



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:

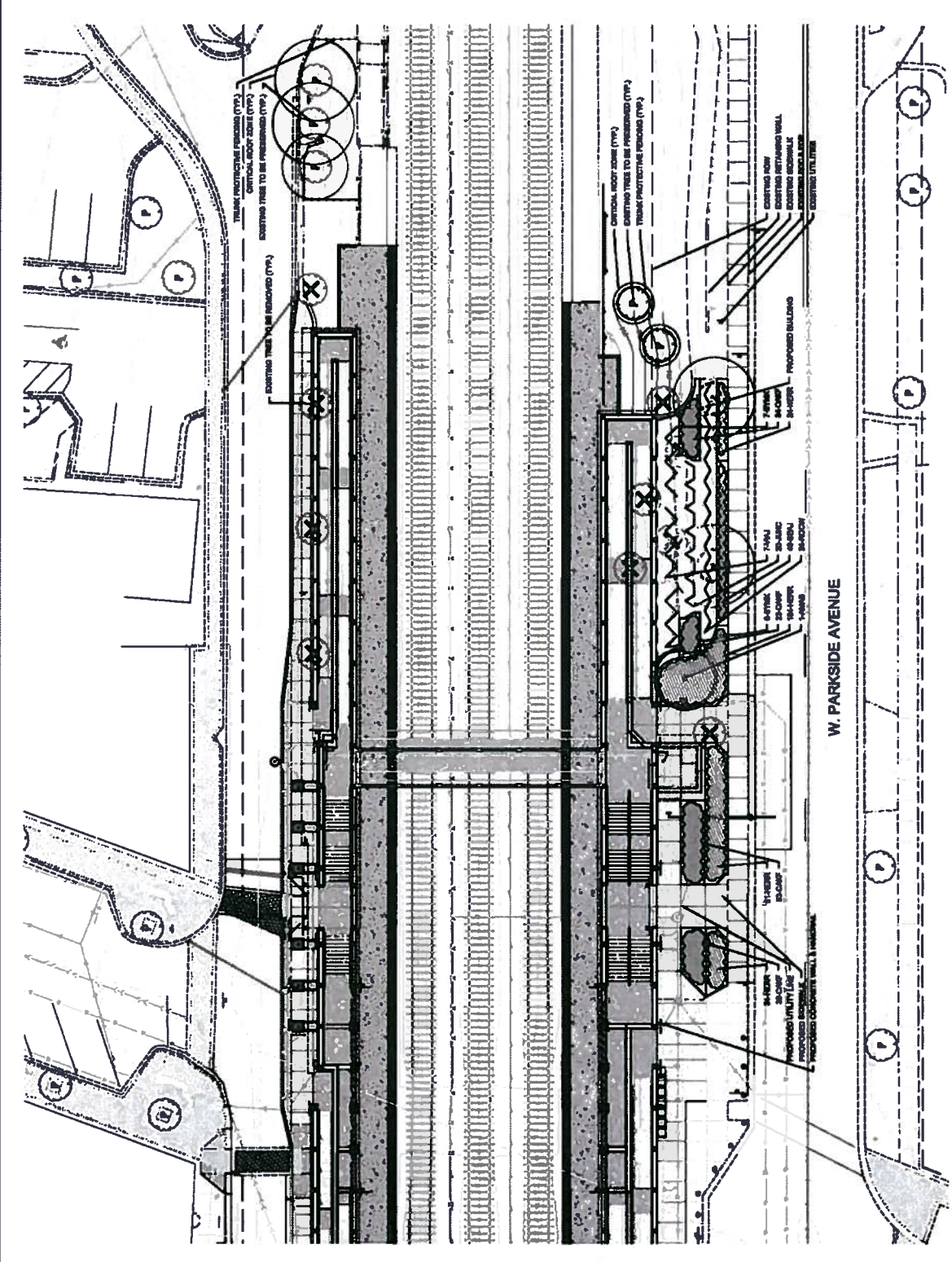
- New pedestrian tunnel.
 - Canopy roof over the ramps and platforms.
 - Platform shelters with radiant heat for commuter convenience (inbound and outbound platforms).
 - New ADA ramps to be wider than existing ramps including snow melt system.
 - Additional signage and platform improvements to proposed 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

