

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: Scott Niehaus, Village Manager
DATE: February 13, 2014 (B of T) DATE: February 20, 2014
TITLE: Metra/Union Pacific West Line Pedestrian Underpass
SUBMITTED BY: Carl Goldsmith, Director of Public Works *CG*

BACKGROUND/POLICY IMPLICATIONS:

The Village has been coordinating with Metra and the Union Pacific on the construction of a pedestrian underpass to serve the commuters, residents, businesses and visitors of Lombard. The tunnel will be constructed just east of Park Avenue and will provide a vital link between downtown Lombard and historical, cultural and recreational amenities. Metra has opened bids for the project that include several alternates that impact the Village of Lombard. Metra is seeking a commitment from the Village of Lombard prior to presenting the bid to the Metra Board for award in March 2014. The attached memorandum provides staff's recommendation concerning the alternates.

FISCAL IMPACT/FUNDING SOURCE

Downtown TIF \$300,000.00

Review (as necessary):

Village Attorney X _____ Date _____
Finance Director X _____ Date _____
Village Manager X _____ Date _____

NOTE: Materials must be submitted to / approved by the Village Manager's Office by 12:00 pm, Wednesday, prior to the Agenda Distribution.




Legistar: 110190

February 13, 2014

TO: Village President and Board of Trustees

THROUGH: Scott Niehaus, Village Manager

FROM: Carl S. Goldsmith, Director of Public Works 

SUBJECT: Union Pacific/Metra Pedestrian Tunnel

For the better part of four years, 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. One of the most significant improvements is the construction of roof canopies over the platform areas on both the north and south platforms. The project will also result in the elimination of the at-grade track crossings for commuters.

In April 2011, the Village Board was presented an overview of the project by Metra personnel. At the request of Village staff, Metra included an upgraded finishes and treatments for the underpass. As the underpass will serve as a focal point for the Village, the Village Board supported the concept and financial impact of the upgraded aesthetics. The upgraded finishes and treatments include stone pilasters, bronze medallions featuring the Village logo, upgraded ceiling material and lighting, concrete kneewall and colored concrete finish on the floor of the tunnel. Additionally, the upgrades included the installation of conduit and wiring for the placement of additional cameras for security. Copies of the upgraded features, as proposed in 2011 and consistent with the plans are enclosed for your consideration.

The initial estimate for the project was \$80,000. The estimate was increased in 2012 to \$150,000. The current 2014-2023 CIP contains \$200,000 for the project. This figure was based upon conversations with and input from Metra staff and contractors. The Village's investment into this project would strictly be the cost of the tunnel upgrades or any other amenity requested and funded by the Village.

Metra solicited bids for the project in spring of 2013 and opened bids on May 16, 2013. The engineer's estimate of probable costs for the project was approximately \$5,000,000 and the lowest bid for the project was approximately \$8,500,000. As a result, Metra rejected all bids and evaluated the project plans and specifications to reduce the costs of the project. Metra prepared revised plans for the project, which reflected a number of the design elements as alternates in

order to isolate the cost and seek to value-engineer the project. A description of the alternates can be found below, as well as the impact that the alternate has on the project.

Bid Item	Item Description	Engineer's Estimate of Probable Costs	Contractor Bid
Base Bid	Lump sum price to supply and install the complete construction of a new pedestrian tunnel, retaining walls, stairways, roadway and sidewalk improvements, storm-sewer improvements, platform shelters and canopies and landscaping	\$7,194,178.95	\$7,550,122.00
Alternate 1	"Lombard Upgrades to Underpass"	\$287,542.50	\$294,980.00
Alternate 2	Waterproof outdoor kiosks on north and south of platform	\$55,440.00	\$40,000.00
Alternate 3	CREDIT (deduct) for eliminating the form liner for concrete surfaces and replace with brushed finish	(\$61,320.00)	(\$30,000.00)
Alternate 4	CREDIT (deduct) to remove 238'-6" of canopy structure on outbound (south) side of platform	(\$451,620.25)	(\$500,000.00)
Alternate 5	Additional allowance for supply and install related items for removal of outbound structure	\$50,000.00	\$50,000.00
Alternate 6	CREDIT (deduct) for the full road closure of W. Parkside Avenue between the west leg of Park Avenue and Main Street	\$364,419.56	\$10,000.00
TOTALS		\$7,009,801.64	\$7,695,102.00

Metra has asked the Village of Lombard to provide a level of support and commitment for the funding of the local portion of the project prior to Metra awarding a contract. Metra is seeking to award a contract to John Burns Construction at their March meeting. As such, they are seeking a quick response from the Village. As there are three (3) alternates of the project that are based upon input and commitment from Lombard, staff is requesting consideration of these issues by the Village Board.

- Alternate 1 provides for upgraded materials and design for the tunnel. Staff would recommend that the Village Board authorize increasing the funding of these improvements from the \$200,000.00 contained in the CIP to \$300,000.00. This will ensure a design that will be consistent with previous downtown planning documents and direction of previous Village Boards. These costs would be covered by the Downtown TIF.

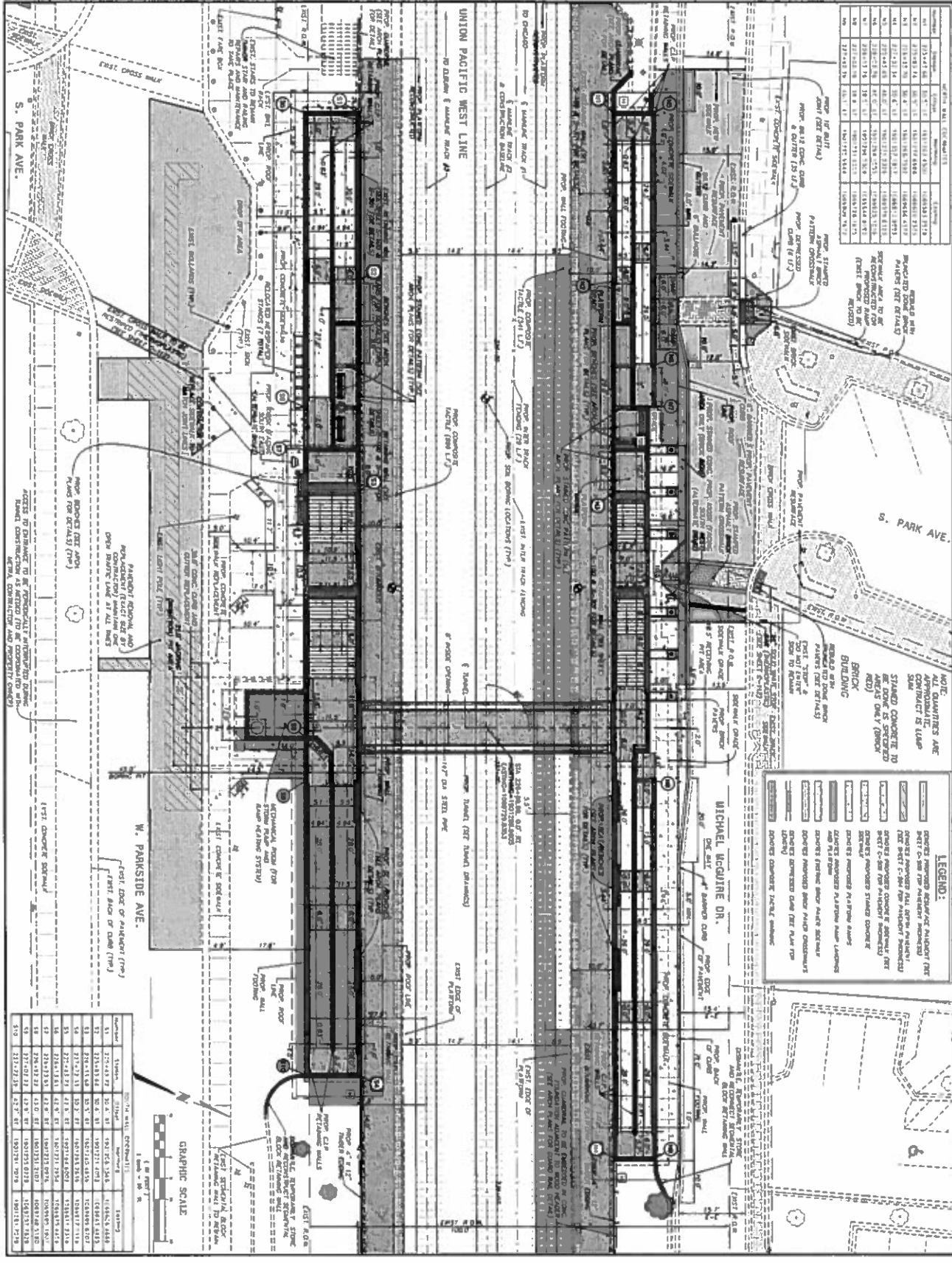
- Alternate 2 includes the installation of waterproof outdoor electronic kiosks on the north and south side of the underpass. The cost of the kiosks is \$40,000.00. The staff recommends that the Village Board not authorize the funding of the kiosks. Staff will continue to work on finding effective means to communicate Village information, but does not believe that this alternate should be approved by the Village at this time.
- Alternate 6 would result in the closure of W. Parkside between Main Street and Park Avenue. It would result in the closure of the intersection of Parkside and Park Avenue and have a significant impact to Lilacia Park, commuter operations and businesses in the vicinity. If the Village does not allow for the full closure of the roadway, traffic will be maintained as one lane, eastbound only throughout the duration of the project. This will allow more effective traffic movement and greater access to downtown Lombard. Access being allowed throughout the project will also minimize the use of residential streets around the commuter area, as access would be maintained to Main Street. The deduct for the full closure is only \$10,000.00 versus the engineer's estimate of \$364,419.56.

