

APPENDIX A

PLANNING STUDIES REVIEWED

Plan	Year
Butterfield Road Corridor Plan	2023*
DuPage County Mobility Framework Plan	2023*
Des Plaines River Trail Central Feasibility Study	2023*
IDOT Cermak Road Smart Corridor Improvements and IDOT Smart Corridor Design Technical Report	2023/2015*
Cook County Transit Plan and Connecting Cook County 2040 Long Range Transportation Plan	2023/2016*
Village of Oak Brook Illinois Commercial Areas Revitalization Plan Update	2019*
Pace Cook DuPage Area Rapid Transit Investment Plan: Service Plan and Preliminary Implementation Plan	2014*
RTA Bus Rapid Transit Market Research Project: Final Report	2010*
DuPage Multi-Modal Mobility Plan	2023
Cicero Zoning Update	2023
RTA Transit is the Answer Strategic Plan	2023
RTA/Pace I-294 Tri-State Market & Facilities Feasibility Study: Summary Report	2022
Chicago Better Streets for Buses	2022
Pace Central Harlem Avenue Corridor Study: Transportation and Land Use Implementation Plan	2018
Comprehensive Plan: The Town of Cicero, Illinois	2017
DuPage Transit Connectivity Study	2016
Cicero Connections: Transit Area Implementation Plan	2014
Village of Lombard Illinois Comprehensive Plan	2014
Village of Westchester Comprehensive Plan	2014
City of Berwyn Comprehensive Plan	2012
Berwyn Active Transportation Plan	2011
DuPage Area Transit Plan Update	2010
Berwyn Transit Oriented Development Study	2008
City of Oakbrook Terrace Comprehensive Plan (2007)	2007
DuPage Area Transit Plan	2002
Willbur Smith Bus Rapid Transit Initiative: Final Project Report	2002

* Denotes Key plan

APPENDIX B

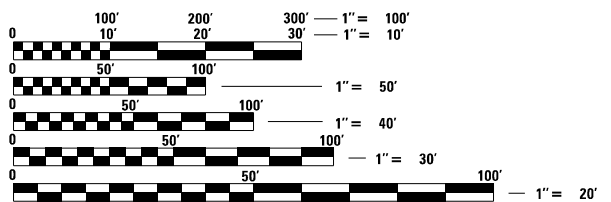
CONCEPTUAL STATION DESIGNS

PACE SUBURBAN BUS REGIONAL TRANSPORTATION AUTHORITY

CONCEPTUAL STATION IMPROVEMENT PLANS

PULSE CERMAK LINE ARTERIAL RAPID TRANSIT FROM CTA PINK LINE 54TH / CERMAK STATION (CICERO) TO YORKTOWN CENTER STATION (LOMBARD)

- PROJECT LOCATED IN THE**
1. TOWN OF CICERO
 2. CITY OF BERWYN
 3. VILLAGE OF NORTH RIVERSIDE
 4. VILLAGE OF BROADVIEW
 5. VILLAGE OF WESTCHESTER
 6. VILLAGE OF OAK BROOK
 7. CITY OF OAKBROOK TERRACE
 8. VILLAGE OF LOMBARD
 9. VILLAGE OF HILLSIDE



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS
1-800-892-0123
OR 811



LOCATION MAP
N.T.S.
GROSS LENGTH = 14.3 MILES

pace
Connecting Communities

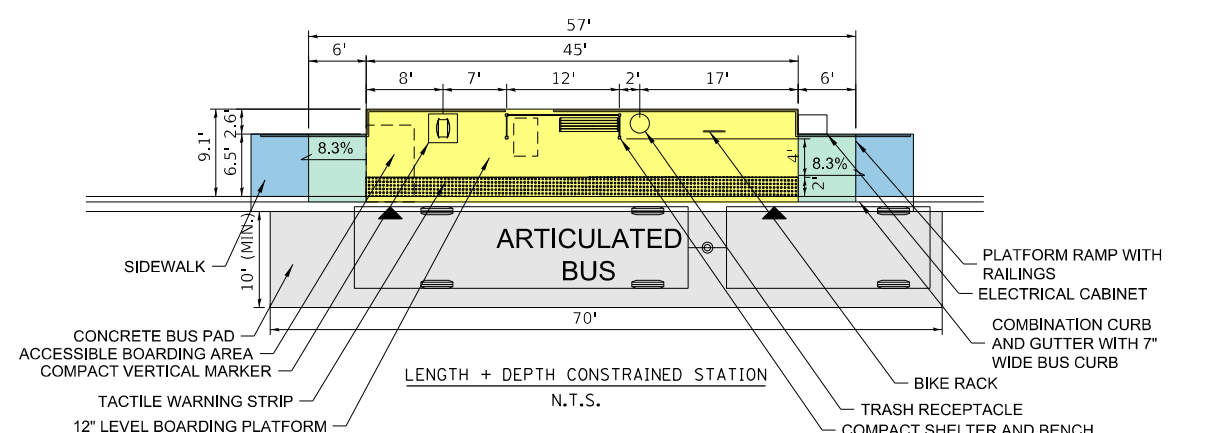
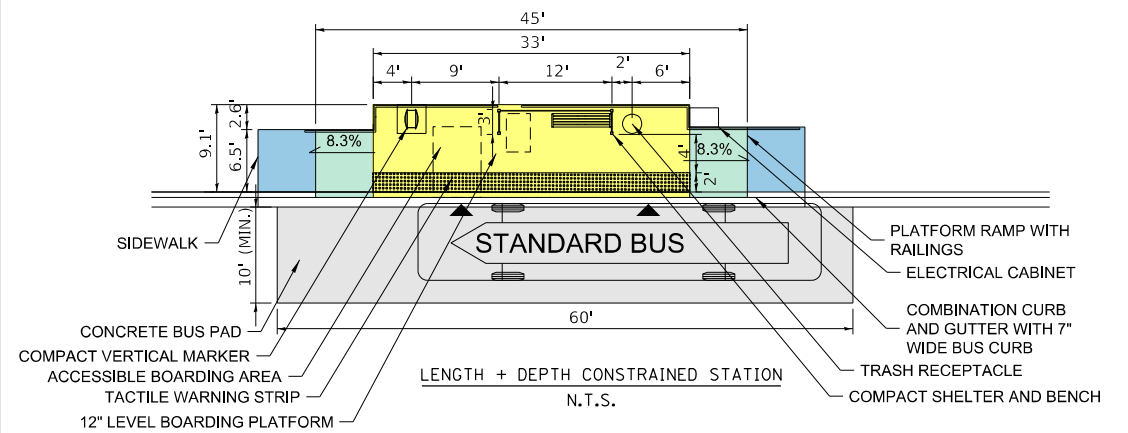
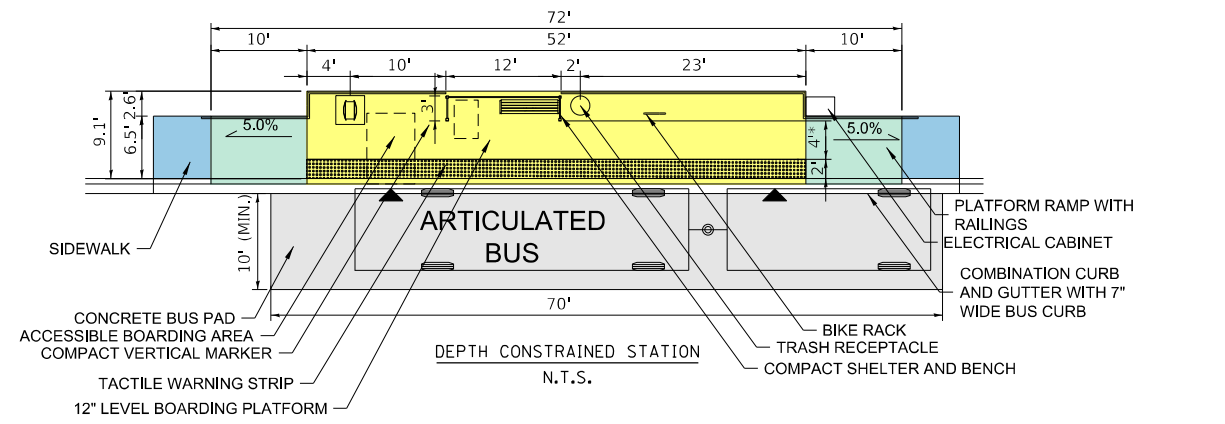
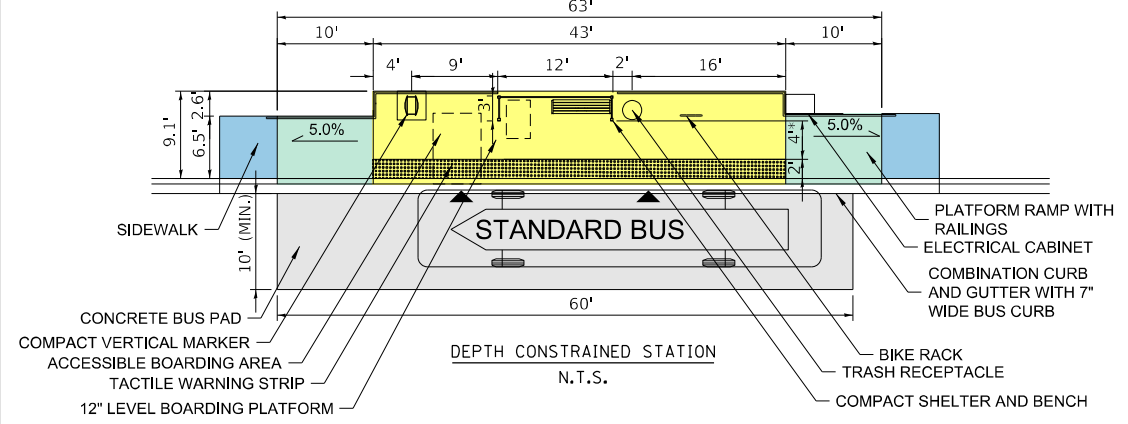
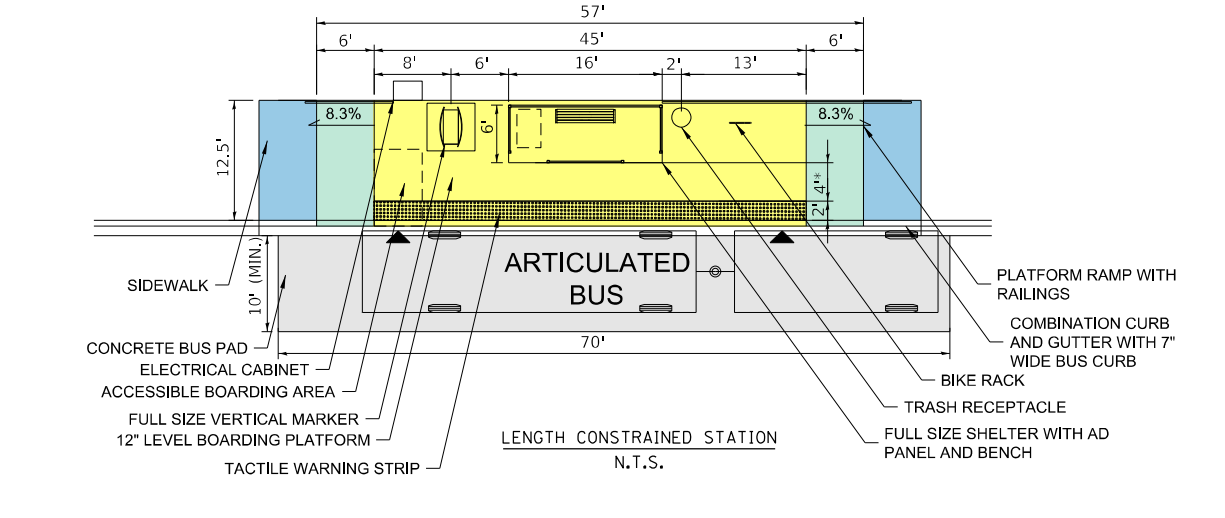
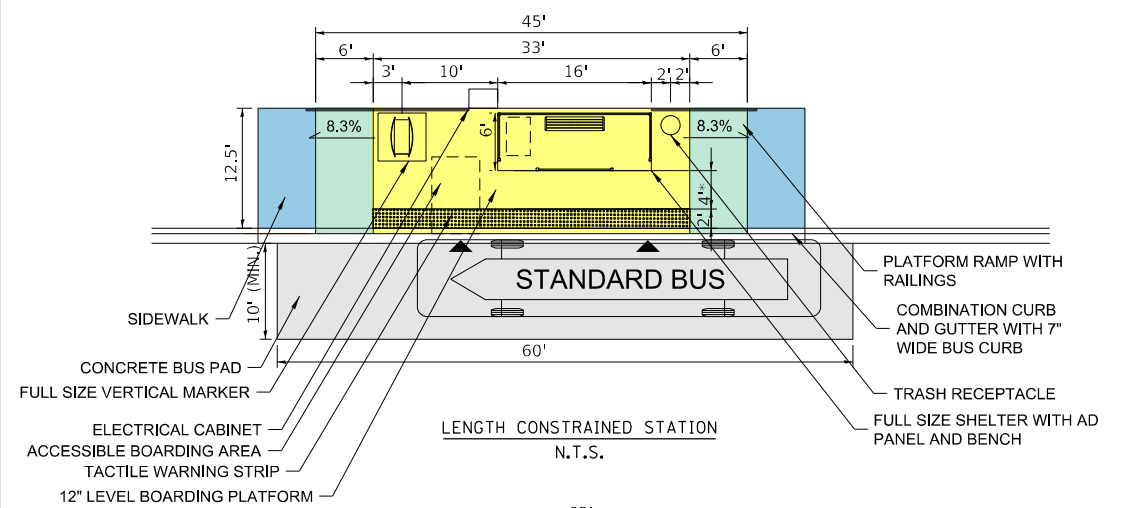
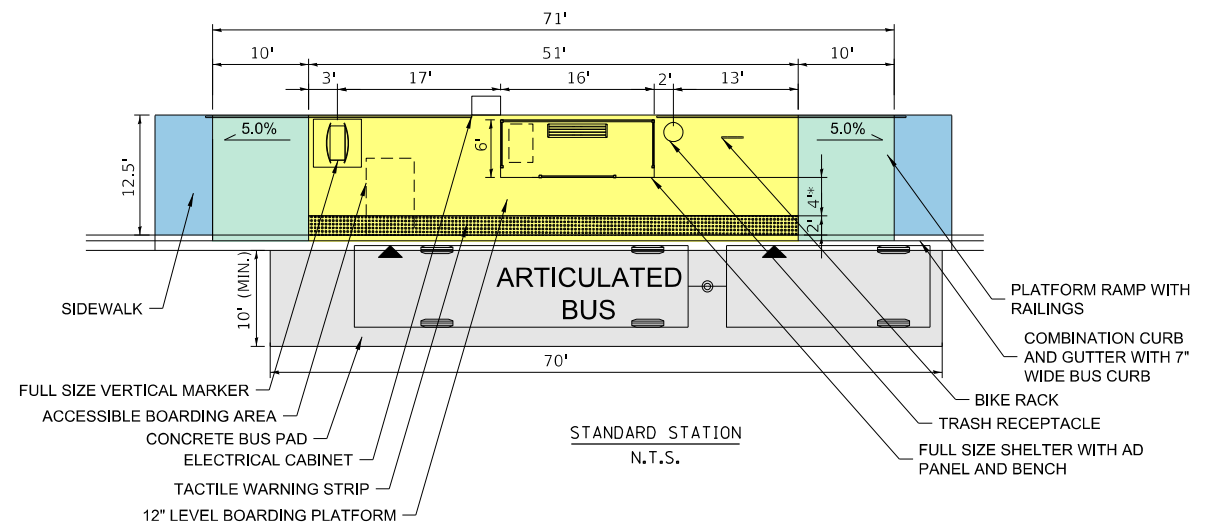
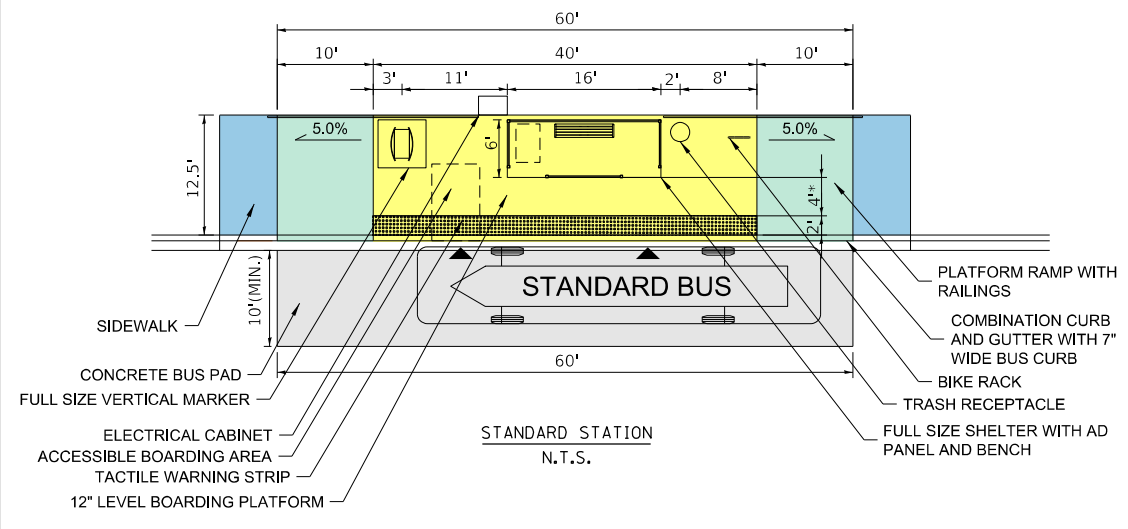
550 WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL 60005-4412
(847) 364-7223

HNTB

ONE SOUTH WACKER DRIVE
SUITE 2500
CHICAGO, IL 60606
(312) 930-9119
ILLINOIS PROFESSIONAL DESIGN FIRM
REGISTRATION NO. 184.001306

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, TYPICAL STATION PLANS
- 3 CENTRAL
- 4 AUSTIN
- 5 RIDGELAND
- 6 OAK PARK ALT. 1
- 7 OAK PARK ALT. 2
- 8 HOME ALT. 1
- 9 HOME ALT. 2
- 10 HARLEM ALT. 1
- 11 HARLEM ALT. 2
- 12 NORTH RIVERSIDE PARK MALL ALT. 1
- 13 NORTH RIVERSIDE PARK MALL ALT. 2
- 14 1ST
- 15 12TH
- 16 14TH ALT. 1
- 17 14TH ALT. 2
- 18 17TH
- 19 21ST
- 20 LA GRANGE/MANNHEIM
- 21 MAYFAIR
- 22 WOLF
- 23 WINDSOR
- 24 YORK
- 25 MCDONALD
- 26 OAKBROOK CENTER ENTRANCE
- 27 OAKBROOK CENTER
- 28 OAK BROOK PLACE
- 29 YORKTOWN CENTER



TYPICAL STATION PLANS

ALL SITE-SPECIFIC LAYOUTS ARE CONCEPTUAL IN NATURE, BASED ON PUBLICLY AVAILABLE DATA. EXACT STATION CONFIGURATIONS AND ACCESSIBLE PATHS ARE TO BE DETERMINED ONCE SURVEY HAS BEEN OBTAINED.

SITE-SPECIFIC LAYOUTS MAY VARY FROM TYPICALS.

* 4' ACCESSIBLE PATH NOT INCLUDING TACTILE WARNING STRIP IS IDEAL. 4' ACCESSIBLE PATH INCLUDING TACTILE WARNING STRIP IS THE MINIMUM LEGALLY ACCEPTED WIDTH.

