

EXISTING STATIONS CONDITIONS REPORT



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

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

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Station Location and Approaches

The Forest Park Station is located west of Des Plaines Avenue just south of Van Buren Street and just north of the Dwight Eisenhower I-290 Expressway.

The Forest Park Station has park-n-ride lots both north and south of the stationhouse building. There is another park-n-ride lot to the south of the I-290 Expressway, on the west side of Des Plaines Avenue. One can enter the stationhouse from two locations. One set of entry doors on the south side of the stationhouse, adjacent to a car drop off and taxi waiting area. The other set of entry doors is located along the north side of the stationhouse, adjacent to the bus drop off area. The vehicular approach to the station from the south requires a left hand turn from Des Plaines Avenue into the south drop-off and parking areas, or a left hand turn onto Van Buren Street to access the park-n-ride lot to the north of the station. The vehicular approach to the station from the north requires a right hand turn onto Van Buren Street to access the park-n-ride lot to the north of the station or into the driveway to the south to access the drop off area and park-n-ride lot to the south of the station.

The pedestrian approach from the south is along an inclined sidewalk, approximately 5 feet wide along the Des Plaines Avenue bridge over I-290. From the south one must cross the entry ramp road at the crosswalk along the west side of Des Plaines Avenue, however there is no pedestrian crossing signal or traffic signal. From the east side of Des Plaines Avenue, one can cross Des Plaines Avenue at a signaled crosswalk, just north of the south parking entry driveway. The pedestrian approach from the north is along an inclined sidewalk, approximately 5 feet wide along the west side of Des Plaines Avenue. One must cross Des Plaines Avenue at the pedestrian crosswalk at Jackson Boulevard. There is no other pedestrian crossing between Jackson Boulevard and the station entry on Van Buren Street on the north side of the stationhouse.

Several Pace Bus connections are available at the Forest Park Transit Center. Connecting routes include Pace route numbers 301, 303, 305, 308, 310, 317, 318, 320, 747, 757, and 767. North bound Pace buses 303, 305, 310, 317, 318 and 320 also stop at the corner of Jackson Boulevard and Des Plaines Avenue just north of the Forest Park Transit Center. South of the station near the corner of Harrison Street, north and south bound buses 301, 305 and 308 also pick up near the intersection of Des Plaines Avenue.

Aerial view of station area, including bus connection points

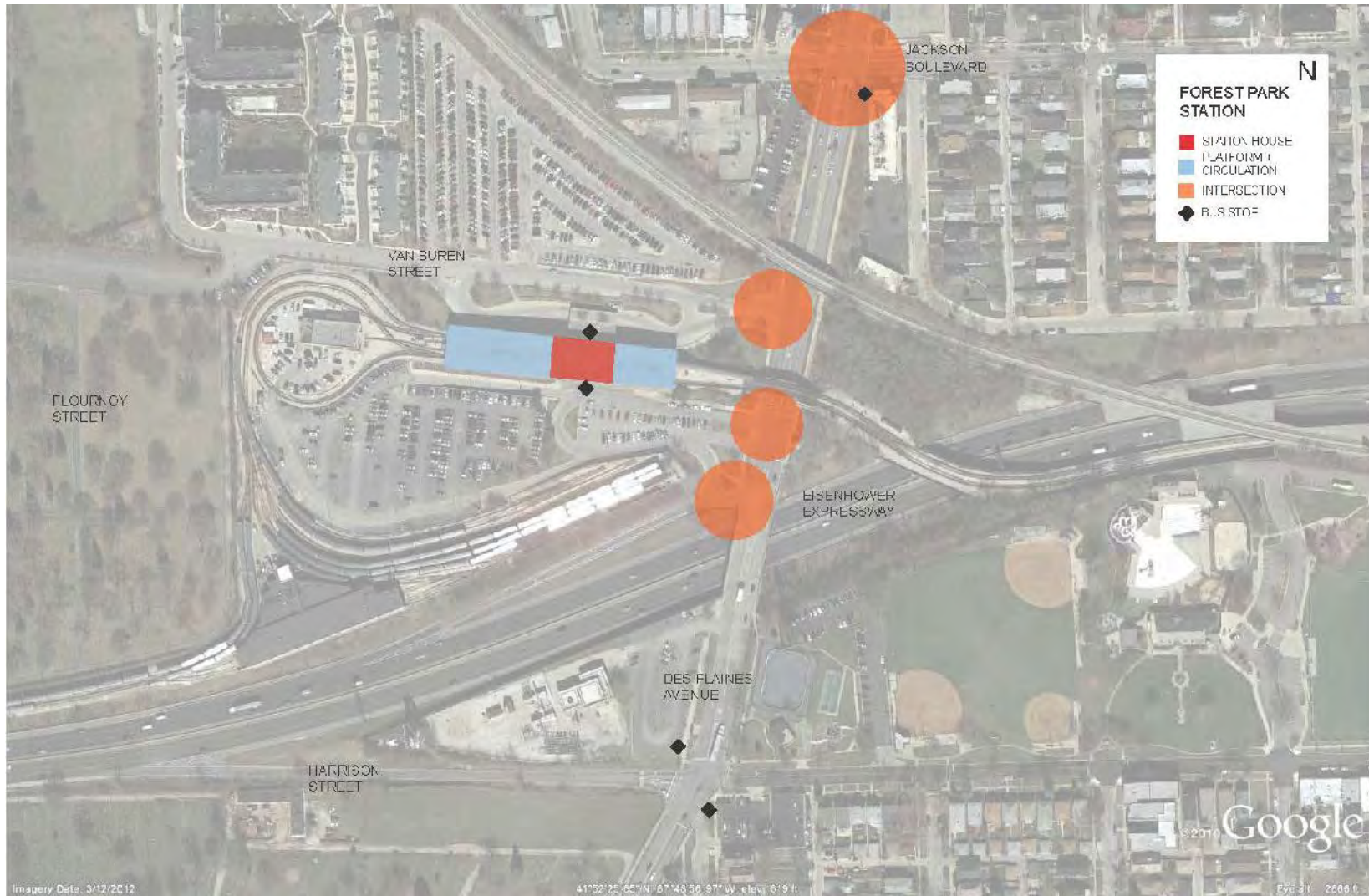


Diagram of adjacent intersections, bus connections, and pedestrian and traffic flow



Representative photos of station area

DESPLAINES AVENUE SOUTH

JACKSON BOULEVARD WEST

DESPLAINES AVENUE NORTH

JACKSON BOULEVARD EAST



DESPLAINES AVENUE NORTH

DESPLAINES AVENUE SOUTH

TRANSIT CENTER ENTRANCE WEST



DESPLAINES
AVENUE
NORTH

DESPLAINES
AVENUE
SOUTH

STATION
DROP-OFF
WEST



EISENHOWER
RAMP
WEST

DESPLAINES
AVENUE
NORTH

DESPLAINES
AVENUE
SOUTH



Station Access

The Forest Park Transit Center Station can be entered from two locations. The station entries are along the north and south walls of stationhouse at the lower level. The station is not well identified along Des Plaines Avenue when one approaches either by car or on foot along Des Plaines Avenue. A small sign is located to the north of the train bridge over Des Plaines, however this sign is blocked from view by the bridge structure from the south, and is blocked by trees from the north. Once one turns into either the south driveway or onto Van Buren Street, the station is identified by large painted signs on the edge of the roof overhang at both the north and south sides of the stationhouse building.

