Corridors and Profiles Evaluated
Universe of Corridors and Profiles Considered

<table>
<thead>
<tr>
<th>CORRIDORS</th>
<th>PROFILES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cicero Avenue</td>
<td>At-Grade</td>
</tr>
<tr>
<td>Belt Railway / Cicero Avenue</td>
<td>Elevated</td>
</tr>
<tr>
<td>Belt Railway / Kostner Avenue</td>
<td>Trench</td>
</tr>
<tr>
<td>Pulaski Road</td>
<td>Underground</td>
</tr>
</tbody>
</table>
Cicero Avenue Corridor

Orange Line Extension Alternatives Analysis Study
Screen 1

Belt Railway / Cicero Avenue Corridor

Orange Line Extension Alternatives Analysis Study
Pulaski Road Corridor
Corridors Considered in the AA Study

- Cicero Avenue
- Belt Railway / Cicero Avenue
- Belt Railway / Kostner Avenue
- Pulaski Road
Screen 1

Universe of Alternatives in the AA Study

<table>
<thead>
<tr>
<th>Technologies*</th>
<th>Corridors</th>
<th>Profiles</th>
<th>Universe</th>
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</thead>
<tbody>
<tr>
<td>Cicero</td>
<td>At-Grade</td>
<td>178</td>
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</tr>
<tr>
<td>Belt Railway / Cicero</td>
<td>Elevated</td>
<td>Combinations</td>
<td></td>
</tr>
<tr>
<td>Belt Railway / Kostner</td>
<td>Trench</td>
<td>Including</td>
<td></td>
</tr>
<tr>
<td>Pulaski</td>
<td>Underground</td>
<td>No-Build</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>and</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TSM</td>
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</tbody>
</table>

* Not all Technologies Can be Applied to Each Alignment

Orange Line Extension Alternatives Analysis Study
Screen 1 Evaluation
### Screen 1 Evaluation Criteria

<table>
<thead>
<tr>
<th>Technologies</th>
<th>Corridors &amp; Profiles</th>
<th>Technologies and Corridors</th>
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</thead>
<tbody>
<tr>
<td>Speed</td>
<td>Social Factors</td>
<td>Effects on Neighborhoods</td>
</tr>
<tr>
<td>Station Spacing</td>
<td>Transportation Factors</td>
<td>Physical Constraints</td>
</tr>
<tr>
<td>Customer Capacity</td>
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<td>Operational Constraints</td>
</tr>
<tr>
<td>Proven Reliability</td>
<td></td>
<td>Opportunities to Access Other Transit Services</td>
</tr>
</tbody>
</table>

Orange Line Extension Alternatives Analysis Study
Screen 1 Evaluation Process

Preliminary Findings

- Technologies that meet the criteria of the Screen 1 evaluation process

Bus Rapid Transit

Heavy Rail Transit
Screen 1 Evaluation Process
Preliminary Findings

- Corridors that meet the criteria of the Screen 1 evaluation process

Cicero Avenue
Belt Railway / Cicero Avenue
Belt Railway / Kostner Avenue
Screen 1 Evaluation Process Preliminary Findings

**Bus Rapid Transit**
- Cicero Avenue Corridor
  - At Grade

**Heavy Rail Transit**
- Belt Railway / Cicero Corridor
  - Trench / Elevated
- Belt Railway / Kostner Corridor
  - Trench / Elevated
Screen 1 Evaluation Process
Preliminary Findings

Technologies* & Corridors & Profiles = Universe

- Bus Rapid Transit
- Heavy Rail Rapid Transit
- Cicero
- Belt Railway / Cicero
- Belt Railway / Kostner
- At-Grade
- Trench / Elevated
- 5 Combinations
- Including
- No-Build
- and
- TSM

* Not all Technologies Can be Applied to Each Alignment
Next Steps
Next Steps

• Incorporate public comments
• Confirm Screen 1 preliminary findings
• Refine the alternatives
• Continue public involvement
  – Sign-in cards will be used to create a contact list to send notices and updates
  – Meetings announced through car cards, customer alerts, local media, and contact list
  – Project updates on CTA website - www.transitchicago.com
Questions and Comments

• CTA representatives are available to answer additional questions

• Written comments and questions accepted through September 2, 2008 (two weeks from today)

  Mr. Darud Akbar
  Chicago Transit Authority
  Government and Community Relations
  P.O. Box 7567
  Chicago, IL 60680-7567
  dakbar@transitchicago.com
  CTA Customer Service: 1-888-YOUR-CTA
  TTY: 1-888-CTA-TTY1