



Legistar: 110190

April 8, 2011

TO: Public Works Committee
FROM: Carl S. Goldsmith, Director of Public Works *Cy*
SUBJECT: Union Pacific/Metra Pedestrian Tunnel

Village staff has been working with the UP and Metra on the proposed pedestrian tunnel for downtown Lombard. The tunnel will be located at the terminus of Park Avenue and Michael McGuire Drive and will extend under the railroad tracks to Parkside Drive. As part of the project, UP and Metra will be installing new ADA compliant ramps and stairs to the platform and tunnel, as well as improving the amenities offered to commuters.

UP and Metra representatives presented the attached material to the Village Board at the April 7, 2011 meeting. The purpose of the meeting was to provide the Board with an overview of the project, as well as seek input on several potential upgrades that would be done at the Village's cost. Upon review of the plans, the Village Board directed Metra and UP to proceed with the plans to incorporate the upgraded tunnel and to include the antique copper roofing. The estimated cost for these improvements is \$80,000 and will be funded through TIF dollars.

The Village Board requested that this item be sent to the Committee for review and discussion. Following the Committee review, UP and Metra will hold an open house for the community to discuss the proposed pedestrian tunnel. In either case, the Village will not be responsible for the maintenance of the tunnel facility.

It is anticipated that the project will commence during the 2012 construction season. Should you have any questions, please contact me.



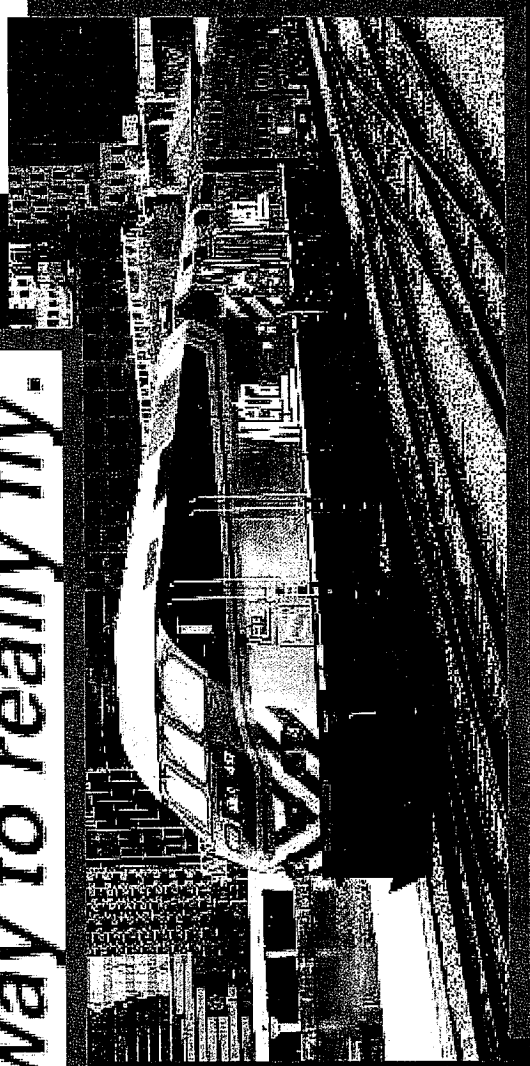
Connects

Union Pacific West Line, Lombard Station

Lombard Station

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Union Pacific West Line, Lombard Station

Introduction

The Union Pacific Railway (UPRR) and Metra have undertaken a jointly funded \$132 million program on the Union Pacific West Line. This project includes safety and operational enhancements at twelve Metra stations along the West Line from Maywood to Geneva. These enhancements include the following:

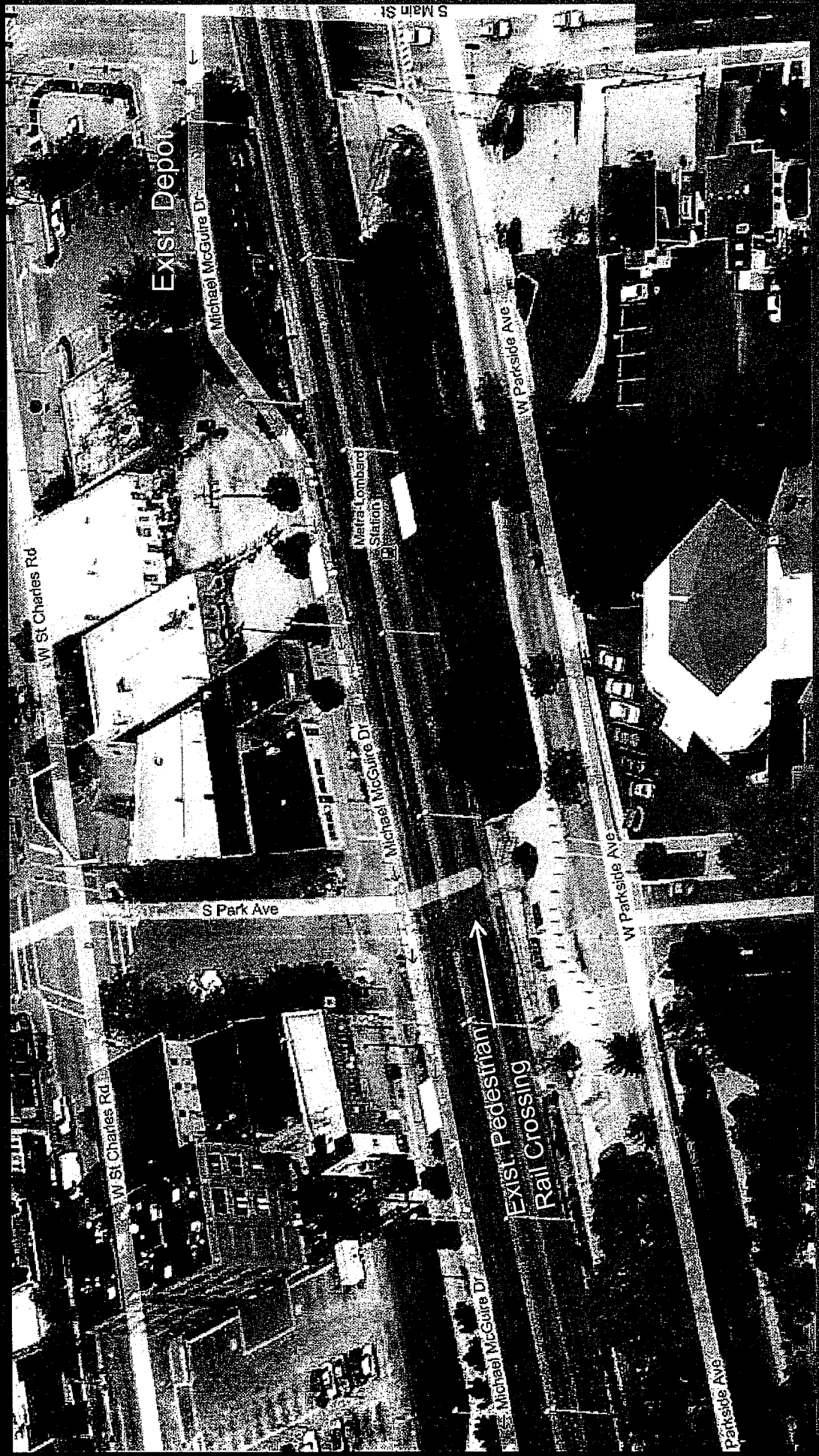
- Fencing and signage improvements at stations.
- Sidewalk improvements for pedestrian diversions.
- Pedestrian gates at rail crossing adjacent to stations.
- Installation of the "Another Train Warning System" (ATWS) at railroad crossings adjacent to Metra stations.
- Pedestrian grade separations at four stations (Lombard, Wheaton, Bellwood and Berkeley)