The lower level of the stationhouse contains a small unpaid area, retail space, three fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment, and a larger paid waiting area. The station did not have any apparent recent renovations. The unpaid area was full of people waiting for bus connections at the Transit Center. However, the larger paid area waiting area was not occupied, since most customers who have paid, proceed directly to the upper level platform area. From the paid area, customers can access the platforms from a stair approximately 7 feet wide, from an elevator or from an escalator approximately 3 feet wide. The platform is approximately 435 feet long and 28 feet wide.



View of main station north entry at Forest Park Transit Center



View of main station south entry at Forest Park Transit Center



View of main station interior at Forest Park Station



View of main station interior at Forest Park Station



View of main station interior at Forest Park Station



View of main station interior at Forest Park Station



View of escalators at platform level at Forest Park Station



View of stair enclosure at platform level at Forest Park Station

Station Accessibility

Forest Park Station is currently accessible. However, the approaches to the station may require improvement in order to make the station approach route fully ADA compliant. The current sidewalks along Des Plaines Avenue both from the north and south approach seem to be too steep to meet accessibility requirements. The sidewalks would need to be reconstructed to meet the slopes for ADA compliance. ADA Compliant crosswalks would also need to be added at the driveways and adjacent intersections.



View of sidewalk along Des Plaines Avenue on approach to station



View pedestrian crosswalk area at north side approach to station. Note curb cuts are not ADA compliant and crosswalk is not marked.



View of inclined sidewalk at north side approach to station. Note sidewalk is likely too steep to meet ADA slope requirements.



View of crosswalk at south side approach to station. Note curb cuts are not ADA compliant and crosswalk markings should be improved.



View of crosswalk at south side entry ramp to I-290 on approach to station. Note curb cuts are not ADA compliant, crosswalk markings should be improved and pedestrian signals should be added.

Station Egress

Forest Park station, located in the Village of Forest Park, appears to meet the 2009 International Building Code requirements for platform egress. The platform has two exit points, one stair approximately 7 feet wide at the west end of the platform, and one pair of escalators approximately 3 feet wide each at about the midpoint of the platform. These two exits seem to be sufficient to meet current code requirements. 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 stair at west portion of platform



View of escalators at east portion of platform

Station Material and Components Conditions

The Forest Park Station is in fair to poor condition. While the platform surface, canopy and stationhouse are in serviceable condition, many of the station elements are aged, dirty and in a state of disrepair. The underside of the canopy and structure has peeling paint and visible corrosion in many areas. The walking surface of the concrete platform is badly spalled in several areas. The wind breaks, escalator and stair enclosures have extensive soiling and some areas of corrosion. The stationhouse unpaid area and customer service kiosk ceilings were dripping water from an apparent roof drain leak at the time of inspection.



View of peeling paint and rusting components at platform canopy structure



View of whitish surface deposits on guardrails, concrete and railings throughout the platform area.



View of corroded roof drain with birds nest at platform level canopy



Evidence of roof drains leaking on platform level



View of roof drains leaking at escalator enclosure down into paid area



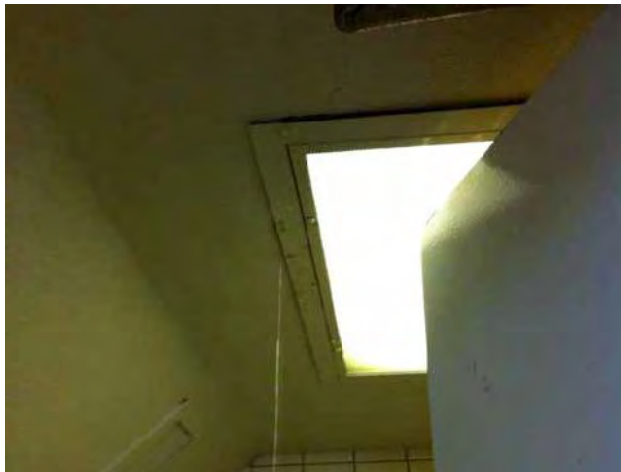
View of spalling concrete at platform surface



View of roof drains leaking through ceiling at unpaid area



View of roof drains
leaking through ceiling
at customer service
kiosk



View of roof drains
leaking through ceiling
at customer service
kiosk toilet room ceiling

Station Condition Assessment Ranking – Forest Park Station

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

Recommended Short Term Maintenance Items – Forest Park Station

Station Surroundings

- Provide crosswalk stripping and signals at pedestrian crossing of expressway ramps along west side of Des Plaines Avenue.
- Repair crosswalk curb ramps at all adjacent intersections and driveways.
- Provide crosswalk painting at all adjacent intersections.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Forest Park Stationhouse

- Inspect the cause of the ceiling leaking, roof drains and provide all necessary repairs.
- Replace the stationhouse signage with a larger, more legible sign, located near Des Plaines Avenue and visible on approach from north and south.
- 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.
- Consider relocation of fare array equipment and customer service kiosk to increase the unpaid waiting area size and decrease the paid waiting area size.

Vertical Circulation

- Clean the stairs, elevator and escalators thoroughly, as well as the enclosure walls at the stationhouse level and the platform level.
- Confirm that escalators are working and continue regular maintenance.

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.
- Clean all platform components thoroughly, remove all the whitish residue to expose the surfaces. Investigate the cause of the residue and propose solutions to remove it.
- Replace scratched and aged windbreak walls with clear glass and perforated panels.
- Investigate cause of spalled concrete walking surface at platform south side. Remedy the cause and repair concrete as required.
- Replace or repaint signs that are scratched or have graffiti.



Chicago Transit Authority - Strategic Planning
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Existing Conditions Assessment Report
Harlem Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

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CTA Station Inventory with condition assessment input

Station Location and Approaches

The Harlem Station is located between Harlem Avenue and Circle Avenue just south of the Dwight Eisenhower I-290 Expressway.

The Harlem Station can be entered from two locations. The main station entry is located on the west side of the Harlem Avenue overpass, south of the vehicle entry and exit ramps to the I-290 expressway. The approach from the south is along a narrow inclined sidewalk approximately 6 feet wide along the west side of Harlem Avenue. From the south one must cross Harlem Avenue at the crosswalk at Harrison Street. The approach from the north is also along a narrow inclined sidewalk along the west side of Harlem Avenue. One must cross the entry and exit ramps for the I-290 expressway in order to approach the station. The crosswalk at the expressway ramps is not clearly marked, and the pedestrian signal did not appear to be functioning at the time of the station inspection. The experience of approaching the station from the north side of I-290 is a scary one.

Pedestrians must gage the speed of traffic and the complex sequences of the traffic lights in order to determine when best to cross. It is recommended that these pedestrian crossing signs and crosswalks be improved to make the station approach a safer one.

