# Belmont and Fullerton Stations Community Meeting

## Design Update

February 16, 2005

# Brown Line Capacity Expansion Project

## Brown Line Project Objectives:

- Increase the line's overall ridership capacity by 33% by extending platforms to allow 8-car operations
- Provide access to all CTA customers throughout all stations and comply with the accessibility requirements of the Americans with Disabilities Act
- Upgrade signal, communications and power delivery system
- Fullerton station ADA accessible by December 31, 2008
- Complete construction by the end of 2009

# Brown Line Capacity Expansion Project

## Belmont and Fullerton Stations Community Meeting Agenda:

1. Project Summary and Background
2. Planning, Finding and Implementing Cost Reductions
3. Guidelines for Further Cost Reductions
4. Belmont and Fullerton Design Revisions
5. Belmont and Fullerton Design Elements Maintained
6. Maintaining Community Outreach
7. Questions and Answers

# Brown Line Capacity Expansion Project

## Project Summary:

- Provide new, modern stations to replace those constructed between 1896 and 1907
- Restore eight historic stations in accordance with the Memorandum of Agreement signed with the Illinois Historic Preservation Agency
- Install public art at stations
- Total project budget of $529.9 million including all project related costs
- Required project completion date of December 31, 2009
- Fullerton station ADA accessible by December 31, 2008

# Brown Line Capacity Expansion Project

**Background:**

- One bid package advertised in January 2004.
- One bid package opened May 5, 2004.
- CTA received two bids:
  Walsh - $420.5 million ($89.8 million over estimate)
  Kiewit - $541.2 million ($210.5 million over estimate)
- Bids rejected by the Chicago Transit Board at the June 9, 2004 meeting.

# Brown Line Capacity Expansion Project

## Brown Line Bids:

A review of the bids received indicated the bids exceeded the budget in part due to:

- Project's complexity due to need to maintain full rail service during construction
- Project's complexity due to need to reconstruct stations in limited space
- Large size of construction package limited the number of bidders
- Market fluctuations in pricing of construction materials

After opening the bids, CTA retained an independent estimator who targeted cost reductions of $152 million across the project.

# Brown Line Capacity Expansion Project

## Finding Project Savings:

- Target cost reductions across the entire Brown Line Capacity Expansion Project were identified.
- Break the construction package into eight smaller bid packages to increase competition.
- Adjust contract provisions to make CTA a better business partner for our construction contractors.
- Reduce non-station features, such as substations and replacement of portions of existing elevated track structure.
- Reduce non-customer features, such as janitor closets and employee restrooms.
- Standardize common station elements and use less costly materials.
- Gain construction efficiencies through temporary station closures.

# Brown Line Capacity Expansion Project

## Multiple Bid Packages:

### Awarded Bid Packages

- Signals and Clark Junction (Construction began December 13, 2004)
- Substations (Construction began January 10, 2005)

### Planned Bid Packages

- Belmont and Fullerton
- Armitage, Sedgwick and Chicago
- Kimball, Kedzie, Francisco, Rockwell and Western
- Damen, Montrose, Irving Park and Addison
- Paulina, Southport, Wellington and Diversey
- Communications

# Brown Line Capacity Expansion Project

## Reduce Non-Customer Features:

### First, Reduce Non-Station Areas

- Minimize new and upgraded substations
- Minimize replacement of existing elevated track structure foundations
- Minimize repainting of existing elevated track structure
- Utilize CTA labor to complete some complex work

# Brown Line Capacity Expansion Project

## Reduce Non-Customer Features (cont.):

### Second, Reduce Non-Customer Areas

- Reduce the size of janitor closets, employee restrooms, electrical rooms and communication rooms
- Realize efficiencies by streamlining electrical services
- Eliminate third exits where not required by code
- Revisit station layouts to reduce or eliminate real estate acquisitions (opportunities found at five of eighteen stations)
- Install less expensive materials (i.e. substitute galvanized steel for stainless steel)

# Brown Line Capacity Expansion Project

## Efficiencies Gained Through Temporary Station Closures:

- Increase contractor productivity
- Minimize, or eliminate, temporary work (temporary stairs, temporary platform extensions, etc.) necessary to maintain customer use of station
- Maximize contractor opportunities to utilize normal working hours
- Savings from temporary station closures estimated at $22 million

# Brown Line Capacity Expansion Project

## Guidelines for Temporary Station Closures:

- Brown Line service will continue to run seven days a week.
- No adjacent stations will be closed on weekdays.
- No station farther than five-tenths of a mile from another station will be closed on weekdays.
- CTA staff will meet with the public prior to advertising each bid package to brief communities on proposed stations designs, temporary closures and service alternatives.
- Temporary closure details will be posted prominently at each station, together with information about safe and convenient service alternatives.
- CTA will develop a business outreach plan to assist those businesses most impacted by the construction schedule.
- The first temporary closures will not take effect prior to September 2005.