At the Lombard Metra station, the existing at-grade pedestrian crossing will be replaced by a new pedestrian tunnel constructed under the tracks. Also, included are additional station improvements for ADA accessibility. Metra has worked with Village of Lombard staff during the concept phase and incorporated village input at the 30% and 60% engineering plan reviews.

Lombard Improvement Details:

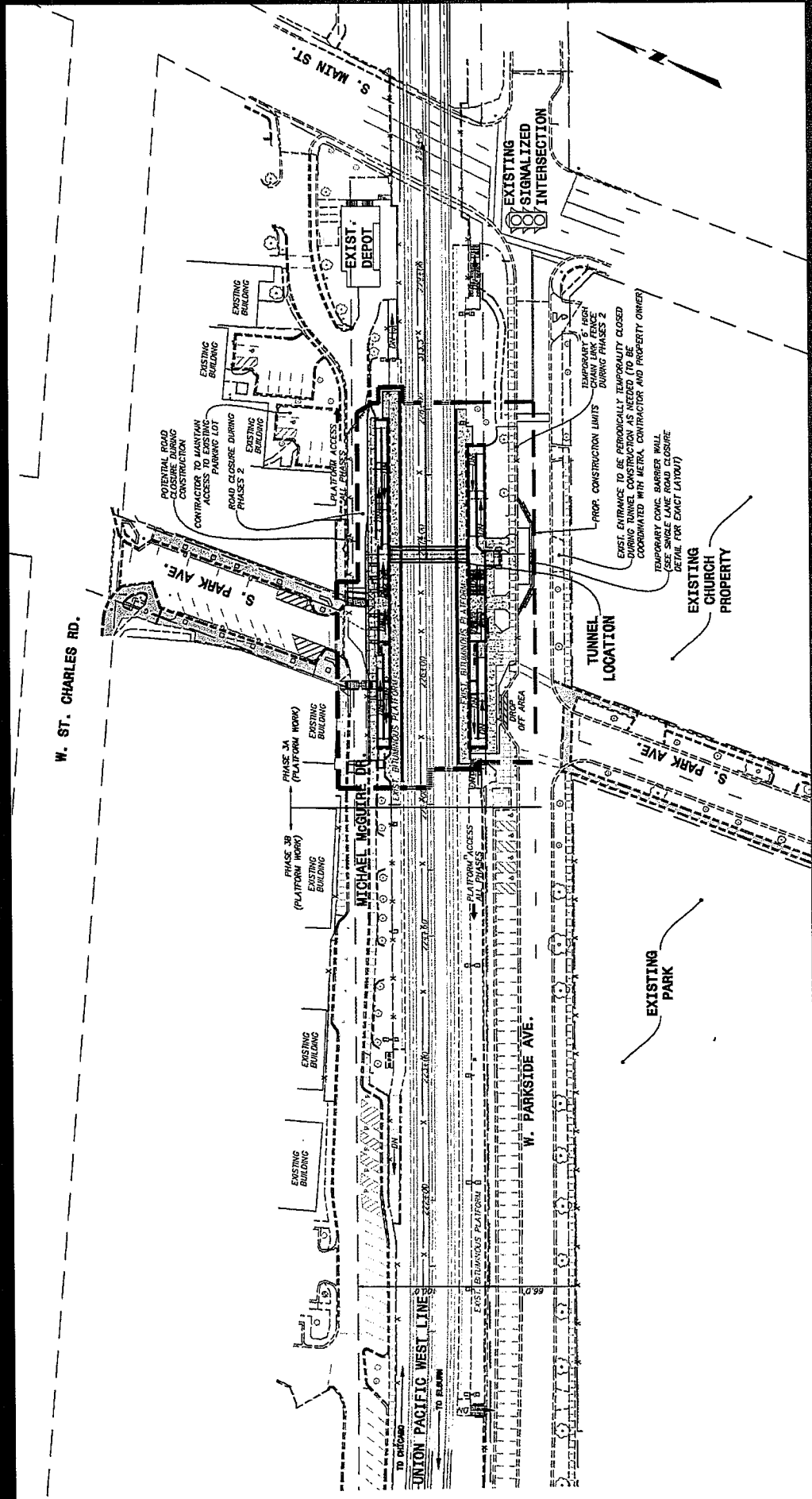
- New pedestrian tunnel.
 - Canopy roof over the ramps and platforms.
 - Platform shelters with radiant heat for commuter convenience (inbound and outbound platforms).
 - New ADA ramps to be wider than existing ramps including snow melt system.
 - Additional signage and platform improvements to proposed area of impact.
 - Additional benches / seating at platform level.
 - New Visual Information System (VIS Reader Board for Metra Information) and upgrade to Voice of Metra system.
- Construction Budget : \$5.5 Million
- Construction Schedule: Anticipated spring of 2012, pending approvals and completion of design.