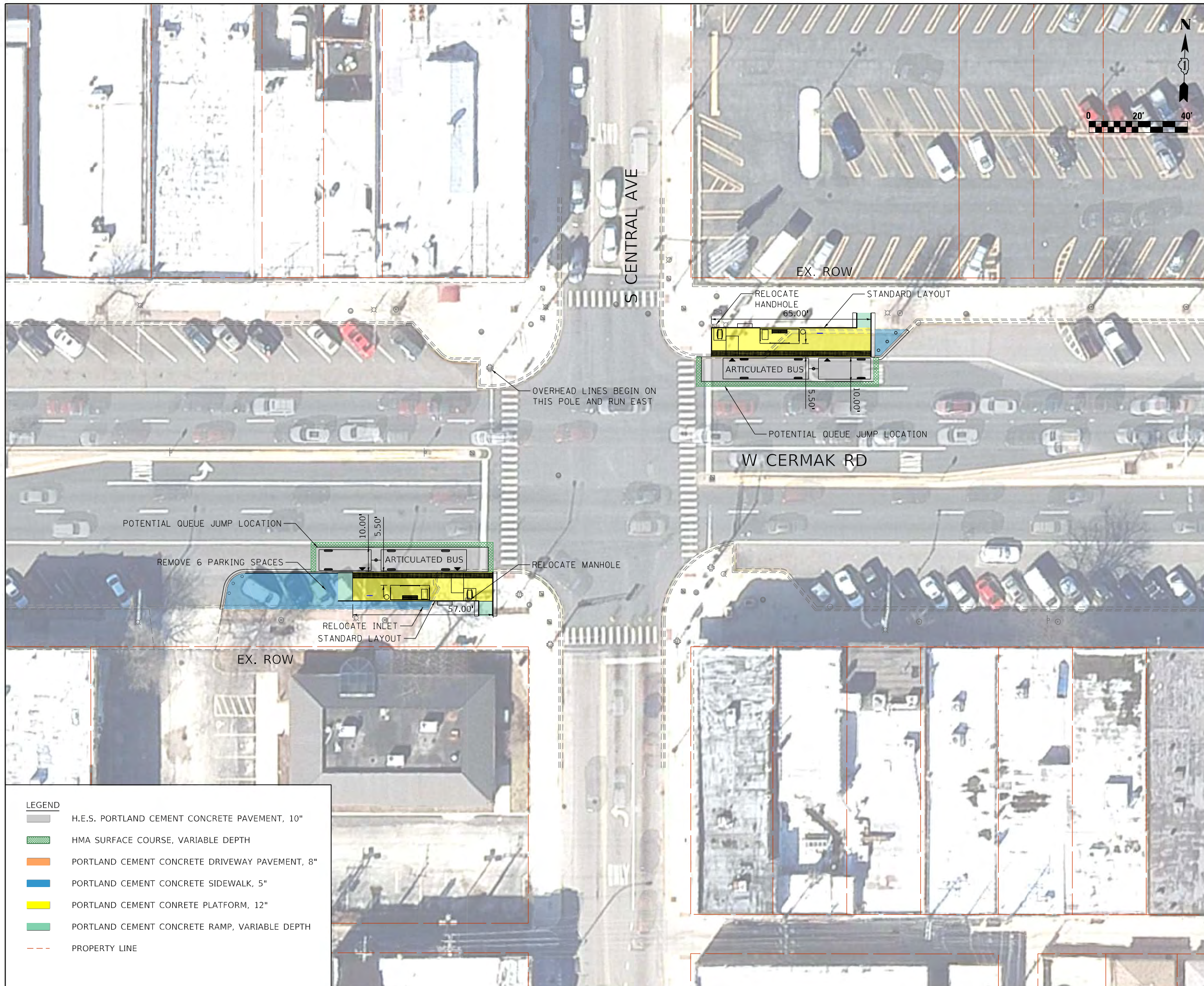
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**PULSE CERMAK LINE STATION
INDEX OF SHEETS, TYPICAL STATION PLANS**

SCALE: 1=40' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	2
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 ■ STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT
 WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

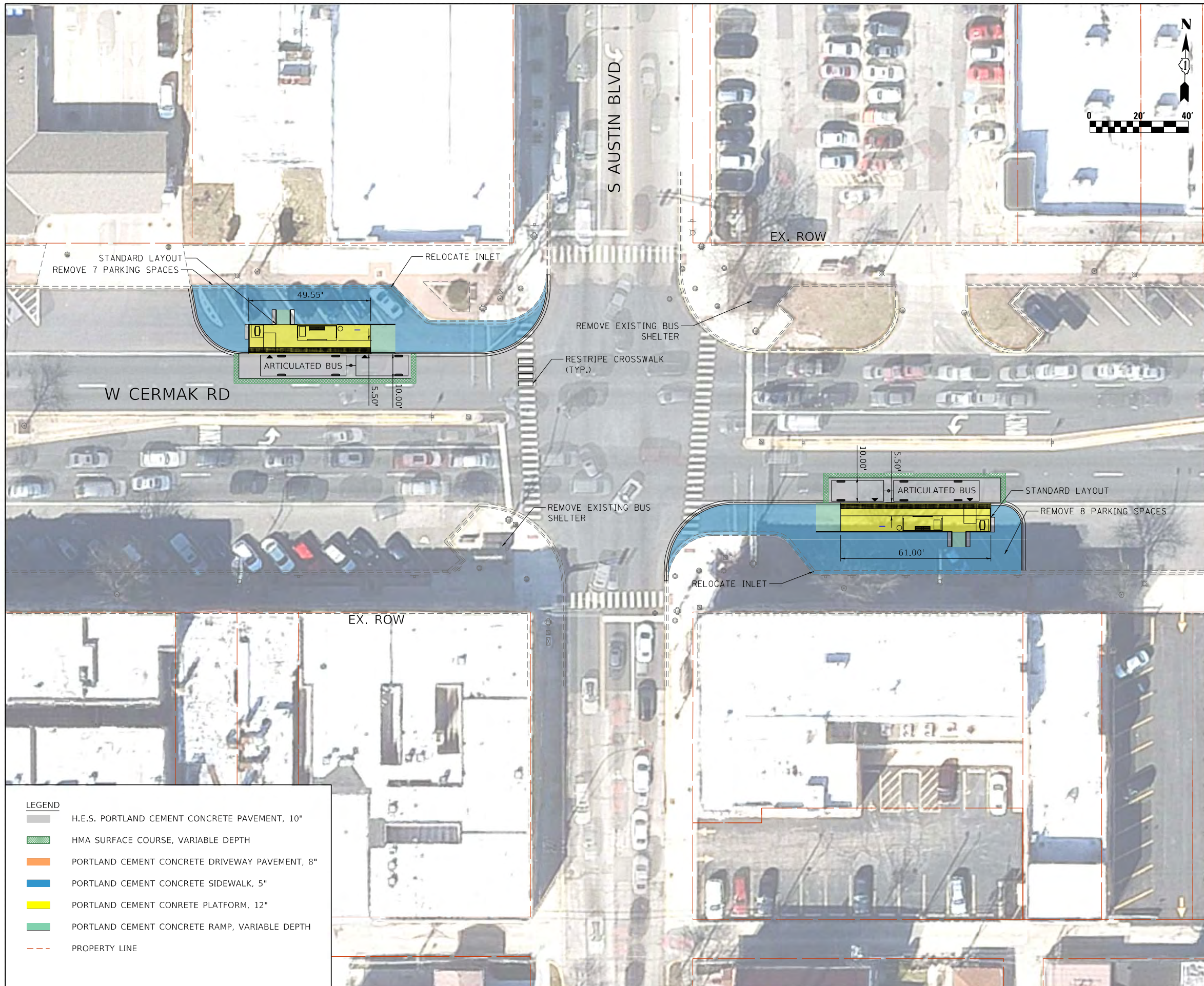
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**PULSE CERMAK LINE STATION
 CENTRAL**

SCALE: 1=20' SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	3
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
- - -	PROPERTY LINE

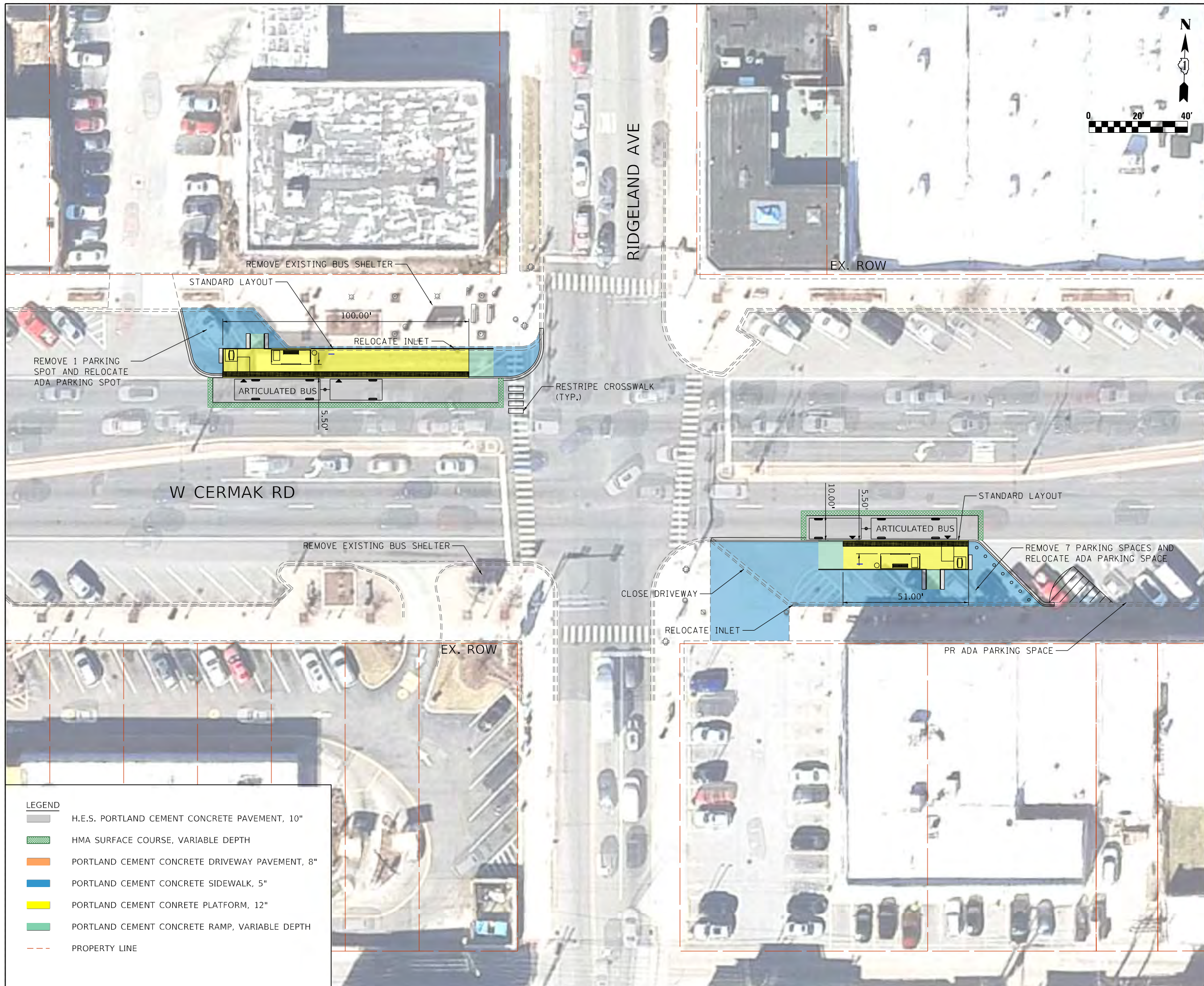
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PULSE CERMAK LINE STATION
AUSTIN

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	4
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 ■ STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE



STATION PLATFORM LOCATION OPTIONS

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT
 WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

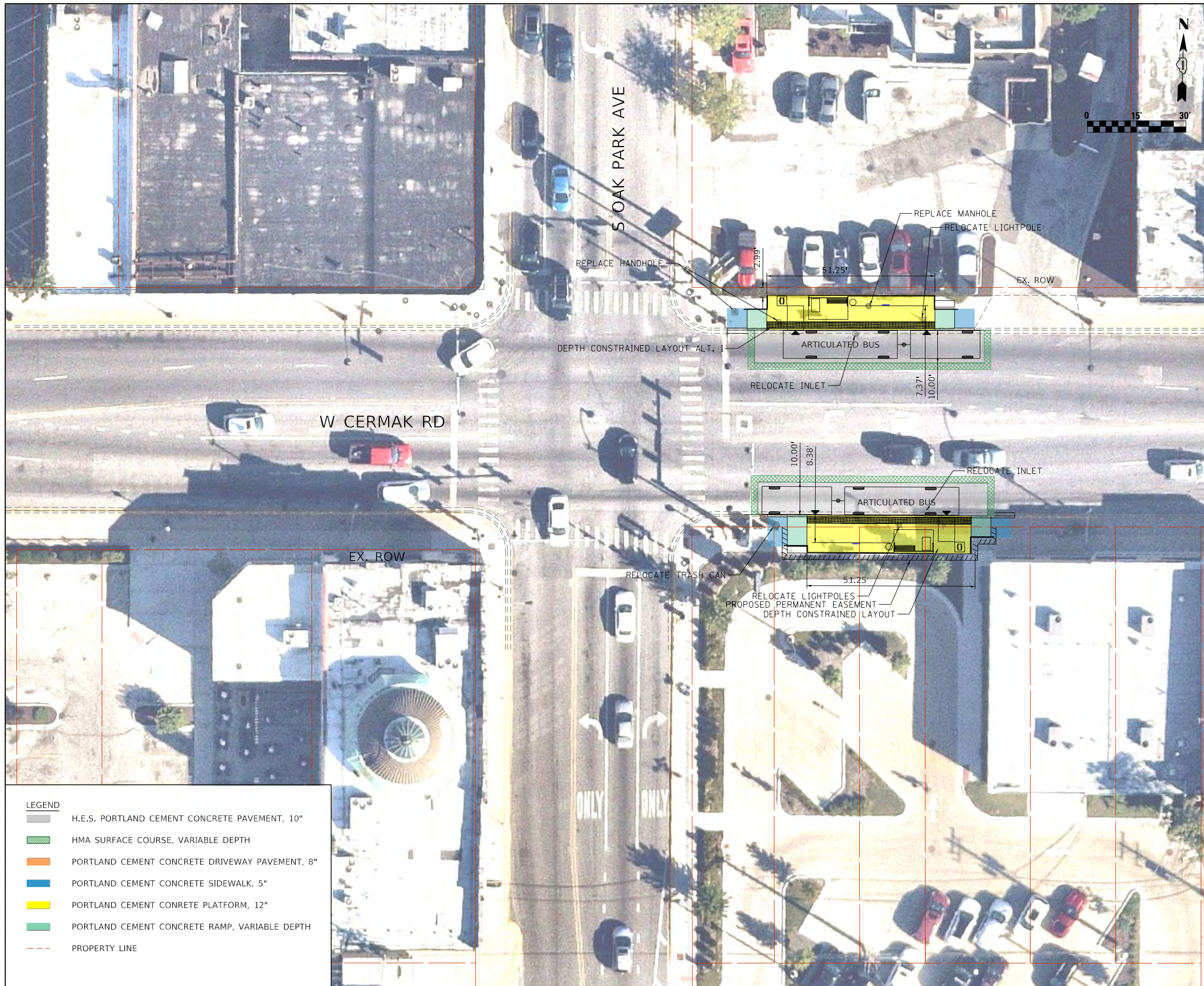
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**PULSE CERMAK LINE STATION
 RIDGELAND**

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	5
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : DEPTH CONSTRAINED LAYOUT

WB STATION (ALT. 1) : DEPTH CONSTRAINED LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

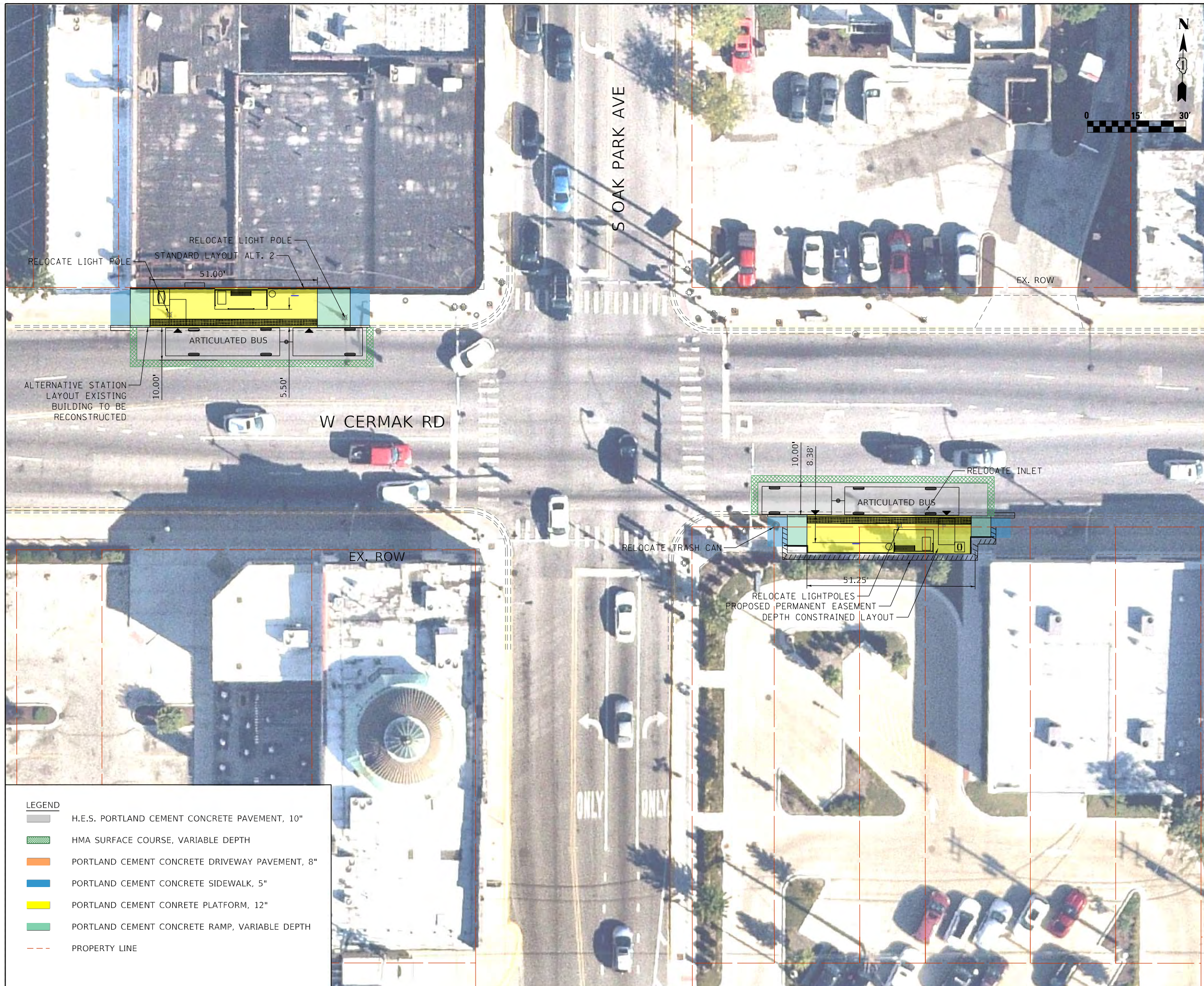
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**PULSE CERMAK LINE STATION
OAK PARK ALT. 1**