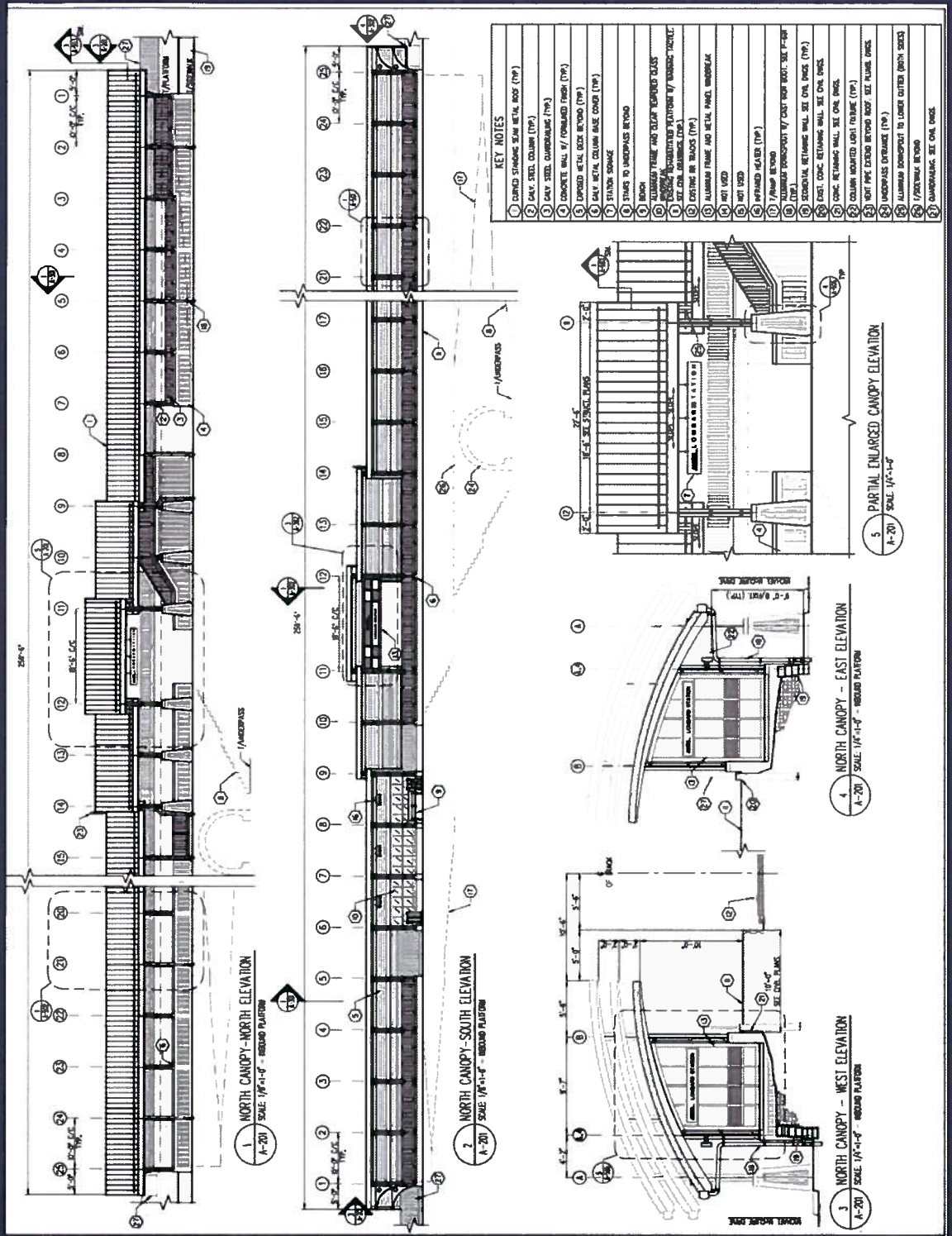


Image by: bing.com/maps/