Site Location

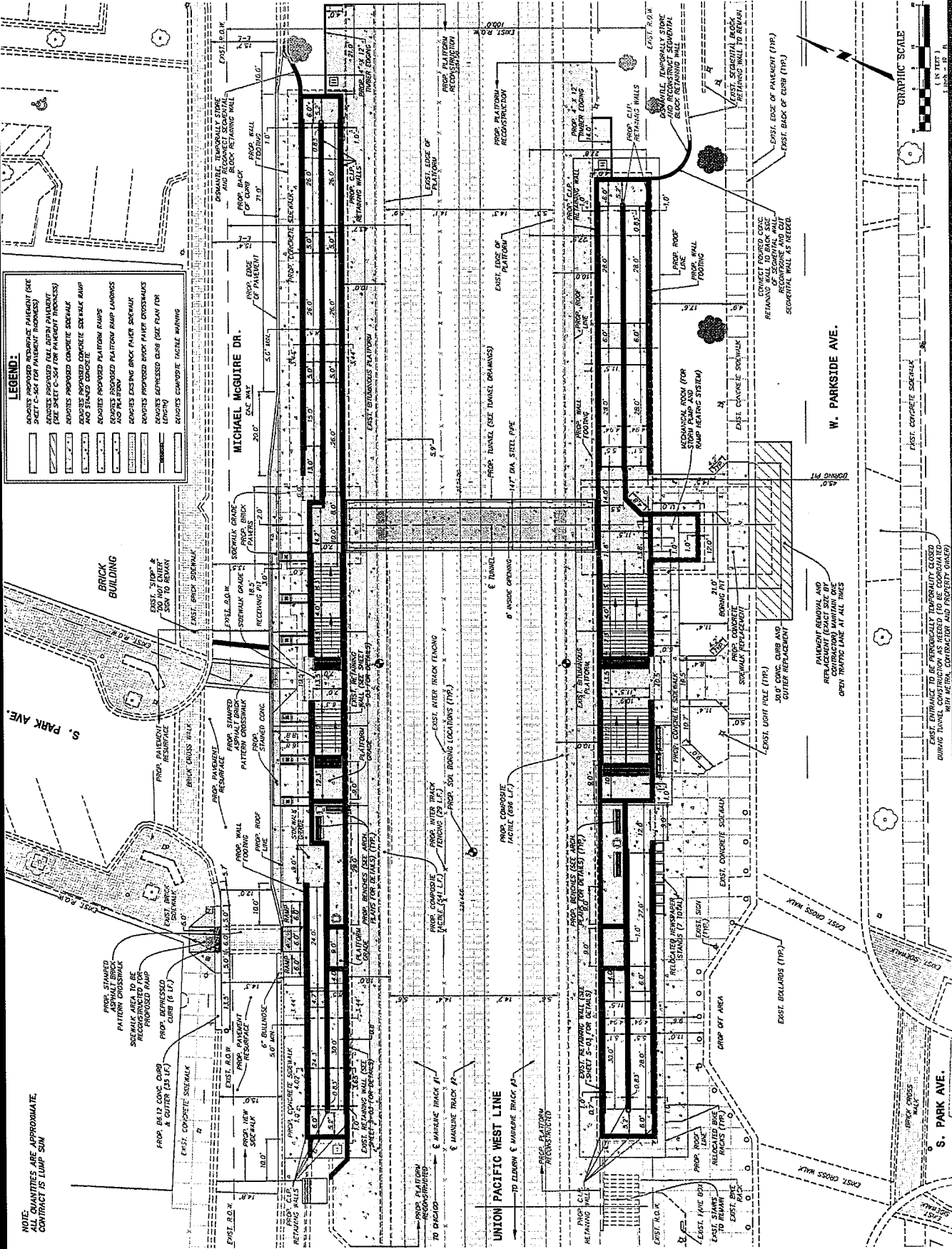


* Image by: bing.com/maps/

Overall Site / Phasing Plan



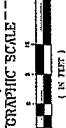
Detailed Site Plan



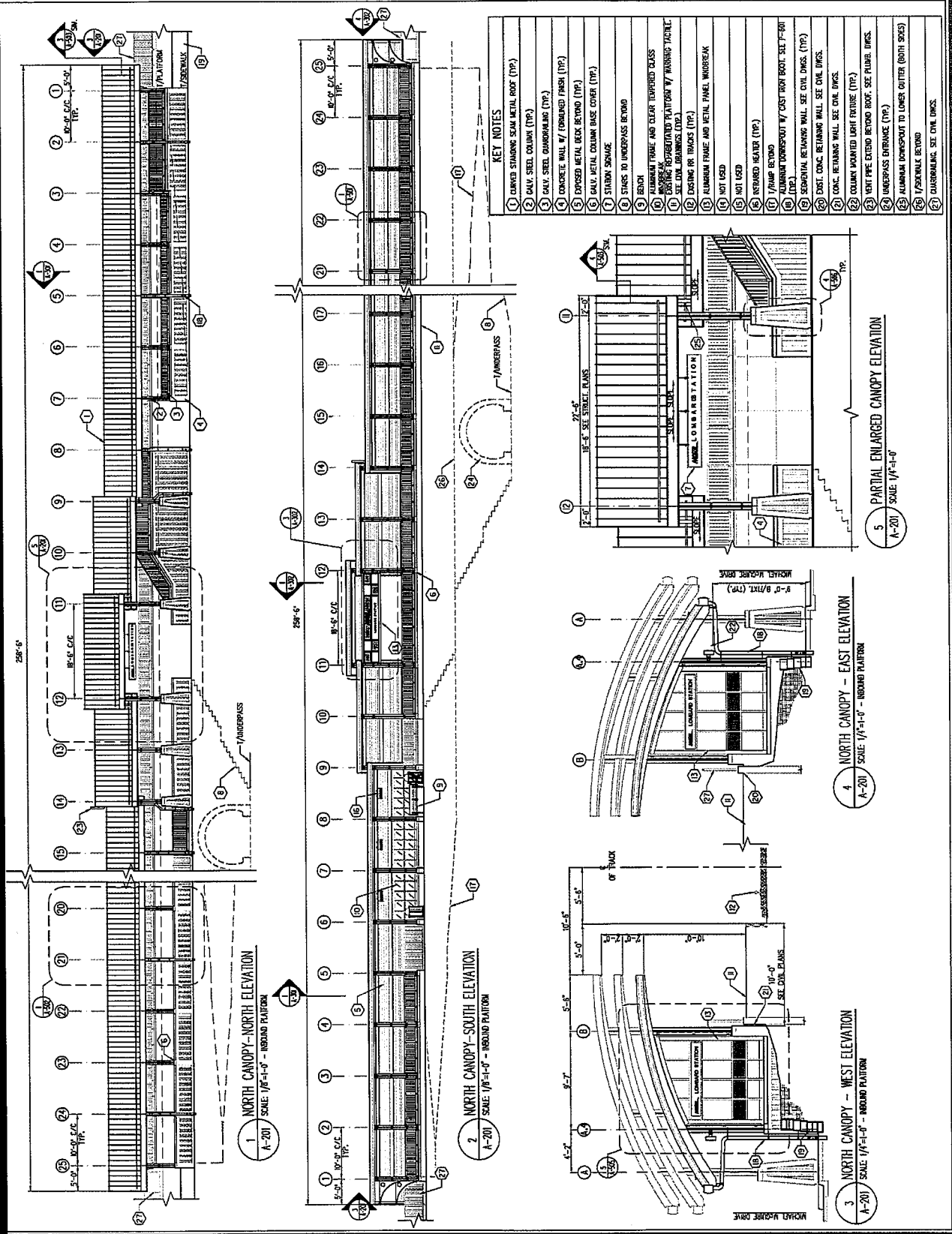
LEGEND:

- ADJUSTED PROPOSED PAVEMENT (SEE SHEET C-504 FOR PAVEMENT THICKNESS)