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	6
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : DEPTH CONSTRAINED LAYOUT

WB STATION (ALT. 2) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

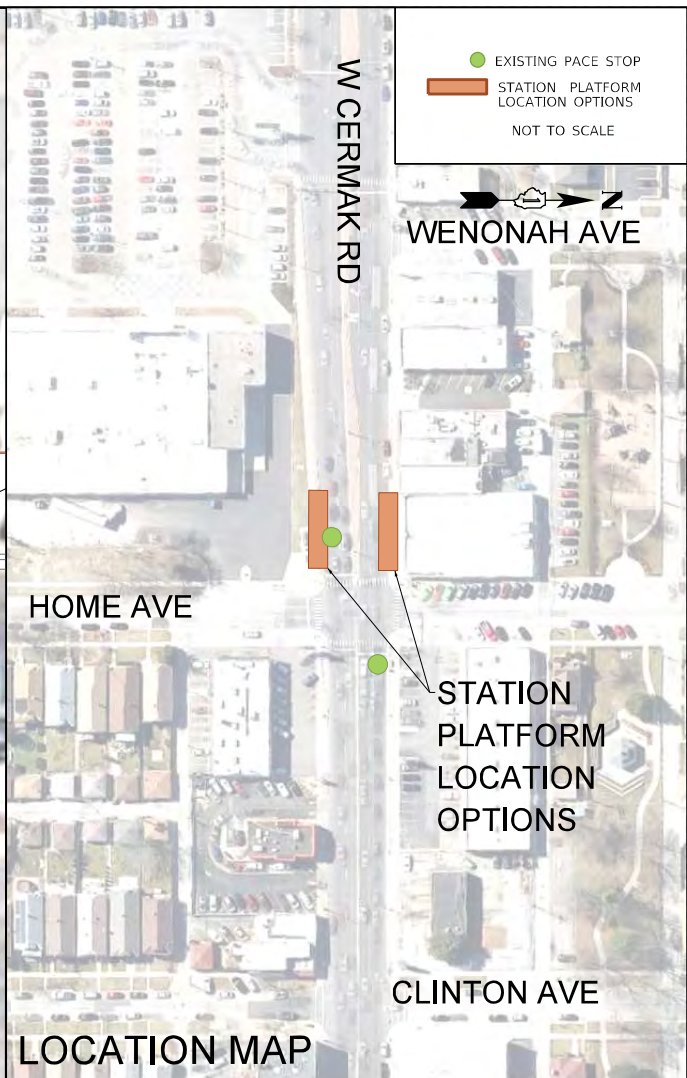
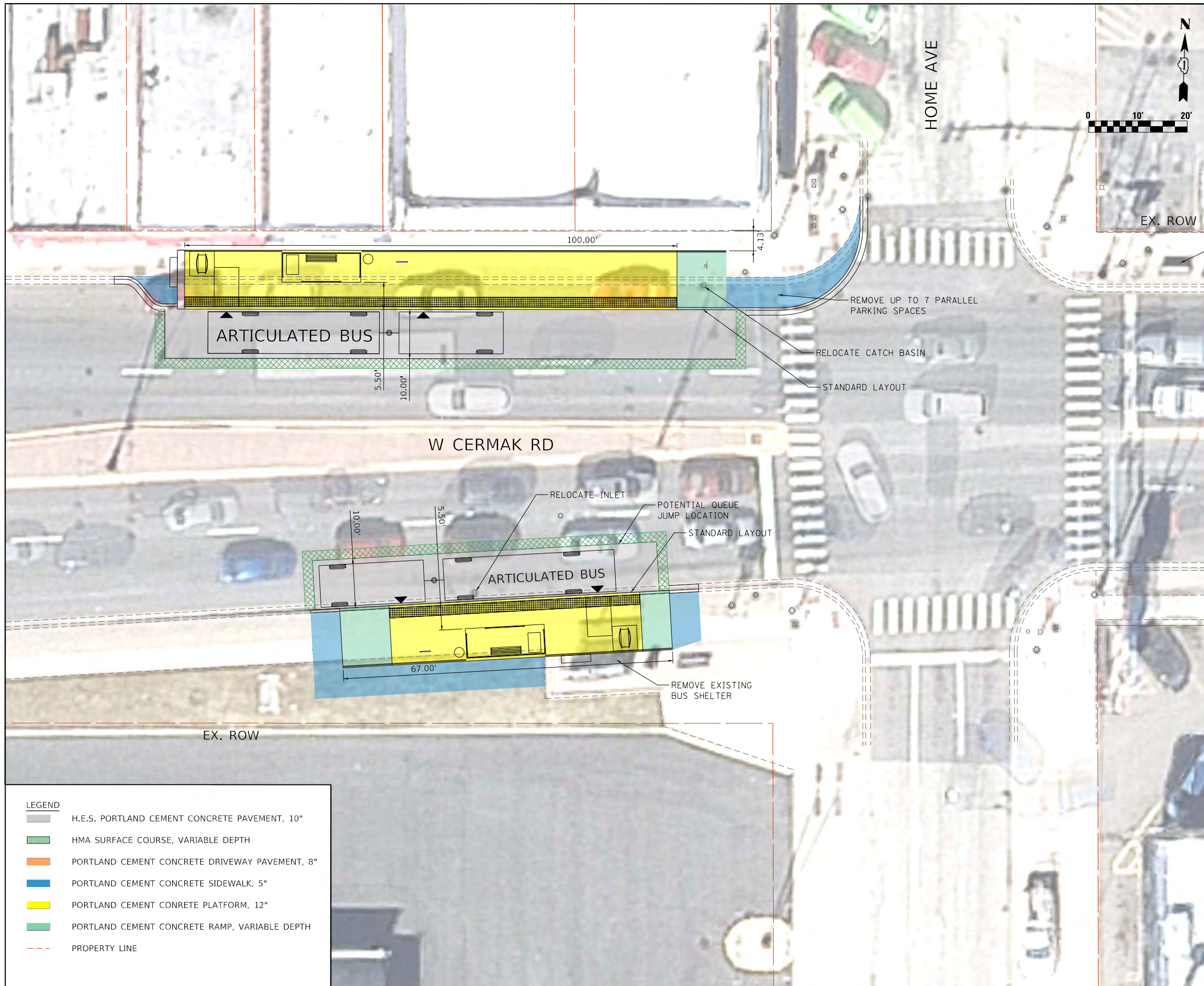
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**PULSE CERMAK LINE STATION
OAK PARK ALT. 2**

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	7
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 ■ STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT
 WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

- H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- HMA SURFACE COURSE, VARIABLE DEPTH
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- PORTLAND CEMENT CONCRETE PLATFORM, 12"
- PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
- PROPERTY LINE

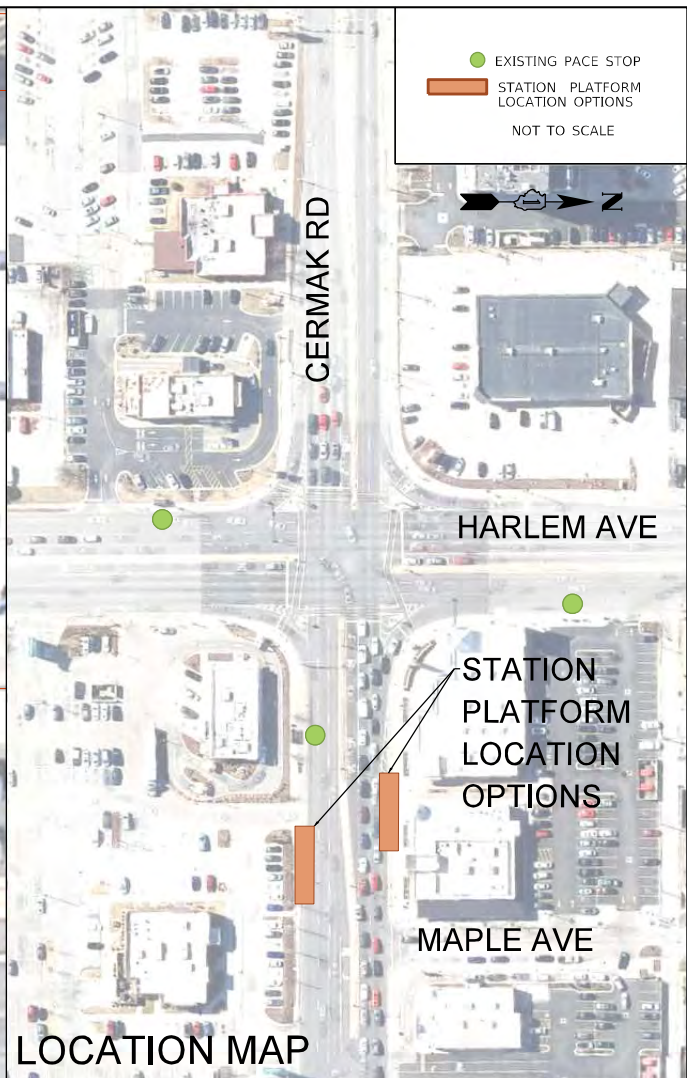
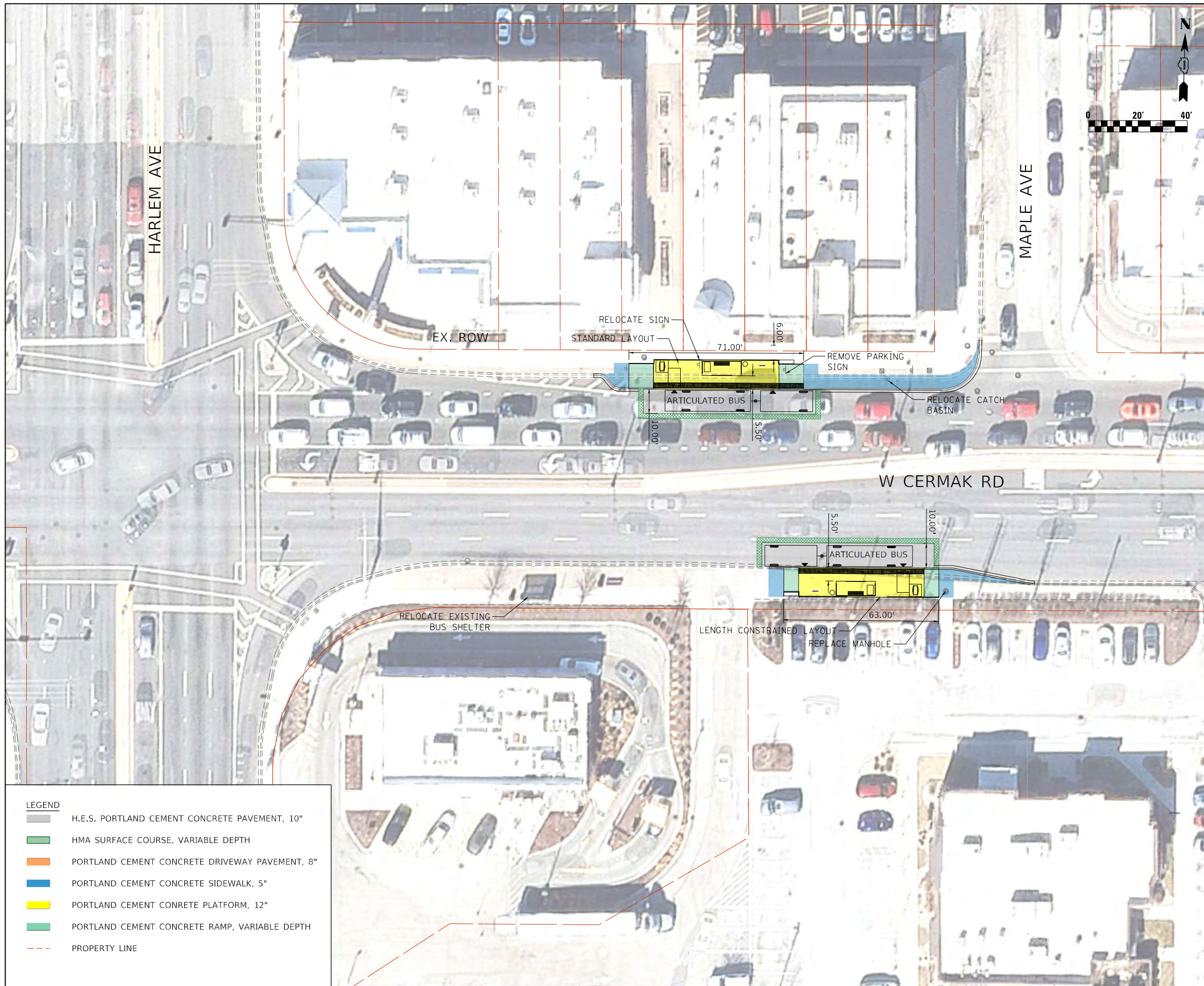
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**PACE SUBURBAN BUS
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 REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
 HOME ALT. 1**

SCALE: 1=10' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	8
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



PLANS DO NOT REFLECT IDOT PLANNED IMPROVEMENTS AT HARLEM/CERMAK INTERSECTION.

NOTES

EB STATION (ALT. 2) : LENGTH CONSTRAINED LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND	
	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

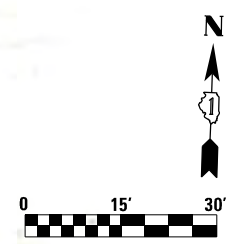
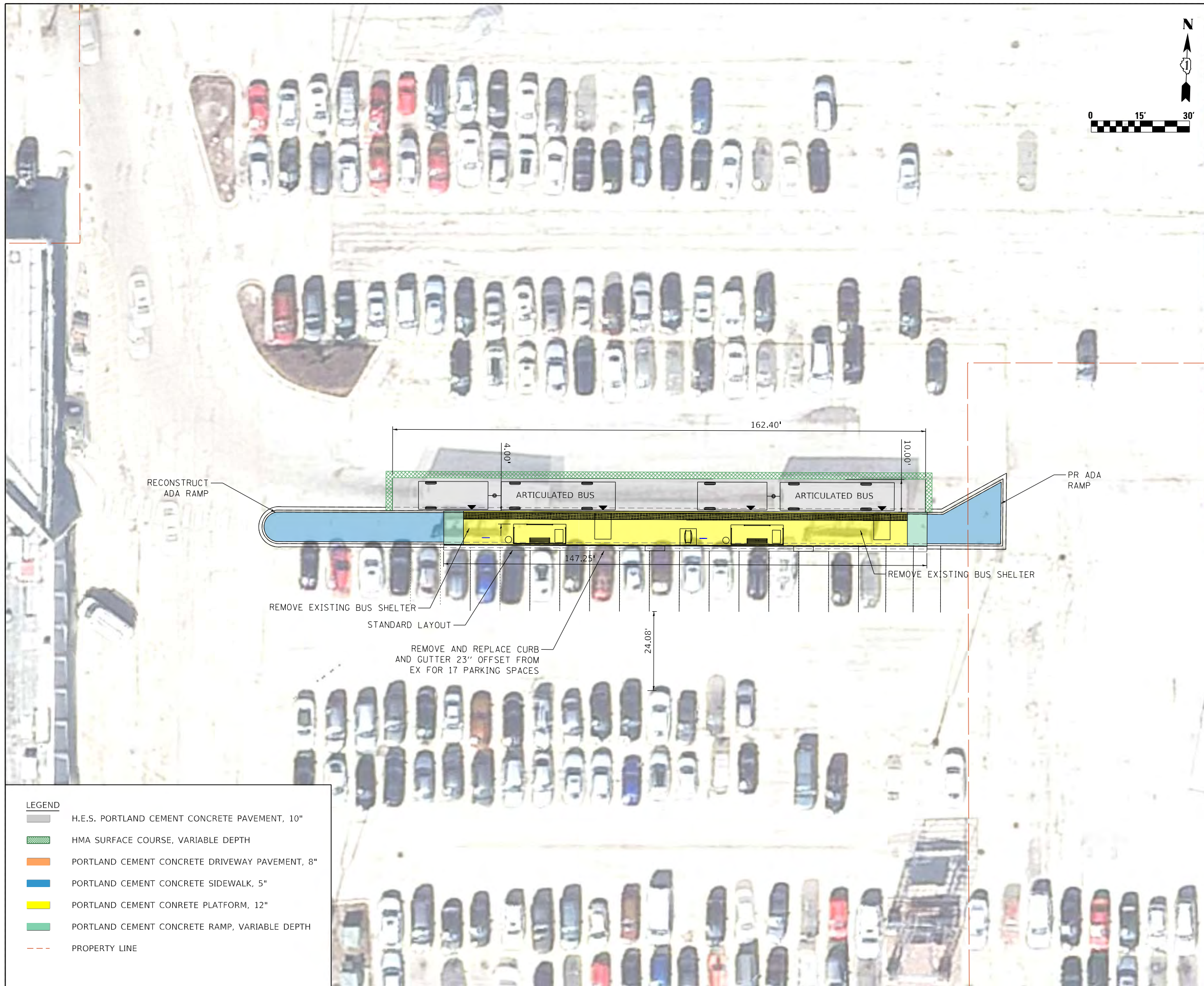
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**PACE SUBURBAN BUS
A DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY**

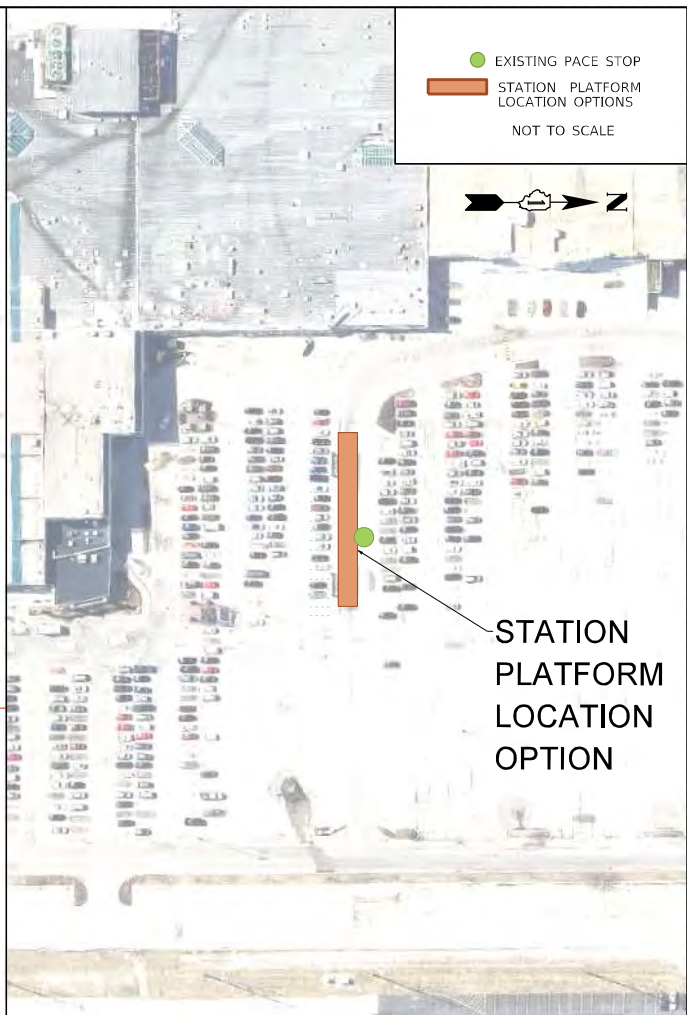
**PULSE CERMAK LINE STATION
HARLEM ALT. 2**

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	11
			CONTRACT NO. 64665	
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 ■ STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE



