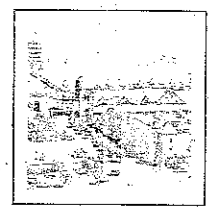
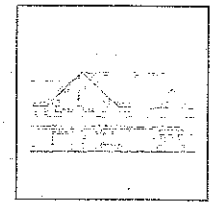
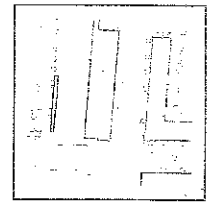
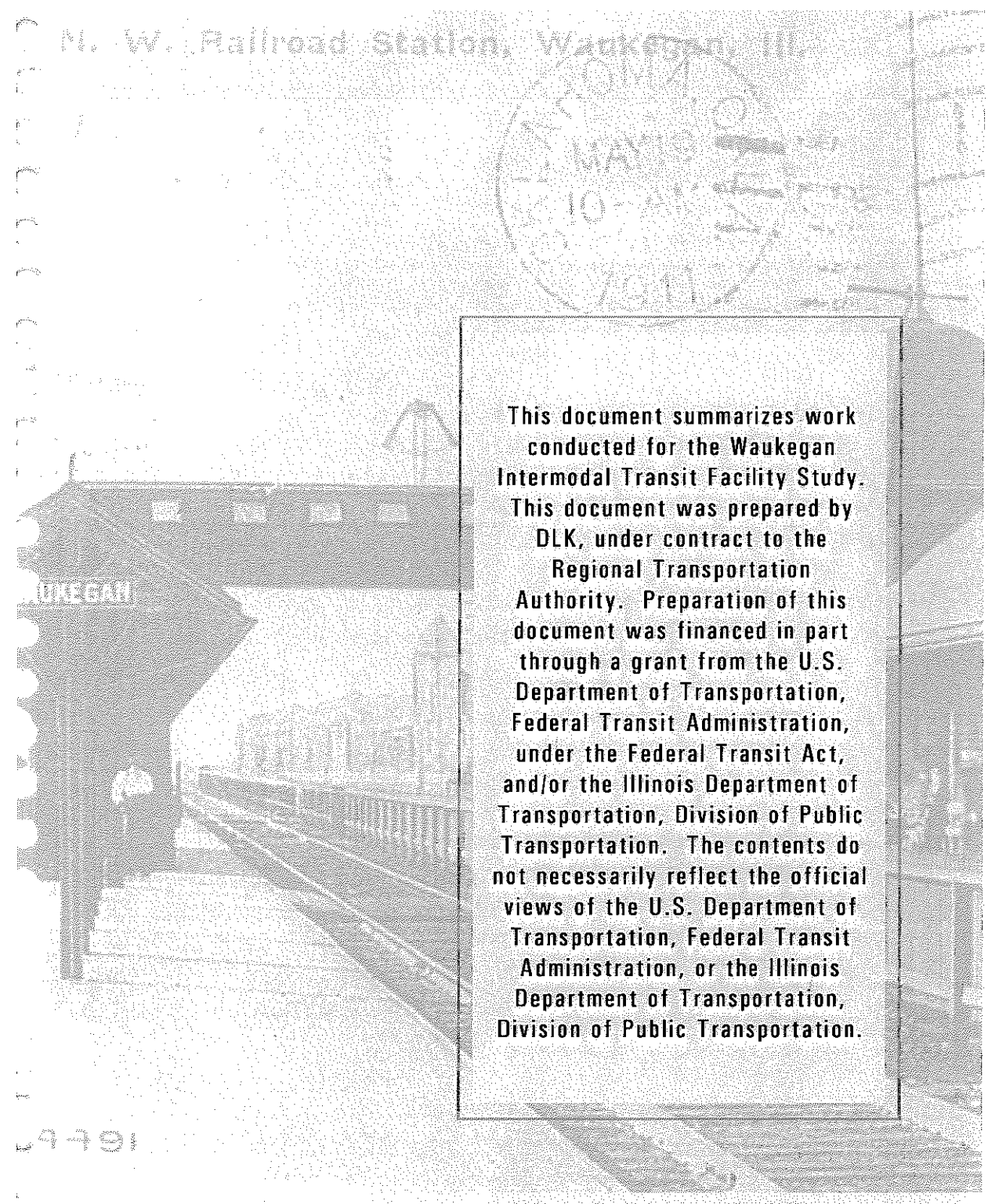






CITY OF WAUKEGAN

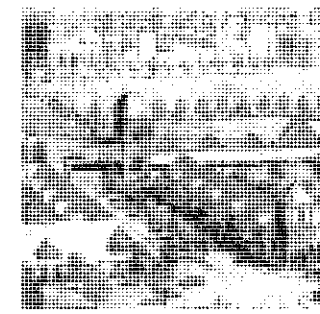
INTERMODAL TRANSIT FACILITY STUDY



This document summarizes work conducted for the Waukegan Intermodal Transit Facility Study. This document was prepared by DLK, under contract to the Regional Transportation Authority. Preparation of this document was financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act, and/or the Illinois Department of Transportation, Division of Public Transportation. The contents do not necessarily reflect the official views of the U.S. Department of Transportation, Federal Transit Administration, or the Illinois Department of Transportation, Division of Public Transportation.

Table of Contents

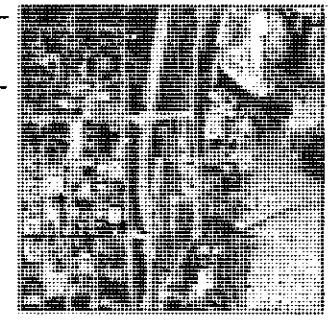
EXECUTIVE SUMMARY



Executive Summary

This report details a broad planning initiative for the City of Waukegan. Expanding upon work by City Vision and centered around the implementation of an intermodal station that helps reconnect the Waukegan downtown with the transit station and lakefront beyond. An analysis of the larger transportation network, marketshed boundaries, and existing infrastructure and expansion capabilities was performed to assist the City of Waukegan realize an intermodal transit center within a larger phased development plan.

Waukegan, incorporated in 1841, lies within the Lake Michigan shore corridor. It has a strong industrial and shipping heritage, a collection of historically-significant buildings, and neighborhoods built upon generations of residents. Waukegan's economic vitality -- the downtown businesses and port activity -- has suffered from the general national economic shift away from manufacturing industries to the service sector and technology-based industries. Development plans undertaken by the City today, such as the intermodal station and commercial development discussed in this report, should capitalize on the strengths and advantages that are unique to Waukegan.



Today, the city has the advantage of being part of a larger metropolitan area along the Lake Michigan shoreline, a developed corridor from Milwaukee, Wisconsin to Chicago and beyond to Gary, Indiana -- a thriving corridor of industry and business. This connection within the corridor, and the access to the lakefront, are primary advantages in a new development plan to increase the vitality of downtown Waukegan.

Regional projections for the year 2020 indicate Waukegan is poised for significant population shifts and economic opportunities. The larger urban plan outlined in this report is centered on the intermodal station area, but it is tempered with the vision that this facility location -- between downtown Waukegan and its lakefront -- is a vital link within and beyond Waukegan, and a primary means for the City to reclaim its economic vitality. This station and development area, constructed within a city-wide civic plan, will be a landmark within the City and the greater Lake Michigan corridor.

GOALS & OBJECTIVES

* Develop a station accommodating train, bus, taxi, auto, and pedestrian traffic.

* Reinforce a pedestrian link from downtown to the lakefront and strengthen Madison Street as a commercial corridor.

* Extend the existing urban grid to reconnect the fabric of downtown and the lakefront.

* Create an anchor for transit-oriented development that facilitates expansion within future lakefront mixed-use development.

* Create a landmark identifiable along the railroad corridor, and visible from downtown Waukegan.

* Increase available commuter parking.

* Improve access and circulation.

* Enhance connections between Metra and Pace.

ASSUMPTIONS

In the absence of a current site survey, all drawings referenced in this report were created using a 1995 aerial photo as a base. A set of drawings of the existing Metra station issued for bidding purposes, dated 4/2/87, were supplied to the project team. These drawings include limited topographic information at the current location of the station, which has been integrated into the drawings where applicable. This information includes the grade change between Washington Street, at the intersection of Sheridan Road, and the platform. For the purpose of calculating the length of ramp necessary at Grand Avenue, the project team is assuming the grade change between Grand Avenue and the station platform to be slightly greater than that of the change between Washington Street at Sheridan Road and the existing station platform. The topography of the remainder of the site is assumed to not impact the overall implementation of the scheme.

The exact location of the railroad right-of-ways, utility lines, and street right-of-ways is still unknown. The current drawings rely on site observation and recording, aerial photos, and site plan drawings of the existing station.

The scheme recommended in this report includes proposed work throughout Waukegan, including modifications within the Amstutz Expressway and railroad right-of-ways. Preliminary discussions have occurred with the Union Pacific Railroad regarding the relocation of the track utilized by Metra for overnight coach storage. Future development of this plan will require in depth discussions and eventual agreements between the City, the railroads, and the Illinois Department of Transportation.

