

DISTRICT: Various

VILLAGE OF LOMBARD
REQUEST FOR BOARD OF TRUSTEES ACTION
For Inclusion on Board Agenda

_____ Resolution or Ordinance (Blue) _____ Waiver of First Requested
 X Recommendations of Boards, Commissions & Committees (Green)
_____ Other Business (Pink)

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: William T. Lichter, Village Manager

DATE: September 13, 2006 (COW) (B of T) **Date:** September 21, 2006

TITLE: Recommendation from the Transportation and Safety Committee

SUBMITTED BY: David A. Dratnol, P.E., Village Engineer *for [Signature]*

BACKGROUND/POLICY IMPLICATIONS:

See attached memo.

FISCAL IMPACT/FUNDING SOURCE:

None

Review (as necessary):

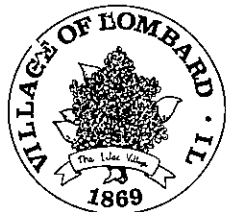
Village Attorney X _____ Date _____

Finance Director X _____ Date _____

Village Manager X *[Signature]* _____ Date 9/13/06

NOTE: All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the Agenda Distribution.

InterOffice Memo



To: William T. Lichter, Village Manager
From: David A. Dratnol, P.E., Village Engineer
Through: Wesley B. Anderson, Public Works Director
Date: September 13, 2006
Subject: Union Pacific Railroad Right-of-Way Safety

Over the past several months, concerned residents of the Village of Lombard and Villa Park have attended the VOL Transportation and Safety Committee meetings, requesting that the Village install a safety "buffer" between the Union Pacific Railroad (UPRR) tracks, and the dead-end cul-de-sacs that abut the UPRR Right-of Way (ROW), as shown on the attached map. The intent of the buffer is to deter would be trespassers looking to illegally cross the UPRR tracks. At the request of the Transportation and Safety Committee, Public Works staff put together two different plans for the safety buffer. The first plan is to plant thorny, fast growing shrubs and trees that would form a formidable barrier for an individual to pass through. The second option is installing a heavy-duty security fence that would be resistant to vandalism and, again, will deter would be trespassers. Both of these plans have two alternates; the first alternate blocks access only along the dead-end bulbs, connecting to privately owned fences where possible. The second alternative provides for a continuous barrier along the railroad, from Chase Ave. through the Village side of Westmore Ave.

The landscape buffer plan was sent out to six prospective contractors, and one proposal was received at the deadline on September 12, 2006. Three fencing companies provided formal quotes for the fencing plan and one of the companies provided an alternate quote on a similar heavy-duty fence that meets the requirements for this plan and costs significantly less than the original fence quoted. The other two companies will provide competitive quotes for this same fence type. The table below summarizes the low quote/bid costs of the two plans.

Plan	Scenario	Cost	Cost/ft.
Fencing.	Cul-de-Sacs	\$32,000	\$37.78
	Entire ROW	\$60,000	\$40.00
Landscape Buffer	Cul-de-Sacs	\$54,905	\$64.82
	Entire ROW	\$72,666	\$48.44

Although there was no quorum at the September 12, 2006 meeting of the Transportation and Safety Committee, the members in attendance were polled, as were the members unable to attend, and the Committee unanimously agreed to recommend to the Village Board that the heavy duty fence be installed along the entire stretch of ROW.

This issue was also presented to the Public Works Committee on September 12, 2006. The Committee unanimously moved to recommend to the Board that the Village pursue Education, Enforcement, Notification and Personal Responsibility and not install a physical barrier. The Village is posting warning signs (see attached) and PD does attend local schools to discuss railroad safety. The Lombard Police Department is also coordinating with Villa Park Police to plan railroad safety "raids" in which officers ticket trespassers of grade crossings and other areas of the tracks. Public Works Committee recommends furthering these efforts and advancing the education to reach as many people in Lombard as possible.

Staff is requesting Board direction on this issue. The fencing companies will return their quotes for the recommended fence type by September 22, 2006 and they are all available to complete the work this year. Education and coordination efforts continue within the Village, however furthering these efforts may require funding.

DD/nh

cc: Transportation and Safety Committee
 Public Works Committee

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UNION PACIFIC RAILROAD

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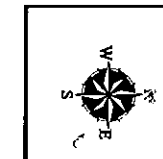
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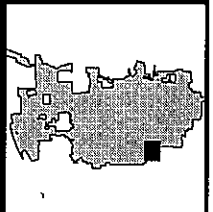
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Map of Chase Ave, Highland Ave, Ahrens Ave, and Westmore Ave at UP Railroad Boundry

1 in. = 158.8 feet



DANGER



NO TRESPASSING
\$150.00 Minimum Fine For Anyone
Who Enters Upon Railroad Property
Strictly Enforced



LOMBARD
POLICE
DEPARTMENT