STATION PLATFORM LOCATION OPTION

LOCATION MAP

AUTOTURN INDICATES 25 FEET NEEDED BETWEEN BUSES

NOTES
 NORTH RIVERSIDE PARK MALL (ALT. 1): LAYOVER STATION FOR TWO BUSES

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

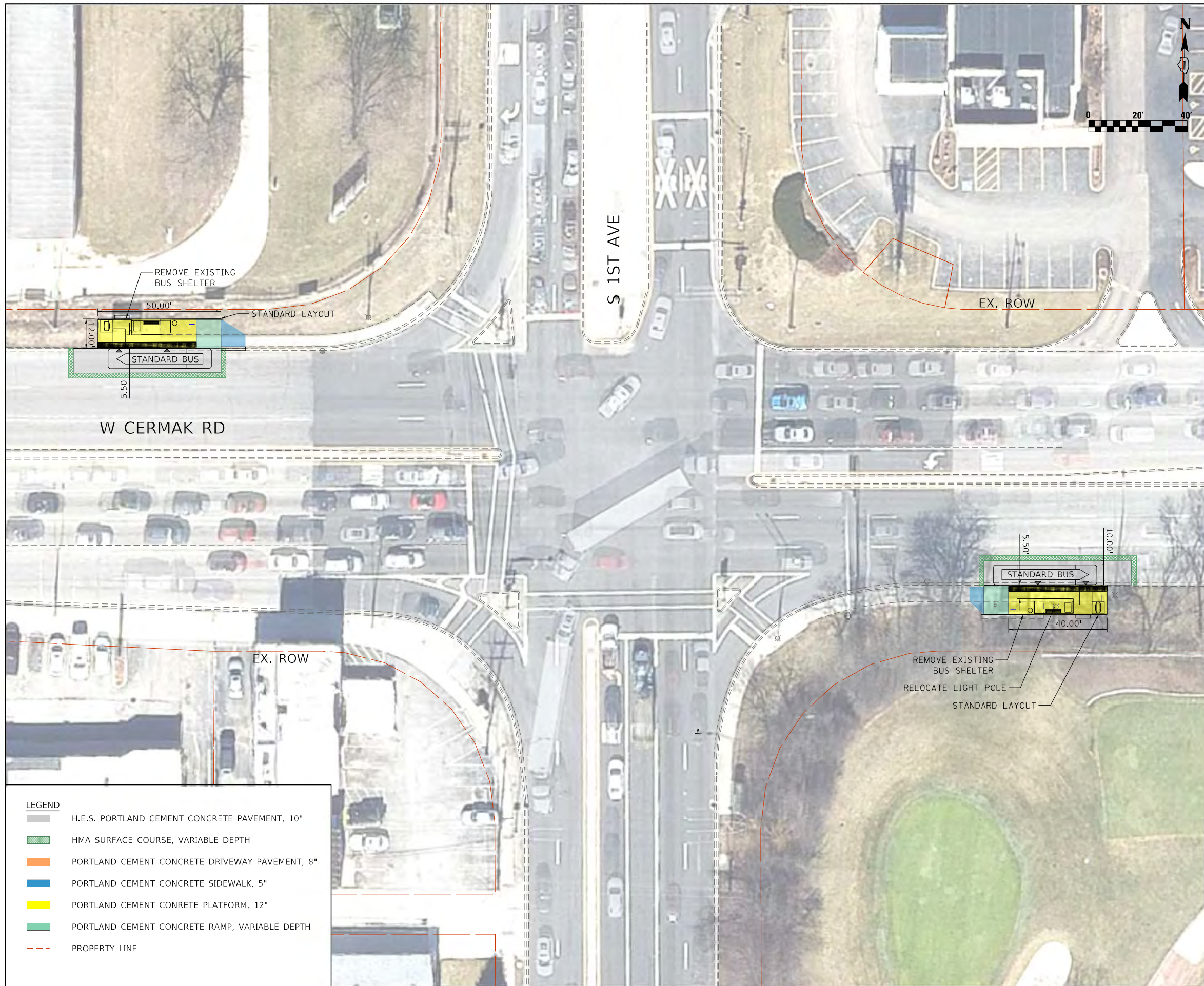
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**PACE SUBURBAN BUS
 A DIVISION OF THE
 REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
 NORTH RIVERSIDE PARK MALL ALT. 1**

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	12
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

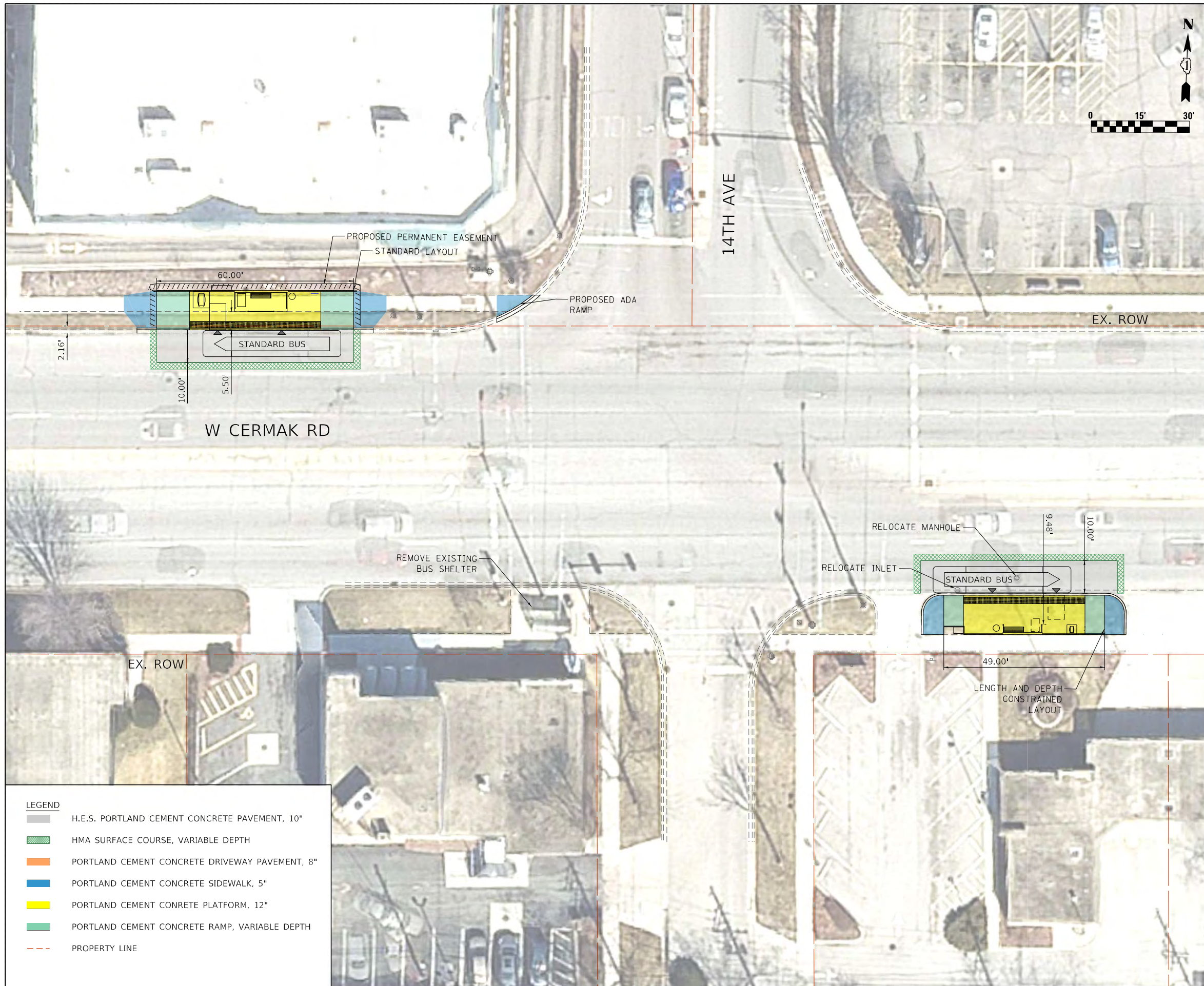
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PACE SUBURBAN BUS
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REGIONAL TRANSPORTATION AUTHORITY

PULSE CERMAK LINE STATION
1ST

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	14
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : LENGTH AND DEPTH CONSTRAINED LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

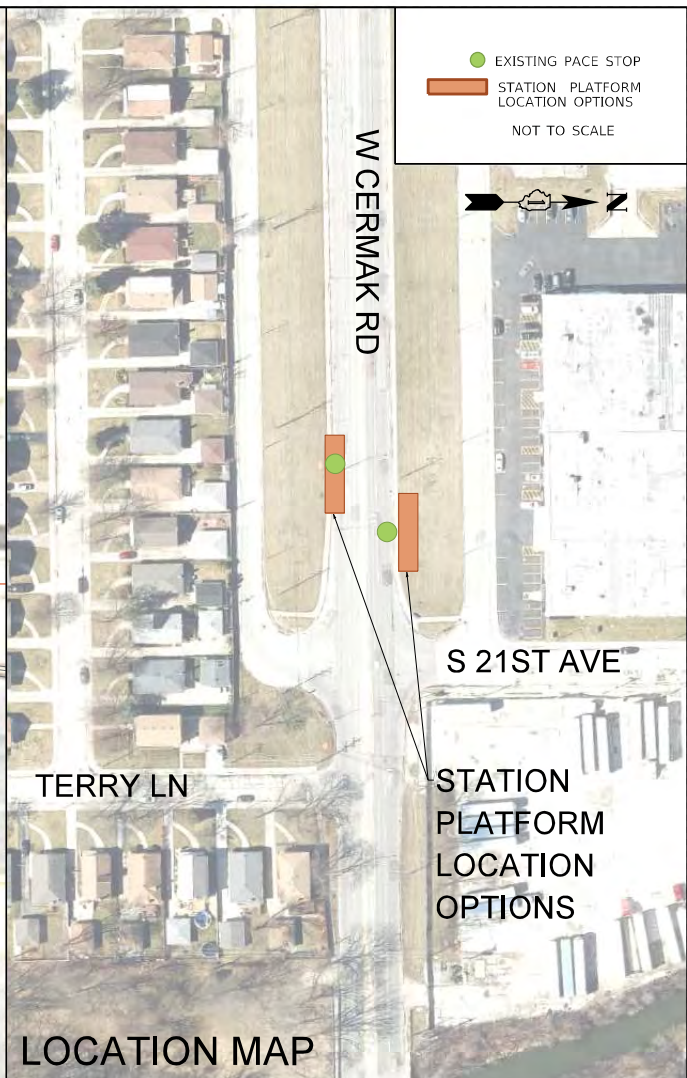
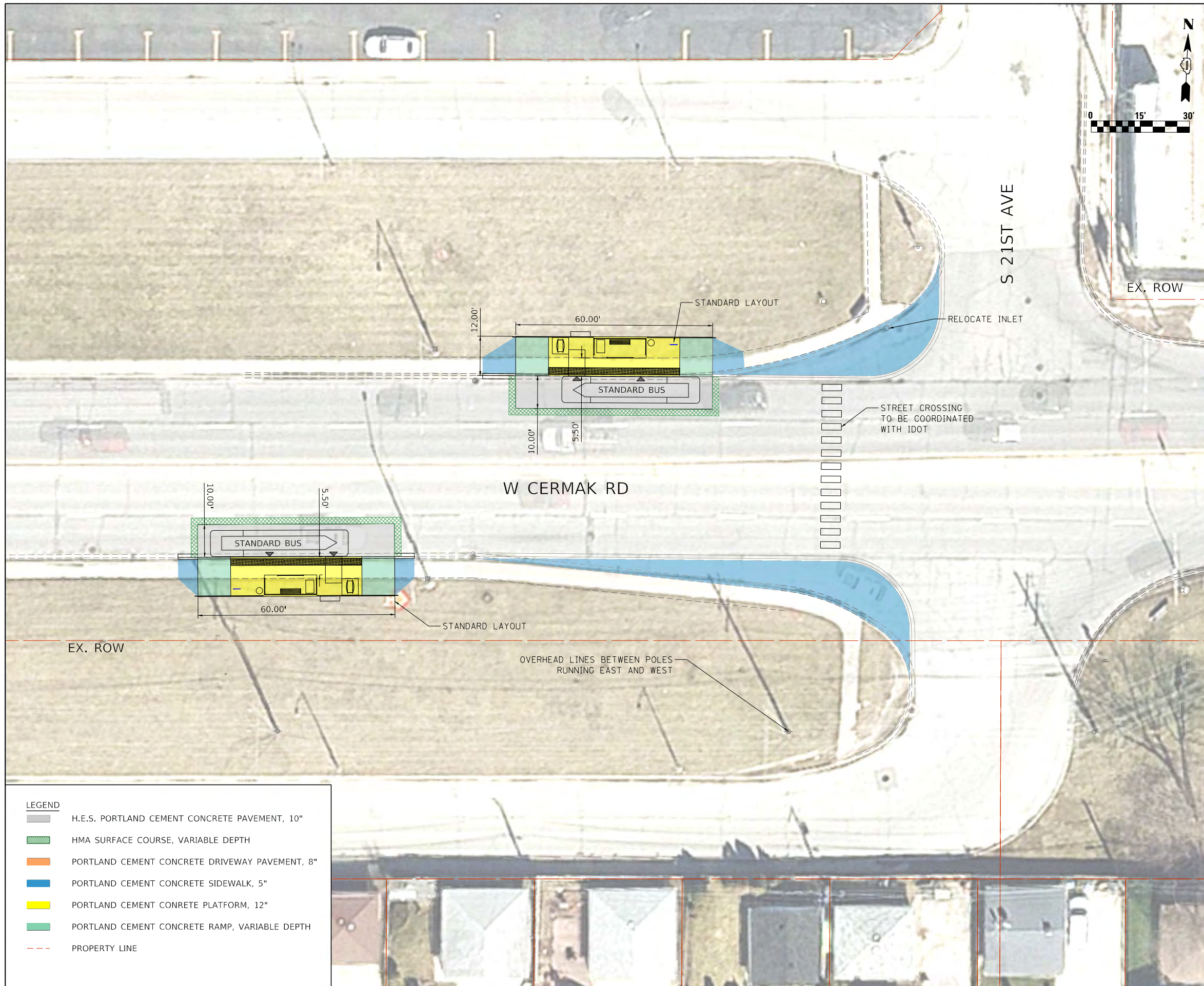
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**PACE SUBURBAN BUS
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REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
14TH**

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	16
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

LOCATION MAP

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
- - -	PROPERTY LINE

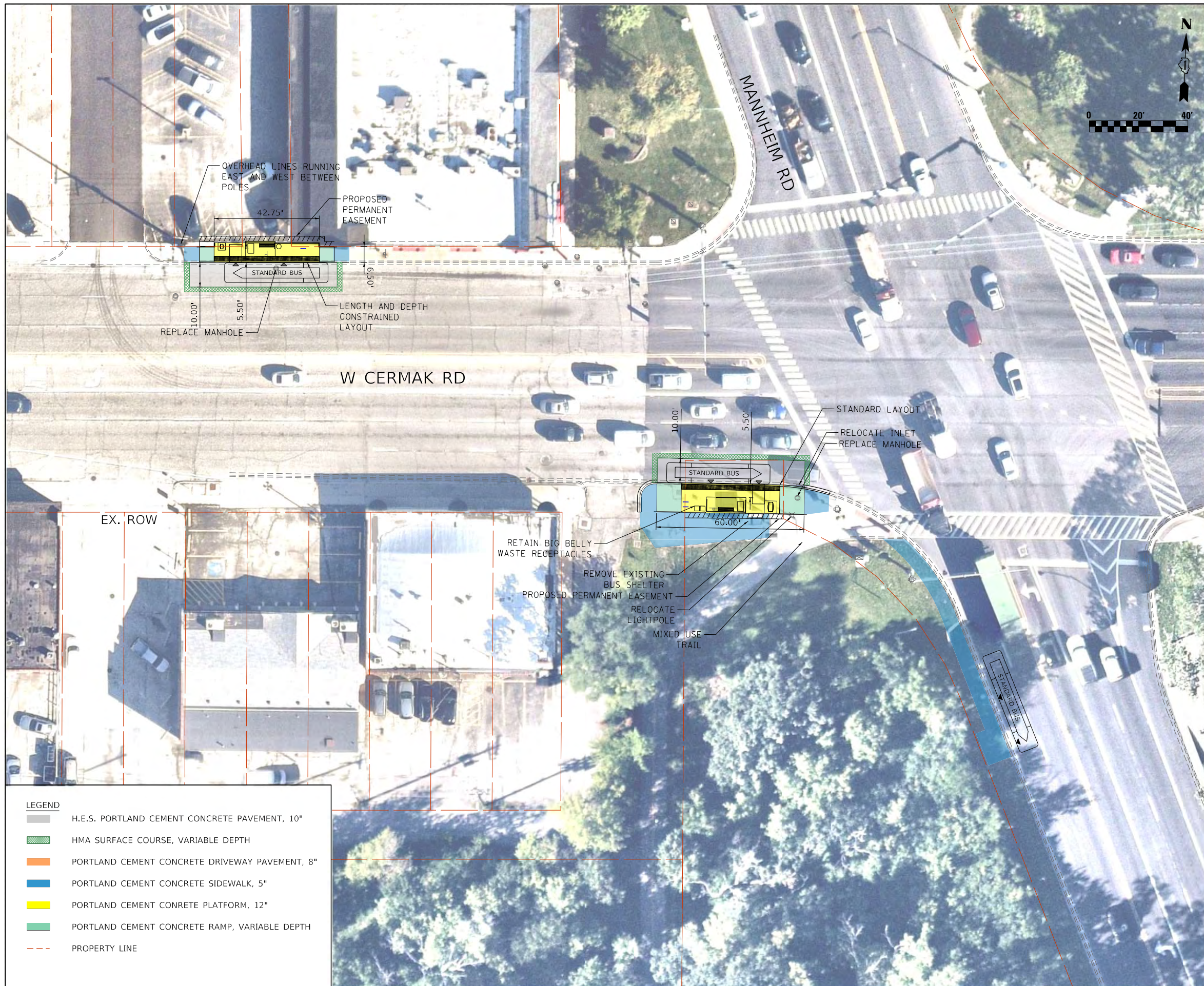
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	PLOT DATE = 6/6/2024	DATE - 06/07/2024	REVISED - -

PACE SUBURBAN BUS
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PULSE CERMAK LINE STATION
21ST

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	19
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : LENGTH AND DEPTH CONSTRAINED LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