# Brown Line Capacity Expansion Project

## Temporary Station Closures (Weekday and Weekend):

| No Closures | Some Weekend Closures Only* | Temporary Closures | Temporarily Closed Plus Some Weekend Closures |
|---|---|---|---|
| Western | Armitage | Damen | Kimball |
| Belmont | Sedgwick | Montrose | Kedzie |
| Fullerton | Chicago | Irving Park | Francisco |
| | | Addison | Rockwell |
| | | Paulina | |
| | | Southport | |
| | | Wellington | |
| | | Diversey | |

* Distance between stations exceeds 1/2 mile. All 3 stations would be closed concurrently for up to 6 weekends.

# Brown Line Capacity Expansion Project

## Maintain Long Term Improvements:

- Wider, longer platforms to increase capacity and alleviate overcrowding
- Installation of elevators or ramps to facilitate ADA accessibility
- New, modern stationhouses
- New (Fullerton and Belmont) or refurbished canopies and shelters
- Increase fare array
- Install bike storage racks
- Enhanced station entrances
- Fiber optic communication backbone
- New protective paint coating of track structure over stationhouses

# Brown Line Capacity Expansion Project

## Belmont and Fullerton Stations Design Update:

- Platform Level Revisions
- Platform Level Design Elements Maintained
- Belmont Platform Level Rendering from December 2003 and February 2005
- Stationhouse Level Revisions
- Stationhouse Level Design Elements Maintained
- Fullerton Street Level Rendering from December 2003 and February 2005

# Brown Line Capacity Expansion Project

## Belmont and Fullerton Platform Level Revisions:

- Reduce glass plank in platforms to the areas over the street and sidewalk
- Reduce the length of canopy from 4 cars to 2-1/2 cars
- Reduce canopy width to cover platforms only
- Substitute precast soundwall material for glass panels over the street with no loss of functionality in the soundwall
- Substitute point source light fixtures for continuous linear light fixtures

# Brown Line Capacity Expansion Project

## Belmont and Fullerton Platform Level Elements Maintained:

- Wider platforms to alleviate overcrowding
- Elevators to each platform
- Soundwalls along the length of the new trackbed
- Canopy over stairs and elevators
- Scale of existing canopy
- Scale of existing light fixtures
- State of the art audio/visual public address systems to be installed concurrent with station reconstruction
- Platform shelters, customer heaters and benches
- Multiple information kiosks on platforms
- Increase wayfinding and ADA compliant signage

# Brown Line Capacity Expansion Project

## Belmont Platform Level Rendering (Dec 2003):

# Brown Line Capacity Expansion Project

## Belmont Platform Level Rendering (Feb 2005):

# Brown Line Capacity Expansion Project

## Belmont and Fullerton Stationhouse Level Revisions:

- Provide for the future installation of escalators while eliminating the escalator equipment
- Reduce the size and eliminate walls for communication rooms, electrical rooms, revenue rooms and janitor rooms
- Eliminate mesh enclosure and street level doors for south emergency egress stairs
- Simplification of Customer Assistant Kiosk
- Install less glass in elevator enclosures
- Substitute colored concrete for granite flooring in paid area
- Substitute slip-resistant concrete treads for granite treads on lower stairs and intermediate landing
- Eliminate use of Hayes-Healy façade elements in the new stationhouses

## Belmont and Fullerton Stationhouse Level Revisions (cont.):

- Eliminate overhead decorative metal work in stationhouses and the public right-of-way
- Change perimeter fencing mesh to chain link
- Substitute wrought iron fence for glass in perimeter walls of north stationhouses
- Increase turnstiles at Fullerton from 5 to 6 (reduced from 9)
- Increase turnstiles at Belmont from 4 to 6 (reduced from 9)
- Provide for future installation of additional fare equipment (capacity for 9 turnstiles at Belmont and Fullerton)
- Install overhead recessed door at stationhouse entrance instead of typical entry doors thereby creating an open plaza at the station entrance