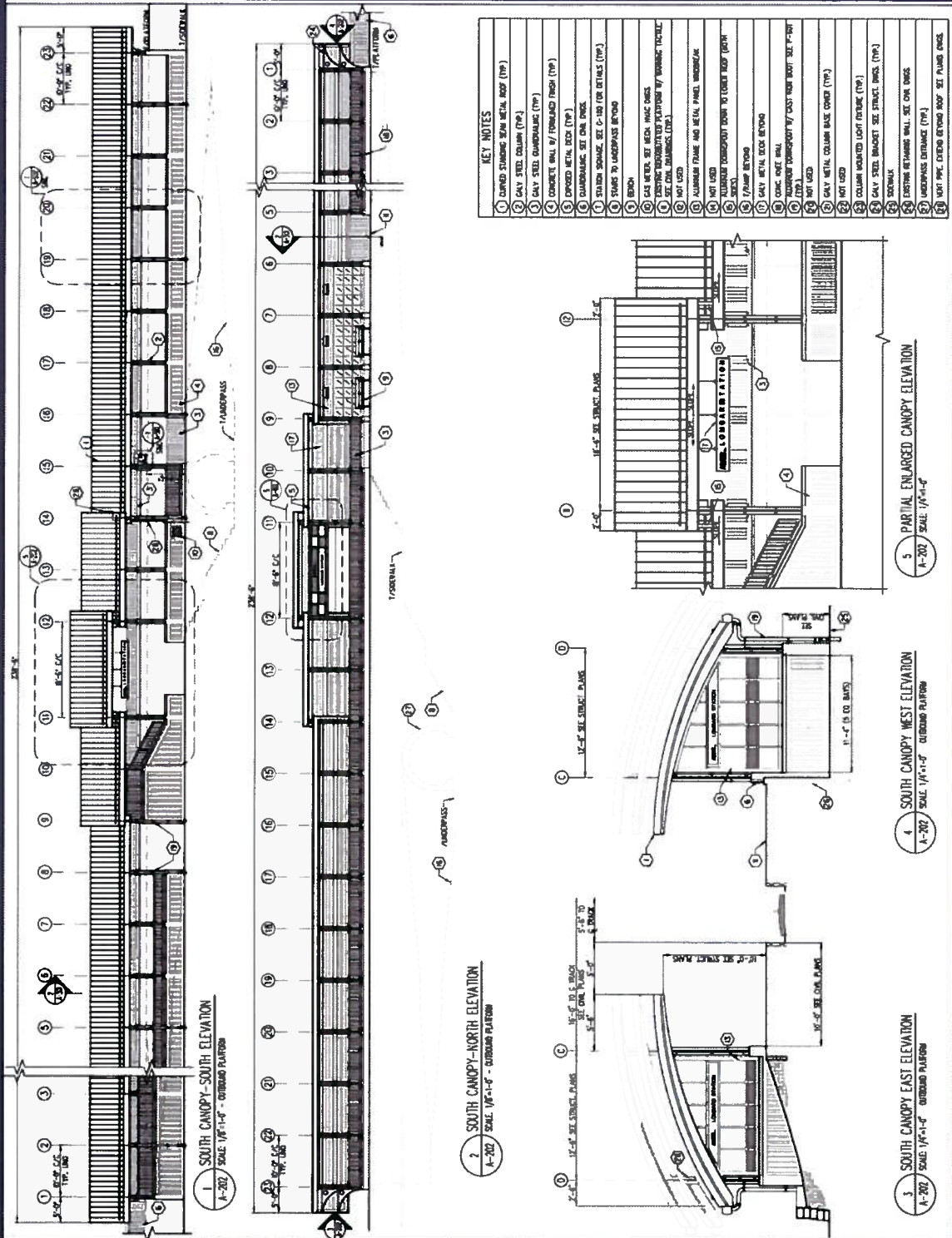
Landscaping Plan



North Canopy Elevation (Inbound Platform)