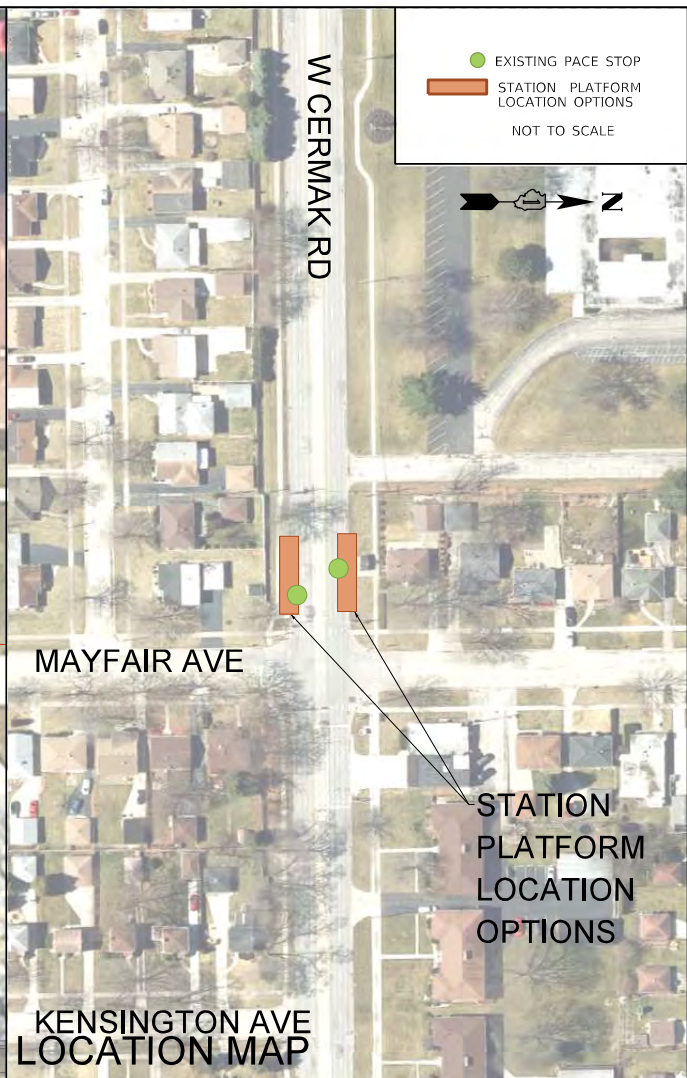
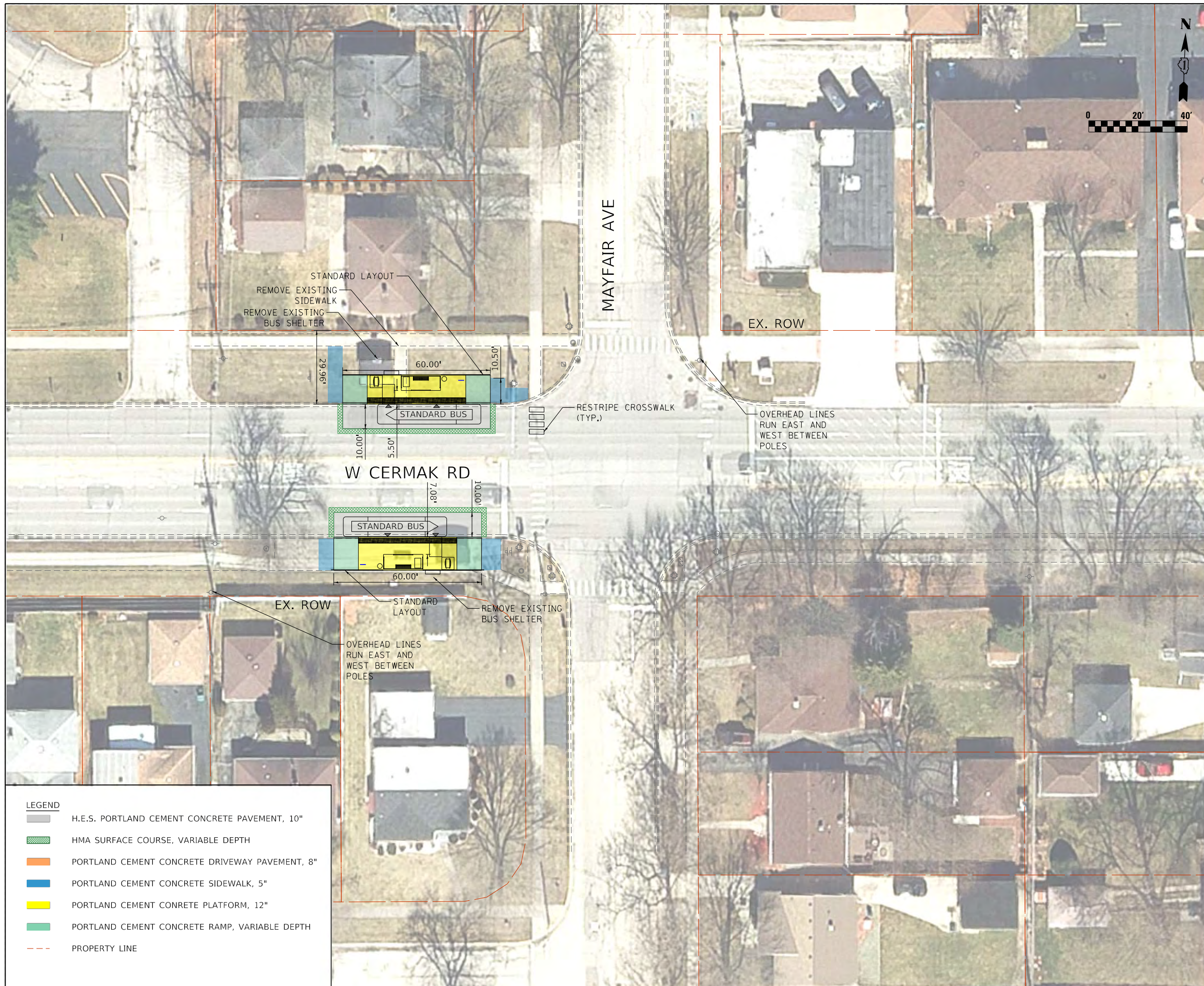
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		DATE - 06/07/2024	REVISED - -

**PACE SUBURBAN BUS
A DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
LA GRANGE /MANNHEIM**

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	20
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

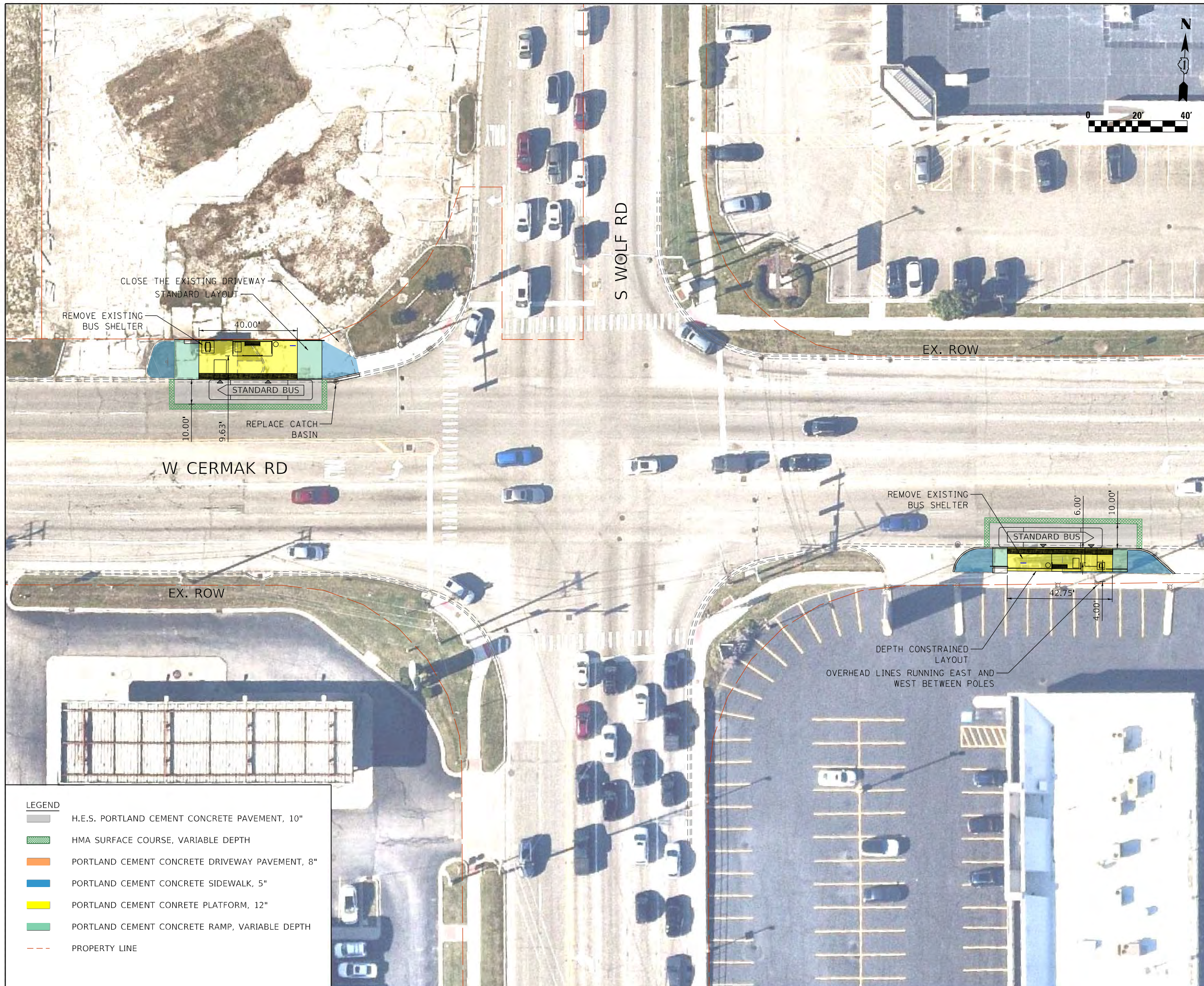
*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

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		DATE - 06/07/2024	REVISED - -

PACE SUBURBAN BUS
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REGIONAL TRANSPORTATION AUTHORITY

PULSE CERMAK LINE STATION	
MAYFAIR	
SCALE: 1=20'	SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	21
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



STATION PLATFORM LOCATION OPTIONS

ULTRACOMPACT STATION IS SHOWN FOR EASTBOUND STATION DUE TO POTENTIAL ISSUES WITH OVERHEAD UTILITY LINES.

NOTES

EB STATION (ALT. 1) : DEPTH CONSTRAINED LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

- H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- HMA SURFACE COURSE, VARIABLE DEPTH
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- PORTLAND CEMENT CONCRETE PLATFORM, 12"
- PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
- PROPERTY LINE

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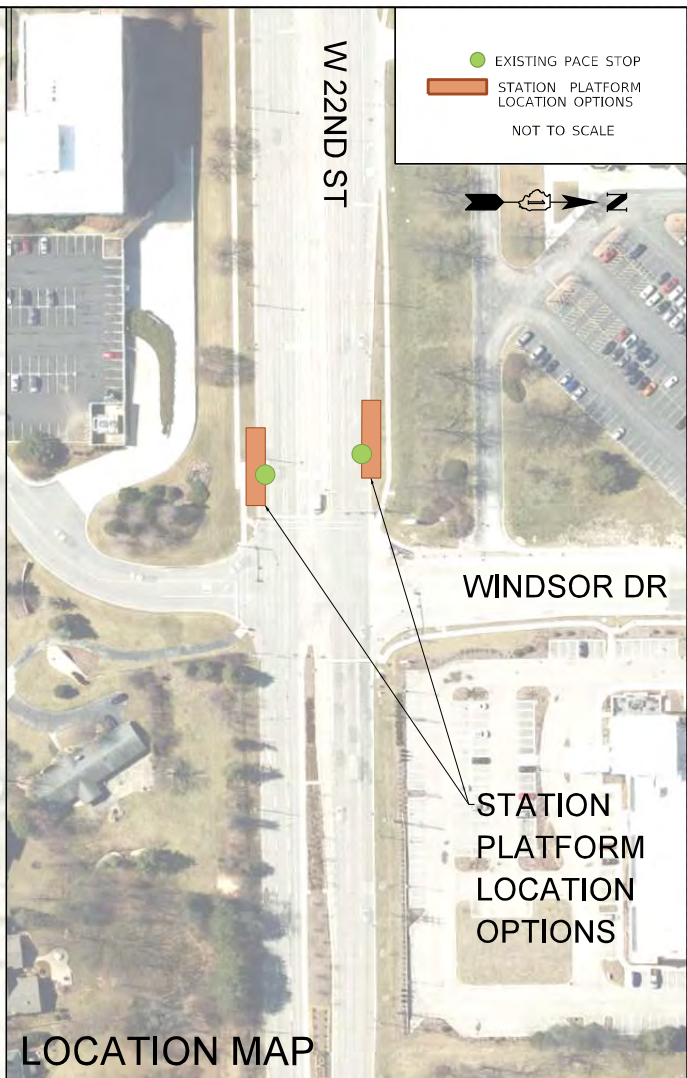
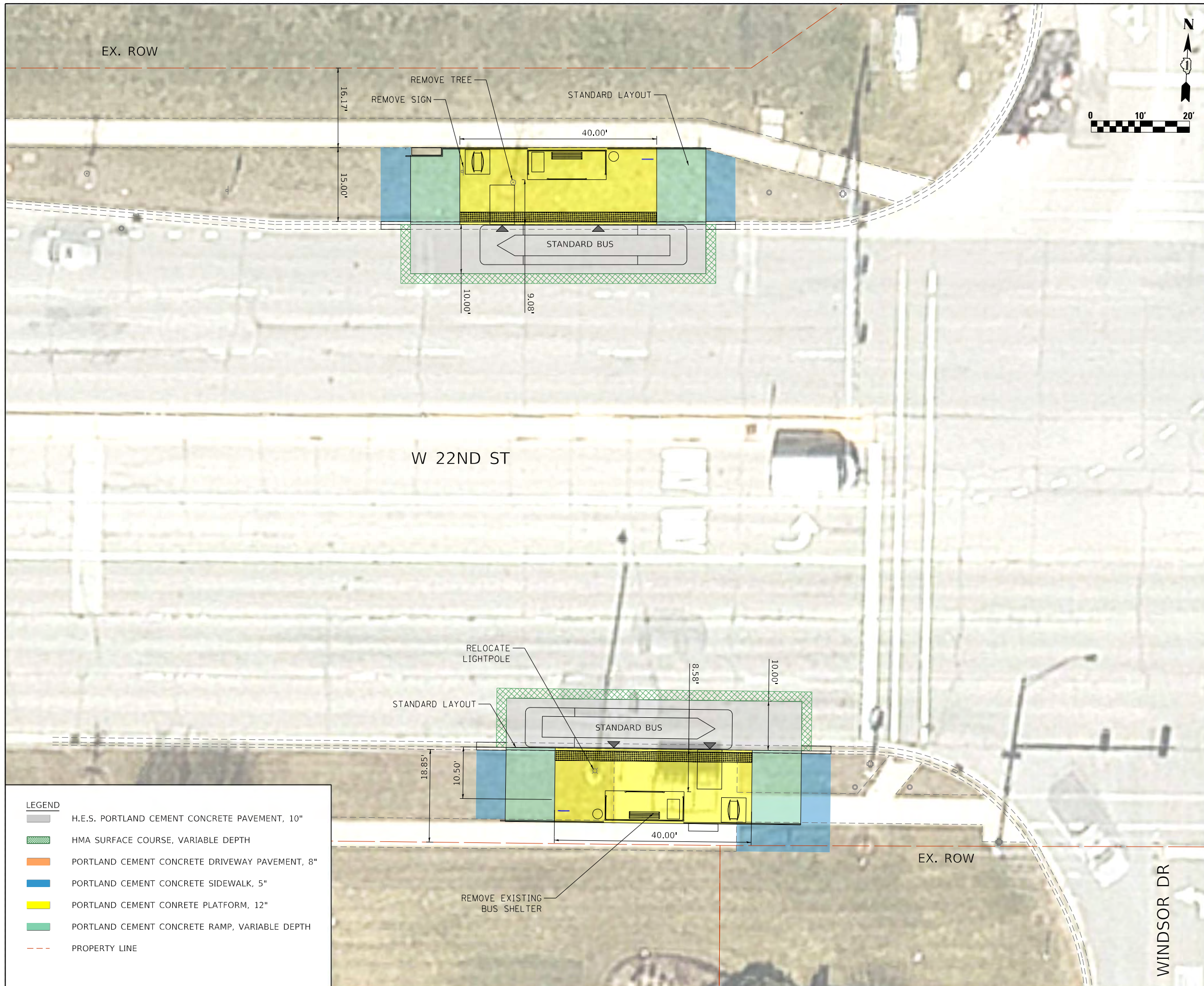
**PACE SUBURBAN BUS
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REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
WOLF**

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	22
ILLINOIS FED. AID PROJECT				

CONTRACT NO. 64665



LEGEND

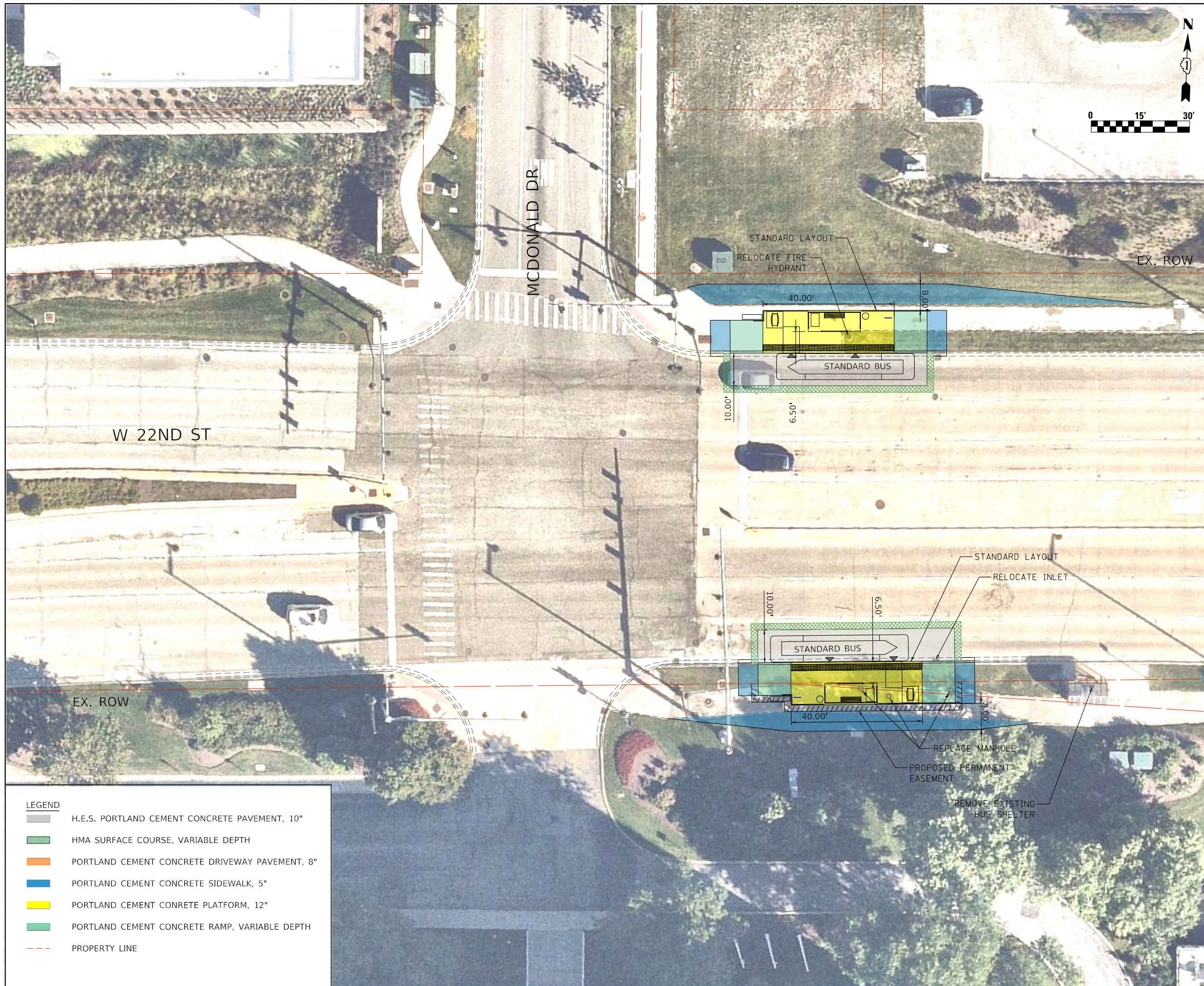
- H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- HMA SURFACE COURSE, VARIABLE DEPTH
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- PORTLAND CEMENT CONCRETE PLATFORM, 12"
- PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
- PROPERTY LINE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : STANDARD LAYOUT

WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

FILE NAME = 18_22nd_McDonald.dgn

USER NAME = lisperber

PLOT SCALE = 15.0000 "/in.