A secondary entry is located at the Circle Avenue overpass. The approach from the south is along a narrow inclined sidewalk approximately 5 feet wide along the east side of Circle Avenue. From the south one must cross Circle Avenue at the crosswalk at Harrison Street. The approach from the north is also along a narrow inclined sidewalk along the east side of Circle Avenue. One must cross Circle Avenue at the crosswalk at Lehmer Street.

Pace Bus 307 connections are available in front of the Harlem Stationhouse for the southbound bus. For the northbound bus, one must walk south to Harrison Street and crossover to the east side of Harlem 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

HARRISON STREET EAST

CIRCLE AVENUE SOUTH

HARRISON STREET WEST

CIRCLE AVENUE NORTH



CIRCLE AVENUE NORTH

LEHMER STREET EAST

CIRCLE AVENUE SOUTH

LEHMER STREET WEST



EISENHOWER
RAMPS
WEST



HARLEM
BOULEVARD
NORTH



EISENHOWER
RAMPS
EAST



HARLEM
BOULEVARD
SOUTH



HARLEM
BOULEVARD
NORTH



GARFIELD
STREET
EAST



HARLEM
BOULEVARD
SOUTH



HARRISON
STREET
WEST



Station Access

The Harlem Station can be entered from two locations. The main station entry is located on the west side of the Harlem Avenue overpass, south of the vehicle entry and exit ramps to the I-290 expressway. 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 ramp to gain access to the train platform. The entry ramp is approximately 5 feet wide and 260 feet long with no landings.

A secondary entry is located along the east side of the Circle Avenue overpass. This entry is identified with a small sign mounted to the edge of the roof over the entry doors. This sign is not visible as one approaches the station. This entry is a single roto-gate fare card entry and does not have a staffed customer service kiosk. An older customer service kiosk was in place, but did not appear to be functional. It was noted by CTA personnel on site that the fare card reader is frequently out of service, and that this entry functions primarily as an exit only. The Circle Avenue entry station is not enclosed, and the fare equipment was covered in salt and dirt during the time of inspection. The secondary entry leads customers to a stair that is approximately 5 feet wide.



View of main station entry at Harlem Avenue



View of main station entry at Harlem Avenue



View of main station interior at Harlem Avenue



View of main station interior at Harlem Avenue



View of main station entry ramp at Harlem Avenue



View of main station interior at Harlem Avenue



View of secondary station entry stairs at Circle Avenue



View of secondary station
entry at Circle Avenue

Station Accessibility

Harlem 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 Harlem to approach the station are narrow and seem to be too steep to meet the accessibility requirements. The sidewalks would need to be widened or the intruding elements removed in order to have the proper clearances for ADA compliance. ADA Compliant crosswalks would also need to be added at the adjacent intersections.

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 13 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 platforms widened to accommodate these elements in addition to necessary clearances - to gain the required clearance for accessibility.



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



View of signal post impeding sidewalk along Harlem Avenue on approach to station



View of non-compliant entry doors at Harlem Avenue Station



View of non-compliant ramp from platform to station house



View of non-compliant platform with impeding elements

Station Egress

Harlem station, located in the Village of Forest Park, appears to meet the 2009 International 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 stair approximately 5 feet wide. The distance between these exits is approximately 575 feet. These two exits seem to be sufficient to meet current 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 stair at west end of platform



View of exit ramp at east end of platform

Station Material and Components Conditions

The Harlem 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. The existing metal trim and fascia panels of the roof edge are unfinished, and some areas have black tar dripping over the roof edging. At the base of the stationhouse exterior walls, rusting is evident at some locations on the concrete surface, this is evidence of water getting inside the concrete on to the rebar.



View of peeling paint and rusting conduit at platform canopy structure



View of broken concrete and patch at ramp surface



View of corroded surface of wind break enclosure at ramp



View of corrosion and deterioration at base of main entry doors



View of Harlem Stationhouse showing roof edge condition, brick condition and evidence of water infiltration to rebar within concrete.



View of missing light diffusers and panels at roof eave at main station entry

Station Condition Assessment Ranking - Harlem 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					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			3		
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items - Harlem Station

Station Surroundings

- Provide crosswalk stripping at pedestrian crossing of expressway ramps along west side of Harlem Avenue.
- Repair the pedestrian crossing signal and confirm operation.
- Repair cracks in sidewalks along Harlem Avenue.
- Repair crosswalk curb ramps at all adjacent intersections and driveways.
- Provide crosswalk painting at all adjacent intersections.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Harlem 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 soffit 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 spalling and provide necessary repairs.
- Reinstall exterior light lens at soffit above entry doors.

Circle 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.
- Replace the damaged windbreak framing near the sidewalk.
- Remove the aged and unused customer service kiosk to make room for a second roto-gate fare collection point.
- Inspect and confirm operation of current roto-gate fare collection point.

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.



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CTA Station Inventory with condition assessment input

Station Location and Approaches

The Oak Park Station is located between Oak Park Avenue and East Avenue just south of the Dwight Eisenhower I-290 Expressway.

The Oak Park Station can be entered from two locations. The main station entry is located on the east side of the Oak Park Avenue overpass, between Harrison and Garfield Streets. The approach from the south is along an inclined sidewalk approximately five feet wide along the east side of Oak Park Avenue. From the south one must cross Oak Park Avenue at the crosswalk at Garfield Street. The approach from the north is also along an inclined sidewalk along the east side of Oak Park Avenue. One must cross Oak Park Avenue at the crosswalk at Harrison Street. The crosswalks and pedestrian signals all were clearly marked and functioning at the time of the inspection. The curbs on the east side along Oak Park Avenue south of the stationhouse were badly damaged and in need of repairs.