The staff is seeking confirmation of the Village Board's commitment to the upgrades. Should the Village Board concur with the staff recommendation, a formal response to Metra will be prepared articulating the village's stance on each alternate. A commitment of \$300,000.00 will be required. The Village's commitment of \$300,000.00 represents 3.90% of the total project cost. The lion's share of the underpass costs, which will significantly improve pedestrian movements between the downtown and many historical and cultural features in Lombard, will be borne by Metra.

The following documents have been included for your review and consideration:

- Sheet No. C-109A - *Detail Site Plan*
- Sheet No. A-204 - *Underpass Entrance Elevation and Detail*
- *IFB. No. 29560 – Lombard Contractor Bid Breakdown (2-12-14)* provided by Metra
- *Lombard Metra Station – UPWL Base Bid Breakdown* provided by Metra
- Staff report and recommendation regarding the funding of the upgrades from the March 28, 2011 Village Board of Trustee's meeting

Should you have any questions, please feel free to contact me. I thank you for your time and attention to this matter.



Station	Station	Station	Station
101	102	103	104
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193	194	195	196
197	198	199	200

NO.	DATE	BY	REVISION
1	12-18-09		ISSUE FOR BIDDING
2	12-18-09		REVISED PER COMMENTS
3	12-18-09		REVISED PER COMMENTS
4	12-18-09		REVISED PER COMMENTS
5	12-18-09		REVISED PER COMMENTS
6	12-18-09		REVISED PER COMMENTS
7	12-18-09		REVISED PER COMMENTS
8	12-18-09		REVISED PER COMMENTS
9	12-18-09		REVISED PER COMMENTS
10	12-18-09		REVISED PER COMMENTS

KMI
 Kaiser Metal Inc.
 ARCHITECT & ENGINEER

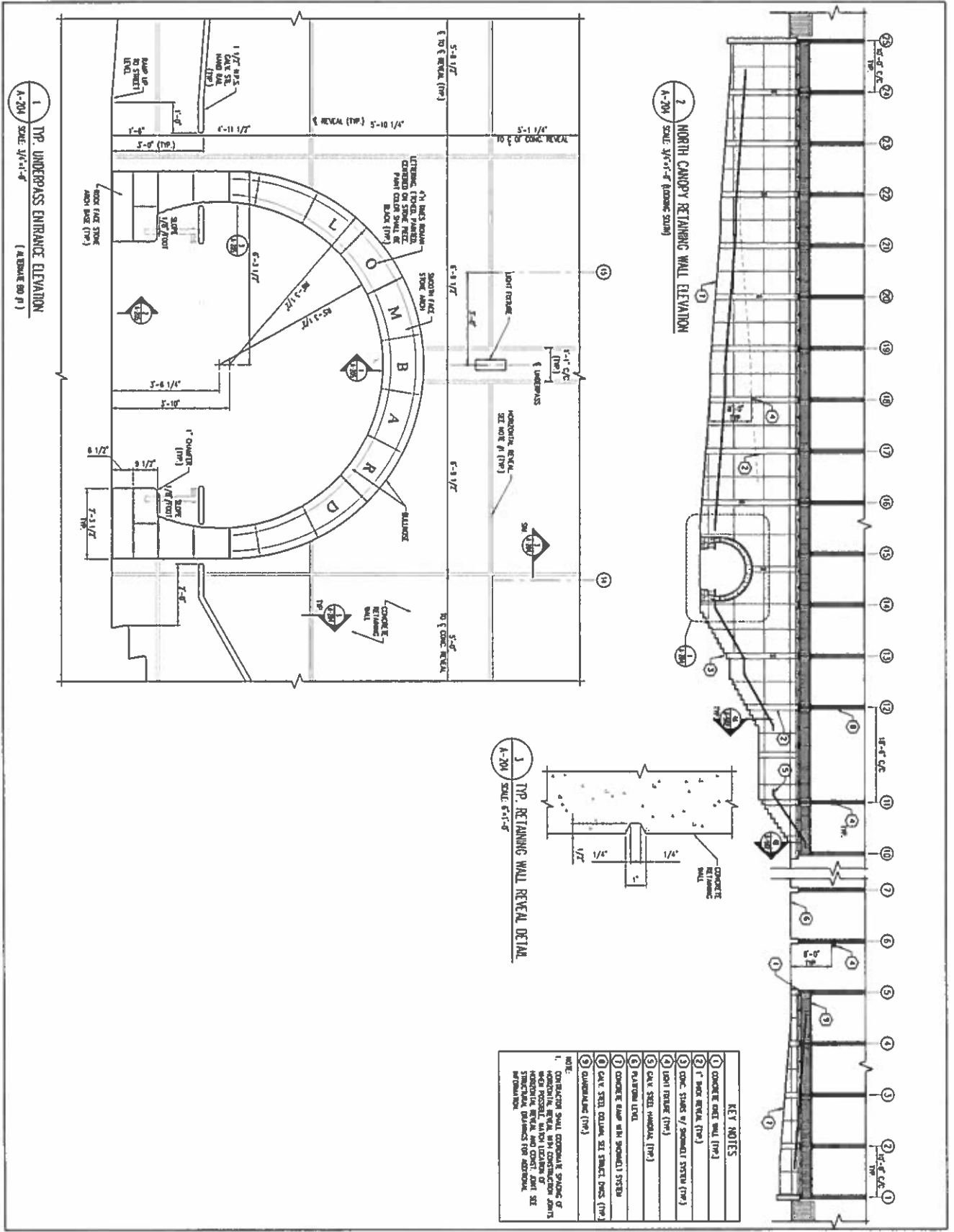
FOR BID

Lombard Station Improvements

FOR BID

Meta
 Station & Parking Coordination & Construction Management

Meta
 Station & Parking Coordination & Construction Management



Metra
 5310 Lakeside & Peoria Station
 LOMBARD
 FEDERALISTIAN TUNNEL

STATION LOT NO. ----

LOMBARD
 STATION
 LOMBARD,
 ILLINOIS

FOR BID

PROBABLE CONSULTANT

HFR CONSULTING
 400 West 24th Street, Suite 200
 Chicago, IL 60616
 Tel: 312.408.1234
 Fax: 312.408.1235
 www.hfrconsulting.com

3M CONSULTANT

KMI
 Kalsilsson Mohler Inc.
 400 West 24th Street, Suite 200
 Chicago, IL 60616
 Tel: 312.408.1234
 Fax: 312.408.1235
 www.kmi.com

NO.	DATE	DESCRIPTION
1	12/12/12	ISSUED FOR BID
2	12/12/12	ISSUED FOR BID
3	12/12/12	ISSUED FOR BID
4	12/12/12	ISSUED FOR BID
5	12/12/12	ISSUED FOR BID
6	12/12/12	ISSUED FOR BID
7	12/12/12	ISSUED FOR BID
8	12/12/12	ISSUED FOR BID
9	12/12/12	ISSUED FOR BID
10	12/12/12	ISSUED FOR BID

DATE	DATE	DESCRIPTION
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DATE: 12/12/12
 DRAWN: [Name]
 CHECKED: [Name]
 TITLE: TYP UNDERPASS ENTRANCE ELEVATION AND DETAIL
 SHEET NO. A-204
 OF 14

IFB No. 29560 - LOMBARD CONTRACTOR BID BREAKDOWN - 2-12-14

Contractor	Base Bid	Alternate 1	Alternate 2	Alternate 3	Alternate 4	Alternate 5	Alternate 6	Unforseen	TOTAL
	ADD	T. Upgarde ADD	Kiosk ADD	Form Liner CREDIT	South Canopy CREDIT	Allowance ADD	Street Closure CREDIT	Allowance	
1 John Burns	\$ 7,550,122.00	\$ 294,980.00	\$ 40,000.00	\$ 30,000.00	\$ 500,000.00	\$ 50,000	\$ 10,000.00	\$ 300,000.00	\$ 7,695,102.00
2 Blinderman	\$ 7,950,713.00	\$ 243,550.04	\$ 36,697.50	\$ 55,960.00	\$ 550,000.00	\$ 50,000	-	\$ 300,000.00	\$ 7,975,000.54
3 Oakley	\$ 8,139,884.00	\$ 278,283.00	\$ 46,000.00	\$ 17,684.00	\$ 490,360.00	\$ 50,000	\$ 5,561.00	\$ 300,000.00	\$ 8,300,562.00
4 J. McHugh	\$ 9,256,796.00	\$ 375,896.40	\$ 116,160.00	\$ 27,300.00	\$ 385,459.00	\$ 50,000	\$ 50,000.00	\$ 300,000.00	\$ 9,636,093.40
5									\$ -
6									\$ -
7									\$ -
8									\$ -
9									\$ -
10									\$ -
EOPC	\$ 7,194,178.95	\$ 287,542.50	\$ 55,440.00	\$ 61,320.00	\$ 451,620.25	\$ 50,000.00	\$ 364,419.56	\$ 300,000.00	\$ 7,009,801.64

**Lombard Metra Station – UPWL
Base Bid Breakdown**

Bid Item Description:

Rehabilitation of the Station Lump Sum Base Bid \$ _____

Provide a lump sum price to supply and install the complete construction of a new pedestrian tunnel, retaining walls, ramps, stairways, roadway and sidewalk improvements, storm-sewer improvements, platform shelters and canopies, landscaping, and all ancillary items and related trades as shown on plans and specifications by HR Green.