PLOT DATE = 6/6/2024

DESIGNED - LJS

DRAWN - LJS

CHECKED - DZ

DATE - 06/07/2024

REVISED - -

REVISED - -

REVISED - -

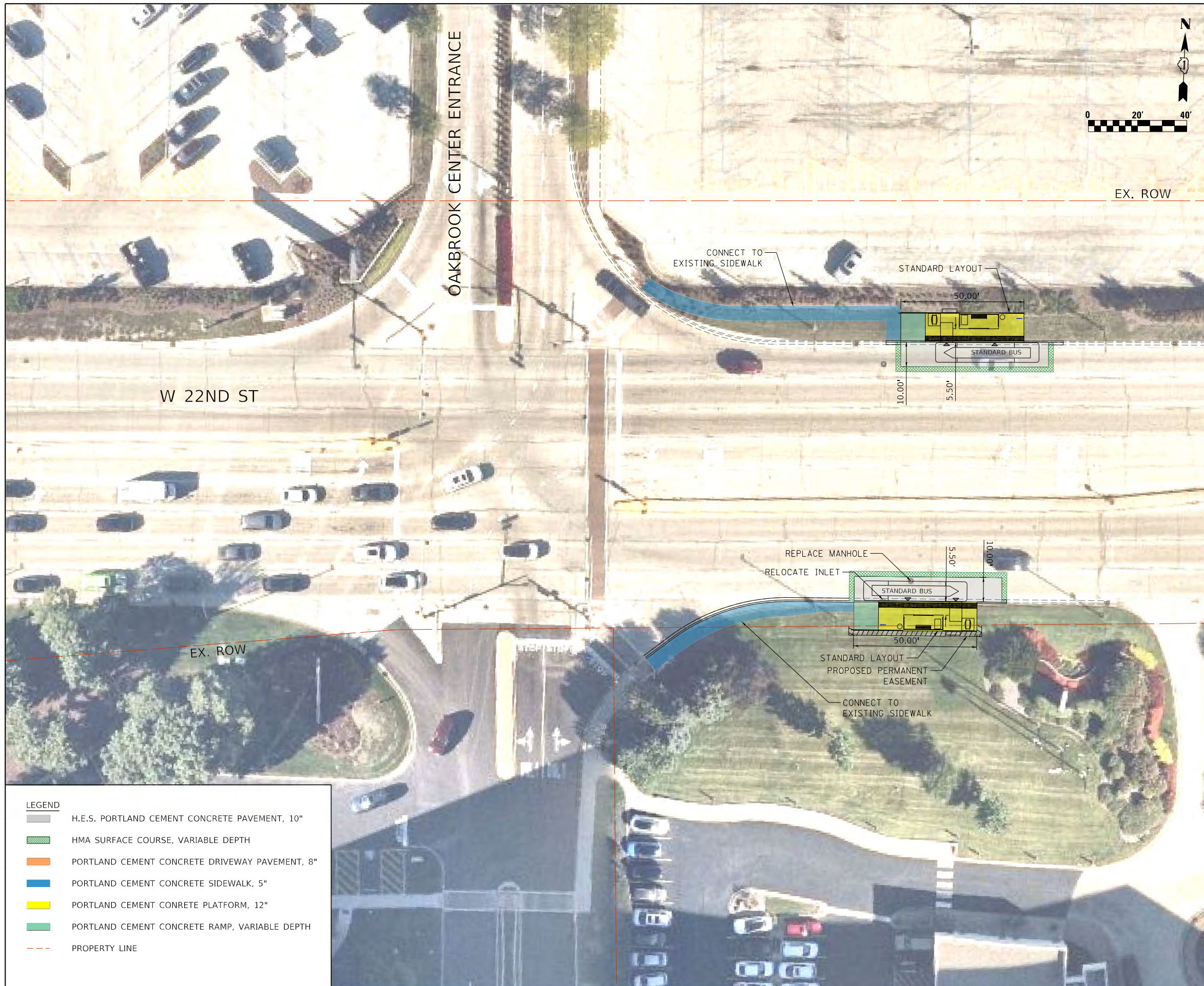
REVISED - -

**PACE SUBURBAN BUS
A DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
MCDONALD**

SCALE: 1:15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	25
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES
 EB STATION (ALT. 1) : STANDARD LAYOUT
 WB STATION (ALT. 1) : STANDARD LAYOUT

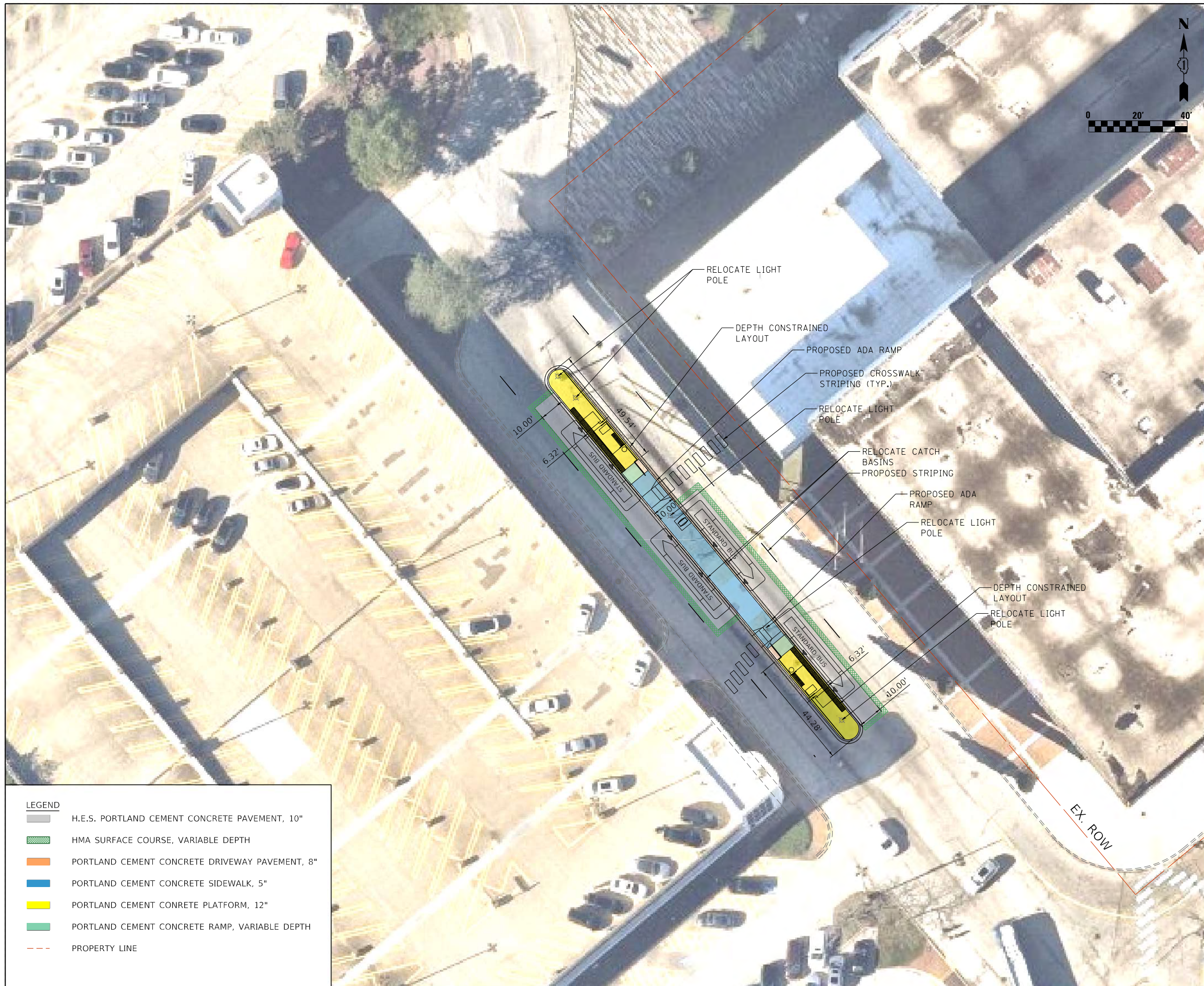
*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

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	PLOT DATE = 6/6/2024	DATE - 06/07/2024	REVISED - -

**PACE SUBURBAN BUS
 A DIVISION OF THE
 REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
 OAKBROOK CENTER ENTRANCE**
 SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	26
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

NOTES

EB STATION (ALT. 1) : DEPTH CONSTRAINED LAYOUT

WB STATION (ALT. 1) : DEPTH CONSTRAINED LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

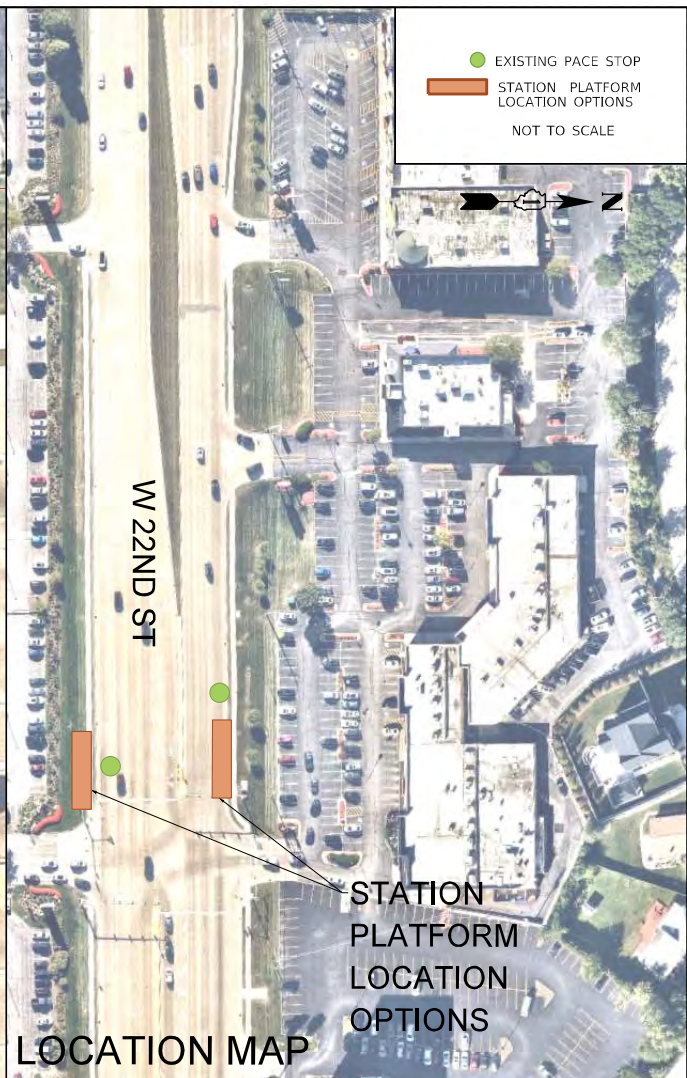
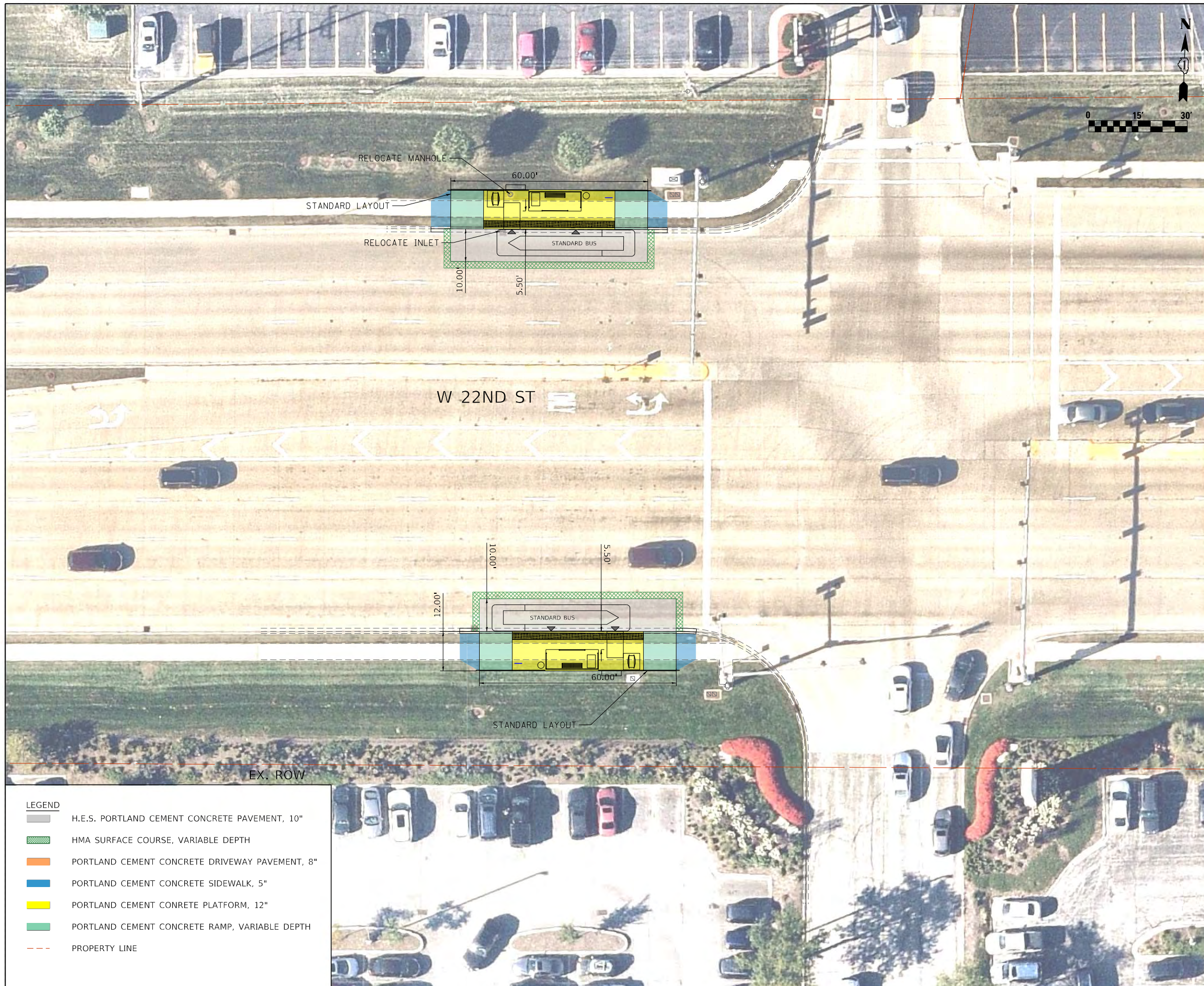
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	PLOT DATE = 6/6/2024	DATE - 06/07/2024	REVISED - -

**PACE SUBURBAN BUS
A DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
OAKBROOK CENTER**

SCALE: 1=20' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	27
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



NEARSDIE STATION WAS PREFERRED FOR THE EASTBOUND STATION DUE TO POSSIBLE CONFLICTS WITH DRAINAGE.

NOTES
 EB STATION (ALT. 1) : STANDARD LAYOUT
 WB STATION (ALT. 1) : STANDARD LAYOUT

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

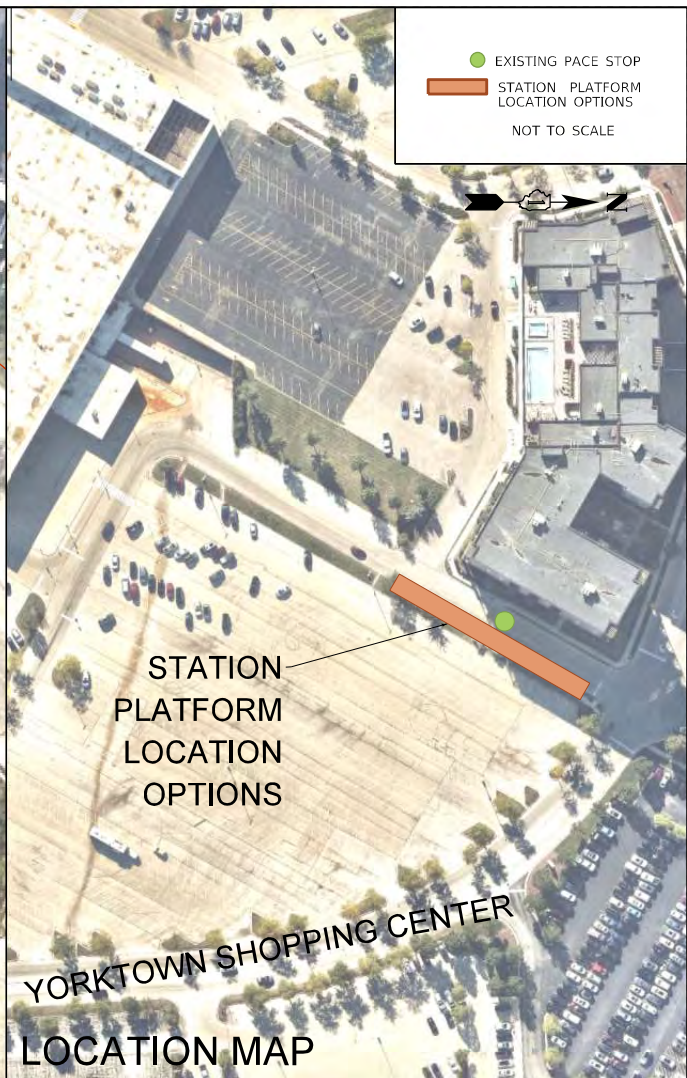
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	PLOT DATE = 6/6/2024	DATE - 06/07/2024	REVISED - -

**PACE SUBURBAN BUS
 A DIVISION OF THE
 REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
 OAK BROOK PLACE**

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	28
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				



● EXISTING PACE STOP
 STATION PLATFORM LOCATION OPTIONS
 NOT TO SCALE

LEGEND

	H.E.S. PORTLAND CEMENT CONCRETE PAVEMENT, 10"
	HMA SURFACE COURSE, VARIABLE DEPTH
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"
	PORTLAND CEMENT CONCRETE PLATFORM, 12"
	PORTLAND CEMENT CONCRETE RAMP, VARIABLE DEPTH
	PROPERTY LINE

AUTOTURN INDICATES 15 FEET NEEDED BETWEEN BUSES

NOTES

YORKTOWN CENTER STATION: LAYOVER STATION FOR THREE BUSES

*ALL DIMENSIONS BASED ON PUBLICLY AVAILABLE DATA.

FILE NAME = 22_Yorktown_Center.dgn

USER NAME = lisperber

PLOT SCALE = 15.0000' / in.

PLOT DATE = 6/6/2024

DESIGNED - LJS

DRAWN - LJS

CHECKED - DZ

DATE - 06/07/2024

REVISED - -

REVISED - -

REVISED - -

REVISED - -

**PACE SUBURBAN BUS
A DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY**

**PULSE CERMAK LINE STATION
YORKTOWN CENTER**

SCALE: 1=15' SHEET ___ OF SHEETS STA. _____ TO STA. _____

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	29	29
CONTRACT NO. 64665				
ILLINOIS FED. AID PROJECT				

APPENDIX C

CAPITAL COST ESTIMATE METHODOLOGY

A preliminary cost estimate was prepared by the project team and focuses on station construction and corridor improvements. These capital costs were developed based on costs from previous Pulse lines, estimates for accompanying ROW and infrastructure changes, and assumptions from FTA's Standard Cost Categories (SCC) workbook. The preliminary cost estimate details are summarized in Table C-1 and includes initial estimates conceptual design, professional services, and contingencies. The corridor costs do not include costs for the purchasing of buses; however, to support a preliminary ratings assessment for the FTA CIG Small Starts program, a version of the SCC workbook was also developed that included these costs.