METHODOLOGY

- *Data Collection and Site Analysis.* Data collection has included planning documents from the City of Waukegan, Metra and Pace planning and station design guidelines, historic photos and essays from the Lake County Historical Society, existing building and site drawings from the City of Waukegan Engineering Department, and aerial photos. Site visits supplemented the collection further with photo documentation and observation notes.

- *Economic Development Opportunities.* This task identified the additional development that could be supported in and adjacent to the intermodal facility. During this analysis, the consultant delineated the existing and future transit marketshed for the intermodal facility based on current station utilization and likely changes in the market area; reviewed planned and proposed development in the marketshed that could affect future ridership in Waukegan; reviewed downtown plans that could affect the demand for retail space in and adjacent to the intermodal facility; and analyzed the demographics of the marketshed and downtown area to determine the level of support for new development near the intermodal facility.

- *Transportation Analysis.* As an initial step, information was gathered regarding existing and historical train ridership, volumes, characteristics, and trends, as well as the same information regarding bus operations. This data included both local and regional information for the purpose of comparison. Data was supplied by Pace, Metra, the RTA, the City of Waukegan, Lake County, and others. Supplemented by this data, the current pedestrian and vehicular circulation at the station site was analyzed. Census data was also acquired, focusing on the information indicating potential ridership. A Metra and Pace ridership forecast was completed based on the economic development analysis and Northeastern Illinois Planning Commission population and employment projections. These projections were the basis for determining the size of the station and types of passenger amenities to be provided.

- *Urban Design.* Expanding upon the work prepared by City Vision, our work continued with an analysis of existing conditions at a larger metropolitan-wide scale. Utilizing the transportation and economic analyses, an image of Waukegan developed within the larger context of surrounding communities, both as a commuter link to downtown Chicago, and as a destination for visitors to attractions in downtown Waukegan and at the lakefront. Design work evolved after an analysis of existing conditions including current and projected traffic analyses, available resources and amenities, and current development projects.

Three schemes and cost estimates, each one increasing in scope, were developed (see Appendix C for presentation materials). Each of the schemes, I through III, presented increasing degrees of intervention and larger scale infrastructure improvements. Scheme I was chosen, viewed as the first phase of a long-term visionary plan. As work continued and a dialogue developed between the agencies, local governments, and the private sector, elements from the other schemes were integrated into this final plan.

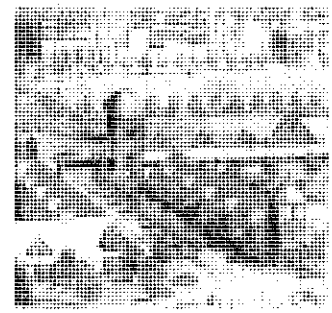
- *Focused Station Area Design.* The larger scale urban design concepts were developed at the station site, integrating the vehicular transportation movements required by the intermodal station with the pedestrian connection from downtown to the lakefront. The building program was developed to meet the needs of Metra and Pace patrons and operations. Based on the economic research completed, the station area includes commercial and retail spaces. Retail space within the station building serves the rail and bus passengers specifically. Additional convenience-based commercial space outside of the station building is supported by both the commuters and boaters; these buildings should be located along Madison Street to reinforce the street grid. The inclusion of retail and ancillary spaces not only supports the functioning of the station, but also establishes a neighborhood space in the lakefront community area. This transit-oriented development (TOD) is a foundation of activity upon which to build. The mixed-use landmark station building and TOD on Madison Street will become a part of a larger community area of residential, commercial, retail, and recreational uses.

- *Municipality & Agency Review & Coordination.* Throughout the design process, there has been open communication between the consultants and the project team which includes RTA, Pace, Metra, the City of Waukegan, and Lake County.

CONCLUSION

The combined effort of the RTA, the City of Waukegan, and the project team has produced a conceptual station design in conjunction with a large-scale new civic vision for downtown Waukegan. The plan reclaims the waterfront and establishes a connection to the existing city fabric, bringing new life to the downtown. The plan outlines specific infrastructure and urban design projects and provides a specific station building design and site design to realize the intermodal facility. The new facility and site design accommodates the needs of today's transit user and projected increases in both bus and rail patrons. The design makes reference to the facility that once occupied the site, relating to the history of Waukegan while opening connections to future growth opportunities.

MARKET ANALYSIS



Market Analysis

The location of the proposed Waukegan intermodal transit facility creates a unique opportunity for the facility to act as a catalyst for the City's desired redevelopment of the station area and lakefront. Initially the station is positioned to support the retail needs of commuters. However, it is also seen as the impetus for future transit-oriented development along the Madison Street corridor that will support a growing residential market as well as existing and future harbor patrons. An increase in residential uses will also serve to grow the Waukegan ridership as will the planned and projected development in the rest of the intermodal facility's marketshed. The station area is a critical link between the residential population of greater Waukegan and the lakefront activity center focused at the Waukegan harbor. The station and adjacent TOD have the opportunity of creating a dynamic connection within a growing, vital urban market.

Understanding the potential marketshed for the proposed intermodal transit facility is critical to sizing the facility as well as to determine the appropriate mixed-use development opportunities in the enhanced Madison Street corridor. Information gathered on the planned and proposed development projects combined with projected Northeastern Illinois Planning Commission (NIPC) population forecasts were utilized by the RTA to generate ridership estimates for the facility for the year 2020.

MARKETSHED BOUNDARIES

The transit marketshed is simply the geographic area from which the transit facility is likely to generate ridership. Factors that may contribute to selection of a particular station over another station include in part, the level of service offered, availability of parking, and desired destination station. The Waukegan intermodal transit facility's marketshed is based on a combination of current Metra commuters who access the station by automobile and the Pace routes within the service area that offer reasonable levels of service and commute times to downtown Waukegan. It should be noted that current Pace service to the existing Metra station is limited. Development of the intermodal facility would result in a coordinated transfer between Pace and Metra at the new station site.

According to Metra's Passenger Origin by Boarding Station data, approximately 54% of those boarding at the Waukegan station reside within the City limits. Other user of the Waukegan station reside in Gurnee (12%), Zion (11%), Beach Park (4%), Park City (3%), Wadsworth (2%), Winthrop Harbor (2%) and a variety of other locations make up the remaining 12%. More importantly, a scan of all stations and boarding origins reveals that of those Metra riders who live in Waukegan, almost all choose to board at the Waukegan station rather than another station elsewhere. Only a small percentage of Waukegan residents are boarding at other stations such as the Lake Forest stations (UP-N and MD-N) and the Libertyville (MD-N) station.

Metra's Passenger Origin data and Pace's existing routes were used to determine a reasonable marketshed. Based on this information, the marketshed identified for the Waukegan downtown transit market extends west of Interstate-94 to include the employment clusters surrounding the Gurnee Mills Mall complex, north to Winthrop Harbor, and south to North Chicago.

These boundaries are based on the existing Metra commuter service network. The proposed Wadsworth extension of Metra's Milwaukee District North line has a proposed station at Lakehurst Mall, located on the far-west side of Waukegan and future home of a proposed mixed-use development with a university learning center. Implementation of service on this line could have an impact on potential users of the Waukegan facility, particularly those traveling from the Gurnee area. Metra is currently undertaking a Phase I Feasibility Study to determine the potential of a Wadsworth Extension. Metra is also reviewing the potential for commuter service on the EJ&E and a potential boarding location in close proximity to the proposed intermodal facility. Should EJ&E commuter service prove feasible, there is a strong possibility that the intermodal facility could also serve the needs of these passengers.

PLANNED & PROPOSED DEVELOPMENT

Development projects both planned and proposed within the station's marketshed will have an impact on future ridership and development opportunities in the station area. Approximately 50 proposed development projects were identified within the marketshed (see Appendix E for a list of specific projects). Of these fifty projects, 21 are planned in the City of Waukegan, 12 of them are located in the downtown or harbor area. These 12 projects would have the greatest impact on the intermodal facility. In the case of the downtown projects, some are well along in terms of committed developers, while others are still conceptual in nature and are part of the City's greater downtown redevelopment plan. These projects include residential developments, hotel and conference centers, improvements and expansion of the designated theater district, and expansion of higher education facilities.

In addition, the City and public/private interest groups have identified other potential entertainment destinations within proximity to the transit facility that if successfully implemented could have a significant impact on future patronage to the station. These include a minor league baseball stadium, a proposed casino, a decommissioned Naval

vessel turned into a museum, and the adaptive reuse of the Carnegie Library as a possible children's museum. Any or all of these developments would have a tremendous positive impact on ancillary development within the Madison Street corridor and thus the potential utilization of the transit facility.

THE CURRENT DOWNTOWN COMMERCIAL MARKET

The current business climate in downtown Waukegan is not dissimilar to those found in cities such as Aurora, Elgin, or Joliet several years ago. All of these downtowns have suffered from the advent of the regional mall and strip mall suburbanization. In Aurora, Elgin, and Joliet downtown redevelopment efforts initiated over the last several years have begun to turn their downtowns around. Some of this revitalization may be attributed to casino revenues, which is not currently available to Waukegan. However, the City of Waukegan's ambitious redevelopment vision and plan offers a tremendous opportunity to capitalize Waukegan's greatest assets while bolstering the potential downtown and lakefront markets.