Alternate No. 1 **Total** \$ _____

ADD the following tunnel upgrades as shown on Sheet A-205.

Item No.	Alternate No.1 Description	Unit	Quantity	Unit Cost	Total
1	Underpass Cast stone pilasters	Each	14		
2	Underpass Cast bronze medallion	Each	14		
3	Underpass anodized alum. linear ceiling	Sq. Ft.	550		
4	Underpass anodized alum. ceiling band and soffit	Sq. Ft.	300		
5	Underpass galv. steel railing upgrade-posts, barrier bars	Foot	120		
6	Underpass concrete kneewall	CY	8		
7	Color concrete floor	Sq. Ft.	640		
8	Underpass miscellaneous steel attachments	LB	600		
9	LED tape lights-underpass Cove	Lin Ft	120		
10	Vandal-resistant, outdoor, 1mpx, wdr, dome type camera	Each	32		
11	Installation of camera and homerun CAT6 wiring in conduit	Lin Ft	2,830		
12	2" PVC conduit with pull string	Lin Ft	130		
13	2" RGS conduit with pull string	Lin Ft	220		
14	Enable-IT 868 PoE+Single Pair Ethernet Extender Kit	Each	9		
15	24"x24" conc. handhole	Each	1		
16	NEMA 3R Stainless steel enclosure, UL listed, brushed finish	Each	2		
TOTAL					

Alternate No. 2

Total \$ _____

ADD the following Kiosk system. Location shown on Sheet C-109A and detailed on Appendix "E" of the Specifications.

Item No.	Alternate No.2 Description	Unit	Quantity	Unit Cost	Total
1	Free-standing kiosk panel installed (Includes all power and communication conduit and wiring)	Each	2		
TOTAL					

Alternate No. 3

Total \$ _____

Provide a lump sum CREDIT (Deduct) to eliminate the "Supply and Install" work for the "Form Liner Textured Surface" as shown on Sheet S-000 - Note 12 and Specification 03301. Instead, apply a "rubbed finish" as specified in the Illinois Department of Transportation Standard Specification for Road and Bridge Construction, Article 503.15(b) to all the surfaces which receive the form liner finish under the base bid. This will apply generally to exposed cast in place concrete wall surfaces, the columns on A-506, knee walls, and reveals (except at joints).

The reveal treatment for joints outlined in note 13 and "graffiti resistant coating" in Note 14 on S-000 will remain in the contract. Other reveal strips shown on S-204, S-206, S-212, S-214 and A-204 that are not associated with construction or expansion joints are eliminated under this alternative.

Alternate No. 4

Total \$ _____

CREDIT (Deduct) to remove 238'-6" long outbound (south) canopy/structure system over the ramps, stairs and platform.

Alternate No. 5Total \$ 50,000.00

ADD an Allowance to "Supply and Install" related items to complement the removal of the outbound canopy/structure system.

Alternate No. 6

Total \$ _____

Provide a lump sum CREDIT (Deduct) to change partial road closure of W Parkside Avenue to a full road closure between the west limit of construction and N Main Street as shown on Sheet C-102, (Phase 2 Alternate No. 6). Modify signage shown on C-101 for full closure and submit a new detour plan (sheet C-101) to the resident engineer for approval.

Subtotal Base Bid and Alternates	\$ _____
Unforeseen Conditions Allowance	\$ <u>300,000.00</u>
<u>Grand Total</u>	\$ _____

You must transcribe the amount of the Grand Total to Page 3, Proposal/Contract, Article III, 3.0 Consideration, in order for your bid to be responsive.

Note:

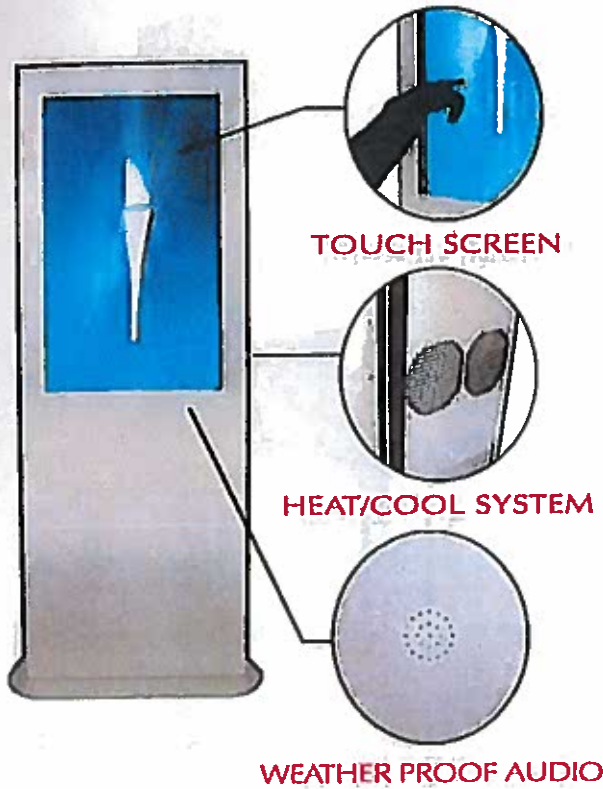
- 1) All General Contractor Items, including mobilization, bonds, insurance, permit fees, overhead, profit, and all incidentals necessary in connection with the bid item description will be included in the grand total and all alternates.
- 2) The unforeseen conditions allowance can only be authorized by Metra, in writing, prior to disbursement.

APPENDIX E Kiosk Cut Sheet (Waterproof Outdoor Kiosk)

KPILAT

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KPILAT

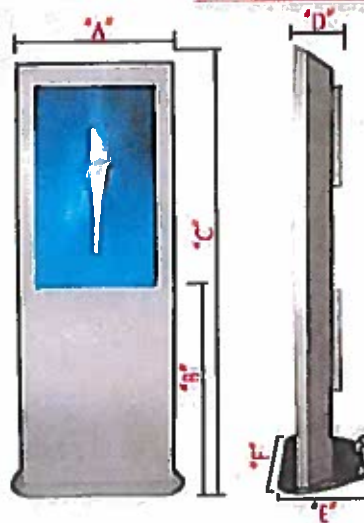


The K-Phlat is the Cadillac of Outdoor Kiosk offered. The unique design approach features 45 degree side panels, giving this unit a slim, sleek appearance. Every detail is precise. All sensors are optically bonded with our revolutionary "K-BOND" solution. Eliminates air gap, eliminates moisture build, eliminates heat build up, increases visibility, increases strength, increases heat transfer. If it aint "K-Bonded", it aint ready for direct sunlight! This unit has all the bells and whistles, Anti-glare/SRF Vandal Proof Glass, IR touch screen, all-around heat shields, self-contained heat/cool system, 3-point compression latch-locking system, amplified weatherproof sound system, mobile base plate, so much more...

KPHLAT ROAD CASE ON WHEELS!



