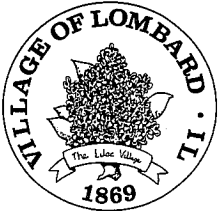


060599



To: Chairperson and Transportation and Safety Committee
Through: Wes Anderson, Director of Public Works *WA*
From: Nick Hatfield, PE, Civil Engineer *NH*
Date: September 6, 2006
Subject: Proposed Landscape Buffer for Railroad Right-Of-Way

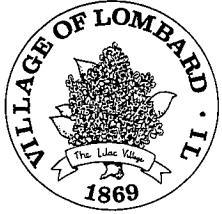
The Department of Public Works contracted with Susan Jacobson, FASLA, from Bartells Jacobson Design of Glen Ellyn, to prepare landscape plans for two different scenarios (see attached) along and within the Union Pacific ROW for the proposed landscape buffering project. The first scenario, attached as "UPRR Landscape Buffer," provides for plantings along Village ROW at the end of the Cul-de-Sacs, up to the existing private property fences where present. This scenario also provides for plantings along the open area from Westmore Ave., west to the private fence at Ahrens Ave. The second scenario, attached as "UPRR Landscape Buffer Alt. A," provides for plantings along the ROW from Chase Ave. to Westmore Ave. Ms. Jacobson's plan utilizes several different types of plantings, all of which have significant thorns and density to hopefully deter would be trespassers. The diversity in planting quantities should help in ensuring that a landscape company can provide all the necessary plants at one time for installation.

These scenarios were sent to six landscape companies that indicated both an interest in the project and that they work under prevailing wage law. The bids will be opened on Monday, September 11, 2006, and the costs will be presented at the September 12, 2006 Transportation and Safety Meeting. Ms. Jacobsen's cost estimate for the project is **\$31,460** for the first scenario and **\$55,850** for the second scenario. Additionally, a 12-ft, double-swing gate will be necessary for either scenario in order to provide access behind the landscaping barrier for future maintenance. A quote of \$4,888.00 was provided for the installation of a 12-ft wide Impasse security fence gate.

NH

Attachments

cc: Bill Mueller, Village President



060099

To: Chairperson and Transportation and Safety Committee
 Through: Wes Anderson, Director of Public Works *WA*
 From: Nick Hatfield, PE, Civil Engineer *NH*
 Date: September 7, 2006
 Subject: Union Pacific Rail Road Right-of-Way Safety Buffer

Staff requests the Committee provide a recommendation to the Village Board of Trustees regarding the type of safety buffer to be constructed along the southern Union Pacific right-of-way (UPROW), from Chase Avenue to Westmore Avenue. The table below summarizes the costs of the landscaping buffer and the lowest quote for installing the security fence.

Company	Scenario	Cost	Cost/ft.
Midwest Fence Corp.	Cul-de-Sacs	\$62,900	\$74.00
	Entire ROW	\$105,200	\$70.13
Landscape Architect Estimate*	Cul-de-Sacs	\$36,348	\$44.87
	Entire ROW	\$60,738	\$40.49

*The proposals from the landscape contractors are due Monday, September 11, 2006. Staff will present the actual costs at the September 12th, 2006 Transportation and Safety Committee meeting.

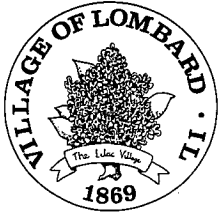
Two growing seasons are required for the plantings to provide an impassable barrier, thus a continuous temporary construction fence (included in the estimate) will be installed along the plantings to block the open areas as the growth occurs. The landscape architect also cautioned that the long stretch of plantings from Westmore Ave., west to the private property fence will need to be closely monitored as there is no clear definition of the end of the private parking lot and the start of UPROW. Thus, cars that park too far forward may damage some of the plantings. Either plan will require a gate to allow access behind the buffer, which is included in these prices.

Staff recommends fencing the cul-de-sacs, connecting to the private fencing where applicable, and fencing the open stretch from Westmore Avenue to the private fence to the west. It is Staff's understanding that Villa Park will eventually have the same type of fence up to Westmore Avenue.

NH

cc: Bill Mueller, Village President

060699



To: Chairperson and Transportation and Safety Committee

Through: Wes Anderson, Director of Public Works *WA*

From: Nick Hatfield, PE, Civil Engineer *NH*

Date: September 6, 2006

Subject: Proposed Security Fence for Railroad Right-Of-Way

The Department of Public Works was able to locate three vendors of the Ameristar Impasse security fence that is also under consideration by Villa Park. The vendors have provided quotes for the 8-ft high, 8-ft long panel, 2-rail fence, installed at prevailing wage rates. The quotes are summarized below, for two requested scenarios: 1) only at the cul-de-sacs (meeting existing fences), and 2) along the entire right-of-way (ROW).

Company	Scenario	Cost	Cost/ft.
Midwest Fence Corp.	Cul-de-Sacs	\$62,900	\$74
	Entire ROW	\$105,200	\$70.13
Peerless Fence	Cul-de-Sacs	\$69,803.12	\$82.41
	Entire ROW	\$119,210.05	\$79.47
The Fence Store*	Cul-de-Sacs	\$63,302	\$74.74
	Entire ROW	\$112,000	\$74.67

*Note: Did not quote 12' wide gate on either option.

The "Cul-de-Sacs" scenario provides for fencing along Village ROW at the end of the Cul-de-Sacs, and then connecting to the existing private property fences where present. This scenario also provides fencing for the open area from Westmore Ave., west to the private fence at Ahrens Ave. The "Entire ROW" scenario provides fence along the length of the ROW from Chase Ave. to Westmore Ave. Two of the quotes also include one 12-ft wide double swing gate for future maintenance access.

A sample of this fence will be at the September 12th, 2006 Transportation and Safety Committee meeting.

NH

cc: Bill Mueller, Village President



September 12, 2006

Memo to Lombard Village Board

My name is Ray Zukowski. For those of you who don't know me, I am Kristen Bowen's father. I am here today to represent not just the petitioned area but all dangerous railroad locations throughout the State of Illinois that continue to take lives.

Since my daughters' death KristensLaw supporters including myself have taken up a cause much larger than the existing dangers along our east west railway. During the last few months we have inspected numerous locations where railroad fatalities have occurred. We have discovered a very disturbing similarity. These locations where fatalities occurred have a history of death and will continue to take lives until the necessary safety measures are implemented. The stretch of tracks where Kristen was killed has the same grim history. Without any type of nearby safety crossing, children and adults continue to use this deadly path as a shortcut. In addition, this railway runs right on top of the residents on the south side and just a few feet away from the unprotected park on the north side.

Since a pedestrian bridge or underpass does not appear to be an option, a strong secure barrier needs to be constructed that will protect our children from the high-speed train traffic. Shrubs or bushes, should they survive, may prove decorative but would offer little or no resistance as far as access to this area.

This is more than just a fence in Lombard or Villa Park, the Board's decision today will influence other cities on how they will proceed in correcting the railroad safety problems in their community. This is an opportunity for the Village of Lombard to become a leader and to send a message to the surrounding communities that we are doing everything in our power to keep our citizens safe, regardless of costs or inconvenience.

On a final note regarding my daughter, though our hearts have not healed I urge you to remember today is not about Kristen, today is about the next victim.

THEIR LIFE IS IN YOUR HANDS !

KristensLaw