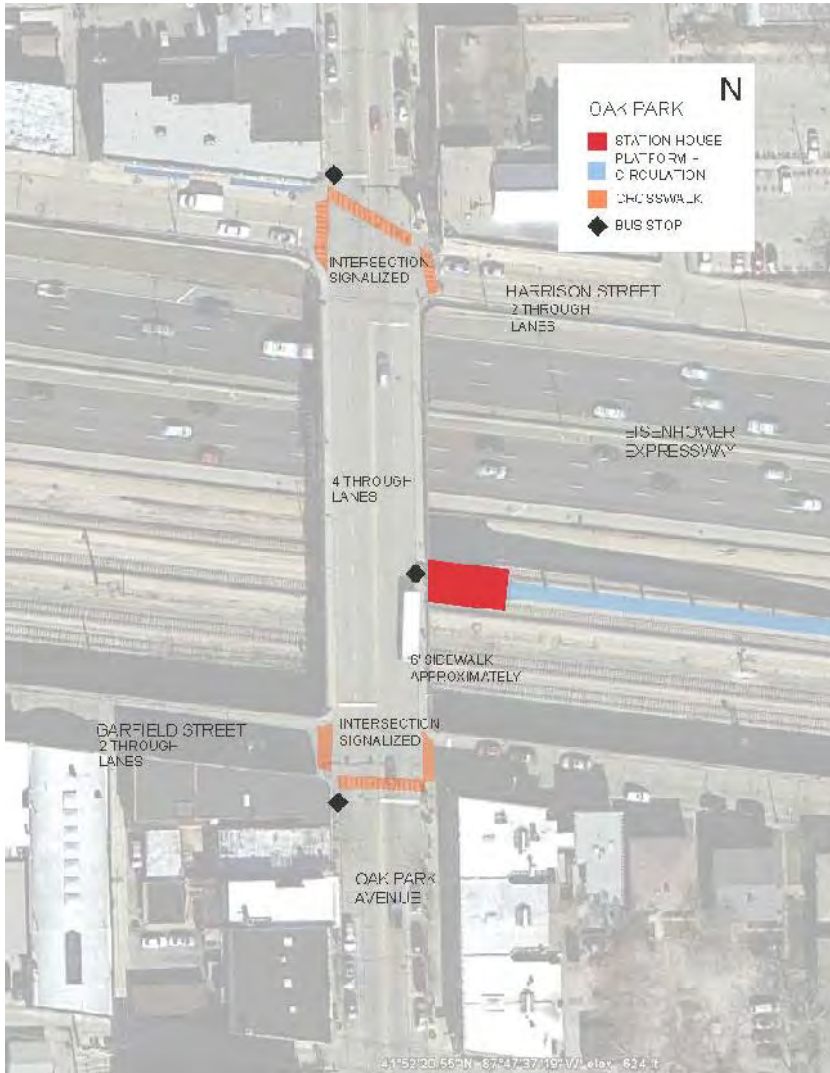
A secondary entry is located at the west side of the East Avenue overpass. The approach from the south is along an inclined sidewalk approximately 5 feet wide along the west side of East Avenue. From the south one must cross East Avenue at the crosswalk at Garfield Street. The approach from the north is also along an inclined sidewalk along the west side of East Avenue. One must cross East Avenue at the crosswalk at Harrison Street. The sidewalk along the west side of East Avenue is broken in some areas and in need of patching.

Pace Bus 311 connections are available in front of the Oak Park Stationhouse for the northbound bus. For the southbound bus, one must walk either north to Harrison Street or south to Garfield Street and crossover to the west side of Oak Park Avenue.

Aerial view of station area, including bus connection points



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

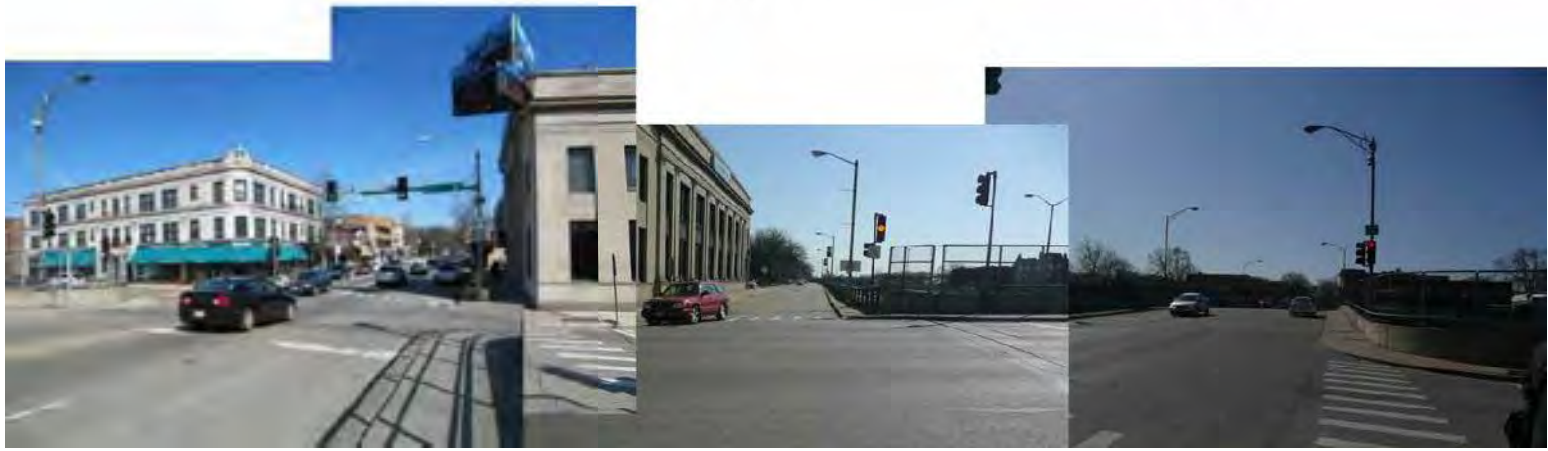


Representative photos of station area

OAK PARK AVENUE NORTH

HARRISON STREET EAST

OAK PARK AVENUE SOUTH



OAK PARK AVENUE NORTH

GARFIELD STREET EAST

OAK PARK AVENUE SOUTH

GARFIELD STREET WEST



HARRISON STREET WEST



EAST AVENUE NORTH



HARRISON STREET EAST



EAST AVENUE SOUTH



OAK PARK AVENUE NORTH



GARFIELD STREET EAST



OAK PARK AVENUE SOUTH



GARFIELD STREET WEST



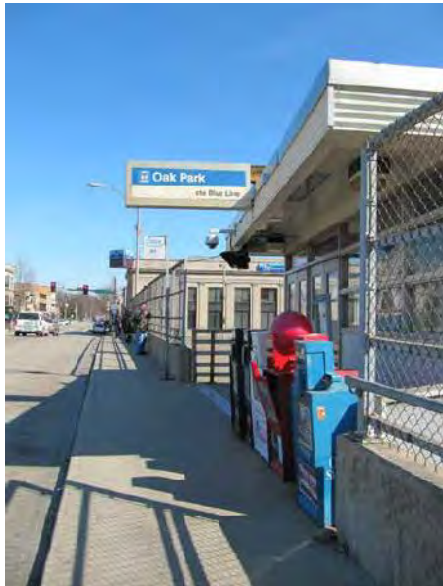
Station Access

The Oak Park Station can be entered from two locations. The main station entry is located on the east side of the Oak Park 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 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. 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 secondary entry is located along the west side of the East Avenue overpass. This entry is identified with a small sign mounted to the edge of the roof over the entry doors. This sign is not visible as one approaches the station. This entry has two roto-gate fare card entries and does not have a staffed customer service kiosk. The East Avenue entry station is enclosed with doors and an aluminum storefront system. However, the fare array equipment is located very close to the inside of these doors and is awkward to one entering the station. This secondary entry leads customers to a stair that is approximately 5 feet wide, which leads to a canopied walkway approximately 275 feet long between the tracks. This walkway then leads customers to the platform.



View of main stationhouse entry at Oak Park Avenue



View of main stationhouse entry at Oak Park Avenue



View of main stationhouse interior at Oak Park Avenue



View of main stationhouse interior at Oak Park Avenue



View of main station entry ramp at Oak Park Avenue



View of main stationhouse interior at Oak Park Avenue



View of secondary station entry stairs at East Avenue



View of secondary station entry at East Avenue, note the narrow distance between the doors and the fare equipment

Station Accessibility

Oak Park 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 existing sidewalks, curb ramps and crosswalks along Oak Park and East Avenues seem to meet accessibility requirements, despite some evidence of disrepair and cracking.

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 13 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 platforms widened to accommodate these elements in addition to the necessary clearances - to gain the required clearance for accessibility.



