

TRANSPORTATION

Fullerton Elevated CTA Station

Belmont Elevated CTA Station

Architecture Ross Barney + Jankowski Architects
Prime Design Firm Parsons Transportation

This project replaced the Fullerton and Belmont elevated transit stations with fully accessible, multi-modal facilities that accommodate loads of more than 5,000 daily passengers. These stations are the transfer hubs of the Red, Brown and Purple Lines of the Chicago Transit Authority, carrying 65% of the system's traffic and connecting with bus, bicycle and other forms of transportation. The hallmark of the both projects is the incorporation of natural light into the facility and the streetscape.

Initially, I worked directly with the RBJ project manager as Project Architect, attending weekly CTA progress meetings and concisely relaying information from those meetings to the RBJ team. I guided this team in providing schematic design documents needed for the weekly meetings. This involved all aspects of station and platform planning and platform canopy design. That consisted of, but not limited to layout of fare control, station attendant booth, equipment rooms, employee restrooms, wind breaks, seating, accessibility, circulation, communication, etc.

I left the team at 30% schematic design and rejoined the team at 80% construction documentation. At that time, I provided research and developed details and concise specifications for an exterior glass platform in a steel frame. This involved obtaining knowledge in the dynamics of glass, steel, and sealants as it behaved in an exposed environment impacted by temperature changes, fluctuation in loads, slip resistance, maintenance, and graffiti resistance.

I provided planning for the temporary station which consisted of prefabricated steel building components, fare control, and circulation.

I was an integral part of providing Quality Assurance and Quality Control to the project, coordinating all disciplines with the architectural and gaining praise from the Parsons Group for providing the most concisely coordinated set of documents that they have ever seen.

Randolph / Wabash Elevated CTA Station

Architecture Ross-Barney + Jankowski
Prime Design Firm McDonough Associates

This project consisted of the demolition and reconstruction of well used station built in 1957 with a track structure built in 1897.

My part in the project consisted of coordinating the architecture with all of the disciplines, developing waterproofing details at the enclosed station spaces underneath of the track, developing and detailing metal wall panels and windows at the enclosed station spaces, developing details for stairs, escalator, and elevator enclosures, coordinating the circulation between the platform, the station, the sidewalk, and the below ground pedway. I also guided a colleague in the detailing of a standing seam roof.

Grand & State Subway Stations

Architecture

Ross Barney + Jankowski Architects

This project consisted of the renovation and expansion of an underground train station. The project includes the introduction of elevators for ADA accessibility, from the street down to the mezzanine and to the platform with new architectural canopy enclosures. The original escalators were replaced. The new mezzanine features additional fare arrays, ticket vending machines, customer assistance kiosks and larger passenger capacities. Station interiors were completely refinished from street level to platform level with new lighting, granite flooring, tile vaulted ceilings and walls, updated signage and way finding to provide a better Chicago transportation experience.

I developed details of the glazed tile from the street down to the mezzanine and to the platform with connections to the new architectural canopy enclosures. I developed details around the mezzanine features which included fare arrays, ticket vending machines, and customer assistance kiosks.

111th Street Metra Station Historic Preservation

Architecture

Ross Barney + Jankowski

This project consisted of the preservation of a registered landmark building over a hundred years old. Much research was done to bring the station back to its original state.

I came aboard (pun intended) at the end of the construction documentation to assure the quality and coordination of the documents. During construction I reviewed submittals to insure the quality and compliance to work required to maintain the integrity of the building's Landmark status and restore it to its original state. I was instrumental in providing responses to complex RFI's associated with the preservation of a building that has endured age and reconfigurations.