- ▨ ADJUSTED PROPOSED CONCRETE SIDEWALK AND STAIR CONC.
- ▧ ADJUSTED PROPOSED PLATFORM RAMP LANDINGS AND PLATFORM
- ▩ EXISTING BRICK PAVING CROSSWALKS
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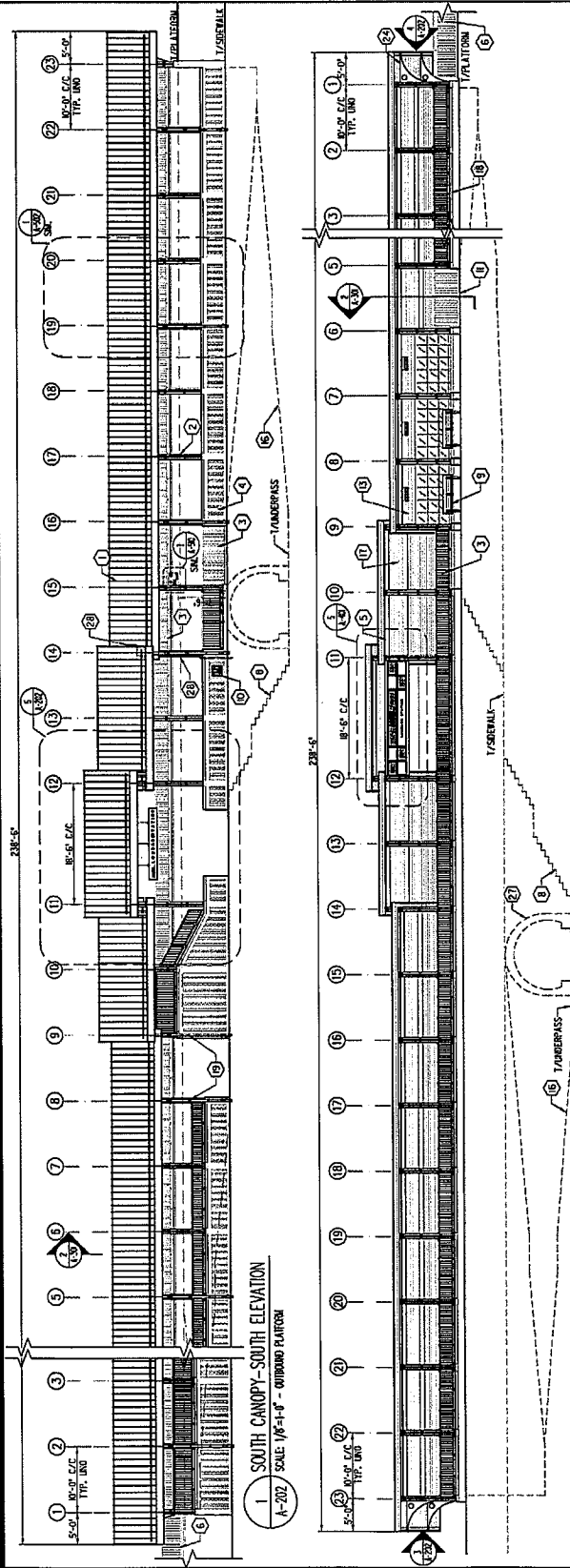
NOTE:
ALL QUANTITIES ARE APPROXIMATE.
CONTRACT IS LUMP SUM



North Canopy Elevation (Inbound Platform)