KIOSK DIMENSIONS

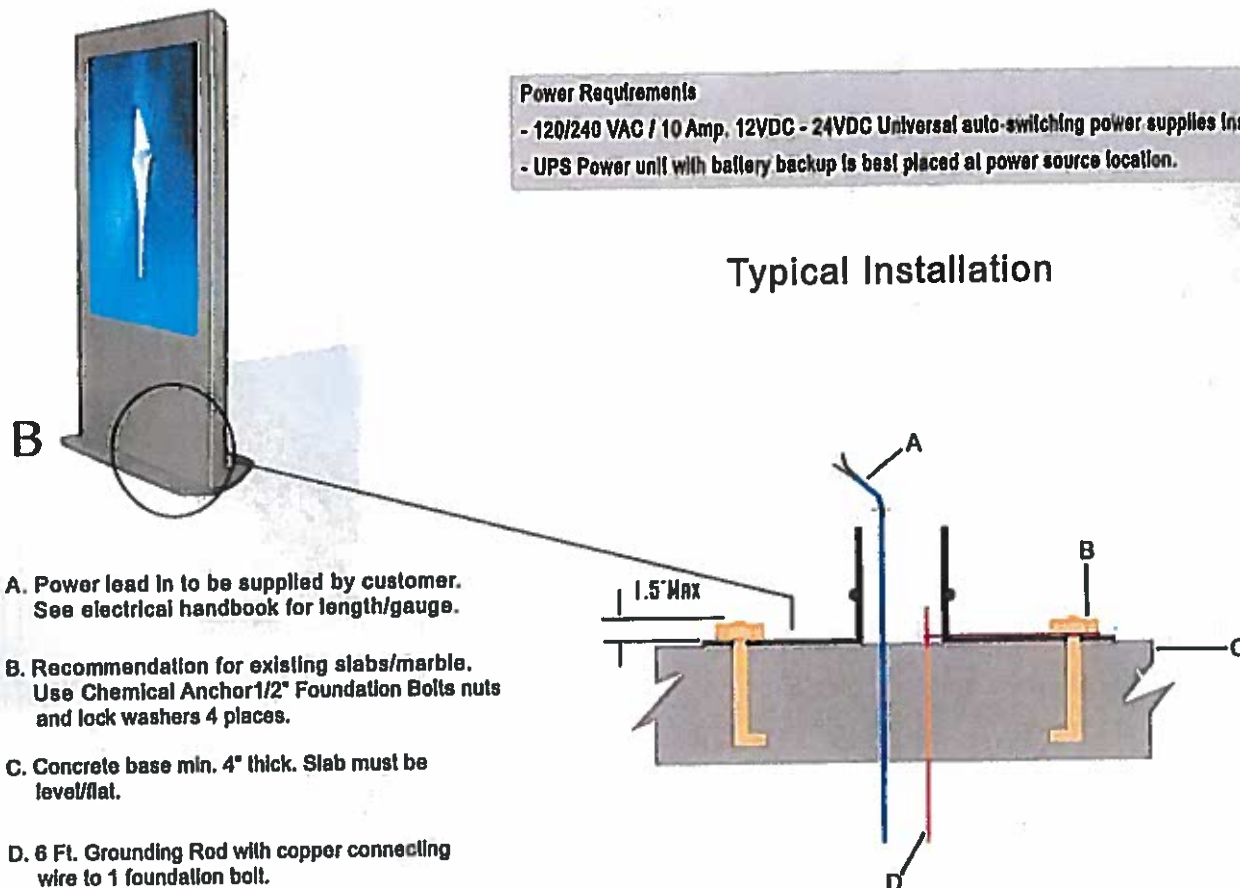


SIZE	A	B	C	D	E	F
32"	24.00	37.85	72.00	8.13	18.00	32.00
42"	29.50	37.50	79.50	8.13	18.00	32.00
55"	35.42	25.66	79.50	8.12	24.00	38.16

Power Requirements

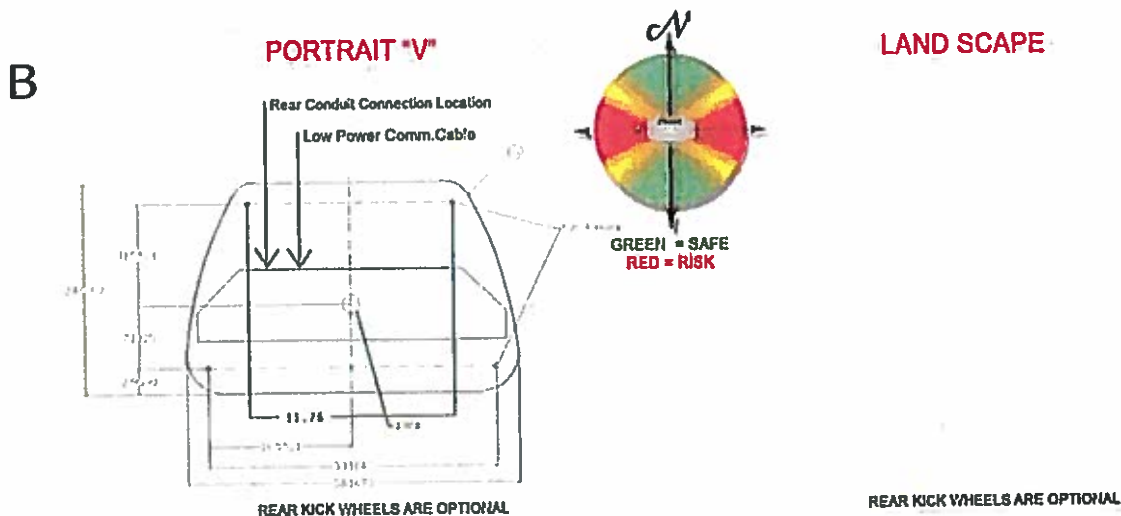
- 120/240 VAC / 10 Amp, 12VDC - 24VDC Universal auto-switching power supplies inside.
- UPS Power unit with battery backup is best placed at power source location.

Typical Installation



- A. Power lead in to be supplied by customer. See electrical handbook for length/gauge.
- B. Recommendation for existing slabs/marble. Use Chemical Anchor 1/2" Foundation Bolts nuts and lock washers 4 places.
- C. Concrete base min. 4" thick. Slab must be level/flat.
- D. 6 Ft. Grounding Rod with copper connecting wire to 1 foundation bolt.

Foundation / Base Plate



NOTE: The main Power Supply Cable must be wired through a conduit jacket (min. height of 18" from top of concrete pad) This conduit jacket is passed through the 2.0" diameter access hole located on the base plate "B". The cable must be 48" (4'-0") from top of concrete foundation pad connecting to a (3) post terminal strip, "L", "N", "Gnd" clearly marked, located on the electrical panel of your kiosk. This installation should be performed by a Certified Electrician.

Power Requirements

- 120/240 VAC / 10 Amp. 12VDC - 24VDC Universal auto-switching power supplies inside.
- UPS Power unit with battery backup is best placed at power source location.

Typical Installation

B

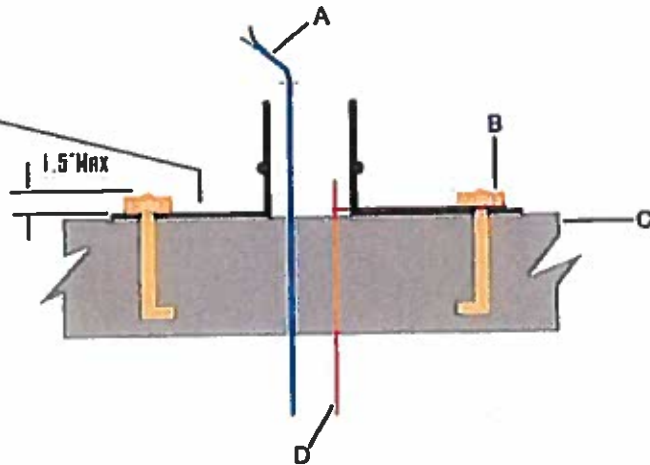


A. Power lead in to be supplied by customer. See electrical handbook for length/gauge.

B. Recommendation for existing slabs/marble. Use Chemical Anchor 1/2" Foundation Bolts nuts and lock washers 4 places.

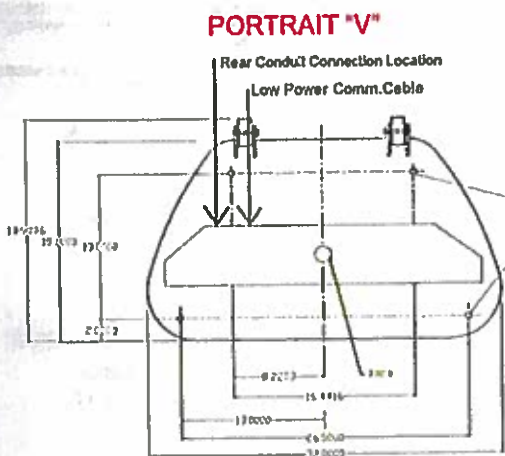
C. Concrete base min. 4" thick. Slab must be level/flat.

D. 6 Ft. Grounding Rod with copper connecting wire to 1 foundation bolt.

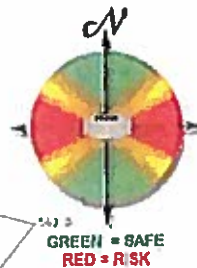


Foundation / Base Plate

B



REAR KICK WHEELS ARE OPTIONAL



LAND SCAPE

REAR KICK WHEELS ARE OPTIONAL

NOTE: The main Power Supply Cable must be wired through a conduit jacket (min. height of 18" from top of concrete pad) This conduit jacket is passed thru the 2.0" diameter access hole located on the base plate "B". The cable must be 48" (4'-0") from top of concrete foundation pad connecting to a (3) post terminal strip, "L", "N", "Gnd" clearly marked, located on the electrical panel of your kiosk. This installation should be performed by a Certified Electrician.