Data obtained from National Decision Systems estimates that the current daytime population in downtown Waukegan is approximately 8, 700 located within 395 businesses (including government). The largest employment categories are government (3,597), services (1,935), and retail trade (1,232). Waukegan has a traditional downtown with the City Hall and main public library located there. The downtown also houses the offices of county government and courts which explains the significant number of employees within the government category and the estimated 120 businesses that support the legal system.

TRANSIT-ORIENTED DEVELOPMENT OPPORTUNITIES

One of the primary goals of the intermodal facility is to stimulate TOD mixed-use development within walking distance of the station. The intermodal facility is seen as the catalyst to generate redevelopment initiatives in the downtown and reconnect that development with a link to the lakefront.

Based on current and projected population and commercial development within the station study area, the intermodal transit facility can support an estimated additional 15,000 square feet of commercial space. Initially, this commercial development would serve the convenience needs of current commuters and users of the harbor facilities. More importantly, the addition of TOD uses within the Madison Street corridor and station area will help stimulate additional redevelopment.

Uses in the station building could include a coffee shop and other carry out food services, newsstand, video store, cleaners, ATM, and a convenience store. In addition to the retail space, a restaurant that offers both sit-down and carryout food would be a great amenity, either in the station or within the TOD area. Additional retail space developed along the Madison Street corridor and within the study area should complement existing and planned development. Much will depend on the timing of related developments, particularly the residential components of the proposed redevelopment.

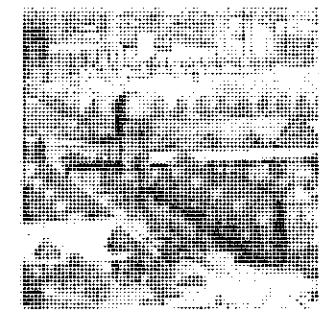
Development of the commercial and retail at the new intermodal facility should initially focus on the recreational uses at the lakefront, proposed residential development and the needs of the commuter. Complementary uses such as a day care center would certainly benefit from proximity to both the residential uses and the transit facility. In addition, uses that would attract seasonal visitors from the harbor or beach areas would add to the destination nature of the TOD development.

The intermodal facility is not well located to meet the commercial and retail needs of the downtown redevelopment west of Sheridan Road. However, it is located to be a large commercial node along the redeveloped Madison Street corridor. This plan envisions a continuous commercial street connecting two mixed-use areas, the downtown which will have a strong mix of residential and commercial/retail uses, and the harbor front containing commercial/retail and residential activity combined with the recreational opportunities of the lakefront.

With the improved connections between downtown and the lakefront via the pedestrian link to Sheridan Road, there will be an increase in the amount of activity and attractiveness of this area as it is redeveloped for mixed-uses. As the diversity of uses expands in the area, the proposed commercial corridor along Madison Street will evolve to meet the changing needs of the neighborhood. The vitality of the lakefront will be reconnected to the downtown through the station area. The transit-oriented development element of this project along with the station itself is a major part of the linkage between downtown and the lakefront.

TRANSPORTATION

PLANNING & ANALYSIS



The existing Waukegan Metra station is located on the west side of Union Pacific North Line tracks between Washington Street and Grand Avenue. Downtown Waukegan is located on the bluff, which separates it from the Metra station. The station is only visible from downtown when viewed from the edge of the bluff. The view from the station looking east toward the lakefront marina is blocked by the railroad tracks, Pershing Road, and industrial sites. The Amstutz Expressway, an under-utilized limited access four-lane highway, separates downtown Waukegan from the station area. Given the location and poor visibility of the station, it functions separately from both downtown and the lakefront.

Access to the station area from the downtown is limited. Vehicles and pedestrians may access the station and west commuter lots from Sheridan Road and the Washington Street Bridge via the Spring Street ramp. Vehicular access to the commuter lots located east of the tracks is either by Grand Avenue to Pershing Road from the north and west, or by Belvidere Road to Pershing Road from the south. The current parking configuration and street pattern does not permit at-grade vehicular track crossings, so there is no access between the commuter parking lots located on the east and west sides of the tracks without exiting the station area and looping around on either Sheridan or Pershing Roads. There is no direct access from the Amstutz Expressway to the station area.

CURRENT PACE & METRA SYSTEM

Metra. Twenty-five inbound and 25 outbound trains serve the Waukegan station on weekdays. The first inbound train departs at 4:58 AM and the last train at 11:55 PM. The first outbound train from Chicago arrives in Waukegan at 7:51 AM and the last outbound train arrives at 1:50 AM. Weekend service is less frequent, Saturday service includes 11 inbound and outbound trains, while Sunday and holiday service is limited to 8 trains in both directions.

Based on the most recent Metra Station Boarding and Alighting Counts (1999), there are, on average, 925 weekday boardings and 919 alightings. This activity ranks the sta-

tion 69 out of the 235 stations in the Metra system. The station primarily serves commuters traveling to downtown Chicago; however, a fair amount of activity is a result of reverse commuting to Waukegan.

Metra's On-Board Passenger Survey (1999) indicates that approximately 86 percent of the current riders arrived at the Waukegan station by automobile, nine percent by bus, two percent walked and one percent biked. A comparatively small number of Waukegan Metra patrons walked to the station, compared to a 23 percent system-wide average. Limited access and a relatively small residential population within walking distance of the Waukegan station contribute to the low incidence of both walking and biking as a mode of access.

Currently there are 359 commuter parking spaces at the station, which are 97 percent occupied on a daily basis. Generally when parking capacity exceeds 85 percent of the daily available spaces, Metra seeks opportunities to expand parking to meet potential demand. The occupancy level at Waukegan indicates a need to expand parking to accommodate both the current and projected ridership growth. This growth is expected to result from an increase in the residential units planned in the vicinity of the station, the proposed improved Pace connections as part of the intermodal facility, and the growth that is occurring within Lake County, Waukegan, and the surrounding communities.

Pace. Pace operates twelve routes that serve the greater Waukegan area with eight of these routes providing direct service to downtown Waukegan: 561, 562, 563, 564, 565, 568, 571, and 572. Only Route 571 and select peak period half-hour trips on Route 568 serve the Waukegan Metra station directly. The average weekday ridership on the routes serving downtown Waukegan is 5,056 passengers. Operationally, the Pace routes in Waukegan utilize a "pulse point," a location where the buses meet at timed intervals to facilitate transfers. The downtown intersection of Washington and Genesee Streets serves as the current transfer point. This intersection, located on top of the bluff, is approximately three blocks from the current Metra station. The present operation has all eight routes pulsing downtown every hour with a five-minute layover. Four of these routes offer additional trips, generally in the peak periods that pulse on the half-hour. Only Route 568 provides all day half-hour service to the pulse point.

Approximately 50 percent of the daily ridership transfers at the downtown pulse point. The current pulse location does not optimally meet the needs of Pace's operations or customers. All transfers occur while the buses are parked at the corners of the intersection. This on-street transferring requires some riders to cross the streets to gain access to their desired route. In addition, there are no amenities for either customers or bus operators. Businesses discourage passengers from waiting or utilizing facilities within their establishments. Pace Customer Satisfaction Surveys consistently indicate that waiting conditions rank poorly in the minds of riders. Furthermore, at this location supervisors lack facilities or shelter for street supervision to monitor daily operations.

Incorporating Pace operations into the new intermodal facility will greatly enhance the current conditions. Pace buses will have dedicated berths and all passengers will board/alight in the same dedicated plaza area. In addition, space will be provided

inside the facility for washrooms and supervisory personnel to monitor operations. Passengers will have the opportunity to wait in shelter, utilize telephones, or patronize retail establishments.

RIDERSHIP PROJECTIONS

To aid in determining the size of the intermodal facility, the Regional Transportation Authority (RTA) generated Pace and Metra ridership forecasts for the year 2020 (See Appendix D). The RTA Regional Travel Forecasting Model was used to estimate the 2020 base figures. The forecast methodology utilized trip generation, trip distribution, mode choice, and trip assignment. These forecasts were based on the economic development analysis completed for the Waukegan marketshed area (See Chapter II) and population and employment projections by Northeastern Illinois Planning Commission (NIPC). Also taken into account were the numerous redevelopment projects the City wishes to pursue as part of their overall strategy to improve the greater downtown and lakefront area.

Pace ridership is projected to increase from approximately 5,000 daily trips to 8,500 trips. Sixty percent of the new trips are attributed to the population and employment projection, and the remaining forty percent to the proposed new developments.