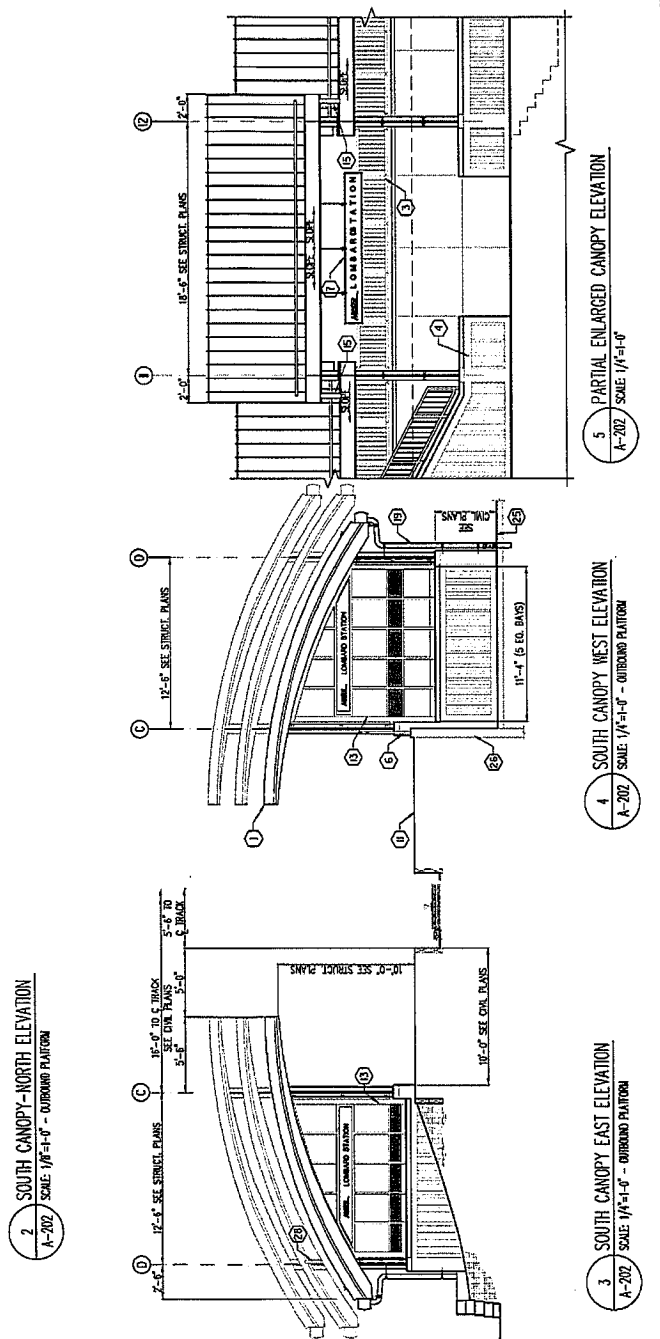


South Canopy Elevation (Outbound Platform)