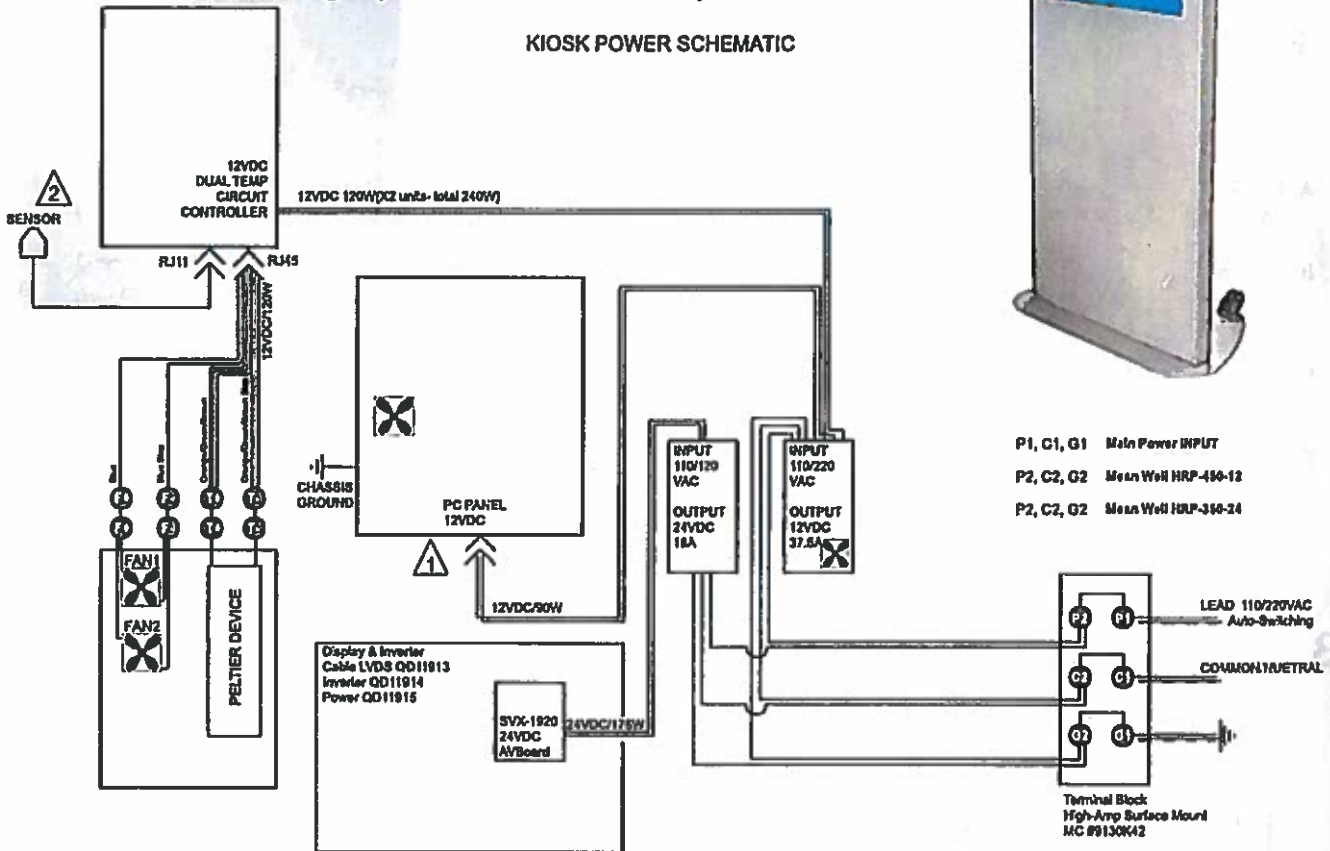
01A MAIN SCHEMATIC

The KPhlat is a low power consumption unit designed to be energy efficient and built to maintain consistent operation inside while outside conditions are harsh and undesirable to electronic circuitry. This insures extended life expectancy of sub-components within the housing and low-maintenance operation.

Please see OEM voltage spec for each internal component.



KIOSK POWER SCHEMATIC



1 12VDC/90W, connector 5.6mm O.D. x 2.5mm I.D. Supply to the PC Panel with internal Power Supply (DC to DC). Power switch located on lower IO panel side of the PC Panel (soft boot ON/OFF Push Button). **IMPORTANT:** Remember your BIOS is set for APM - Auto Start when power is gained to the equipment.

2 Temperature Sensor detects housing temperature with a tolerance of 1/2°F.

SAFETY LO	RANGE LO	RANGE HI	SAFETY HI
0°F	55°	92°F	135°F

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

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

TO: PRESIDENT AND BOARD OF TRUSTEES
FROM: David A. Hulseberg, Village Manager
DATE: March 28, 2011 (B of T) Date:
TITLE: Union Pacific West Line Pedestrian Tunnel Presentation
SUBMITTED BY: Carl S. Goldsmith, Director of Public Works *CS*

BACKGROUND/POLICY IMPLICATIONS:

The Village of Lombard staff has been working with the Union Pacific Railroad and Metra on plans for a pedestrian underpass to serve the commuters and residents of Lombard. The tunnel will run under the railroad tracks between Michael McGuire Drive and Parkside in the Union Pacific right-of-way. Representatives from Union Pacific and Metra will be presenting the plan for review and comment by the Village Board of Trustees.

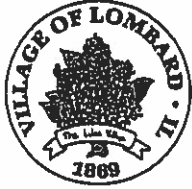
FISCAL IMPACT/FUNDING SOURCE

There is currently no cost to the Village for the base plan being proposed by the Union Pacific and Metra. An expanded plan that improves aesthetics would require a Village contribution, estimated at \$60,600, which can be funded through the Lombard Downtown Tax Increment Financing District.

Review (as necessary):

Village Attorney X _____ Date _____
Finance Director X _____ Date _____
Village Manager X *[Signature]* _____ Date 3/29/11

NOTE: Materials must be submitted to / approved by the Village Manager's Office by 12:00 pm, Wednesday, prior to the Agenda Distribution.



Legistar: 110190

March 28, 2011

TO: Village President and Board of Trustees

FROM: Carl S. Goldsmith, Director of Public Works *CJ*

SUBJECT: Union Pacific/Metra Pedestrian Tunnel

The Village of Lombard has long been a community that has been an ideal place to live. The Village's close proximity to major transportation hubs is one reason for its successes. Boasted easy access to major interstates, tollways and commuter rail are tremendous assets to the residents and business of Lombard. An ancillary effect of being situated along the Union Pacific West line, is the concern for rail safety; both commuters and motorists.

Over the years, the Village has worked closely with the Union Pacific and Metra to provide the safest rail system through Lombard. The Village has been recognized in the past for its commitment to rail safety and several projects have been undertaken to improve safety. Union Pacific (UP) has funded the grade separation at Main Street, installed fencing to delineate the railroad's right-of-way and continues to look at track and signal improvements to heighten rail safety.

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. One of the most significant improvements is the construction of roof canopies (6' x 250') over the platform areas on both the north and south platforms. The project will also result in the elimination of the at-grade track crossings for commuters.

UP and Metra have provided the Village with revised plans for the project. Based upon available funding for the project, the scope of the project (primarily design) has been reduced. As a result, the aesthetic elements do not provide the quality material finishes originally anticipated. UP and Metra representatives will be presenting the plans to the Village Board at the April 7, 2011 meeting. UP and Metra have developed two proposed tunnel designs for the project. The first proposal provides the base improvement, which will be funded by UP and Metra. UP and Metra have also developed an alternate proposal that improves the aesthetics of the tunnel. If the Village desires the improved tunnel design, the additional construction costs for these plans,

estimated at \$60,600, will be the responsibility of the Village. In either case, the Village will not be responsible for the maintenance of the tunnel facility.

The purpose of the UP/Metra presentation is to provide an overview of the project, as well as to solicit Village Board comments and input. Material has been provided by Union Pacific and Metra identifying the benefits of the proposed tunnel, plan sheets for the project and renderings of the proposed improvement.

UP and Metra will also be conducting an open house for the public to view the plans for the tunnel improvement. The date, time and location for the open house have not been determined. Once comments are received by UP/Metra, final plans will be developed to reflect the Village Board preference on the design.

It is anticipated that the project will commence during the 2011 construction season. Should you have any questions, please contact me.



Legistar: 110190

April 8, 2011

TO: Public Works Committee
FROM: Carl S. Goldsmith, Director of Public Works *g*
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.



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.

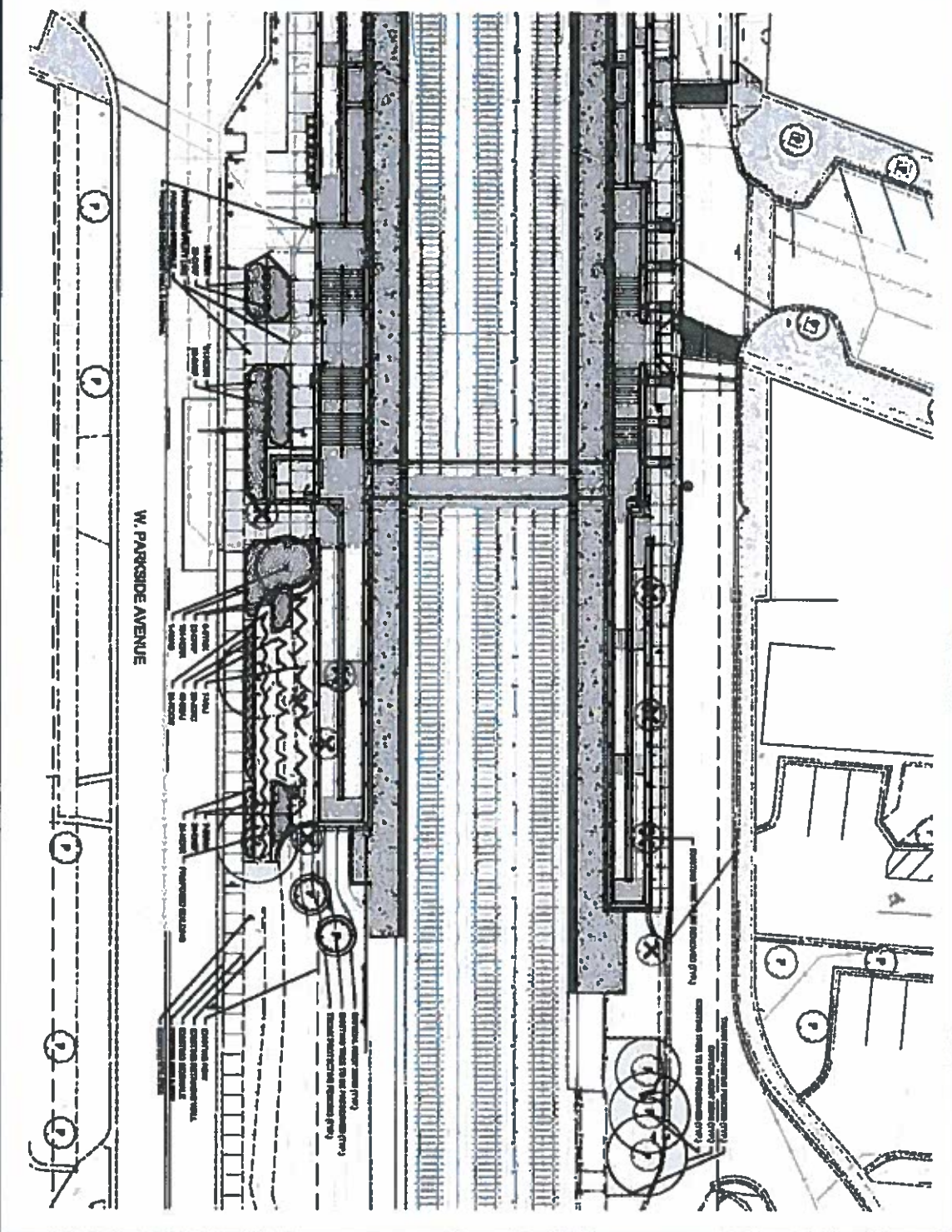
- Construction Budget : \$5.5 Million
- Construction Schedule: Anticipated spring of 2012, pending approvals and completion of design.