View of accessible sidewalk along Oak Park Avenue on approach to station



View of non-compliant entry doors at Oak Park Stationhouse



View of non-compliant ramp from platform to station house



View of non-compliant platform with impeding elements

Station Egress

Oak Park Station, located in the Village of Oak Park, appears to meet the 2003 International Building Code requirements for platform egress. The platform has two exit points, one at either end of the platform. The west end of the platform exits to the ramp approximately 5 feet wide, and the east end exits to the walkway and stair approximately 5 feet wide. The distance between the base of the ramp and the exit stair is approximately 870 feet. These two exits seem to be sufficient to meet current code. However, it is likely that the distance between these two exit components and the widths 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 at east end of platform



View of exit ramp at west end of platform

Station Material and Components Conditions

The Oak Park 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 exit stair has areas of substantial rusting. The wind break enclosure at the ramp has extensive corrosion and the plastic panels have been badly scratched. Some of the plastic panels were replaced with new glazing and perforated metal panels, but areas of the older plastic panel still remain. The brick walls of the station house have places of missing masonry and evident spalling. The roof edge has areas of tar dripping and an unfinished metal roof edging. Rusting is evident at the concrete edge of stationhouse, evidence at water is getting into the rebar embedded within the concrete.



View of peeling paint and rusting conduit at platform canopy structure



View of broken concrete and patch at ramp surface



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



View of broken and patched sidewalk along East Avenue near stationhouse entry



View of peeling paint at walkway canopy near East Avenue platform entry



View of rusting structure at stair near East Avenue entry

Station Condition Assessment Ranking – Oak Park Station

	Good	←	Fair	←	Poor
	5	4	3	2	1
Station Planning					
Accessibility					1
Aesthetics					1
Bird Control			3		
Circulation & Capacity			3		
Clearances & Dimensions					1
Configuration & Adjacencies				2	
Context			3		
Customer Comfort & Convenience				2	
Illumination			3		
Maintenance			3		
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			3		
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items – Oak Park Station

Station Surroundings

- Repair broken curbs along Oak Park Avenue south of the station entry
- Repair cracks in sidewalks along East Avenue.
- Repair crosswalk curb ramps at all adjacent intersections.
- Provide crosswalk painting at all adjacent intersections.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Oak Park Avenue 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 concrete and provide necessary repairs at areas of cracking and spalling.

East Avenue 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.

Vertical Circulation

- Replace existing ramps with ADA compliant ramps or with elevators and stairs.
- Scrape, prime and repaint all canopy structure at walkway to platform and stair.
- Inspect exit stair structure and confirm stability where excessive rusting is evident. Scrape, prime and repaint entire stair and 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.
- 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
Austin 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 Austin Station is located between Austin Avenue and Lombard Avenue just south of the Dwight Eisenhower I-290 Expressway.

The Austin Station can be entered from two locations. The main station entry is located on the west side of the Austin Avenue overpass, south of the vehicle entry and exit ramps to the I-290 expressway. The approach from the south is along an inclined sidewalk approximately 6 feet wide along the west side of Austin Avenue. From the south one must cross Harlem Avenue at the crosswalk at Garfield Street. The approach from the north is also along an inclined sidewalk along the west side of Austin Avenue. One must cross the entry and exit ramps for the I-290 expressway in order to approach the station. The crosswalk at the expressway ramps is clearly marked, however the sidewalk is not well separated from the pedestrian crossing and the pedestrian signal did not appear to be functioning at the time of the station inspection. The experience of approaching the station from the north side of I-290 is a scary one. Pedestrians must gage the speed of traffic

and the complex sequences of the traffic lights in order to determine when best to cross. It is recommended that these pedestrian crossing signs and crosswalks be improved to make the station approach a safer one.

A secondary entry is located at the Lombard Avenue overpass. . The approach from the south is along an inclined sidewalk approximately 5 feet wide along the east side of Lombard Avenue. From the south one must cross Lombard Avenue at the crosswalk at Garfield Street. The approach from the north is also along an inclined sidewalk along the east side of Lombard Avenue. From the north one must cross Lombard Avenue at the crosswalk at Flournoy Street.

Pace Bus 315 and CTA Bus 91 connections are available in front of the Austin Stationhouse for the southbound bus. For the northbound bus, one must walk south to Garfield Street and crossover to the east side of Austin 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

FLOURNOY STREET WEST

LOMBARD AVENUE NORTH

LOMBARD AVENUE SOUTH



GARFIELD STREET EAST

LOMBARD AVENUE SOUTH

GARFIELD STREET WEST

LOMBARD AVENUE NORTH



AUSTIN
BOULEVARD
NORTH

EISENHOWER
RAMP
EAST

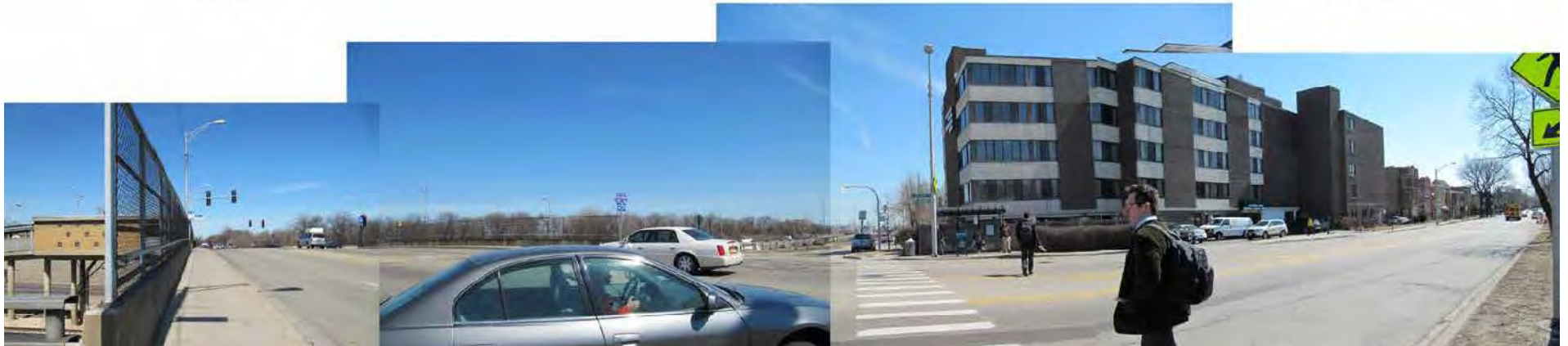
AUSTIN
BOULEVARD
SOUTH



AUSTIN
BOULEVARD
NORTH

RAILROAD
AVENUE
EAST

AUSTIN
BOULEVARD
SOUTH



Station Access

The Austin Station can be entered from two locations. The main station entry is located on the west side of the Austin Avenue overpass, south of the vehicle entry and exit ramps to the I-290 expressway. 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 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. 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 260 feet long with no landings.