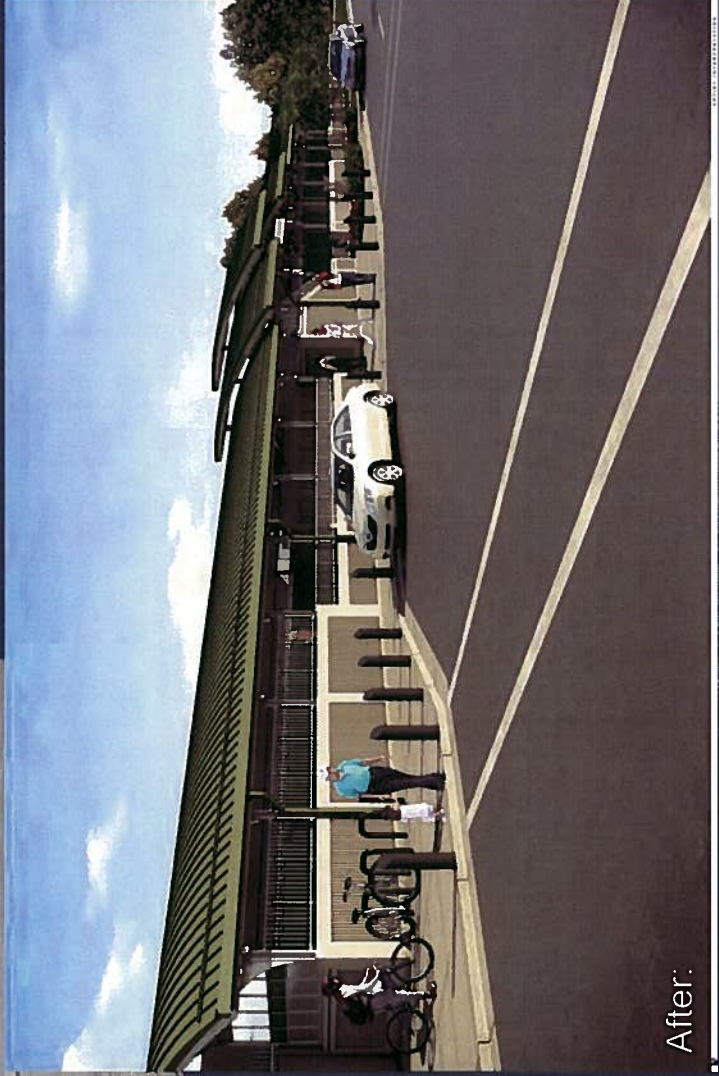
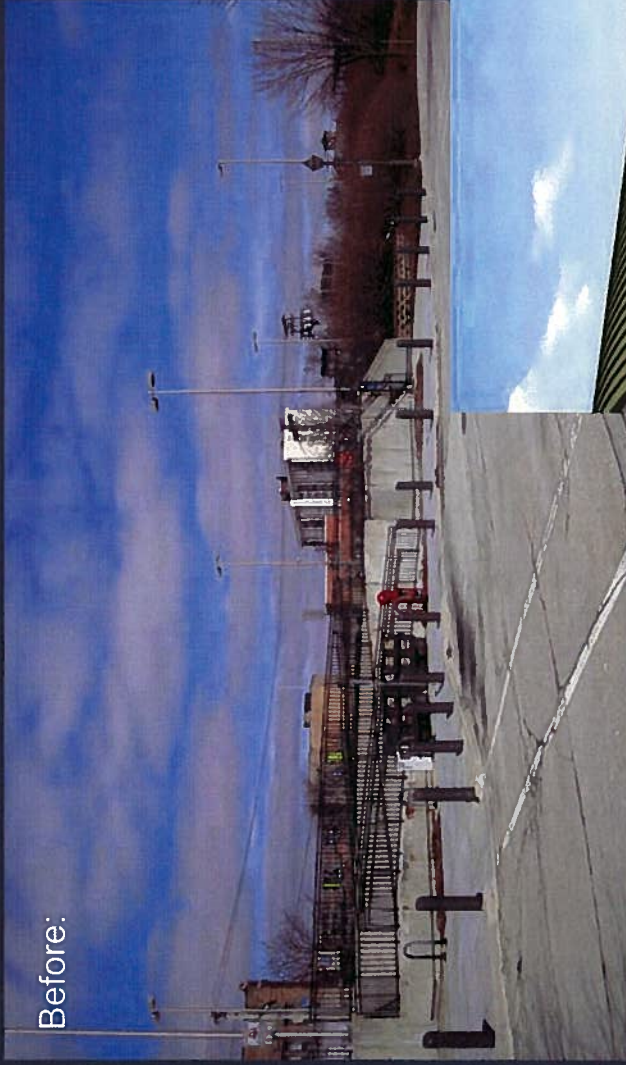
South Canopy Elevation (Outbound Platform)



South Side Rendering

(W Parkside & S Park Ave. facing east)