Site Location

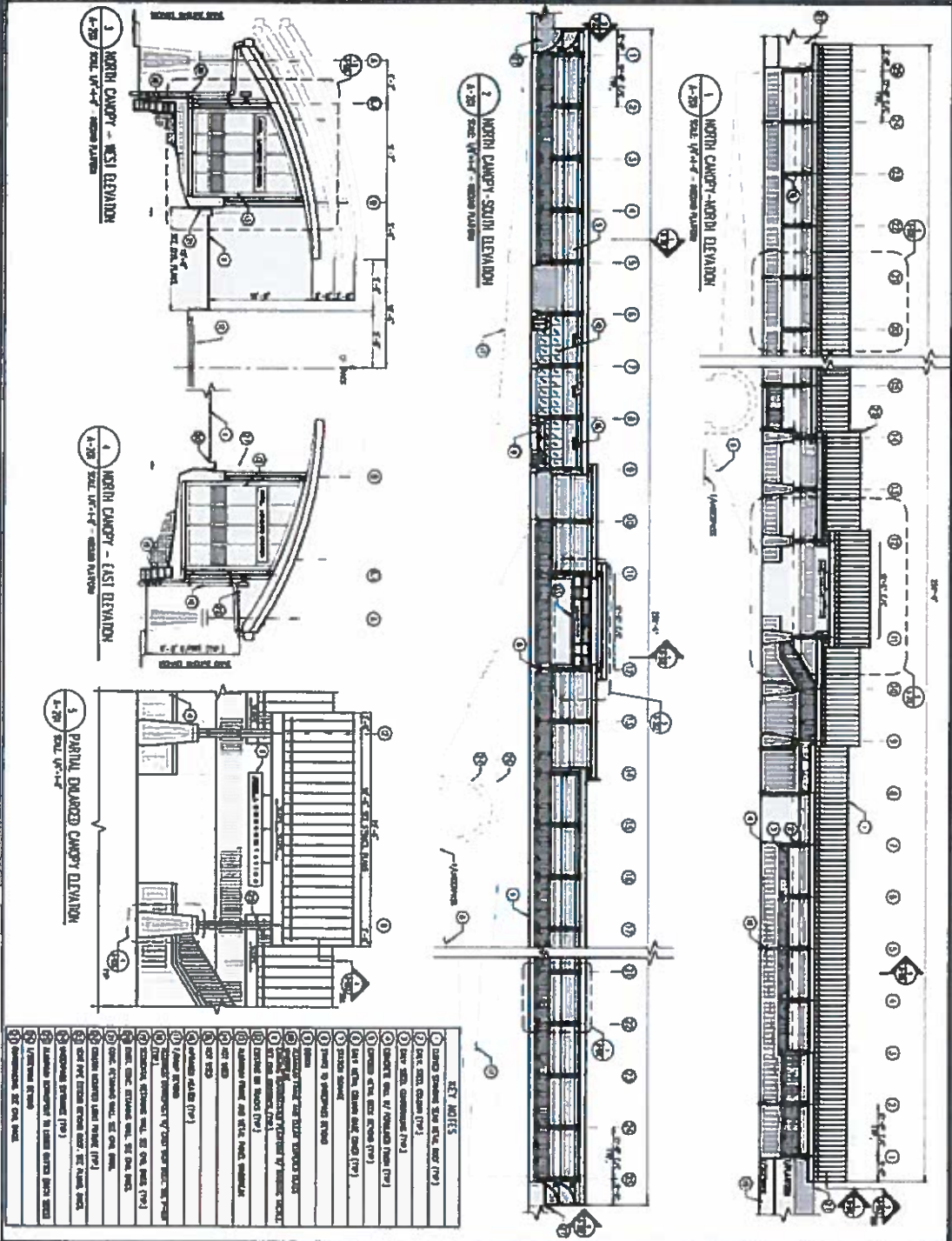


Image by: Bing.com/maps/

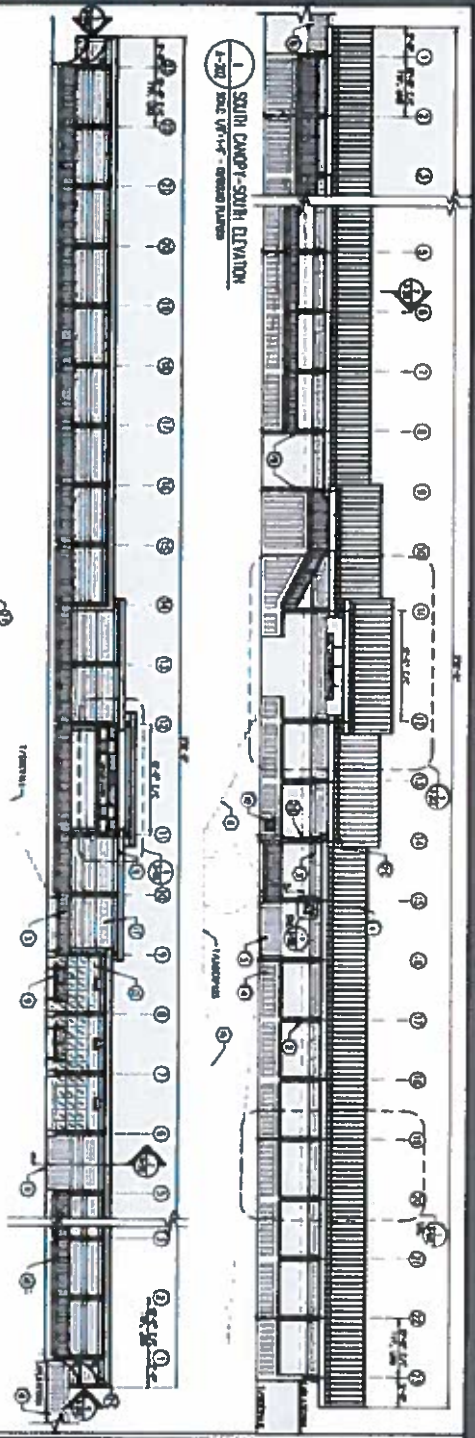
Landscaping Plan



North Canopy Elevation (Inbound Platform)



South Canopy Elevation (Outbound Platform)