A secondary entry is located along the east side of the Lombard Avenue overpass. This entry is identified with a small sign mounted to the edge of the roof over the entry doors. This sign is not visible as one approaches the station. This entry has two roto-gate fare card entries and does not have a staffed customer service kiosk. The Lombard Avenue entry station is not enclosed, however aluminum framework was in place that appeared to have doors at one time. This secondary entry leads customers to a stair that is approximately 5 feet wide, which leads to a canopied walkway approximately 1-290 feet long between the tracks. This walkway then leads customers to the platform.



View of main station entry at Austin Avenue



View of main stationhouse building at Austin Avenue



View of main station interior at Austin Avenue



View of main station interior at Austin Avenue



View of main station entry ramp at Austin Avenue



View of main station interior at Austin Avenue



View of secondary station entry stairs at Lombard Avenue



View of secondary station
entry at Lombard Avenue

Station Accessibility

Austin 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 Austin to approach the station are narrow and seem to be too steep to meet the accessibility requirements. The sidewalks would need to be widened or the intruding elements removed in order to have the proper clearances for ADA compliance. ADA Compliant crosswalks would also need to be added at the adjacent intersections.

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 13 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 platforms 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 Austin Avenue on approach to station.



View of lighting post impeding sidewalk along Austin Avenue on approach to station



View of non-compliant fare array and entry doors beyond at Austin Avenue Station



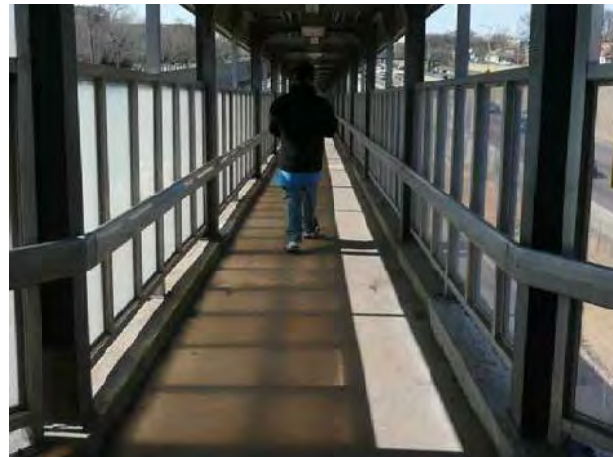
View of non-compliant ramp from platform to station house

Station Egress

Austin Station, located in the Village of Oak Park, appears to meet the 2003 International 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 stair approximately 5 feet wide. The distance between the base of the ramp and the exit stair is approximately 900 feet. These two exits seem to be sufficient to meet current code. However, it is likely that the distance between these two exit components and the widths 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 and at west end of walkway from platform



View of exit ramp at east end of platform



View of exit stair and walkway at west end of platform

Station Material and Components Conditions

The Austin 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 patched unevenly 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. At the base of the stationhouse exterior walls, rusting and spalling is evident at some locations on the concrete surface, this is evidence of water getting inside the concrete on to the rebar.



View of peeling paint at platform canopy structure



View of broken concrete and patching at ramp surface



View of scratched and corroded surface of wind break enclosure at ramp



View of corrosion and deterioration at base of gates and main stationhouse



View of west exit stair showing rust at risers



View of corrosion and peeling paint at platform canopy and walkway canopy at west end of station



View of west stationhouse windbreak enclosure showing scratches and deterioration



View of Austin Stationhouse showing deterioration and spalling at concrete near guardrail



View of Austin Platform showing broken concrete near base of platform canopy columns

Station Condition Assessment Ranking – Austin Station

	Good	←	Fair	←	Poor
	5	4	3	2	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			3		
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			3		
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items - Austin Station

Station Surroundings

- Improve curb ramps at pedestrian crossing of expressway ramps along west side of Austin Avenue.
- Repair the pedestrian crossing signal and confirm operation.
- Repair cracks in sidewalks along Austin Avenue.
- Repair crosswalk curb ramps at all adjacent intersections.
- Provide crosswalk painting at all adjacent intersections.
- Repair any cracks or uneven sidewalks along the approaches to the station.

Austin 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 soffit of stationhouse.
- Inspect concrete and provide necessary repairs at areas of cracking and spalling.

Lombard 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.
- Replace the plastic glazing in the windbreak framing with clear glass and perforated metal panels
- Inspect and confirm operation of current roto-gate fare collection points

Vertical Circulation

- Replace existing ramps with ADA compliant ramps or with elevators and stairs.
- Scrape, prime and repaint all canopy structure at walkway to platform and stair.
- Inspect exit stair structure and confirm stability where excessive rusting is evident. Scrape, prime and repaint entire stair and 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.
- Remove or relocate box elements to widen the passing areas on the platforms.
- Replace or repaint signs that are scratched or have graffiti.
- Replace scratched and aged plastic glazing at ramp windbreak walls with clear glass and perforated panels.
- Repair concrete where broken at base of platform canopy columns



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

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

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Station Accessibility

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

Station Egress

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- Representative photos of station conditions

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 Cicero Station is located between Cicero Avenue and the Lavergne Avenue pedestrian bridge between the west bound and east bound lanes of the Dwight Eisenhower I-290 Expressway.

The Cicero Station can be entered from only one location. A second entry point exists at the pedestrian bridge that connects to Lavergne Avenue, but that entry was closed and out of commission at the time of the inspection. The main station entry is located on the west side of the Cicero Avenue overpass. The approach from the south is along an inclined sidewalk approximately five feet wide along the west side of Cicero Avenue. From the south one must cross Cicero Avenue

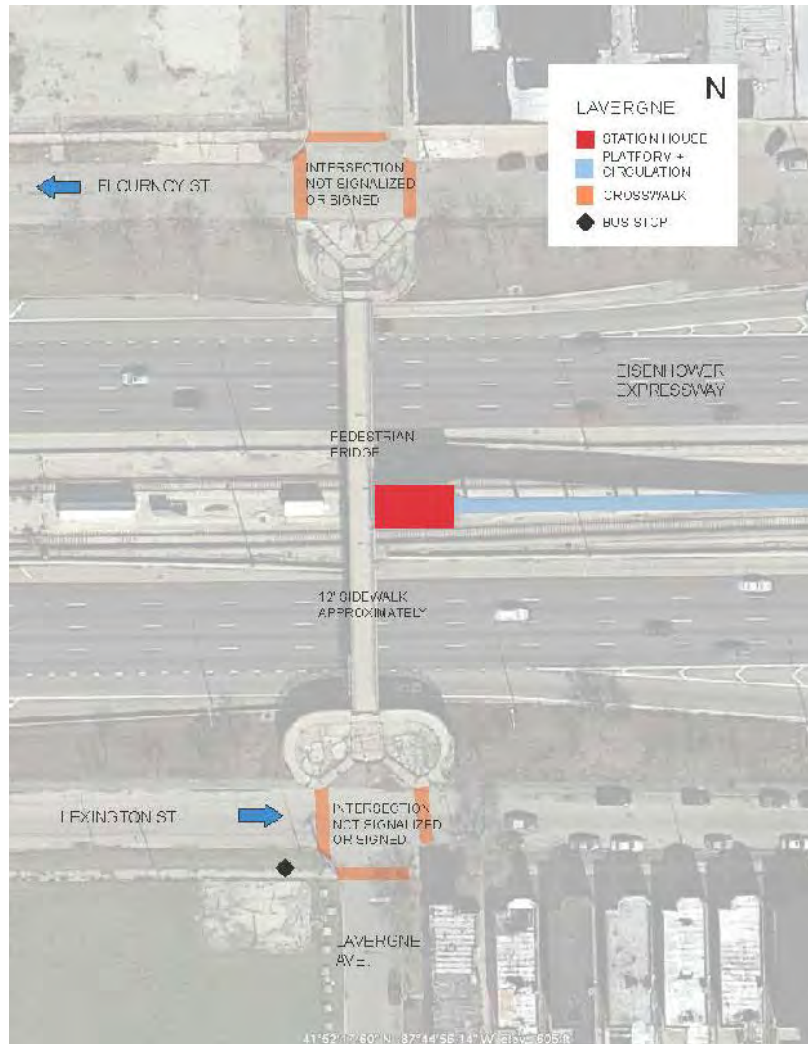
at the crosswalk at Lexington Street. The approach from the north is also along an inclined sidewalk along the west side of Cicero Avenue. From the north, one must cross Cicero Avenue at the crosswalk at Flourney Street.