Metra ridership projections indicate an increase in daily boardings from approximately 900 to 1,260 boardings. Fifty-four percent of this increase is attributed to increases in population and employment, and shifts in travel patterns. Forty-six percent of the increase is related to the station area improvements, specifically expanded parking, the proximity of new residential development, and the improved vehicular and pedestrian access to the intermodal facility. As stated previously, available parking is a necessary element for successful commuter rail due to the size of the marketshed it serves. Based on the RTA forecast data, the 2020 commuter parking capacity requirements at the Waukegan station are estimated to be approximately 700 spaces.

The proposed intermodal facility addresses this element by providing for expanded surface parking in the vicinity of the station as well as providing for a pedestrian bridge linking the downtown to the station and lakefront developments. In addition, dedicated parking is provided for the proposed retail development in the station area.

CIRCULATION

Vehicular and pedestrian access to the station area are constrained. One goal of the redevelopment effort and particularly the intermodal facility is to improve the circulation and access within the station area and the lakefront redevelopment zone and to connect it with downtown. This can be accomplished by improving the existing street network as well as by providing a direct pedestrian link to the station area and a continuing link to the lakefront development.

Currently vehicular access to the station and the west commuter lot is from Sheridan Road and the Washington Street Bridge via Spring Street, which is a switchback ramp. This is the routing Pace utilizes with Routes 571 and 568 on trips designated for the

station. Access to the east commuter parking lots is via Pershing Road and either Clayton or Madison Streets. No direct access is provided to the station area from the Amstutz Expressway. Those traveling the expressway must exit at Grand Avenue or Belvidere Road and loop into the station area entering the west side by Sheridan Road to Washington Street to Spring Street, or entering the east side by Pershing Road to parking lots on Clayton or Madison Streets. If any of the lots are full, vehicles must exit the station area completely and circulate around the station area to the other side of the tracks via either Sheridan or Pershing to find available commuter parking.

Pedestrian and bicycle access to the station is from Washington Street utilizing the same Spring Street ramp as the vehicles. The ramp is designed for vehicles and is not very pedestrian-friendly. The ambiguity of the connection from the station area to the downtown and insufficient signage further isolates the station area. In addition, the lack of a decipherable pathway from the station to the lakefront deprives the lakefront of potential users. Upon arrival at the station, there is no sense of place, and no sense of connection to what lies beyond the station site. The three areas of the lakefront, the downtown, and the station area remain isolated from each other, with little connectivity.

The design of the proposed intermodal facility, and the associated improvements to the station area, address many of these limitations. Pedestrian access is improved by the addition of a walkway that spans the Amstutz Expressway and connects the existing downtown Madison Street corridor directly with the proposed new intermodal transit facility and the lakefront development to the east. Vehicular access is improved by introducing an entrance to the reconfigured west commuter parking lots directly from the Amstutz Expressway in the vicinity of Madison Street. Further improvements call for ramp access from Grand Avenue directly into the northern most east commuter lot. This ramp will also provide access for Pace buses to the proposed transfer facility adjacent to the intermodal facility. The Washington Street Bridge is proposed for extension beyond Spring Street across the Union Pacific tracks into the southern commuter lot. This improvement will also accommodate Pace vehicles exiting the station area. The plan also recommends improvements to Pershing and Sheridan Roads as part of the overall urban design.

CONCLUSION

Ridership projections indicate the possibility of substantial growth in the Waukegan market area. While the existing Metra station meets current ridership needs, the proposed intermodal facility is viewed as an essential element in the overall redevelopment efforts associated with the downtown and lakefront. The intermodal facility and associated improvements make the station area a destination as well as the connection between downtown and the lakefront. This is accomplished in part by the introduction of new retail as part of the station improvement itself and also along the Madison corridor.

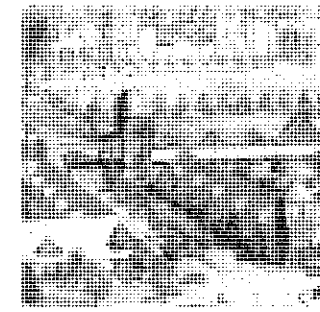
The proposed facility reconnects the Waukegan downtown with the lakefront through the introduction of a pedestrian bridge along the Madison Street corridor. Improved pedestrian links from the downtown to the station make the station more accessible and pedestrian-friendly. The direct and attractive pathways will increase the pedestrian traf-

fic from the station to the existing and proposed residential developments, and also to the County buildings, retail, and entertainment uses in downtown. With a direct connection from downtown to the station and dedicated Metra spaces in the downtown parking structures, these facilities will be better utilized. The facility will also bring Pace and Metra together for convenient transfers between the services and improved amenities, particularly for Pace riders.

The vehicular access issues are addressed in several proposed improvements to the existing street network. Access is recommended from the Amstutz directly into the west commuter lots. Improvements to Washington Street and Grand Avenue enhance and expand the availability of commuter parking east of the station. The Amstutz Expressway and Sheridan Road are proposed to be converted into boulevards.

The planned intermodal facility provides for ridership increase, retail expansion, and the possibility of intercity bus service and taxi accommodations. It meets the needs of Metra and Pace operating personnel, providing for the first time a place for Pace supervisory staff to monitor operations at their primary transfer point. The intermodal facility can be the catalyst for Waukegan to create a substantial thriving transportation hub within a viable retail and commercial redevelopment area.

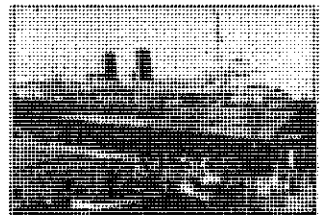
URBAN DESIGN INITIATIVES



Urban Design Initiatives

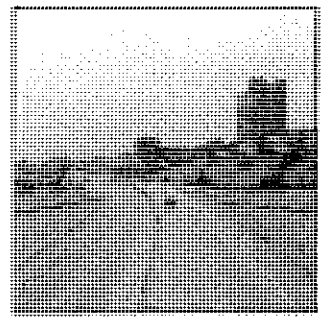
Waukegan is a point along the north-south transportation corridor on the western shore of Lake Michigan. Historically, the rail lines facilitated distribution of goods between ground transportation and the shipping industry. Staging areas, rail yards, and railroad mechanical areas developed in this industrial area. In the 1970's, the addition of the Amstutz Expressway supplemented the ground transportation network of the lakefront industries as well as vehicular access for the industry's growing work force. These routes provide excellent commercial access regionally for Waukegan.

These north-south routes, as they developed and expanded, increasingly severed the downtown business activity from the lakefront activity. Currently, there is very little connection from the downtown to the lakefront. While developing the plan, opportunities were highlighted, facilitating a discussion of the advantages and disadvantages of the location of this infrastructure, and developing a long-term vision for this area.

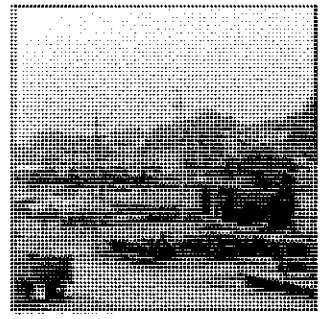


Redevelopment ideas for office, retail, and residential uses are in various stages in the planning process within the city. Such projects include improvements to the harbor, mixed-use residential and commercial development in close proximity to the lakefront, new and renovated office space, and expansion and redevelopment in the historic theater district. The lakefront and harbor are exceptional amenities for the greater Waukegan area. The city has a strong desire to create a link from downtown to the lakefront, across the Amstutz Expressway, rail, and industrial areas. The intent is to focus this downtown development, where possible, along an uninterrupted civic and commercial corridor aligned with Madison Street. Given the market analysis and ridership projections, an opportunity exists to integrate the new facility, and accompanying transit-oriented development, within this larger vision for the City of Waukegan; this was a fundamental consideration in locating the new facility.

In addition to locating the station along this new corridor, part of the plan is to minimize the actual and perceived interference of the expressway and rail lines, making



them more aesthetically pleasing and pedestrian-friendly pathways. The Amstutz Expressway, as it is currently configured serves significantly less traffic volume than originally planned. The study recommends that it be converted into a green boulevard with reduced traffic speeds, allowing more access points onto city streets within the commercial and developed lakefront areas. Beginning at the intersection of the Amstutz Expressway, Sheridan Road will be similarly developed into a gracious boulevard inviting people into the downtown up on the bluff, instead of past it on the Amstutz.



Metra and rail freight services utilize the railroad right-of-ways owned by the Union Pacific Railroad and the Elgin, Joliet & Eastern Railway (EJ&E). Additional track near the station south of Madison Street is utilized by Metra as an overnight coach storage facility. This collection of track takes up considerable land area; additionally, the coach storage area creates a severe obstacle to the passage of vehicles and pedestrians, a potential limiting factor to future commercial or residential lakefront development. The Metra coach storage facility must remain, but will be relocated. Further discussions between Metra, the railroad, and the City are to follow, to determine the new location and to develop a strategy for relocation of track and operations. Relocation of this function to an area north along the line makes its use less likely to interfere with the downtown business and nearby residential areas. Not only will this move provide a better pedestrian and vehicular experience through this area, but will also minimize the impact of the rail lines on future development, especially residential units at the lakefront.