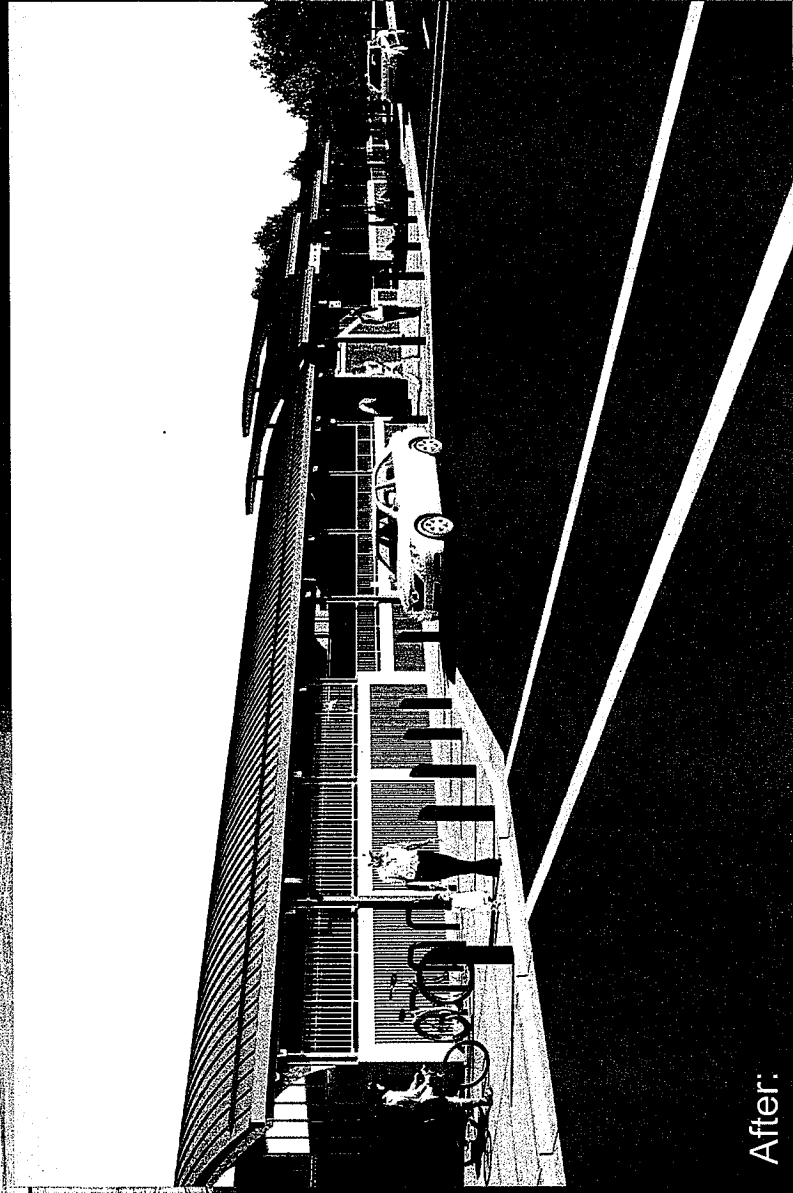


KEY NOTES

- 1 CURVED STANDING SEAM METAL ROOF (TYP.)
- 2 GALV. STEEL COLUMN (TYP.)
- 3 GALV. STEEL COLUMN (TYP.)
- 4 CONCRETE WALL W/ FORWARD FINISH (TYP.)
- 5 EXPOSED METAL DECK (TYP.)
- 6 CORRUGATING. SEE CIVIL DIMS.
- 7 SHALLOW SLOPES. SEE C-100 FOR DETAILS (TYP.)
- 8 SHIMS TO UNDERPASS BEYOND
- 9 BENCH
- 10 GAS METERS. SEE MECH. HVAC DIMS.
- 11 EXISTING REINFORCED PLATFORM W/ WARNING FASCIA.
- 12 SEE CIVIL DIMENSIONS (TYP.)
- 13 NOT USED
- 14 ALUMINUM FRAME AND METAL PANEL UNDERPASS
- 15 NOT USED
- 16 SLOPES DEPENDENT DOWN TO OTHER ROOF (BOOTH)
- 17 PAVERS BEYOND
- 18 GALV. METAL DECK BEYOND
- 19 CONC. INACE WALL
- 20 ALUMINUM DOWNSPORT W/ CAST IRON BOOT. SEE P-301 (TYP.)
- 21 NOT USED.
- 22 GALV. METAL COLUMN BASE COVER (TYP.)
- 23 NOT USED
- 24 COLUMN MOUNTED LIGHT FIXTURE (TYP.)
- 25 EXISTING RETAINING WALL. SEE CIVIL DIMS.
- 26 UNDERPASS ENTRANCE (TYP.)
- 27 UNDERPASS ENTRANCE (TYP.)
- 28 NOT USED
- 29 NOT USED
- 30 NOT USED



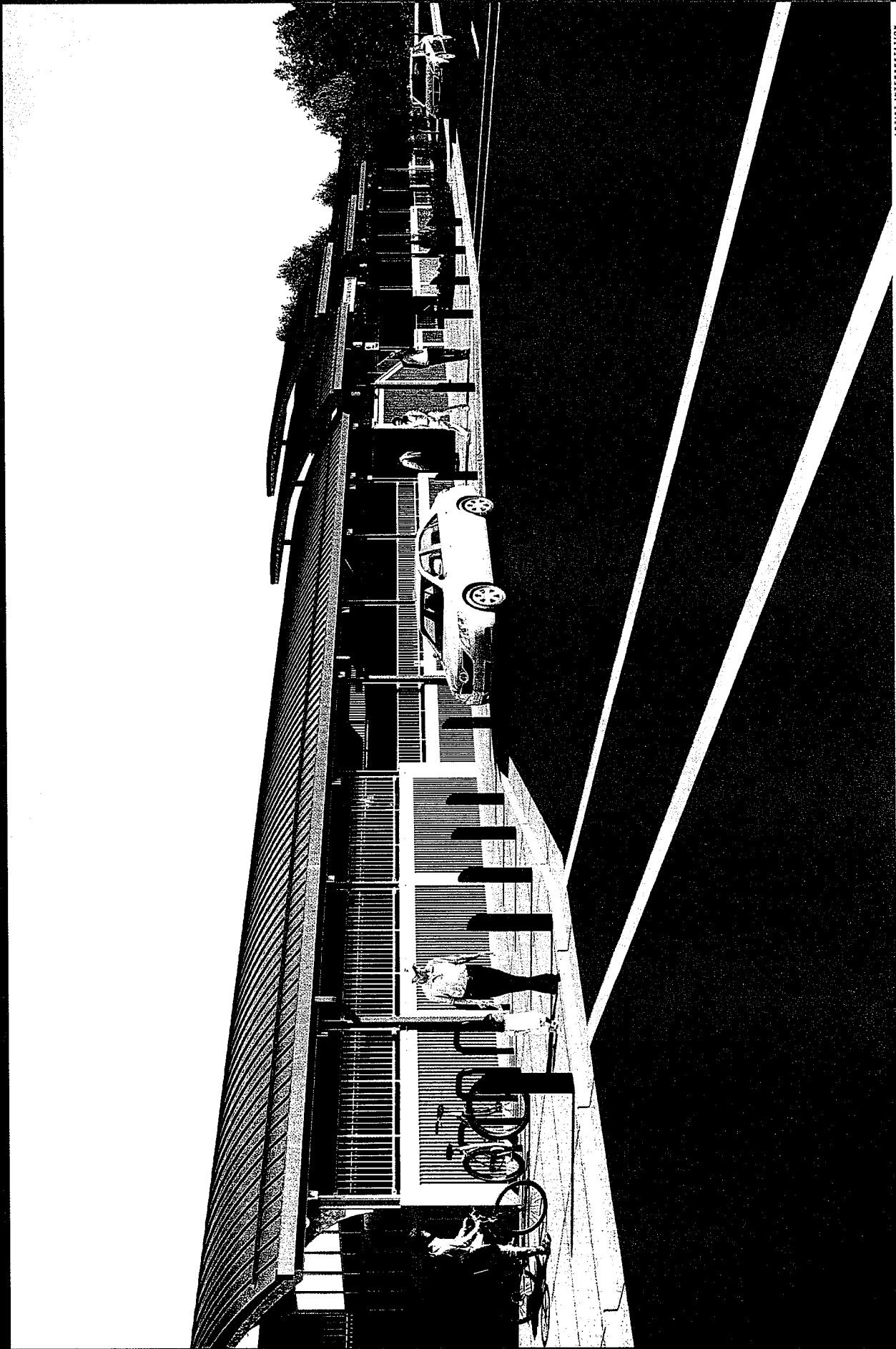
South Side Rendering (W Parkside & S Park Ave. facing east)



After:

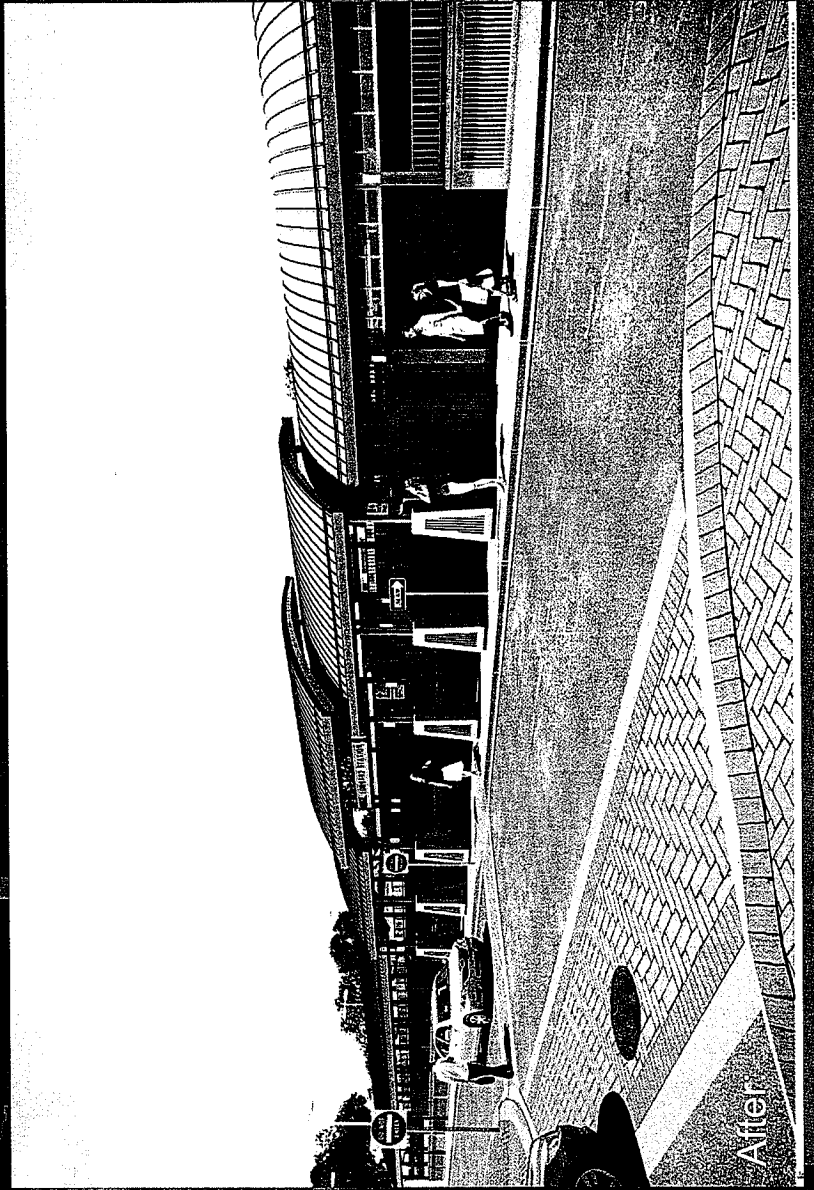
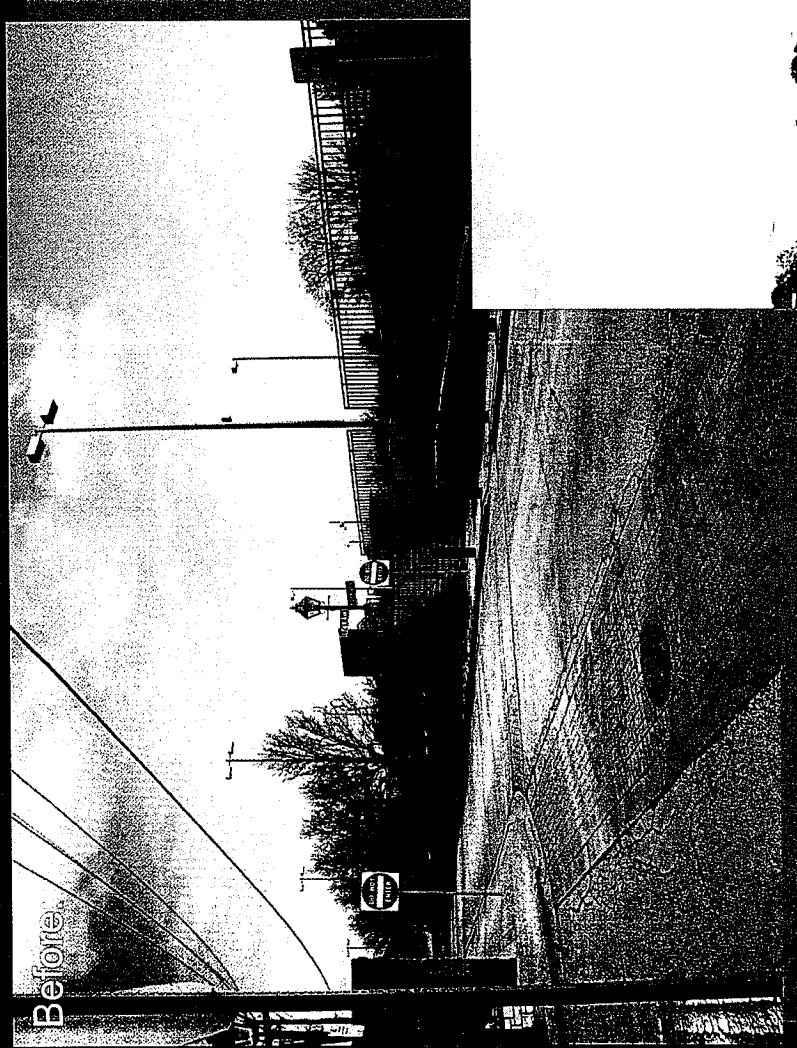
South Side Rendering

(W Parkside & S Park Ave. facing east)



North Side Rendering

(Michael McGuire Dr. & N Park Ave. facing east)



North Side Rendering

(Michael McGuire Dr. & N Park Ave. facing east)