CTA Bus 54 connections are available in front of the Cicero Stationhouse for the southbound bus. For the northbound bus, one must walk south to Lexington Street and crossover to the east side of Cicero Avenue. CTA Bus 57 connection is available at the southwest corner of Lavergne Avenue and Garfield Street. Because the Lavergne Avenue stationhouse is closed, the connection to this bus is likely not used much.

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

FLOURNOY
STREET
WEST

LAVERGNE
AVENUE
NORTH

FLOURNOY
STREET
EAST

LAVERGNE
FOOTBRIDGE
SOUTH



LAVERGNE
AVENUE
SOUTH

LEXINGTON
STREET
WEST

LAVERGNE
FOOTBRIDGE
NORTH

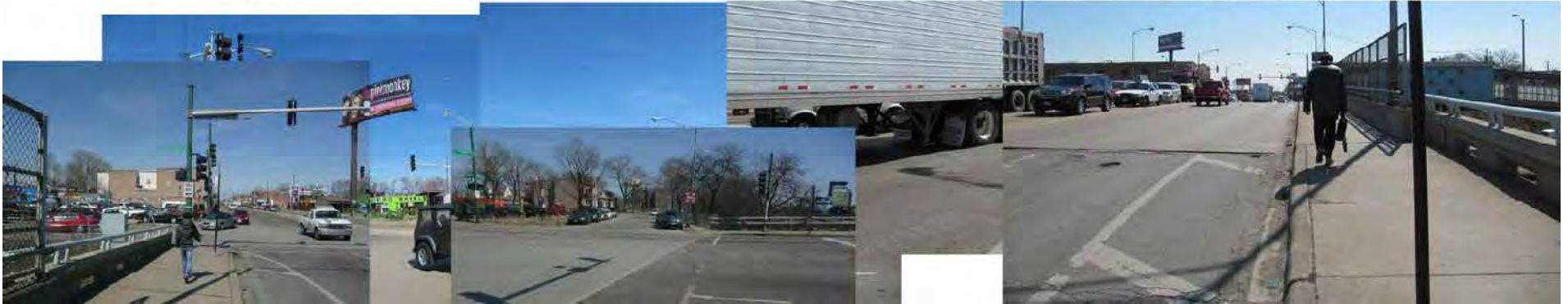
LEXINGTON
STREET
EAST



CICERO AVENUE NORTH

FLOURNOY STREET EAST

CICERO AVENUE SOUTH



CICERO AVENUE NORTH

LEXINGTON STREET EAST

CICERO AVENUE SOUTH



Station Access

The Cicero Station can be only be entered from one location. The main station entry is located on the west side of the Cicero Avenue overpass, centered in the middle of the 290 expressway lanes. 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 200 feet long with no landings.

A secondary entry building and ramp is located along the east side of the Lavergne Avenue pedestrian bridge overpass, however this entry was closed and out of commission at the time of the site visit. Conditions at this secondary ramp and stationhouse were not inspected during the site visit.



View of main station house and entry ramp at Cicero Avenue



View of main stationhouse entry at Cicero Avenue



View of main station interior at Cicero Avenue



View of main station interior at Cicero Avenue



View of main station entry ramp at Cicero Avenue



View of main station interior at Cicero Avenue



View of secondary station entry ramped closed at Lavergne Avenue pedestrian bridge

Station Accessibility

Cicero 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 and curb ramps would also need to be added at the adjacent intersections.

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 12 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 platforms widened to accommodate these elements in addition to the necessary clearances - to gain the required clearance for accessibility.



View of sidewalk along Cicero Avenue on approach to station



View of sidewalk condition along Cicero near Lexington. Note broken and sunken portion of sidewalk that should be repaired.



View of crosswalk and curb ramp at Cicero and Lexington intersection. Note broken sidewalk curb ramp that should be repaired.



View of crosswalk and curb ramp at Cicero and Flournoy intersection. Note broken sidewalk curb ramp that should be repaired.



View of non-compliant platform with impeding elements



View of non-compliant ramp from platform to station house

Station Egress

Cicero 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 previously had an exit to a ramp approximately 5 feet wide, however this exit was locked and out of service at the time of the inspection. The closure of the west exit, limits the exiting of the platform to only one location, 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.



View of closed exit at west end of platform



View of exit ramp at east end of platform

Station Material and Components Conditions

The Cicero 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 enclosures at the ramp and on the platform have 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 and junction box at platform canopy structure



View of peeling paint at platform canopy structure



View of broken concrete at base of platform canopy columns.



View of corrosion at windbreaks on platform



View of broken concrete and patches at ramp surface. Note rusting at base of handrail support posts.



View of graffiti and scratches at platform signage



View of corrosion and aged, scratched surface of wind break enclosure panels at ramp



View of corrosion and open electrical junction box at light post on Cicero bridge overpass.



View of cracked and spalled concrete at base of stationhouse wall

Station Condition Assessment Ranking - Cicero Station

	Good	4	Fair	2	Poor
	5		3		1
Station Planning					
Accessibility					1
Aesthetics					1
Bird Control			3		
Circulation & Capacity					1
Clearances & Dimensions					1
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance				2	
Materials & Finishes					1
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				2	
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items - Cicero Station

Station Surroundings

- Provide crosswalk stripping at intersections at Cicero Avenue at Lexington and at Flournoy Streets.
- Repair sidewalks and curb ramps at intersections on approach to station.
- Repair cracks and broken portions of sidewalks along Cicero Avenue.
- Repair crosswalk curb ramps at all adjacent intersections and driveways.
- Provide crosswalk painting at all adjacent intersections.

Cicero 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 soffit of stationhouse.
- 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.

Lavergne Stationhouse

- The stationhouse could not be inspected because it was locked at the time of site visit.
- Re-open the stationhouse with all necessary repairs to make it functional.

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.
- Remove or replace windbreaks that are corroded, rusted or otherwise damaged.
- Repair concrete where broken at base of platform canopy columns



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

Existing Conditions Assessment Report Pulaski Station

Prepared by: Parsons Brinckerhoff and Ross Barney Architects

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- Representative photos of station entry and exit points

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- 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 Pulaski Station is located between Pulaski Road and Keeler Avenue between the west bound and east bound lanes of the Dwight Eisenhower I-290 Expressway.