Assuming a need for 12 zero-emission buses, including vehicle procurement, this would increase the cost estimate by \$13.2 million in base costs and \$4.95 million in contingency. Additional details of the station cost and corridor cost estimates are provided in the following sections.

TABLE C-1 PRELIMINARY COST ESTIMATE (2024\$)

Cost Category	Cost Estimate
Construction Subtotal	\$16,305,456
Professional Services*	
Project Development/NEPA (7%)	\$1,255,520
Final Design (15%)	\$2,690,400
Project Management (6.5%)	\$1,165,840
Construction Administration (7.5%)	\$1,345,200
Professional Liability/Insurance (1%)	\$179,360
Legal (2.5%)	\$448,400
Subtotal	\$23,390,176
Allocated Contingency (10%)	\$2,339,018
Unallocated Contingency (25%)	\$6,432,298
Project Total (2024\$)	\$32,161,492

* Estimated professional services as a percentage of construction subtotal based on Halsted and 95th Street cost estimates

Source: Pace, PMO

C.1 Station-level Cost Summary

The costs for each station were developed based on three factors:

- 1 The type of template applied to develop the station: Station cost templates for Standard, Depth Constrained, Length Constrained, and Depth + Length Constrained options were created and applied to both east and west stations.
- 2 The location of the station: Stations on the eastern end of the corridor ("East stations") that are served by Pace and CTA services are typically more expensive than stations on the western end of the corridor ("West stations"). The East stations

are longer to serve articulated buses and several also require additional sidewalk modifications to connect to the surrounding environment.

- 3 Additional roadway reconfiguration or traffic signal improvements required for implementation. Specifically, the typical station costs at Harlem WB and at 21st EB and WB, derived based on the factors listed in the two previous bullets, were also supplemented with additional costs associated with roadway reconfiguration at the Harlem/Cermak intersection and to reconfigure the station area into a signalized intersection at 21st, respectively.

Estimated preliminary costs for each station are summarized in Table C-2, with additional methodologies on the development of these costs described below.

Costs for the shelter, vertical marker, snow melt system and furnishings were based on the costs assumed for the Pulse 95th Street Line cost estimate completed in 2022, increased by 5% per year, an assumed average for inflation. As these costs include many unique furnishings to the Pulse program, the previous costs were used as a baseline.

Costs related to sitework were sourced from IDOT's past bids with consideration to the size and location of contracts to obtain a reasonably applicable cost. Quantities were selected by taking measurements in Microstation across various locations under the same cost estimate template. The listed quantity was determined and conservatively scaled above the average in order to allow for potential issues and future additions that may occur in the Design phase.

Allowances for lump sum costs include relocating shelters, installation of electrical, traffic control, and mobilization. Lump sum components were included across all templates regardless requirements at each location to be conservative (e.g., removal and storage of existing bus shelter).

Separate cost estimates were developed for stations on private property at the mall locations (i.e., North Riverside Park Mall, Oakbrook Center, and Yorktown Mall) as they are considerably different in terms of size and number of furnishings.

The professional services costs shown above in Table C-1 were applied as percentages of the construction cost estimate, developed based on previous Pulse projects and reflective of typical percentages. Allocated contingencies of 10% were applied to each cost category, and a 25% unallocated contingency was added to the project subtotal; this level of contingency is appropriate for a project at this conceptual level of design.

TABLE C-2 PRELIMINARY COST ESTIMATE BY STATION (2024\$)

Station Location	Station Site	Station Type	Station Cost*	East or West
Central	EB	Standard	\$450,000	East
Central	WB	Standard	\$450,000	East
Austin	EB	Standard +	\$480,000	East
Austin	WB	Standard +	\$480,000	East
Ridgeland	EB	Standard +	\$480,000	East
Ridgeland	WB	Standard +	\$480,000	East
Oak Park	EB	Depth Constrained	\$430,000	East
Oak Park	WB Alt 2	Standard	\$450,000	East
Home	EB	Standard	\$450,000	East
Home	WB Alt 1	Standard +	\$480,000	East
Harlem	EB Alt 1	Standard	\$450,000	East
Harlem	WB	Standard +	\$867,000 ²⁴	East
North Riverside Park Mall	Mall	Custom Design	\$716,000	West
1st	EB	Standard	\$430,000	West
1st	WB	Standard	\$430,000	West
14th	EB	Length and Depth Constrained	\$408,000	West
14th	WB	Standard	\$430,000	West
21st	EB	Standard +	\$632,000 ²⁵	West
21st	WB	Standard +	\$632,000	West
La Grange/Mannheim	EB	Standard +	\$426,000	West
La Grange/Mannheim	WB	Length and Depth Constrained	\$408,000	West
Mayfair	EB	Standard	\$430,000	West
Mayfair	WB	Standard	\$430,000	West
Wolf	EB	Depth Constrained	\$420,000	West
Wolf	WB	Standard	\$430,000	West
Windsor	EB	Standard	\$430,000	West
Windsor	WB	Standard	\$430,000	West
McDonald	EB	Standard +	\$426,000	West
McDonald	WB	Standard +	\$426,000	West
Oakbrook Center Entrance	EB	Standard +	\$426,000	West
Oakbrook Center Entrance	WB	Standard +	\$426,000	West
Oak Brook Place	EB	Standard	\$430,000	West
Oak Brook Place	WB	Standard	\$430,000	West
Yorktown Center	Mall	Custom Design	\$713,000	West

*Values shown are rounded. Rounding occurred following totaling of station-level costs and will not match with the sum of rounded individual station costs.

Source: Pace, PMO

²⁴ Includes additional cost for reconfiguration of the roadway median.

²⁵ 21st Avenue stations include added costs to accommodate the installation of a potential traffic signal and assumptions for related intersection improvements.

C.2 FTA Standard Cost Categories (SCC) Summary Workbook

The corridor cost estimates were entered into the FTA SCC for Small Starts projects workbook to estimate the year of expenditure (YOE) costs and assist in determining the Pulse Cermak Line's eligibility for the CIG program. To populate the SCC workbook, the cost by SCC category for each station was entered, along with an assumed allocated contingency of 10%. The vehicle purchase cost was estimated to \$1,100,000 per bus. To estimate the costs associated with professional services, the cost estimates from the Pulse Halsted Line and Pulse 95th Street Line were used to derive professional service costs as a percentage of the construction subtotal. Finally, an unallocated contingency of 25% was applied to the cost subtotal. The resulting values as entered on the "Build Main" tab of the SCC workbook are summarized Figure C-1.

FIGURE C-1 FTA SCC WORKBOOK "BUILD MAIN"

	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	0.00	0	0	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	19	10,443	1,044	11,487
20.01 At-grade station, stop, shelter, mall, terminal, platform	19	10,443	1,044	11,487
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0.00	0	0	0
40 SITEWORK & SPECIAL CONDITIONS	0.00	4,829	483	5,312
40.01 Demolition, Clearing, Earthwork		919	92	1,011
40.02 Site Utilities, Utility Relocation		1,724	172	1,896
40.06 Pedestrian / bike access and accommodation, landscaping		349	35	384
40.07 Automobile, bus, van accessways including roads, parking lots		562	56	618
40.08 Temporary Facilities and other indirect costs during construction		1,275	128	1,403
50 SYSTEMS	0.00	1,034	103	1,137
50.02 Traffic signals and crossing protection		800	80	880
50.05 Communications		234	23	257
Construction Subtotal (10 - 50)		16,305	1,631	17,936
60 ROW, LAND, EXISTING IMPROVEMENTS	0.00	0	0	0
60.01 Purchase or lease of real estate				0
60.02 Relocation of existing households and businesses				0
70 VEHICLES (number)	12	13,200	1,320	14,520
70.04 Bus	12	13,200	1,320	14,520
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	7,085	708	7,793
80.01 Project Development		3,946	395	4,341
80.03 Project Management for Design and Construction		1,166	117	1,282
80.04 Construction Administration & Management		1,345	135	1,480
80.05 Professional Liability and other Non-Construction Insurance		179	18	197
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		448	45	493
80.07 Surveys, Testing, Investigation, Inspection				0
80.08 Start up				0
Subtotal (10 - 80)		36,590	3,659	40,249
90 UNALLOCATED CONTINGENCY				10,062
Subtotal (10 - 90)				50,311
100 FINANCE CHARGES				0
Total Project Cost (10 - 100)				50,311

Source: Pace, PMO

To convert the estimate corridor cost from base year dollars to YOE dollars, construction costs are assumed to be expended evenly between late 2028 and early 2030 and the

purchasing of vehicles will occur in 2030, the opening year of the Pulse Cermak Line. All costs are assumed to be escalated at a rate of 3.5% per year. Figure C-2 summarizes the inputs on the “Inflation” tab of the SCC workbook.

FIGURE C-2 FTA SCC WORKBOOK “BUILD MAIN”

BASE YEAR DOLLARS (X\$000)	Base Yr Dollars	2028	2029	2030
10 GUIDEWAY & TRACK ELEMENTS (route miles)	0	0	0	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	11,487	2,872	5,743	2,872
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0	0	0	0
40 SITEWORK & SPECIAL CONDITIONS	5,312	1,328	2,656	1,328
50 SYSTEMS	1,137	284	568	284
60 ROW, LAND, EXISTING IMPROVEMENTS	0	0	0	0
70 VEHICLES (number)	14,520			14,520
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	7,793	1,948	3,897	1,948
90 UNALLOCATED CONTINGENCY	10,062	2,516	5,031	2,516
100 FINANCE CHARGES	0	0	0	0
Total Project Cost (10 - 100)	50,311	8,948	17,896	23,468
Inflation Rate		0.035	0.035	0.035
Compounded Inflation Factor		1.148	1.188	1.229
YEAR OF EXPENDITURE DOLLARS (X\$000)	YOE Dollars	2028	2029	2030
10 GUIDEWAY & TRACK ELEMENTS (route miles)	0	0	0	0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	13,647	3,295	6,821	3,530
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0	0	0	0
40 SITEWORK & SPECIAL CONDITIONS	6,311	1,524	3,155	1,633
50 SYSTEMS	1,351	326	675	349
60 ROW, LAND, EXISTING IMPROVEMENTS	0	0	0	0
70 VEHICLES (number)	17,849	0	0	17,849
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	9,259	2,236	4,628	2,395
90 UNALLOCATED CONTINGENCY	11,954	2,887	5,975	3,092
100 FINANCE CHARGES	0			
Total Project Cost (10 - 100)	60,370	10,268	21,255	28,848

Source: Pace, PMO

The SCC workbook is also used to estimate the annualized federal share to support the Small Starts rating process. To estimate this value, the FTA-recommended years of useful life for each SCC subcategory are applied to the costs by SCC subcategory. Assuming an 80% federal share (the maximum Small Starts federal request), the annual federal share is \$2,071,956.



D.2 Proposed Route 322

Weekday Eastbound

8	7	6	5	4	3	2	1
Yorktown Center	Oak Brook Center/Macy's	Cermak/Wolf	Cermak/Mannheim	Cermak/1st Ave	North Riverside Park Mall	Cermak/Ridgeland	CTA Pink Line 54th/Cermak Station
5:30 AM	5:47 AM	5:51 AM	5:54 AM	6:00 AM	6:10 AM	6:18 AM	6:30 AM
6:30 AM	6:43 AM	6:52 AM	6:56 AM	7:04 AM	7:12 AM	7:20 AM	7:31 AM
7:30 AM	7:43 AM	7:52 AM	7:56 AM	8:04 AM	8:12 AM	8:20 AM	8:31 AM
8:30 AM	8:43 AM	8:53 AM	8:56 AM	9:04 AM	9:12 AM	9:21 AM	9:32 AM
9:30 AM	9:43 AM	9:53 AM	9:57 AM	10:05 AM	10:13 AM	10:21 AM	10:33 AM
10:30 AM	10:43 AM	10:53 AM	10:57 AM	11:05 AM	11:13 AM	11:21 AM	11:33 AM
11:30 AM	11:45 AM	11:53 AM	11:57 AM	12:05 PM	12:13 PM	12:21 PM	12:33 PM
12:30 PM	12:43 PM	12:53 PM	12:57 PM	1:05 PM	1:13 PM	1:21 PM	1:33 PM
1:30 PM	1:43 PM	1:53 PM	1:57 PM	2:05 PM	2:13 PM	2:21 PM	2:33 PM
2:30 PM	2:43 PM	2:54 PM	2:58 PM	3:07 PM	3:16 PM	3:25 PM	3:38 PM
3:30 PM	3:45 PM	3:56 PM	4:00 PM	4:09 PM	4:18 PM	4:27 PM	4:40 PM
4:30 PM	4:45 PM	4:56 PM	5:00 PM	5:09 PM	5:18 PM	5:27 PM	5:40 PM
5:30 PM	5:45 PM	5:54 PM	5:57 PM	6:05 PM	6:13 PM	6:20 PM	6:31 PM
6:30 PM	6:42 PM	6:52 PM	6:55 PM	7:03 PM	7:10 PM	7:18 PM	7:29 PM
7:30 PM	7:42 PM	7:52 PM	7:55 PM	8:03 PM	8:10 PM	8:18 PM	8:29 PM
8:30 PM	8:42 PM	8:52 PM	8:55 PM	9:03 PM	9:10 PM	9:18 PM	9:29 PM
9:30 PM	9:42 PM	9:52 PM	9:55 PM	10:02 PM	10:09 PM	10:15 PM	10:25 PM

(S) - Trip operates on school days only.

Weekday Westbound

1	2	3	4	5	6	7	8
CTA Pink Line 54th/Cermak Station	Cermak/Ridgeland	North Riverside Park Mall	Cermak/1st	Cermak/Mannheim	Cermak/Wolf Rd	Oakbrook Center	Yorktown Center
5:30 AM	5:36 AM	5:48 AM	5:54 AM	6:03 AM	6:07 AM	6:17 AM	6:28 AM
6:30 AM	6:37 AM	6:52 AM	6:58 AM	7:06 AM	7:10 AM	7:21 AM	7:31 AM
7:30 AM	7:37 AM	7:52 AM	7:58 AM	8:06 AM	8:10 AM	8:21 AM	8:31 AM
8:02 AM (S)	8:09 AM (S)	8:24 AM (S)					
8:30 AM	8:37 AM	8:52 AM	8:58 AM	9:07 AM	9:10 AM	9:21 AM	9:32 AM
9:30 AM	9:38 AM	9:52 AM	9:58 AM	10:07 AM	10:11 AM	10:22 AM	10:33 AM
10:30 AM	10:38 AM	10:52 AM	10:58 AM	11:07 AM	11:11 AM	11:22 AM	11:33 AM
11:30 AM	11:38 AM	11:52 AM	11:58 AM	12:07 PM	12:11 PM	12:22 PM	12:33 PM
12:30 PM	12:38 PM	12:52 PM	12:58 PM	1:07 PM	1:11 PM	1:22 PM	1:33 PM
1:30 PM	1:38 PM	1:52 PM	1:58 PM	2:07 PM	2:11 PM	2:22 PM	2:33 PM
2:30 PM	2:38 PM	2:52 PM	2:59 PM	3:07 PM	3:13 PM	3:25 PM	3:37 PM
3:30 PM	3:39 PM	3:55 PM	4:02 PM	4:12 PM	4:16 PM	4:28 PM	4:40 PM
4:30 PM	4:39 PM	4:55 PM	5:02 PM	5:12 PM	5:16 PM	5:28 PM	5:40 PM
5:30 PM	5:39 PM	5:55 PM	6:00 PM	6:09 PM	6:12 PM	6:23 PM	6:33 PM
6:30 PM	6:37 PM	6:51 PM	6:57 PM	7:05 PM	7:09 PM	7:19 PM	7:29 PM
7:30 PM	7:37 PM	7:51 PM	7:57 PM	8:05 PM	8:09 PM	8:19 PM	8:29 PM
8:30 PM	8:37 PM	8:51 PM	8:57 PM	9:05 PM	9:09 PM	9:19 PM	9:29 PM
9:30 PM	9:37 PM	9:51 PM	9:56 PM	10:04 PM	10:07 PM	10:16 PM	10:25 PM

Saturday Eastbound

8	7	6	5	4	3	2	1
Yorktown Center	Oak Brook Center/Macy's	Cermak/Wolf	Cermak/Mannheim	Cermak/1st Ave	North Riverside Park Mall	Cermak/Ridgeland	CTA Pink Line 54th/Cermak Station
6:00 AM	6:11 AM	6:19 AM	6:22 AM	6:29 AM	6:36 AM	6:43 AM	6:53 AM
7:00 AM	7:11 AM	7:19 AM	7:22 AM	7:29 AM	7:36 AM	7:43 AM	7:53 AM
8:00 AM	8:11 AM	8:19 AM	8:22 AM	8:29 AM	8:36 AM	8:43 AM	8:53 AM
9:00 AM	9:12 AM	9:22 AM	9:25 AM	9:33 AM	9:40 AM	9:48 AM	9:59 AM
10:00 AM	10:12 AM	10:22 AM	10:25 AM	10:33 AM	10:40 AM	10:48 AM	10:59 AM
11:00 AM	11:12 AM	11:22 AM	11:25 AM	11:33 AM	11:40 AM	11:48 AM	11:59 AM
12:00 PM	12:12 PM	12:22 PM	12:25 PM	12:33 PM	12:40 PM	12:48 PM	12:59 PM
1:00 PM	1:12 PM	1:22 PM	1:25 PM	1:33 PM	1:40 PM	1:48 PM	1:59 PM
2:00 PM	2:12 PM	2:22 PM	2:25 PM	2:33 PM	2:40 PM	2:48 PM	2:59 PM
3:00 PM	3:12 PM	3:22 PM	3:25 PM	3:33 PM	3:40 PM	3:48 PM	3:59 PM
4:00 PM	4:12 PM	4:22 PM	4:25 PM	4:33 PM	4:40 PM	4:48 PM	4:59 PM
5:00 PM	5:12 PM	5:22 PM	5:25 PM	5:33 PM	5:40 PM	5:48 PM	5:59 PM
6:00 PM	6:12 PM	6:22 PM	6:25 PM	6:33 PM	6:40 PM	6:48 PM	6:59 PM
7:00 PM	7:12 PM	7:22 PM	7:25 PM	7:33 PM	7:40 PM	7:48 PM	7:59 PM
8:00 PM	8:12 PM	8:22 PM	8:25 PM	8:33 PM	8:40 PM	8:48 PM	8:59 PM
9:00 PM	9:12 PM	9:22 PM	9:25 PM	9:33 PM	9:40 PM	9:48 PM	9:57 PM