With the impact of the Amstutz Expressway and rail lines minimized, further connections across this zone can be made by re-introducing the street grid at the foot of the bluff where possible. The existing Clayton and Madison Streets right-of-ways will be reopened from Pershing west to the station area, and east on Madison Street from Sheridan Road to the station as a pedestrian zone, bridging the expressway and rail lines. This maximizes future potential for development in the station area, as the larger city vision is realized and infrastructure needs are re-evaluated.

ELEMENTS OF SCHEME I

The following eight key points are illustrated in the Site Plan on Illustration Sheet 1.

1. Convert a portion of the Amstutz Expressway to a boulevard. Create a boulevard by reconfiguring the Amstutz Expressway, including the installation of median plantings from the Amstutz Expressway/Sheridan Road intersection to Grand Avenue. Improve the Amstutz Expressway/Sheridan Road intersection near McKinley Avenue. Improve Pershing Road for additional volume by making it wider, adding shoulders, landscaping, signage, and lighting.

2. Washington Street Bridge. Extend Washington Street over the railroad tracks to connect to the station and Pershing Road, including a ramp east of the Amstutz Expressway for vehicular access to the west parking Lots 1a and 1b.

3. Convert a portion of Sheridan Road into a boulevard. Create a boulevard by installing median plantings and new lighting on Sheridan Road from Belvidere Road to Julian Street.

4. Infill the west side of Sheridan Road. Sheridan Road has high visibility as a continuous pathway through the lakefront communities of northeastern Illinois. Currently underutilized, this prime real estate should be developed as future projects are considered by the city, the priority being infilling the west side and enhancing the east side as an urban park, with future development possible.

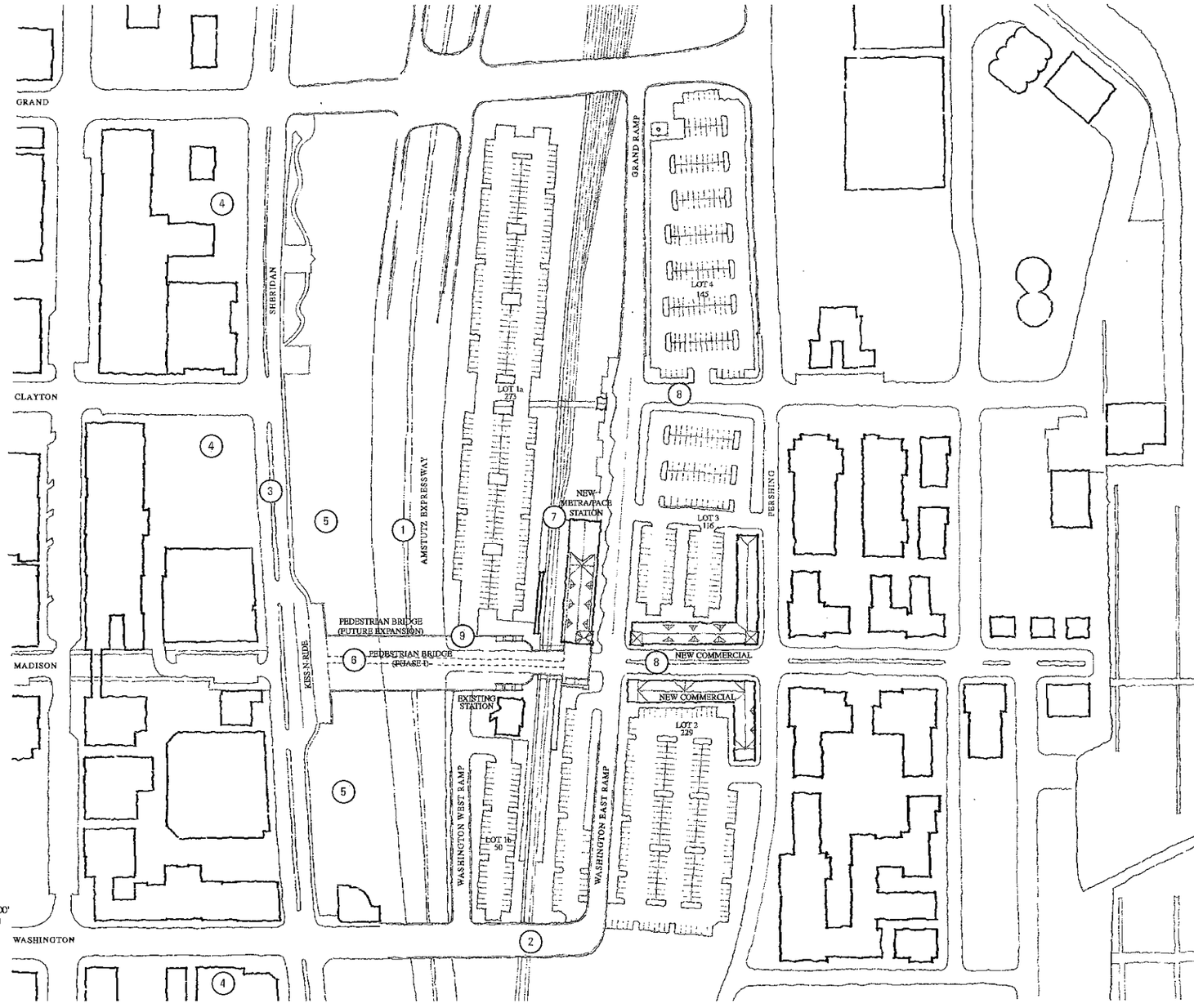
5. Provide new parkland. Create improved parkland from Belvidere Road to Grand Avenue, between Sheridan Road and the Amstutz Expressway.

6. Madison Street pedestrian bridge. Build a pedestrian bridge at Madison Street and Sheridan Road over the Amstutz Expressway, over the railroad ROWs, and landing east of tracks, designed to be expanded into an urban plaza. Stairs are provided for pedestrian access between the top and foot of the bluff in two locations: the west side of the site, and at the station/platform. ADA access has been accommodated via the elevator within the station, and may be accessible 24 hours.

7. New intermodal facility relocated north of the existing station, and on the east side of the tracks. Construct a new intermodal multi-use transit facility and associated parking lots. New facility accommodates bus and train service, providing amenities for passengers, and transfer facilities for more efficient service. The existing station to be renovated for commercial or other use.

8. Connect Madison and Clayton Streets to intermodal facility. Extend Madison and Clayton Streets west from Pershing Road to the station. Develop Madison Street/Amstutz Expressway intersection for vehicular access to the west parking Lots 1a and 1b.

9. Future connection to the Amstutz Expressway from the station area.



1. Convert a portion of the Amstutz to a boulevard. Create a boulevard by reconfiguring the Amstutz, including the installation of median plantings from the Amstutz/Sheridan intersection to Grand Avenue. Improve the Amstutz/Sheridan intersection near McKinley Avenue. Improve Pershing Road for additional volume by making it wider, adding shoulders, landscaping, signage, and lighting.

2. Washington Street Bridge. Extend Washington Street over the railroad tracks to connect to the station and Pershing Road, including a ramp east of Amstutz for vehicular access to the west parking Lots 1a and 1b.

3. Convert a portion of Sheridan into a boulevard. Create a boulevard by installing median plantings and new lighting on Sheridan Road from Belvidere Road to Julian Street.

4. Infill the west side of Sheridan Road. Sheridan Road has high visibility as a continuous pathway through the lakefront communities of northeastern Illinois. Currently underutilized, this prime real estate should be developed as future projects are considered by the city, the priority being infilling the west side and enhancing the east side as an urban park, with future development possible.

5. Provide new parkland. Create improved parkland from Belvidere Road to Grand Avenue, between Sheridan Road and the Amstutz Expressway.

6. Madison Street pedestrian bridge. Build a pedestrian bridge at Madison Street and Sheridan Road over the Amstutz Expressway, over the railroad ROWs, and landing east of tracks, designed to be expanded into an urban plaza. Stairs are provided for pedestrian access between the top and foot of the bluff in two locations: the west side of the site, and at the station/platform. ADA access has been accommodated via the elevator within the station, and may be accessible 24 hours.

7. New intermodal facility relocated north of the existing station, and on the east side of the tracks. Construct a new intermodal multi-use transit facility and associated parking lots. New facility accommodates bus and train service, providing amenities for passengers, and transfer facilities for more efficient service. The existing station to be renovated for commercial or other use.

8. Connect Madison & Clayton Streets to intermodal facility. Extend Madison and Clayton Streets west from Pershing Road to the station. Develop Madison Street/Amstutz Expressway intersection for vehicular access to the west parking Lots 1a and 1b.