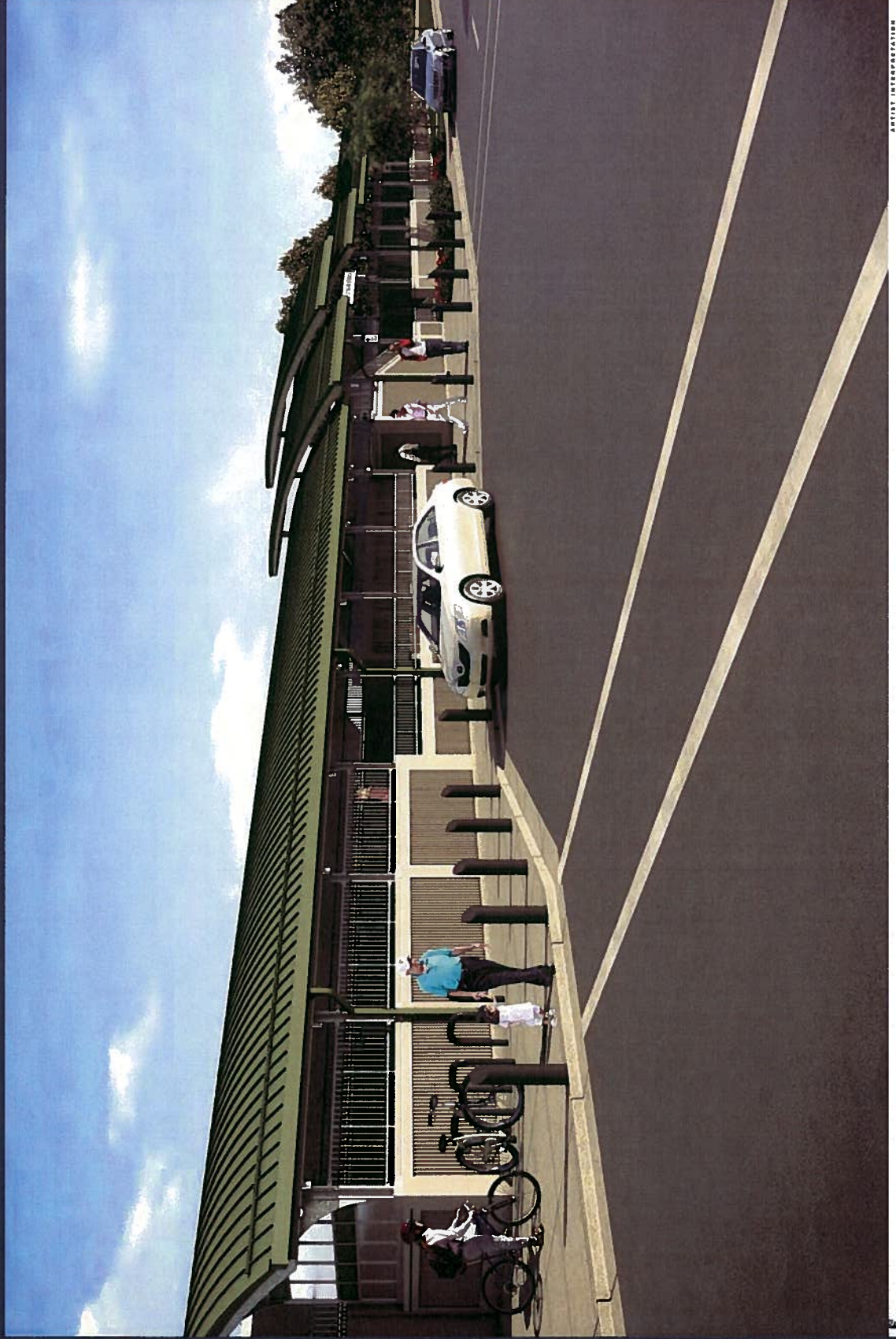
Before:



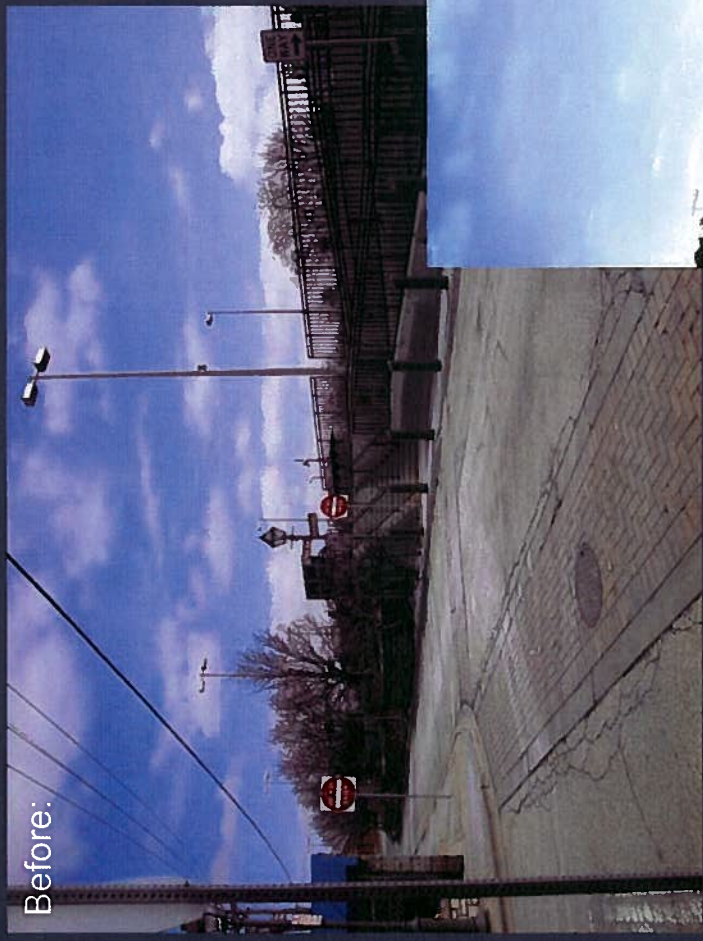
After:

South Side Rendering

(W Parkside & S Park Ave. facing east)



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



Before:



After:

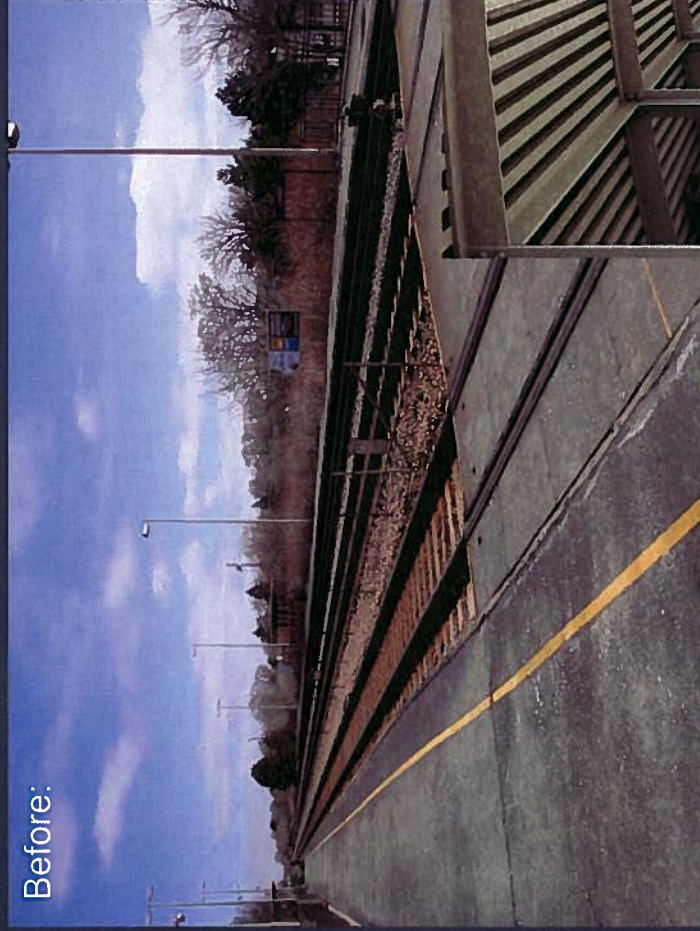
North Side Rendering