# Brown Line Capacity Expansion Project

## Belmont and Fullerton Stationhouse Level Elements Maintained:

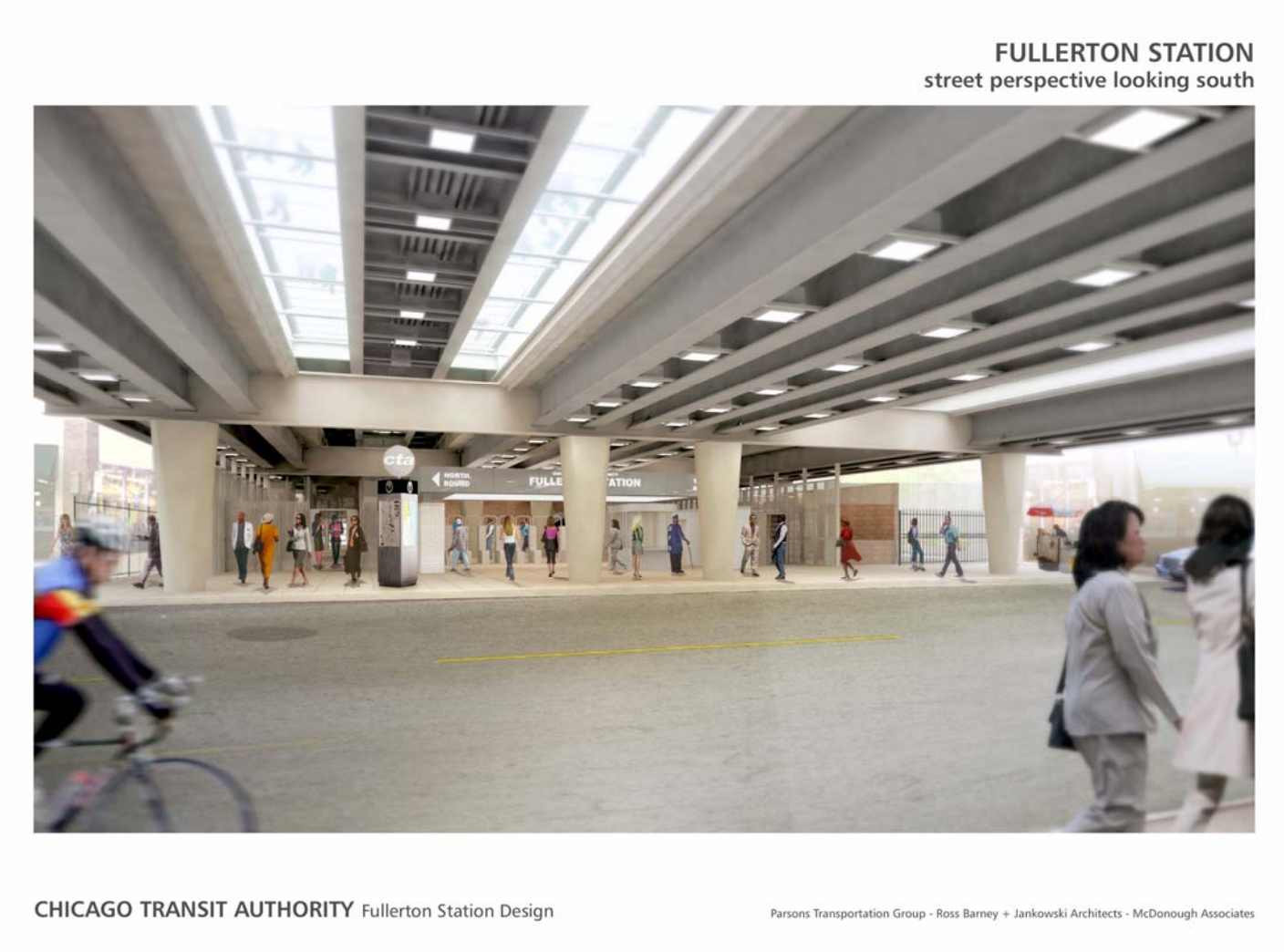
- Auxiliary entrance (fare card only) on north side of street
- Information kiosks at station entrance and in paid areas
- Well-lit gateway at station entrance welcomes customers while purchasing fares or entering turnstiles
- Two full traffic lanes in either direction on Belmont and Fullerton Avenues
- Larger unpaid area and wider stairs to ease customer congestion
- Increased wayfinding and ADA compliant signage
- Area for future concessions
- Pigeon deterrent measures over sidewalks and stationhouses

# Brown Line Capacity Expansion Project

## Fullerton Street Level Rendering (Dec 2003):

# Brown Line Capacity Expansion Project

## Fullerton Street Level Rendering (Feb 2005):



**Maintain Community Outreach:**

- Meet with the community when a contractor is selected
- Continue to meet with the community throughout construction
- Forward questions and comments to brownlinecomments@ctacipm.com

# Question and Answer Period