9. Future connection to the Amstutz Expressway from the station area.

DLK
ARCHITECTURE
PLANNING
LANDSCAPE
The Fine Arts Building
410 South Michigan Ave
Chicago, Illinois 60605
312.322.0911

Gewalt Hamilton
Associates, Inc
850 Forest Edge Drive
Vernon Hills, Illinois 60061

Valerie S. Kretchmer
Associates, Inc.
2707 Walnut Avenue
Evanston, Illinois 60201

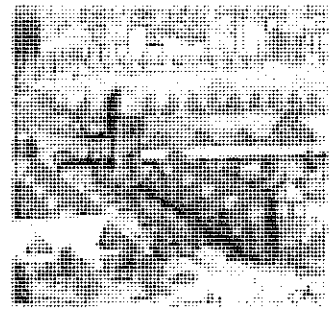
WAUKEGAN INTERMODAL

Station Schematic Design Review
November 2000

Regional Transportation Authority

Illustration Sheet 1

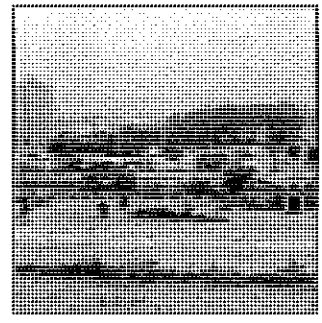
SITE DESIGN &
STATION ARCHITECTURE



Site Design & Station Architecture

The larger urban design of this project takes into consideration the downtown business district, the surrounding residential areas, the industrial areas, and the lakefront recreation areas. The station area is defined as Grand Avenue at the north to Washington Street at the south, and from Sheridan Road at the west to Pershing Road at the east. Illustration Sheet 2, Station Area Plan, illustrates the program elements within this station area.

The existing station is located within the study area. It is a 3,500 square foot building servicing the Waukegan stop on Metra's Union Pacific North Line from the Chicago Ogilvie Transportation Center to Kenosha, Wisconsin. The building is located on the west, or outbound, side of the tracks south of Madison Street; the one vehicular access point to the station is from entrance and exit ramps at Washington Street. These narrow ramps, constrained by the width between the Amstutz Expressway and the tracks, do not provide for efficient circulation of high traffic volumes of autos and buses. Because of its small size, the existing station is lost within the railroad and industrial area, virtually unseen from within the surrounding area. Furthermore, it is isolated from downtown by the Amstutz Expressway, and from the lakefront and potential parking by the rail lines and Metra's overnight coach storage facility.



The proposed station building is located along the east side of the tracks north of Madison Street. As shown on the Station Area Plan (Illustration Sheet 2), locating the building along Madison Street continues and strengthens the Madison Street corridor as a strong pedestrian link to downtown and the building becomes a visual link and landmark along this corridor. Further, placing the building on the east side of the tracks places the station and waiting areas on the in-bound side of the platform; moves all Pace buses adjacent to the station for better integration of services and buses avoid at-grade track crossings; and places the station in close proximity to proposed parking.

The station area will accommodate Metra, Pace, inter-city bus, transfers between bus and train or between buses, layovers, taxi queue, Kiss-n-ride drop-off and pick-up, and additional commuter parking beyond the existing number of spaces. The station area will also accommodate additional transit-oriented development (TOD) commercial space outside of the station building.

BUILDING PROGRAM & SITE REQUIREMENTS

The building program and site requirements are based on "Metra Commuter Rail Stations Guidelines and Standards Manual" and "Pace Development Guidelines," which outline standard area measurements and space requirements for schematic facility design. The size of the station was determined based on projected Metra and Pace ridership for the year 2020, provided by the RTA. The station and site are poised for expansion of retail and the addition of other services and amenities. The station size is larger than necessary for the projected ridership, but given the desire to make this station a node of activity along the Madison Street commercial corridor and a landmark building visible from downtown, the station has been sized accordingly. Additional retail space and Metra employee amenities have been included.

• Platform		
Minimum Inbound Platform Length	635	linear feet
Minimum Outbound Platform Length	635	linear feet
Seating	80	seats
• Station Building (Depot & Canopy)		
Depot Waiting Area/Commercial Expansion	3,600	square feet
Inbound Canopy Length	400	linear feet
Outbound Canopy Length	120	linear feet
Metra Ticket Agent Office	250	square feet
Pace Ticket & Dispatch Office	250	square feet
Public Rest rooms -- (1) Women's	180	square feet
Public Rest rooms -- (1) Men's	180	square feet
Janitor's Closet	20	square feet
Mechanical Room	720	square feet
Retail Bays	3,100	square feet
Metra Employee Amenities:*		
Lounge (counter, sink, water cooler, conference table)	170	square feet
Work area	50	square feet
MIS room	40	square feet
Men's Dressing Area (40 lockers)	265	square feet
Men's Toilet (3 toilets, 2 urinals, 3 lavatories, 2 showers)	175	square feet
Women's Toilet (2 toilets, 2 lavatories, 1 shower, 5 lockers)	165	square feet
Janitor's Closet	10	square feet
• Site Design		
At-Grade Pedestrian Crossing (width)	12	feet
Bicycle Rack Spaces	8-24	spaces
Bicycle Lockers	4	lockers
Pace Bus Berths (8 min.)	520	linear feet
Seating at Bus Berths	32	seats

**These station amenities are for Metra employees associated with the overnight coach storage area; if the coach storage area is moved from the station area, these program elements will be moved as required relative to the new location.*

KEY ELEMENTS OF THE STATION AREA DESIGN CONCEPT

- *New Intermodal Facility.* Accommodates patron and operation requirements for trains, buses, taxis, autos (parking and Kiss-n-ride), and pedestrians. New location provides efficient circulation while reducing required track crossings by vehicles.

- *New Platforms.* Remove existing platforms; construct new platforms to the north in conjunction with new station.

- *Platform Amenities.* Canopies, seating, paving, lighting, and signage.

- *Bus Transfer Area.* Pedestrian-only zone between bus bays adjacent to station with seating and plantings.

- *Pedestrian Bridge.* Links the Kiss-n-ride and parking structure on Sheridan used for overflow Metra parking to the station and provides an entrance into the station at the upper level. Provides a pedestrian link from downtown to the station and the lakefront beyond.

- *Strengthen Urban Fabric.* Reinforces Madison Street corridor as a pedestrian and commercial corridor from downtown to the lakefront. Reconnects the street grid from the lakefront to the station area, and from downtown to the station.

- *City Landmark.* Visual presence both on and below the bluff.

SITE & BUILDING DESIGN

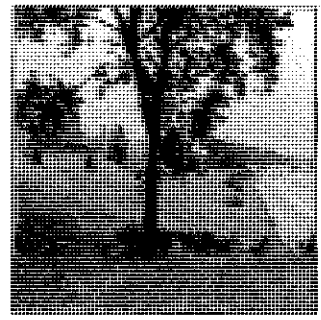
The new station building and site improvements combine to make a unique solution for the site. The elevation changes and existing street grid offer opportunities for the building form, but also impose limits on site circulation. The scope of improvements include an approximately 10,000 square foot building, new platforms, three ramps from Grand Avenue and Washington Street, and landscaped parking areas connected to articulated pedestrian pathways to the station. These pedestrian pathways connect the downtown to the lakefront through the station. The building integrates a pedestrian bridge from Sheridan Road, outdoor canopies for train and bus patrons, a covered vestibule with exterior stairs, an elevator to provide accessibility to both levels on the site, and a public space adjacent to the station and platform.

Typology. The typology of the train station is manifest in one long linear volume with a large single use space surrounded by smaller ancillary services. The requirements of the major space, that of buying tickets and waiting within a sheltered area, are ones which allow the passengers and ticket agent to have visual access to the tracks and approaching trains, and also provide multiple access points along a linear track system from inside the building to the platform. Similarly, the Pace operations have visual access to the bus bays and proximity to passenger waiting areas.

Site Organizational Strategy. The circulation and site program requirements drive the organizational strategy both horizontally and vertically. The station develops as a long

narrow bar along the tracks to allow maximum efficiency of on-site vehicular circulation, accommodating the Pace requirement for the number of bus bays and ramps between the upper and lower elevations. The building is located north of Madison Street, allowing reintroduction of the street grid where possible.

A major site planning consideration is facilitating vehicular circulation from the elevation of Sheridan Road on the bluff down to the elevation of the track level, a change of about 32 feet, providing a direct route for traffic from downtown to access the site. The new Washington Street Bridge must maintain the proper clearance height over the Amstutz Expressway and the tracks; the east ramp cannot begin until the bridge clears the railroad right-of-way. The Grand Avenue ramp is located north of Clayton Street, and the Washington Street ramps are south of Madison Street in order to keep the street right-of-ways open at grade.



The location of the ramps also accommodate the 520 linear feet required for bus berths along the length of the station, with the adjacent by-pass bus lane. This activity requires adjacency to the station to facilitate passenger transfers, access to station amenities for drivers and passengers, and visual access from the dispatch area. The site layout allows for flexibility in bus circulation. Buses approach the station berths from the Grand Avenue ramp, then exit the site east on Madison Street, north on Pershing Road, and west on Grand Avenue continuing to downtown. An alternate route is the same approach from the Grand Avenue ramp, but continuing south up the Washington Street Bridge east ramp.