1 SOUTH CANOPY-SOUTH ELEVATION
1-200 / SCALE 1/8" = 1'-0" - GENERAL VIEW

1 SOUTH CANOPY-NORTH ELEVATION
1-200 / SCALE 1/8" = 1'-0" - GENERAL VIEW

1 SOUTH CANOPY EAST ELEVATION
1-200 / SCALE 1/8" = 1'-0" - GENERAL VIEW

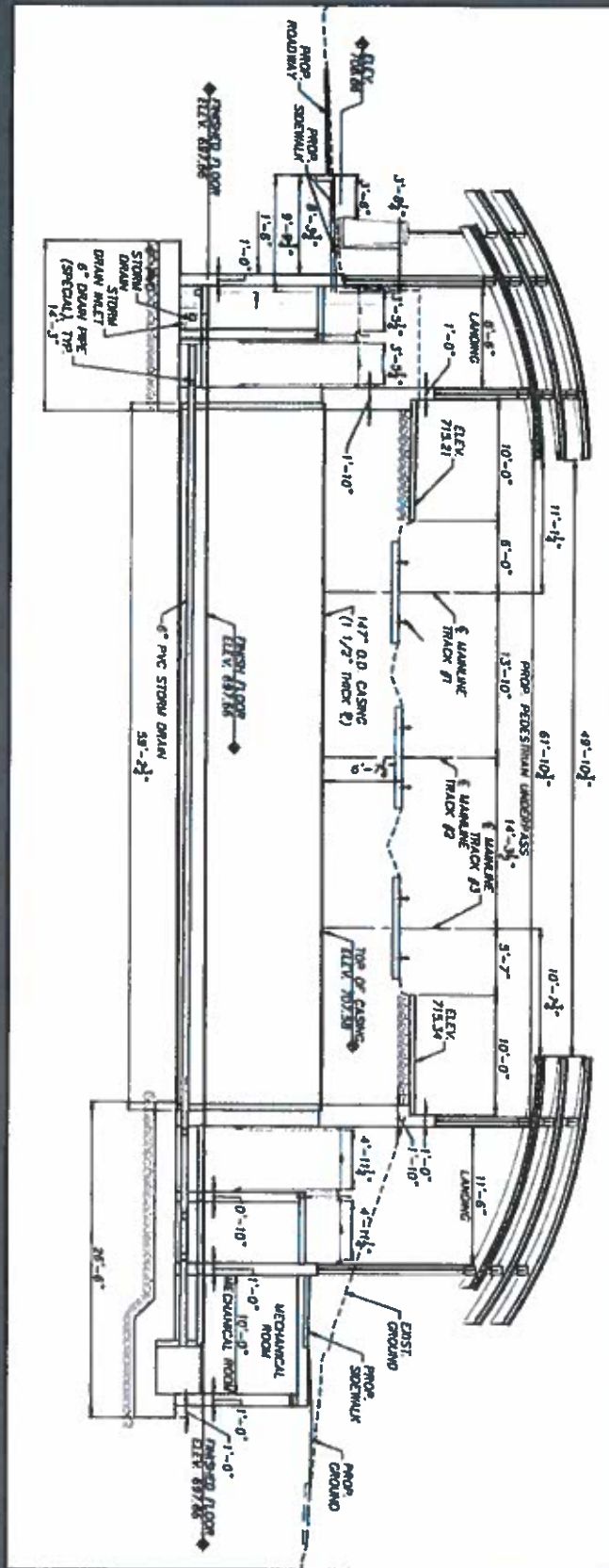
1 SOUTH CANOPY WEST ELEVATION
1-200 / SCALE 1/8" = 1'-0" - GENERAL VIEW

3 PARTIAL ENLARGED CANOPY ELEVATION
1-200 / SCALE 1/8" = 1'-0"

NOTES

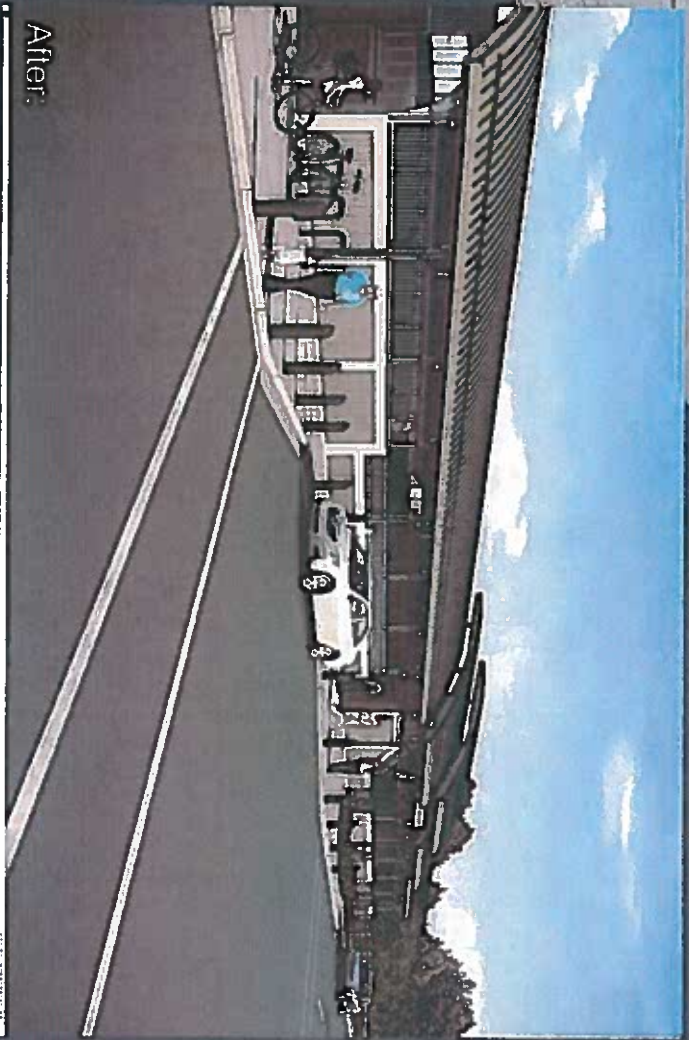
1. CANOPY STRUCTURE SHALL BE PERMITTED TO BE USED AS A COVERED WALKWAY.
2. ALL STRUCTURAL STEEL SHALL BE AISC 360-10.
3. ALL STRUCTURAL STEEL SHALL BE AISC 360-10.
4. ALL STRUCTURAL STEEL SHALL BE AISC 360-10.
5. ALL STRUCTURAL STEEL SHALL BE AISC 360-10.
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21. ALL STRUCTURAL STEEL SHALL BE AISC 360-10.
22. ALL STRUCTURAL STEEL SHALL BE AISC 360-10.

Canopy Section & Details



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

Before:



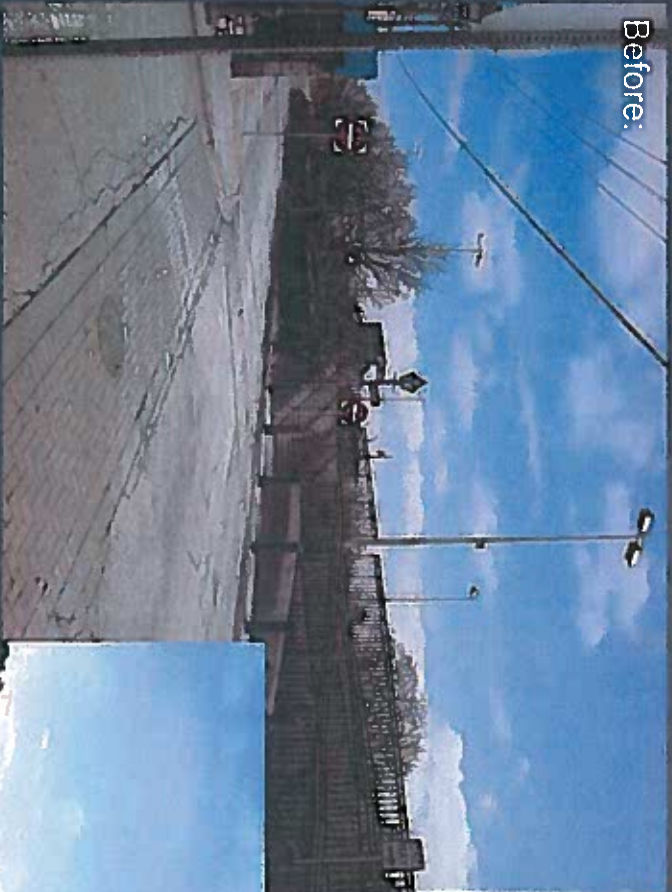
After:

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



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

Before:



After:

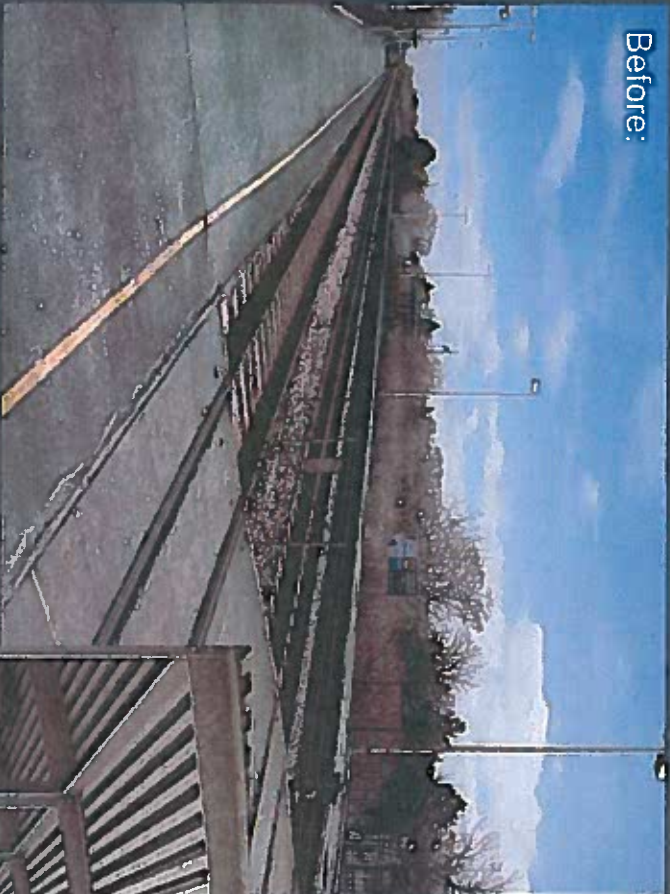
North Side Rendering

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



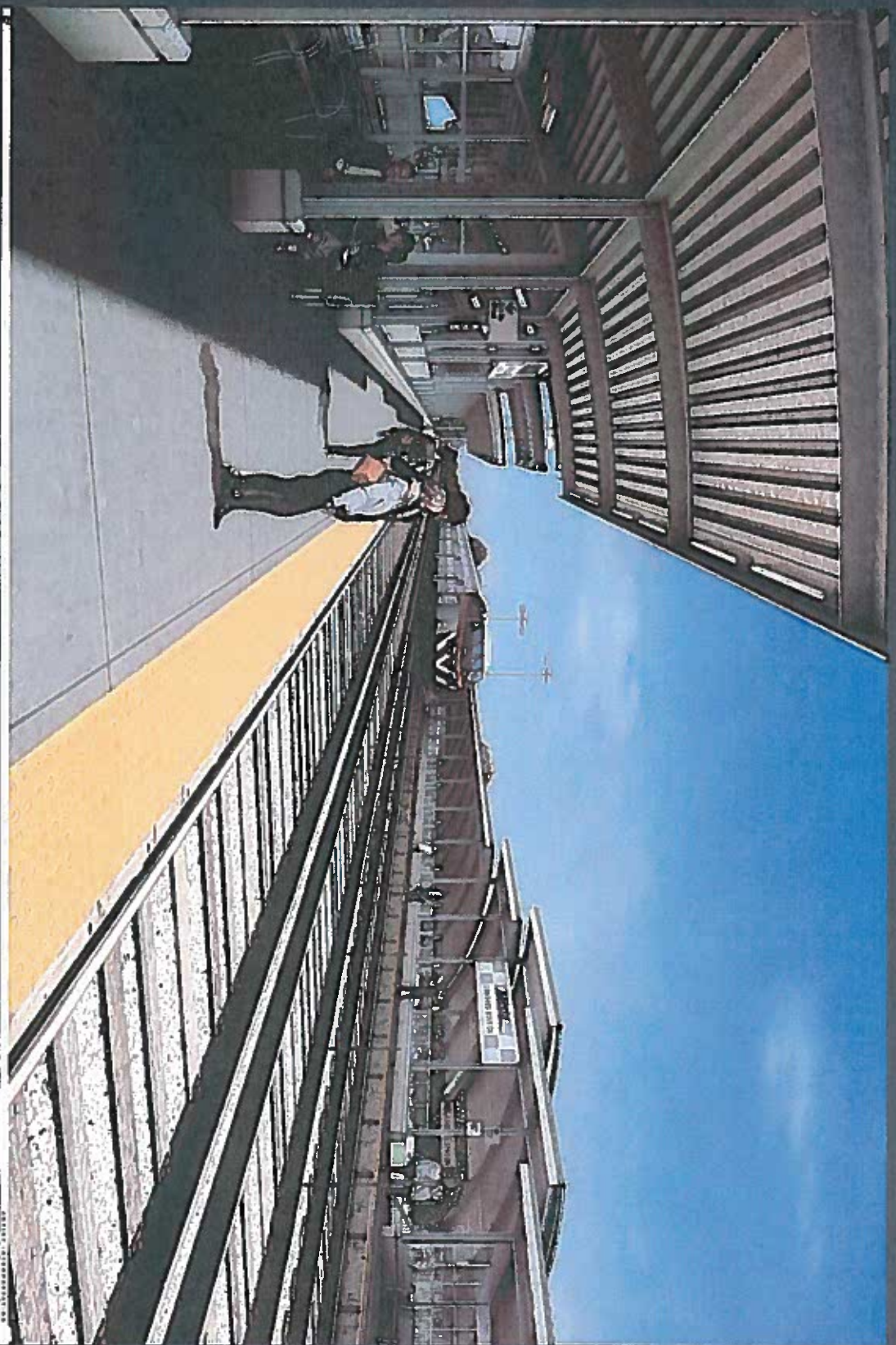
Platform View Rendering (North Platform facing east)

Before:



After:

Platform View Rendering (North Platform facing east)



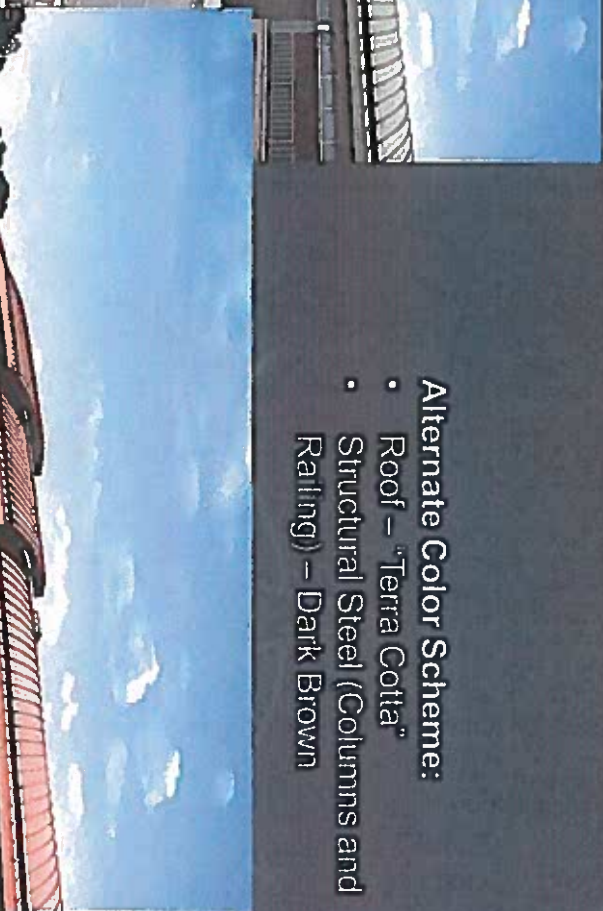


Union Pacific West Line, Lombard Station

Discussion & Questions

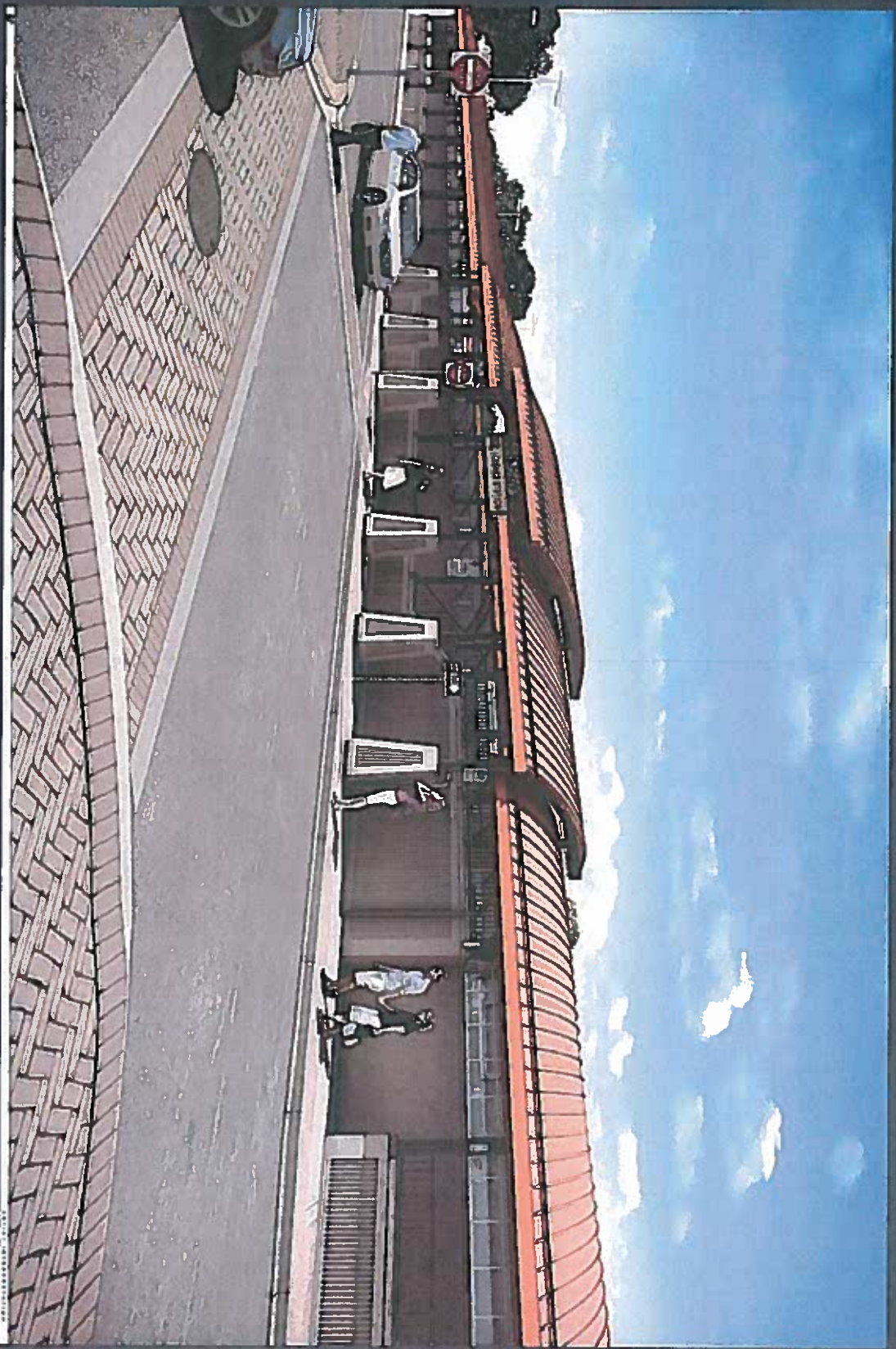


- Proposed Color Scheme:**
- Roof – “Aged Copper”
 - Structural Steel (Columns and Railing) – Galvanized, gray



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

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