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



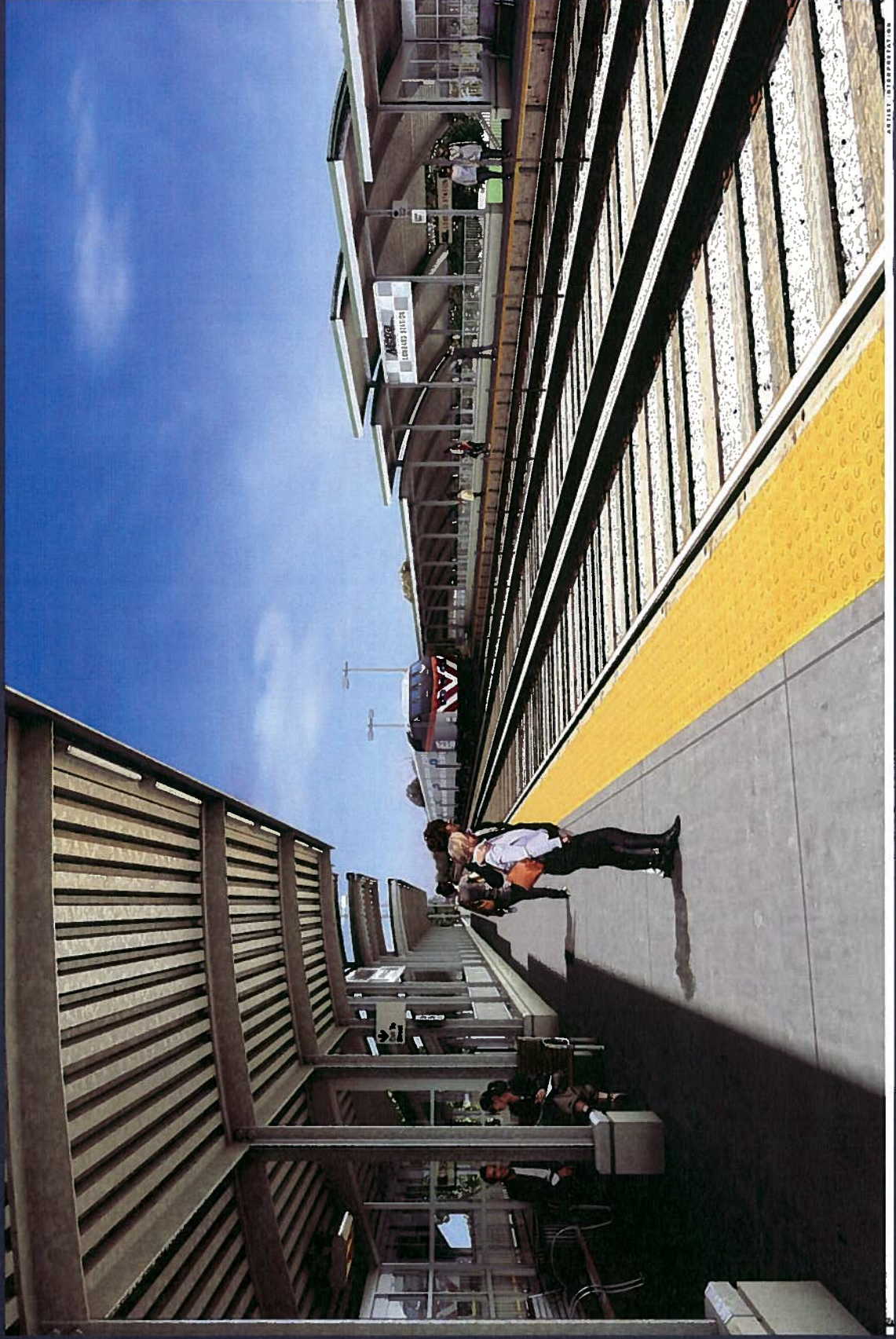
Platform View Rendering (North Platform facing east)

Before:



After:

Platform View Rendering (North Platform facing east)