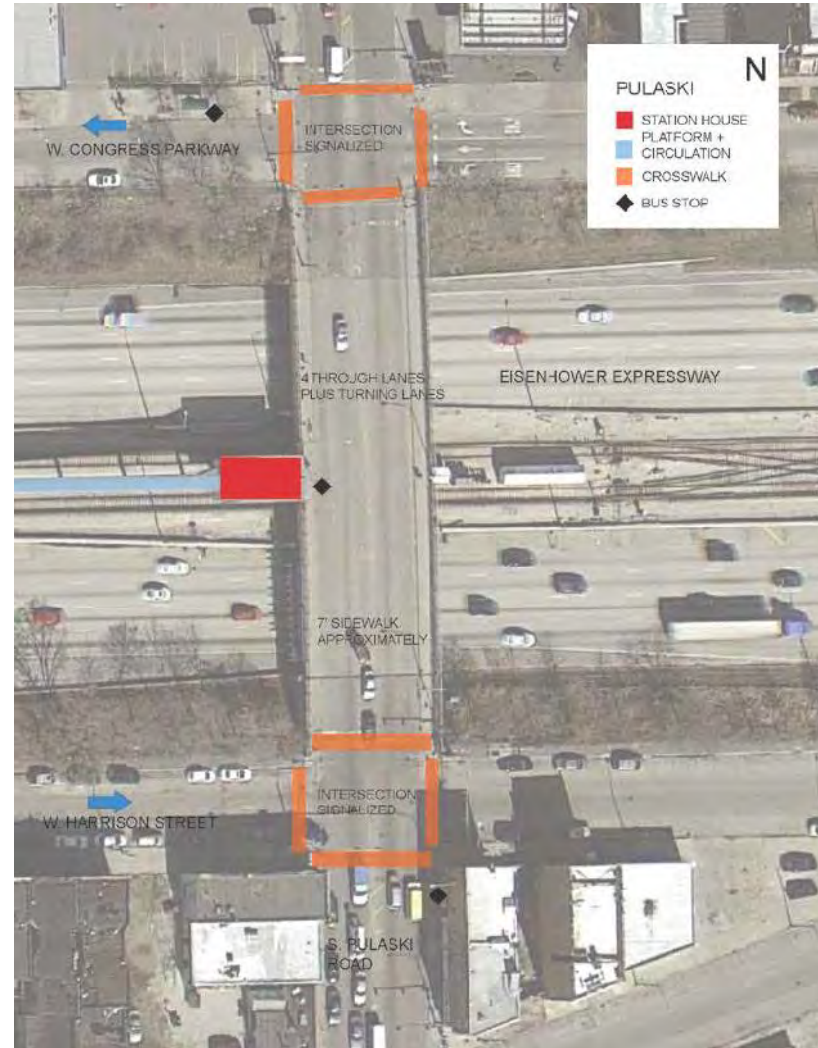
The Pulaski Station can be entered from only one location. A second entry point exists that connects to Keeler Avenue bridge, but that entry was closed and apparently out of commission at the time of the inspection. The main station entry is located on the west side of the Pulaski Road overpass. The approach from the south is along an inclined sidewalk approximately 7 feet wide along the west side of Pulaski Road. From the south one must cross Pulaski Road at the crosswalk at Harrison Street. The approach from the north is also along an inclined sidewalk along the west side of Pulaski Road. From the north, one must cross Pulaski Road at the crosswalk at Congress Parkway.

CTA Bus 53 connections are available in front of the Pulaski Stationhouse for the southbound bus. For the northbound bus, one must walk south to Harrison Street and crossover to the east side of Pulaski Avenue. CTA Bus 7 connection is available at the northwest corner of Pulaski Avenue and Congress Parkway just north of the Pulaski Stationhouse. An additional CTA Bus 7 stop is located just north of the Keeler stationhouse at the northwest corner of Keeler and Congress Parkway. Because the Keeler Avenue stationhouse is closed, the connection to this bus is likely not used much.

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
WEST

PULASKI
ROAD
NORTH

CONGRESS
PARKWAY
EAST

PULASKI
ROAD
SOUTH



HARRISON
STREET
EAST

PULASKI
ROAD
SOUTH

HARRISON
STREET
WEST

PULASKI
ROAD
NORTH



Station Access

The Pulaski Station can only be entered from one location. The main station entry is located on the west side of the Pulaski Road overpass, centered in the middle of the 290 expressway lanes. 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 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. 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 1-290 feet long with no landings.

A secondary entry building and ramp is located along the east side of the Keeler Avenue overpass, however this entry was closed and out of commission at the time of the site visit. Conditions at this secondary ramp and stationhouse were not inspected during the site visit.



View of main stationhouse and entry ramp at Pulaski Road



View of main stationhouse entry at Pulaski Road



View of main stationhouse interior at Pulaski Road



View of main station interior at Pulaski Road



View of main station entry ramp at Pulaski Road



View of main station interior at Pulaski Road



View of secondary station entry ramped closed at Keeler Avenue over pass bridge

Station Accessibility

Pulaski 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 and curb ramps would also need to be added at the adjacent intersections.

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 12 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 platforms widened to accommodate these elements in addition to the necessary clearances - to gain the required clearance for accessibility.



View of sidewalk condition along Pulaski near Congress Note broken sidewalk and portions of curbs that should be repaired.



View of sidewalk along Pulaski Road on approach to station



View of non-compliant ramp from platform to station house



View of non-compliant platform with impeding elements

Station Egress

Pulaski 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 previously had an exit to a ramp approximately 5 feet wide, however this exit was locked and out of service at the time of the inspection. The closure of the west exit, limits the exiting of the platform to only one location, 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.



View of closed exit at west end of platform



View of exit ramp at east end of platform



View of exit ramp at east end of platform

Station Material and Components Conditions

The Pulaski 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 enclosures at the ramp and on the platform have 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 at platform canopy structure



View of peeling paint and rusting at platform storage box elements.



View of broken concrete at ramp walking surface. Note also broken concrete curb at wind break



View of corrosion and aged plastic panels at windbreaks on ramp



View of cracked and spalled concrete at base of stationhouse wall. Note re-bar is exposed and deterioration is advanced.



View of corrosion at base of gates in Pulaski Road stationhouse

Station Condition Assessment Ranking - Pulaski Station

	Good	4	Fair	2	Poor
	5		3		1
Station Planning					
Accessibility					1
Aesthetics					1
Bird Control			3		
Circulation & Capacity					1
Clearances & Dimensions					1
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance				2	
Materials & Finishes					1
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				2	
Key Station Elements				2	
Station Identity					1

Recommended Short Term Maintenance Items - Pulaski Station

Station Surroundings

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

Pulaski 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 soffit of stationhouse.
- 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.

Keeler Stationhouse

- The stationhouse could not be inspected because it was locked at the time of site visit.
- Re-open the stationhouse with all necessary repairs to make it functional.

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.
- Remove or replace windbreaks that are corroded, rusted or otherwise damaged.