station.

The Clinton Station is the closest CTA station to Chicago's Union Station located just 2 blocks north with entrances at Clinton and Canal Streets. Effort should be made to improve the pedestrian connection and wayfinding between these two stations.

Chicago's bicycle sharing program, Divvy, will have a station with 23 docks located at Clinton and Tilden streets.

Aerial view of station area, including bus connection points

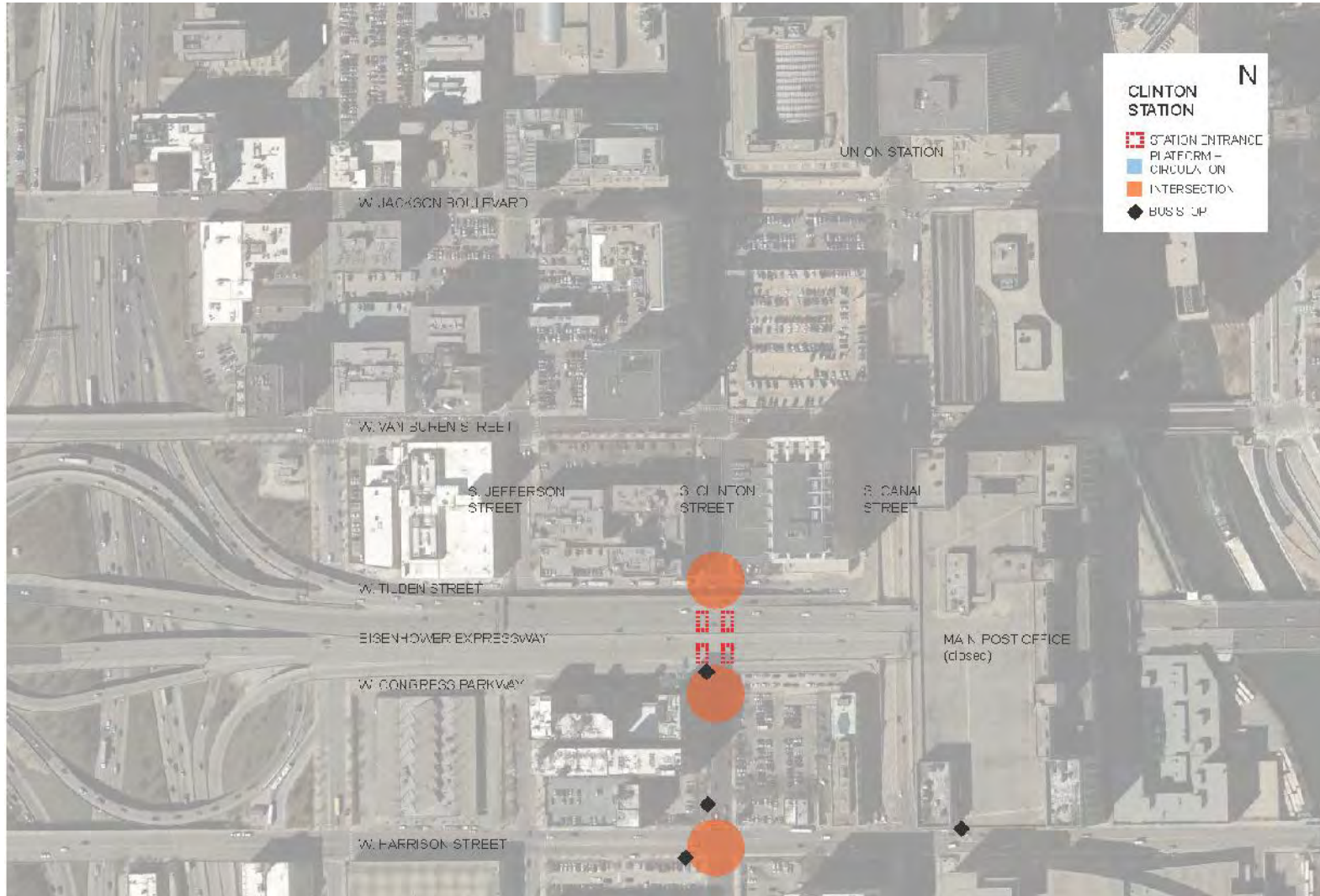
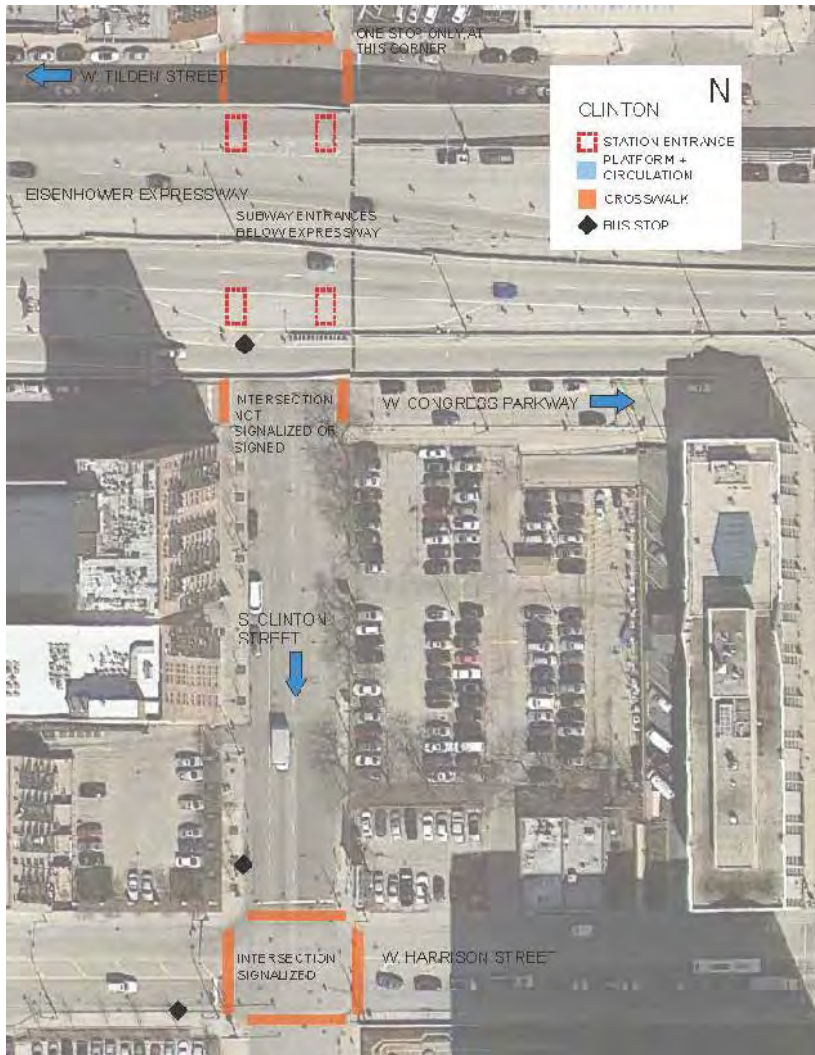


Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow



Representative photos of station area

TILDEN STREET WEST

CLINTON STREET NORTH

TILDEN STREET EAST

CLINTON STREET SOUTH



HARRISON STREET EAST

CLINTON STREET SOUTH

HARRISON STREET WEST

CLINTON STREET NORTH



Station Access

The Clinton Station can be entered from four locations along Clinton Street. The station entries are located on the east and west sides of the Clinton Street, below the I-290 expressway overpass. Each of the stairs is identified with a small sign mounted to the guardrail of the stairs. The text of this sign is not legible from the nearest intersections. The station contains two fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment. The station did not have any apparent recent renovations. The station entry leads customers to an entry 1 stair and 2 escalators to gain access to the train platform. The entry stair is approximately 5 feet wide and the 2 escalators are approximately 30 inches wide.



View of station entry at Clinton Street, below I-290 expressway overpass



View of 1 of 4 station entries at Clinton Street



View of station interior at Clinton



View of station interior at Clinton



View of escalators at Clinton from paid area down to platform



View of station interior at Clinton



View of stairs from paid area down to platform at Clinton station



View of stair from platform up to paid area at Clinton station

Station Accessibility

Clinton Station is not currently accessible. There are many deficiencies within the station that would need improvement in order to make the station ADA compliant.

The station entry stairs, fare array and ramp would all need to be improved in order to make this station compliant. An ADA compliant ramp or elevator would need to be added to this station to provide access from the street to the unpaid area, and then from the paid area to the platform. The existing platform is approximately 20 feet wide, less than the CTA guidelines for station design, but appears to meet the clearance requirements for ADA compliance.



View of cracked and uneven sidewalks on approach along the west side of Clinton Street



View of non-compliant curb ramp at Clinton and Congress Parkway, note crosswalk is not clearly marked at Clinton crossing.

Station Egress

Clinton station does not appear to meet the current Chicago Building Code requirements for platform egress. The platform has two exit points, however they are both near the eastern half of the platform. The east end of the platform exits to a stair approximately 5 feet wide, and the middle of the platform exits to the escalators approximately 5 feet wide. The distance between these exits is approximately 100 feet. This configuration leaves a long dead-end portion of the western portion of the platform with no means of egress. The width of these two exits may be sufficient to meet current Chicago code, however the locations and positions relative to the platform length is likely not code compliant. It is also likely that the width of these two exit components would not meet the requirements of NFPA 130. A complete code analysis should be performed as part of future station designs to confirm compliance.



View of exit stair near east end of platform



View of escalators near midpoint of platform



View of west end of platform showing long dead end area without means of egress.

Station Material and Components Conditions

The Clinton Station is in fair to poor condition. While the platform surface and vertical circulation are in serviceable condition, many of the station elements are aged and in a state of disrepair. The stationhouse floors, wall and ceiling are quite old and in need of updating. The surfaces of the concrete stairs are cracked in several areas.



View of cracked and unlevel sidewalk at Clinton Street



View of cracked stone cap at stair railing



View of cracked and patch surface of entry stairs



View of cracked and patched floor in station paid area



View of cracked platform surface



View of aged walking surface of stairs



View of cracked and uneven platform surface. Note escalators do not have signage perpendicular to the enclosure walls to show passengers where escalators are located.

Station Condition Assessment Ranking - Clinton Station

	Good	←	Fair	←	Poor
	5	4	3	2	1
Station Planning					
Accessibility					1
Aesthetics					1
Bird Control			3		
Circulation & Capacity				2	
Clearances & Dimensions			3		
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance				2	
Materials & Finishes					1
Noise Control					1
Resource Conservation					1
Safety & Security				2	
Site Development					1
Systems Coordination			3		
Wayfinding					1
Weather Protection & Climate Control					1
Station Components					
Standard Building Surfaces				2	
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items - Clinton Station

Station Surroundings

- Repair cracks in sidewalks along Clinton Street

Clinton Stationhouse

- Replace the stationhouse signage with a larger, more legible sign.
- Clean the stairs and stationhouse inside and out.
- Provide better lighting at the underside of the I-290 overpass above the stairs.
- Provide new finishes at all surfaces in stationhouse unpaid and paid area.
- Consider reconfiguration of stationhouse for improved customer circulation.

Vertical Circulation

- Repair cracks in stairs.
- Replace aged railing with stainless steel railing.
- Provide signage perpendicular to walls of escalator enclosure to indicate escalator positions on platform, stairs are indicated, but escalators are not marked.

Platform Elements

- Scrape, prime and repaint all platform wall and ceiling surfaces.
- Replace or repaint signs that are scratched or have graffiti.

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