Saturday Westbound

1	2	3	4	5	6	7	8
CTA Pink Line 54th/Cermak Station	Cermak/Ridgeland	North Riverside Park Mall	Cermak/1st	Cermak/Mannheim	Cermak/Wolf Rd	Oakbrook Center	Yorktown Center
6:00 AM	6:07 AM	6:20 AM	6:26 AM	6:34 AM	6:38 AM	6:48 AM	6:57 AM
7:00 AM	7:07 AM	7:20 AM	7:26 AM	7:34 AM	7:38 AM	7:48 AM	7:57 AM
8:00 AM	8:07 AM	8:20 AM	8:26 AM	8:34 AM	8:38 AM	8:48 AM	8:59 AM
9:00 AM	9:08 AM	9:23 AM	9:29 AM	9:38 AM	9:42 AM	9:53 AM	10:04 AM
10:00 AM	10:08 AM	10:23 AM	10:29 AM	10:38 AM	10:42 AM	10:53 AM	11:04 AM
11:00 AM	11:08 AM	11:23 AM	11:29 AM	11:38 AM	11:42 AM	11:53 AM	12:04 PM
12:00 PM	12:08 PM	12:23 PM	12:29 PM	12:38 PM	12:42 PM	12:53 PM	1:04 PM
1:00 PM	1:08 PM	1:23 PM	1:29 PM	1:38 PM	1:42 PM	1:53 PM	2:04 PM
2:00 PM	2:08 PM	2:23 PM	2:29 PM	2:38 PM	2:42 PM	2:53 PM	3:04 PM
3:00 PM	3:08 PM	3:23 PM	3:29 PM	3:38 PM	3:42 PM	3:53 PM	4:04 PM
4:00 PM	4:08 PM	4:23 PM	4:29 PM	4:38 PM	4:42 PM	4:53 PM	5:04 PM
5:00 PM	5:08 PM	5:23 PM	5:29 PM	5:38 PM	5:42 PM	5:53 PM	6:04 PM
6:00 PM	6:08 PM	6:23 PM	6:29 PM	6:38 PM	6:42 PM	6:53 PM	7:04 PM
7:00 PM	7:08 PM	7:23 PM	7:29 PM	7:38 PM	7:42 PM	7:53 PM	8:04 PM
8:00 PM	8:08 PM	8:23 PM	8:29 PM	8:38 PM	8:42 PM	8:53 PM	9:04 PM
9:00 PM	9:08 PM	9:23 PM	9:29 PM	9:38 PM	9:42 PM	9:53 PM	10:02 PM

Sunday Eastbound

8	7	6	5	4	3	2	1
Yorktown Center	Oak Brook Center/Macy's	Cermak/Wolf	Cermak/Mannheim	Cermak/1st Ave	North Riverside Park Mall	Cermak/Ridgeland	CTA Pink Line 54th/Cermak Station
6:00 AM	6:10 AM	6:18 AM	6:21 AM	6:28 AM	6:34 AM	6:41 AM	6:50 AM
7:00 AM	7:10 AM	7:18 AM	7:21 AM	7:28 AM	7:34 AM	7:41 AM	7:50 AM
8:00 AM	8:10 AM	8:18 AM	8:21 AM	8:28 AM	8:34 AM	8:41 AM	8:50 AM
9:00 AM	9:12 AM	9:20 AM	9:24 AM	9:31 AM	9:38 AM	9:45 AM	9:56 AM
10:00 AM	10:12 AM	10:20 AM	10:24 AM	10:31 AM	10:38 AM	10:45 AM	10:56 AM
11:00 AM	11:12 AM	11:20 AM	11:24 AM	11:31 AM	11:38 AM	11:45 AM	11:56 AM
12:00 PM	12:12 PM	12:20 PM	12:24 PM	12:31 PM	12:38 PM	12:45 PM	12:56 PM
1:00 PM	1:12 PM	1:20 PM	1:24 PM	1:31 PM	1:38 PM	1:45 PM	1:56 PM
2:00 PM	2:12 PM	2:20 PM	2:24 PM	2:31 PM	2:38 PM	2:45 PM	2:56 PM
3:00 PM	3:12 PM	3:20 PM	3:24 PM	3:31 PM	3:38 PM	3:45 PM	3:56 PM
4:00 PM	4:12 PM	4:20 PM	4:24 PM	4:31 PM	4:38 PM	4:45 PM	4:56 PM
5:00 PM	5:12 PM	5:20 PM	5:24 PM	5:31 PM	5:38 PM	5:45 PM	5:56 PM
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8:00 PM	8:12 PM	8:20 PM	8:24 PM	8:31 PM	8:38 PM	8:45 PM	8:56 PM
9:00 PM	9:12 PM	9:20 PM	9:24 PM	9:31 PM	9:38 PM	9:45 PM	9:53 PM

Sunday Westbound

1	2	3	4	5	6	7	8
CTA Pink Line 54th/Cermak Station	Cermak/Ridgeland	North Riverside Park Mall	Cermak/1st	Cermak/Mannheim	Cermak/Wolf Rd	Oakbrook Center	Yorktown Center
6:00 AM	6:06 AM	6:19 AM	6:24 AM	6:32 AM	6:35 AM	6:44 AM	6:53 AM
7:00 AM	7:06 AM	7:19 AM	7:24 AM	7:32 AM	7:35 AM	7:44 AM	7:53 AM
8:00 AM	8:06 AM	8:19 AM	8:24 AM	8:32 AM	8:35 AM	8:44 AM	8:53 AM
9:00 AM	9:07 AM	9:21 AM	9:27 AM	9:35 AM	9:39 AM	9:49 AM	9:59 AM
10:00 AM	10:07 AM	10:21 AM	10:27 AM	10:35 AM	10:39 AM	10:49 AM	10:59 AM
11:00 AM	11:07 AM	11:21 AM	11:27 AM	11:35 AM	11:39 AM	11:49 AM	11:59 AM
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5:00 PM	5:07 PM	5:21 PM	5:27 PM	5:35 PM	5:39 PM	5:49 PM	5:59 PM
6:00 PM	6:07 PM	6:21 PM	6:27 PM	6:35 PM	6:39 PM	6:49 PM	6:59 PM
7:00 PM	7:07 PM	7:21 PM	7:27 PM	7:35 PM	7:39 PM	7:49 PM	7:59 PM
8:00 PM	8:07 PM	8:21 PM	8:27 PM	8:35 PM	8:39 PM	8:49 PM	8:59 PM
9:00 PM	9:07 PM	9:21 PM	9:27 PM	9:35 PM	9:39 PM	9:49 PM	9:57 PM

APPENDIX E

SERVICE AND OPERATING STATISTIC DETAILS

Descriptions			Service Span						Frequency						Vehicle Requirements						Travel Characteristics			Daily Stats			Annual Stats	
Route	Day of week	Direction	Early	AM Peak	Midday	PM Peak	Evening	Night	Early	AM Peak	Midday	PM Peak	Evening	Night	Early	AM Peak	Midday	PM Peak	Evening	Night	Total Trips	Max Runtime	Min Runtime	Rev Hrs	Rev Miles	Peak Vehicle	Rev Hrs	Rev Miles
Pulse Cermak Line	Weekday	EB	4:30-6a	6-9a	9a-3p	3-6p	6-10p	10p-1a	15	15	15	15	15	20	4.0	5.0	5.0	5.0	5.0	3.0	79.0	59	49	88.50	1,152	5.0	22,568	293,714
		WB	4:30-6a	6-9a	9a-3p	3-6p	6-10p	10p-1a	15	15	15	15	15	20	4.0	5.0	5.0	5.0	5.0	3.0	79.0	55	47	87.00	1,116	5.0	22,185	284,649
	Saturday	EB	5-7a	7-9a	9a-3p	3-6p	6-10p	10p-1a	20	15	15	15	15	20	3.0	4.0	5.0	5.0	5.0	3.0	75.0	59	49	81.50	1,094	5.0	4,238	56,862
		WB	5-7a	7-9a	9a-3p	3-6p	6-10p	10p-1a	20	15	15	15	15	20	3.0	4.0	5.0	5.0	5.0	3.0	75.0	55	47	81.50	1,060	5.0	4,238	55,107
	Sunday/Holiday	EB	5:30-7a	7-9a	9a-3p	3-6p	6-10p	10p-1a	20	15	15	15	15	20	3.0	4.0	5.0	5.0	5.0	3.0	74.0	59	49	80.00	1,079	5.0	4,640	62,577
		WB	5:30-7a	7-9a	9a-3p	3-6p	6-10p	10p-1a	20	15	15	15	15	20	3.0	4.0	5.0	5.0	5.0	3.0	74.0	55	47	80.00	1,046	5.0	4,640	60,646
Route 322 (Adjusted)	Weekday	EB	-	5:30-9a	9a-3p	3-6p	6-10p	-	-	60	60	60	60	-	-	2.0	2.0	2.0	2.0	-	17.0	70	54	24.75	248	2.0	6,311	63,204
		WB	-	5:30-9a	9a-3p	3-6p	6-10p	-	-	60	60	60	60	-	-	2.0	2.0	2.0	2.0	-	17.0	70	53	24.75	240	2.0	6,311	61,254
	Weekday Tripper	EB	-	-	-	3p	-	-	-	-	-	60	-	-	-	0.0	0.0	1.0	0.0	-	1.0	16	16	0.27	3	1.0	68	834
		WB	-	8a	-	-	-	-	-	-	60	-	-	-	-	1.0	0.0	0.0	0.0	-	1.0	16	16	0.27	3	1.0	68	834
	Saturday	EB	-	6-9a	9a-3p	3-6p	6-10p	-	-	60	60	60	60	-	-	2.0	2.0	2.0	2.0	-	16.0	60	48	24.00	233	2.0	1,248	12,131
		WB	-	6-9a	9a-3p	3-6p	6-10p	-	-	60	60	60	60	-	-	2.0	2.0	2.0	2.0	-	16.0	64	52	24.00	226	2.0	1,248	11,756
	Sunday/Holiday	EB	-	6-9a	9a-3p	3-6p	6-10p	-	-	60	60	60	60	-	-	1.0	2.0	2.0	2.0	-	16.0	56	45	22.50	233	2.0	1,305	13,530
		WB	-	6-9a	9a-3p	3-6p	6-10p	-	-	60	60	60	60	-	-	2.0	2.0	2.0	2.0	-	16.0	60	48	24.00	226	2.0	1,392	13,113

APPENDIX F

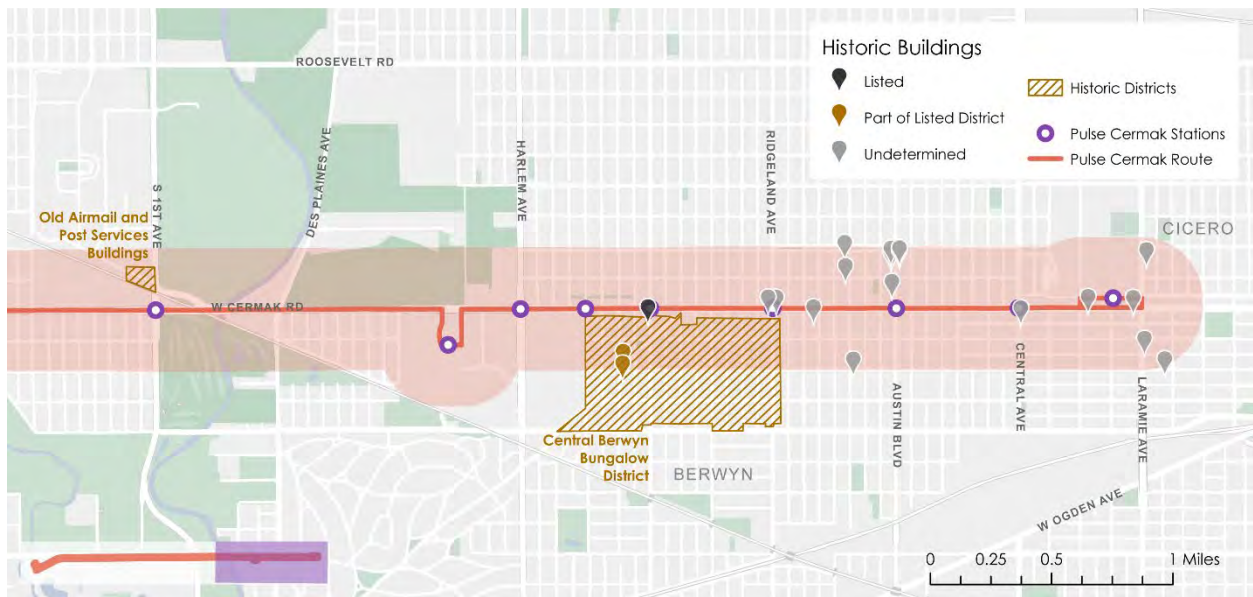
HISTORIC RESOURCES

F.1 HARGIS Properties Within Quarter Mile of the Corridor

HARGIS Reference Number	Significant Name	Address	Municipality	National Register Evaluation	CLG Resource
153318	Morton College	6233 W. Cermak Rd	Berwyn	Undetermined	No
153386	n/a	6350 W. Cermak Rd	Berwyn	Undetermined	No
153387	Berwyn Theater	6400 W. Cermak Rd	Berwyn	Undetermined	No
153395	n/a	6849 Riverside Drive	Berwyn	Part of a NR District (Contributing)	No
153466	n/a	1900 S. Austin Blvd	Cicero	Undetermined	No
153467	n/a	1910 S. Austin Blvd	Cicero	Undetermined	No
153482	Cicero Stadium	1909 S. Laramie Ave	Cicero	Undetermined	No
153493	n/a	1850 S. 61st Court	Cicero	Undetermined	No
153494	Warren Park Presbyterian Church	1940 S. 61st Court	Cicero	Undetermined	No
153497	District 99, Board of Education Administration Building	5110 W. 24th Street	Cicero	Undetermined	No
153539	n/a	2341 S. Kenilworth Ave	Berwyn	Part of a NR District (Contributing)	No
153596	n/a	1907 S. Austin Blvd	Cicero	Undetermined	No
153597	n/a	1911 S. Austin Blvd	Cicero	Undetermined	No
153598	n/a	2110 S. Austin Blvd	Cicero	Undetermined	No
153605	Latin Rite Church Saint Joseph	2307 S. Laramie Ave	Cicero	Undetermined	No
153617	Central Building	5601 W. 22nd Street	Cicero	Undetermined	No
153619	n/a	5340 W. 22nd Street	Cicero	Undetermined	No
153621	Commonwealth Edison	5210 W. 22nd Street	Cicero	Undetermined	No
153647	n/a	2334 S. 61st Court	Cicero	Undetermined	No
205618	American State Bank	6801 W. Cermak Rd	Berwyn	Entered in NR	Yes
219316	Central Berwyn Bungalow District	Roughly bound by Cermak Rd., Home,	Berwyn	Eligible	Yes

HARGIS Reference Number	Significant Name	Address	Municipality	National Register Evaluation	CLG Resource
		Ridgeland, Cuyler, and 26th St			
803076	Old Airmail and Postal Services Buildings	Air Mail Road	Hines	Entered in NR	No

F.2 Map of HARGIS Properties and District Within Quarter Mile Buffer

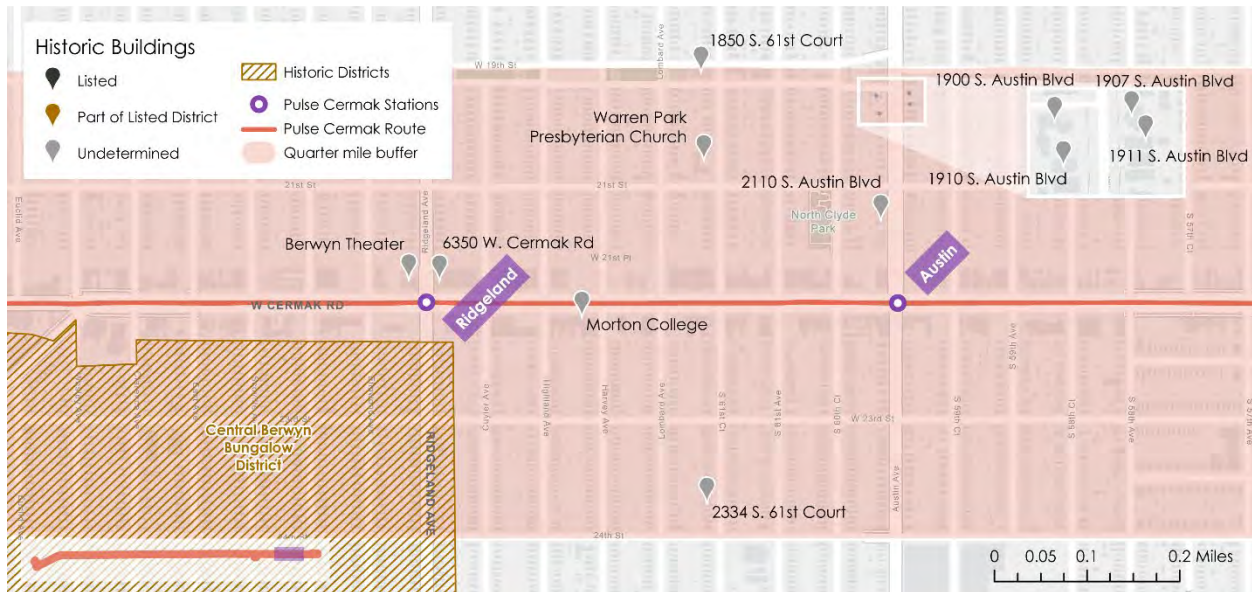


F.3 Historic Resources Station Area Maps

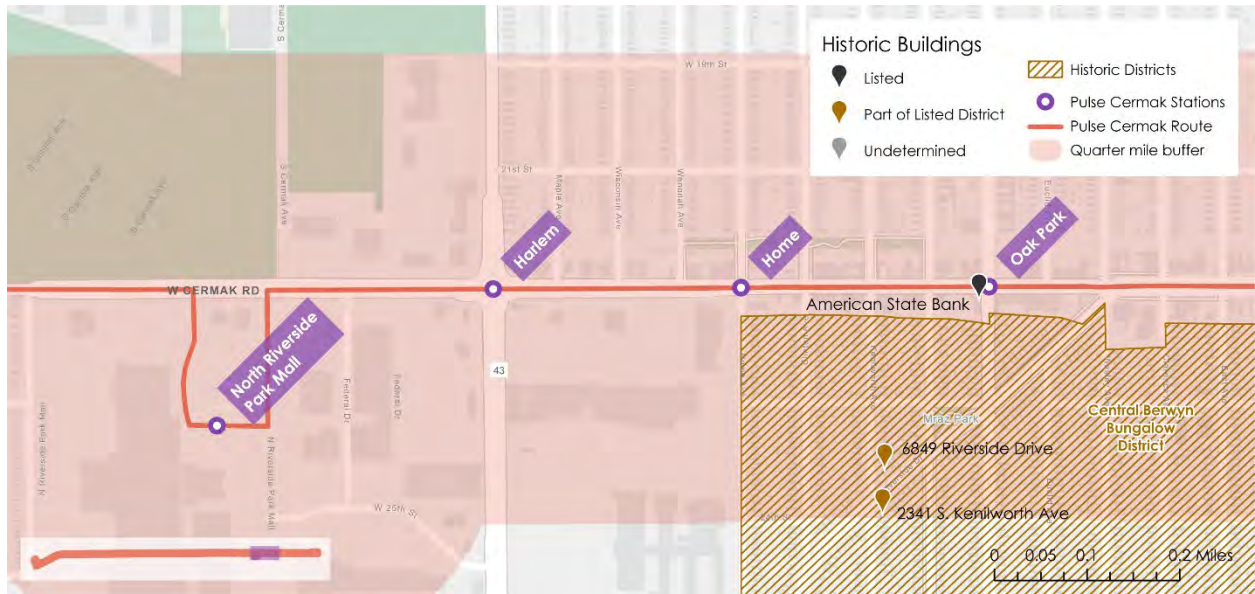
HARGIS PROPERTIES NEAR 54TH/CERMAK PINK LINE AND CENTRAL STATIONS



HARGIS PROPERTIES NEAR AUSTIN AND RIDGELAND STATIONS



HARGIS PROPERTIES NEAR OAK PARK, HOME, HARLEM, AND NORTH RIVERSIDE PARK MALL STATIONS



HARGIS PROPERTIES NEAR 1ST AVE STATION