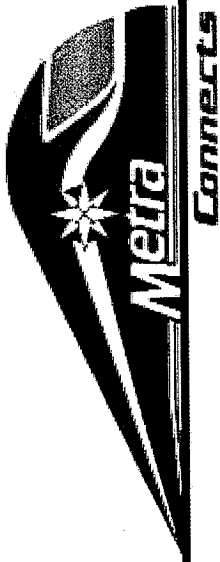


Platform View Rendering (North Platform facing east)



Platform View Rendering (North Platform facing east)



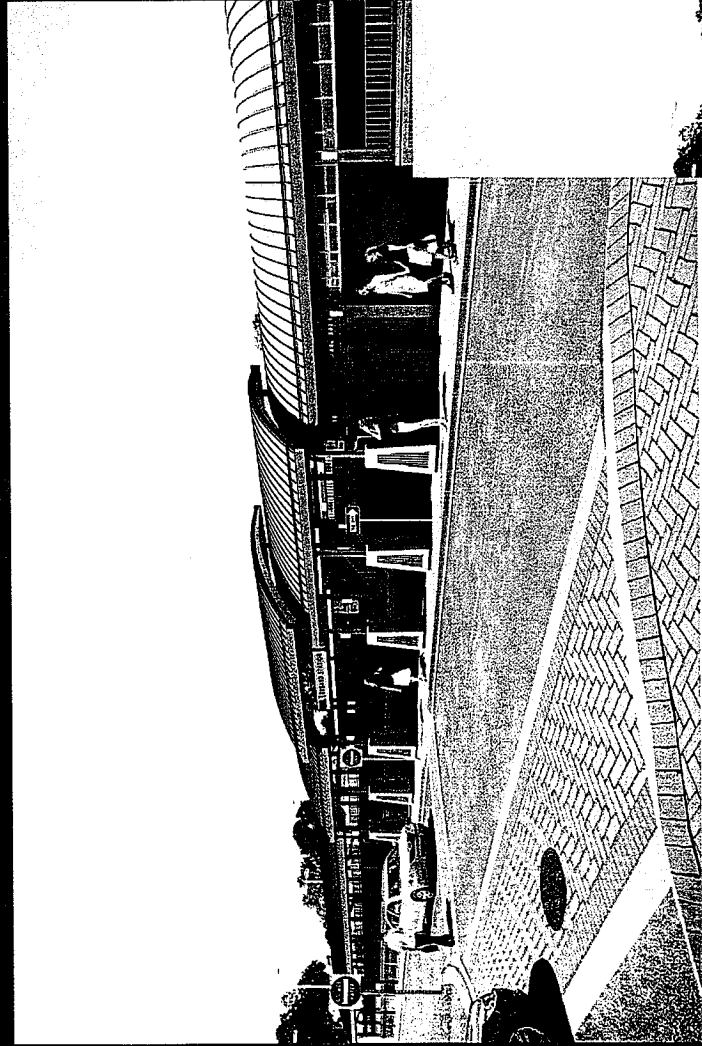


Union Pacific West Line, Lombard Station

Discussion & Questions

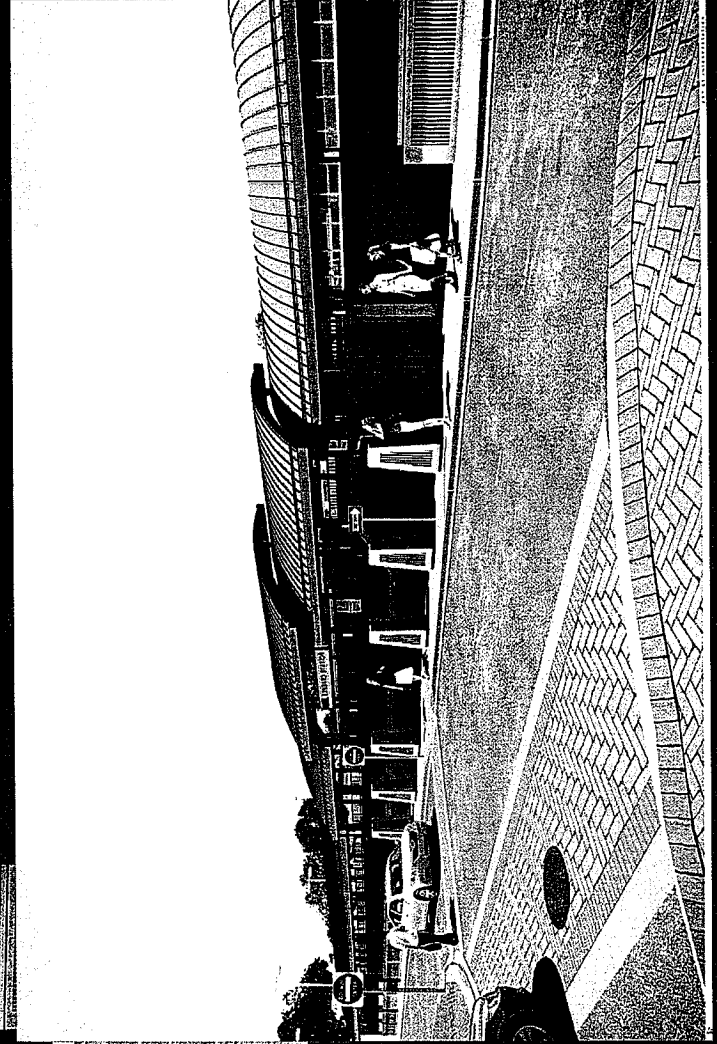
Alternate Color Scheme:

- Roof – “Terra Cotta”
- Structural Steel (Columns and Railing) – Dark Brown



Proposed Color Scheme:

- Roof – “Aged Copper”
- Structural Steel (Columns and Railing) – Galvanized, gray



North Side Rendering – Alternate Color Scheme (Michael McGuire Dr. & N Park Ave. facing east)



Proposed Tunnel

(Base Design – Similar to Winfield Station)



- Images shown are from Winfield Station Pedestrian Tunnel.

Tunnel Upgrade Rendering

Tunnel Upgrade Cost Estimate = \$80,000
(Approximately 1% of total construction cost)