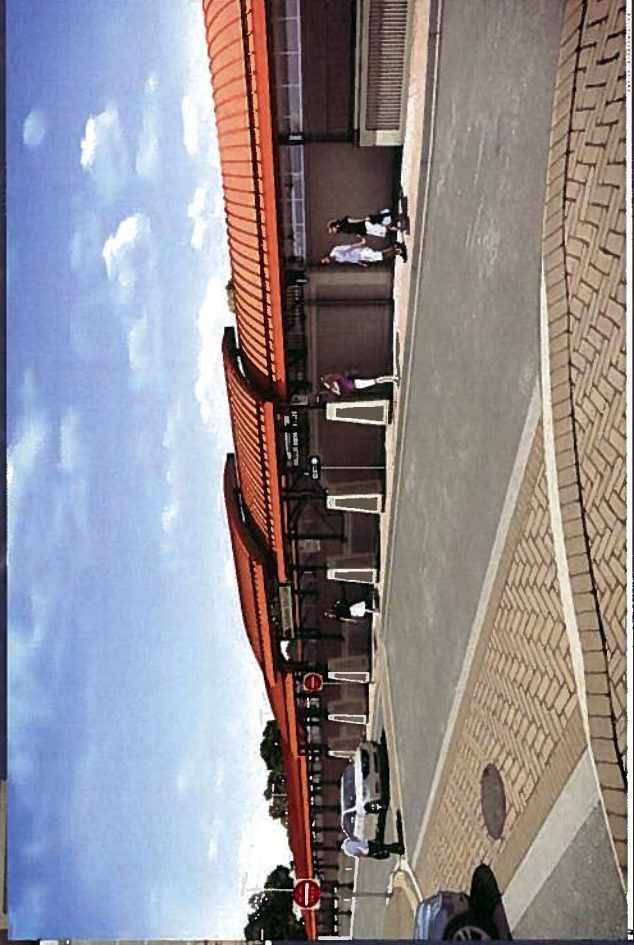


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Discussion & Questions

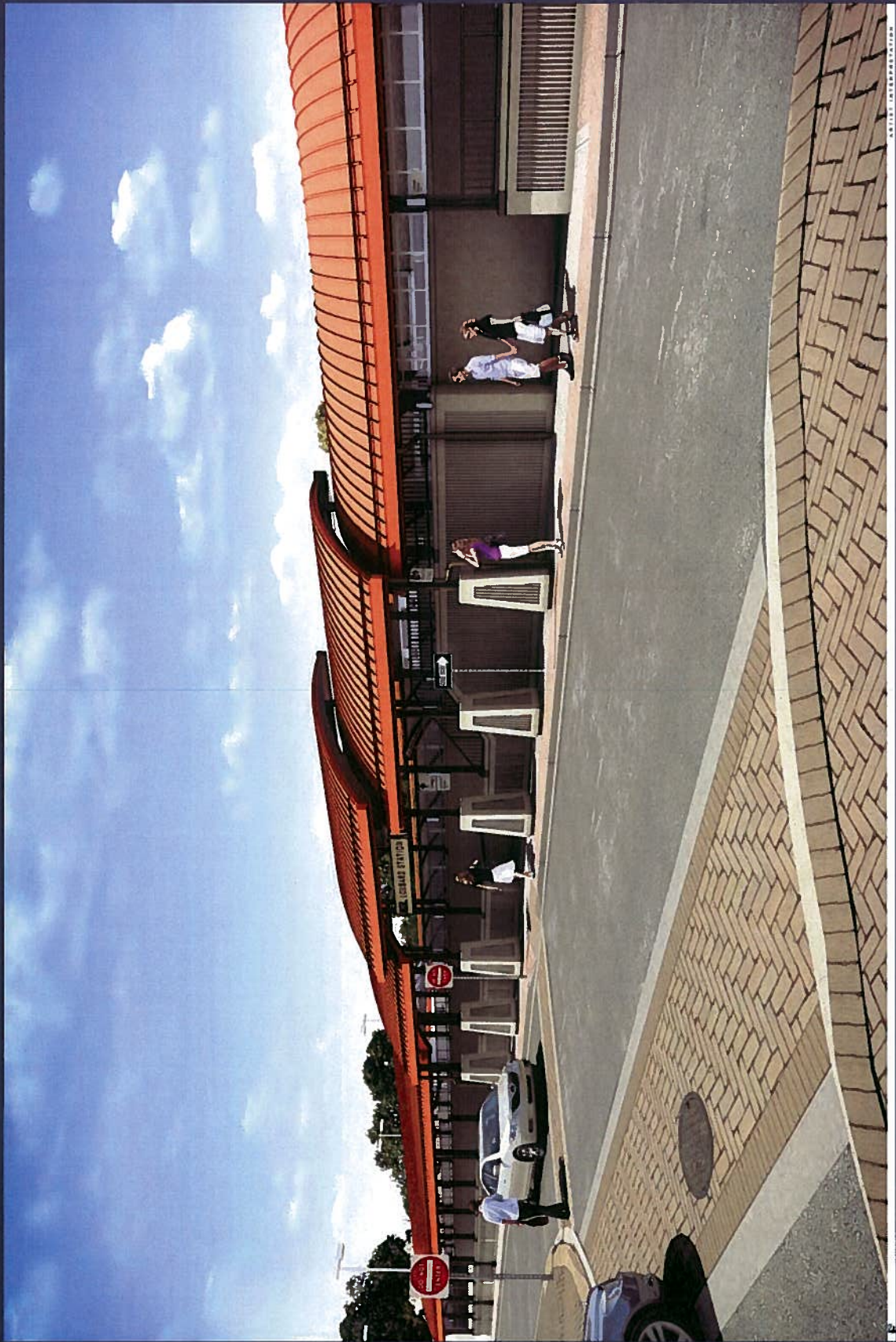


- Alternate Color Scheme:**
- Roof – “Terra Cotta”
 - Structural Steel (Columns and Railing) – Dark Brown



- 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)



Detailed Site Plan