The main pedestrian access to the station and harbor is from Sheridan Road. The pedestrian bridge will connect the existing parking structures on Sheridan Road, a Kiss-n-ride drop-off along Sheridan Road, and pedestrian traffic from nearby residential neighborhoods. The pedestrian bridge provides a direct connection to the station in the tower element and also provides a pedestrian link from downtown and the station to the lakefront along Madison Street. The bridge will have the same character as the station building, and will be articulated with proper lighting and elements to break the wind as to provide a pleasurable, direct connection to the lakefront area. Madison Street is being developed as a major commercial corridor downtown, and will continue to be developed to the lakefront with a series of TOD mixed use improvements, creating a strong connection from the lakefront activities to downtown.

Initial market research indicates that the transit-oriented development immediately adjacent to the station area can support approximately 15,000 square feet of commercial space. A portion of this space will be within the station building itself. The remaining space will be located along Madison Street to reinforce the street corridor, providing an enjoyable urban pedestrian experience. With the implementation of this additional commercial space, the station area serves a wider market area and addresses the needs of the greater surrounding area, creating a destination beyond the transportation facility.

Form. The form takes advantage of the elevation change by using a double-height space and tower connected to an exterior "belvedere" -- an outdoor terrace that allows expansive views -- to enable transition between elevations, visibility of the building

from downtown, and views from the building to the lakefront. The exterior belvedere and public stair is the terminus of the pedestrian bridge, as shown in the building elevation on Illustration Sheet 4. It provides an excellent view of the harbor and will increasingly become an amenity as the lakefront area is developed. It is connected to the internal stair tower, a visual landmark and a physical connection into the station from the bluff. The upper level entrance in the stair tower provides another opportunity for a view out to the lake as well as providing a grand entrance to the double-height waiting area of the station. Articulation of the roof will further define the different program areas of the building.

Materials. The materials and details of the building will draw upon Waukegan's rich history including the historic railroad structures, and other structures near the project site within the park, lakefront, and downtown areas. The building is brick with limestone copings, copper gutters and downspouts, and a slate shingle roof. The south elevation bears an inset limestone block carved with "Waukegan" visible along the outbound rail line. The design elements are articulated on the exterior elevation drawings, on Illustration Sheet 4.

Americans with Disabilities Act. Requirements for accessibility have been integrated into the building and site design. The stair tower and pedestrian bridge includes an elevator to provide access from both the bluff and track. An at-grade pedestrian track crossing is located near the station to allow visual monitoring from within the station. The accessible parking spaces are located in Lot 2, adjacent to the station building and the inbound platform. An accessible route between the platform and parking is available either along a pedestrian walkway along the inbound track or from the parking under the cover of the belvedere into the station.

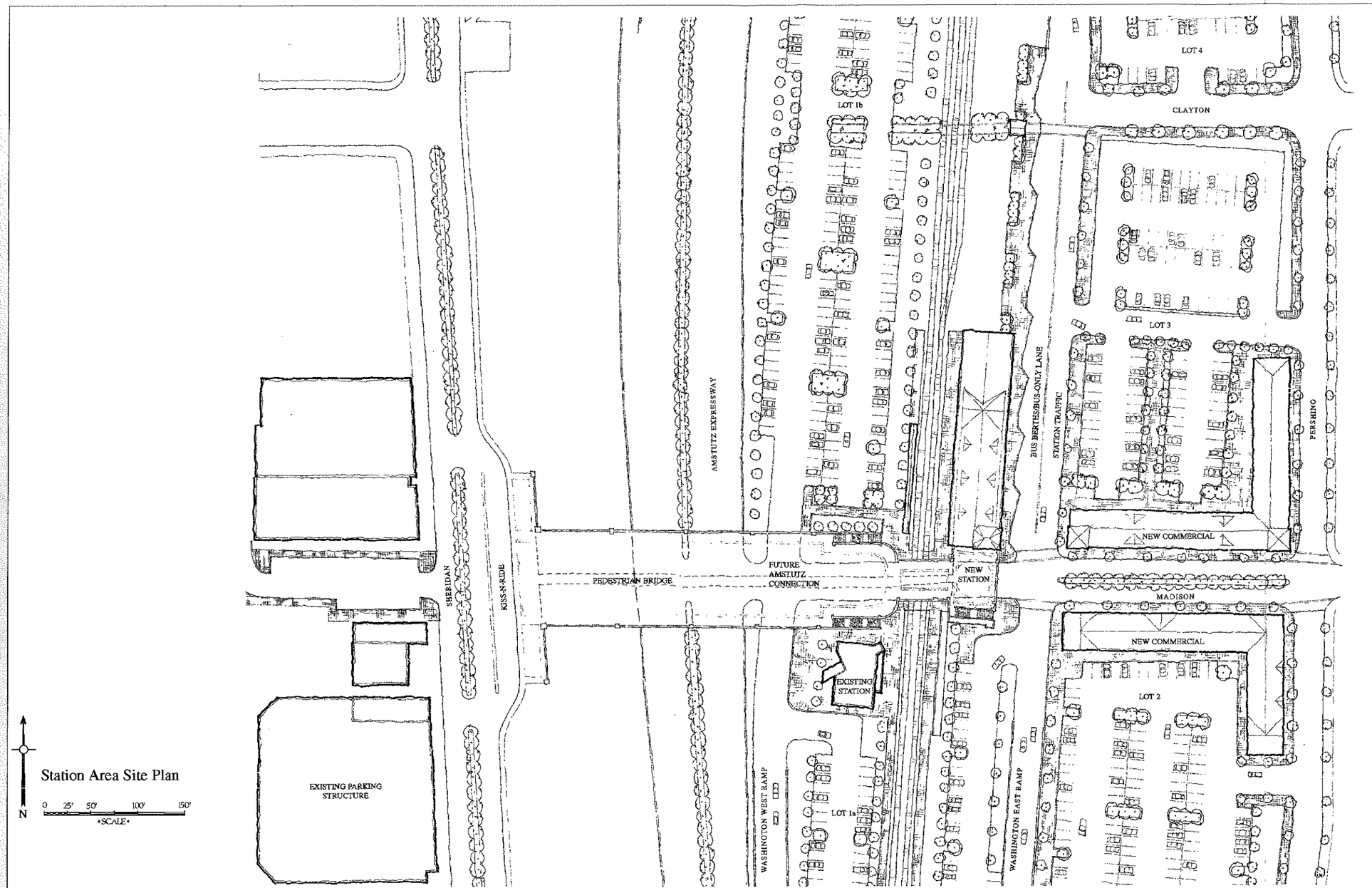
Layout. The layout of the building is centered around the double-height waiting room. This main waiting area is flanked by the tower entry and a public retail area, and a private rail and bus operations area. The floor plan drawings, Illustration Sheet 3, articulate the station design. The main entrance to the building is in the tower which contains vertical circulation by both stair and elevator, to access to both the belvedere and track levels and is located at the south end of the building, adjacent to the waiting and retail areas. The Metra ticket agent office and public toilets are adjacent to the waiting room in the north end of the building, along with a Metra employee lounge and work area, Pace ticket and dispatch office, Pace drivers' rest room, and mechanical space.

The central waiting room is one large double-height space. The volume of the space is created through a pitched roof with dormers, allowing light to filter into the space from above as well as from the windows and doors lining the platform. Within the waiting room, additional retail bays are located along the railroad platform (west side of building) and along the bus platform (east side of building), with potential to allow for exterior access. The waiting area exits directly onto the inbound rail platform and the bus platform. The roofline of the building extends to create a canopy to provide shelter for waiting rail and bus passengers outside.

The Metra ticket agent office location provides the agent with clear views of the waiting area and platform. The office includes a bay window on the platform side which provides the agent with the ability to monitor the platform and view approaching trains.

The ticket area is adjacent to the private employee areas for Metra. The Pace functions are opposite of the platform, adjacent to the bus berths on the east side. This allows for visual access from the Pace office, and direct access for the drivers to access the employee facilities.

The south end of the building, along Madison Street, is the commercial area of the building. The City of Waukegan's current development plan is to build this street as a major commercial corridor, creating a strong link from the downtown to the lake. The future TOD will include residential and commercial projects. The area from Pershing Road to the harbor is slated for commercial and residential development. The commercial space will be the primary commercial center for the harbor and boating community; this community of boaters and their needs will be integrated into the proposed mixed-use and residential buildings in this harborfront area on Madison Street and Pershing Road. Careful consideration of this plan helped determine the placement of retail and public spaces along this corridor to reinforce the overlay of the existing city plan on the proposed future development. The retail use becomes an amenity to the larger community, not just serving the commuting rail and bus passengers but also helping to create a stronger link between downtown and the lakefront.



Station Area Site Plan

DLK
ARCHITECTURE PLANNING LANDSCAPE
The Fine Arts Building
410 South Michigan Ave
Chicago, Illinois 60605
312.322.0911

Gewalt Hamilton
Associates, Inc.
850 Forest Edge Drive
Vernon Hills, Illinois 60061

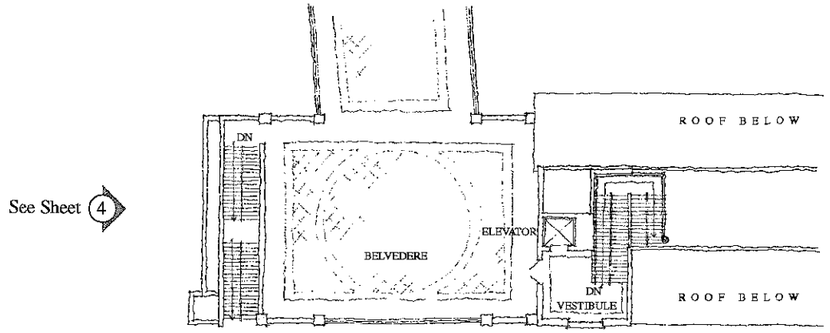
Valerie S. Kretchmer
Associates, Inc.
2707 Walnut Avenue
Downers, Illinois 60201

WAUKEGAN INTERMODAL

Station Schematic Design Review
November 2000

Regional Transportation Authority

Illustration Sheet 2

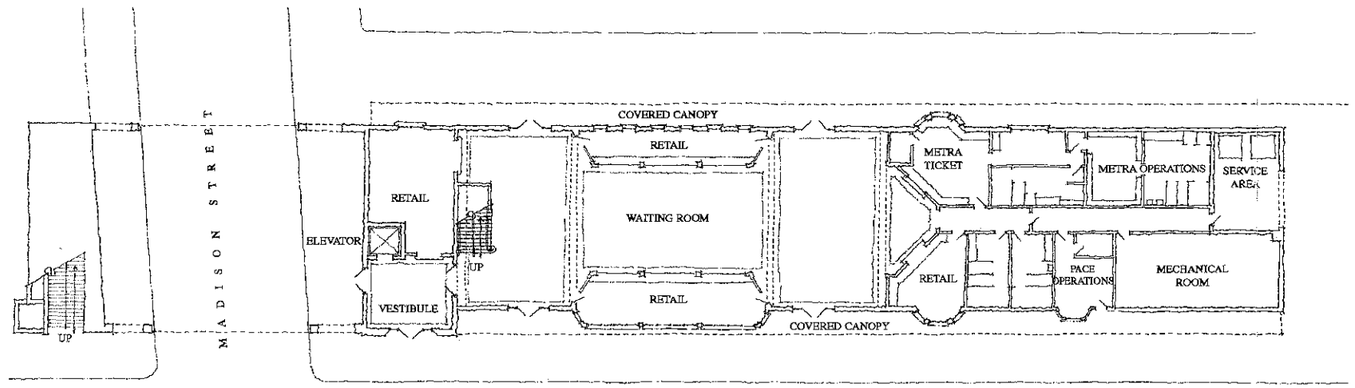


See Sheet 4

See Sheet 4

Second Floor Plan

0 4' 8' 16' 32' 48'
•SCALE•



See Sheet 4

First Floor Plan

See Sheet 4

N

0 4' 8' 16' 32' 48'
•SCALE•

DLK
ARCHITECTURE
PLANNING
LANDSCAPE
The Fine Arts Building
410 South Michigan Ave
Chicago, Illinois 60605
312.322.0911

Gewalt Hamilton
ASSOCIATES, INC.
650 Forest Edge Drive
Vernon Hills, Illinois 60061

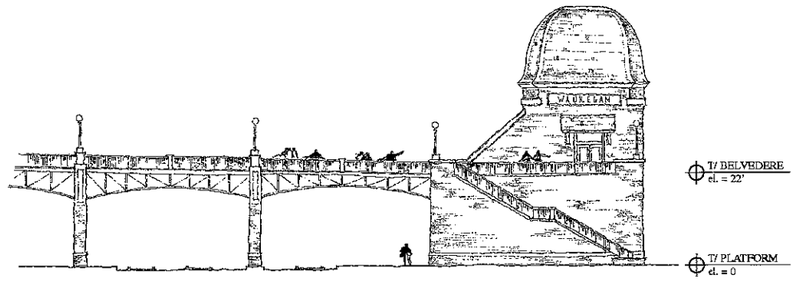
Valerie S. Kretchmer
Associates, Inc.
2707 Walnut Avenue
Evanston, Illinois 60201

WAUKEGAN INTERMODAL

Station Schematic Design Review
November 2000

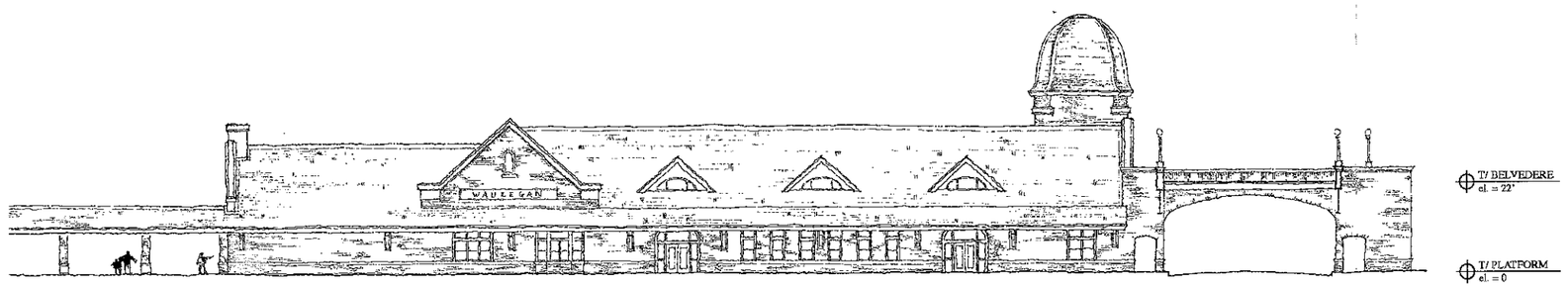
Regional Transportation Authority

Illustration Sheet 3



South Elevation

0 4' 8' 16' 32' 48'
•SCALE•



West Elevation

0 4' 8' 16' 32' 48'
•SCALE•

DLK
ARCHITECTURE
PLANNING
LANDSCAPE
The Fine Arts Building
410 South Michigan Ave
Chicago, Illinois 60605
312.322.0911

Gewalt Hamilton
Associates, llc
650 Forest Edge Drive
Vernon Hills, Illinois 60061

Valerie S. Kretchmer
Associates, Inc.
2767 Walnut Avenue
Evanston, Illinois 60201

WAUKEGAN INTERMODAL

Station Schematic Design Review
November 2000

Regional Transportation Authority

Illustration Sheet 4

Perspective View Looking Northwest

DLK
ARCHITECTURE
PLANNING
LANDSCAPE
The Fine Arts Building
410 South Michigan Ave
Chicago, Illinois 60605
312.322.0911

GEWALT HAMILTON
ASSOCIATES, INC
850 Forest Edge Drive
Vernon Hills, Illinois 60061

Valerie S. Kretchmer
Associates, Inc.
2707 Walnut Avenue
Evanston, Illinois 60201

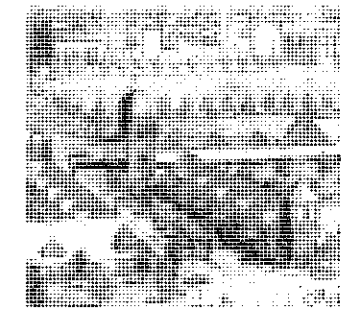
WAUKEGAN INTERMODAL

Station Schematic Design Review
November 2000

Regional Transportation Authority

Illustration Sheet 5

PHASING & IMPLEMENTATION



Phasing & Implementation

The broad vision of the urban plan contains ideas that will improve the value of the downtown and lakefront. The plan identifies opportunities to be implemented by a joint venture between public and private sector partners within the greater Waukegan area. The intermodal facility is the catalyst for future development projects. The phasing allows the City to initiate the projects in phases as the city grows and funding is obtained.

Specific projects need to be implemented prior to and in conjunction with the development of the site immediately adjacent to the station, while others will be integrated into a longer timeline and completed in association with the City's redevelopment proposals. The first developments are to enable Metra and Pace operations, which includes construction of the station building and associated site amenities, as well as infrastructure improvements necessary to the site circulation. The subsequent phase focuses on the larger-scale development issues beyond the operational requirements of the transit agencies, including the transit-oriented development and additional site and urban infrastructure improvements. A cost estimate is included at the end of this chapter; it includes the major components described in the Phase One and Phase Two discussions.

PHASE ONE

- Relocation of Union Pacific yard
- Station and canopies
- Platforms
- Bus berths
- Pedestrian bridge (to be expanded in Phase Two)
- Kiss-n-ride at Sheridan and Madison
- Convert Sheridan Road to a boulevard between Washington St. and Grand Ave.
- Grand Avenue ramp
- Washington Street Bridge extension and east ramp
- Washington Street Bridge west ramp
- East side parking
- Madison Street boulevard between Pershing and intermodal facility
- Clayton Street improvements between Pershing Road and intermodal facility
- Pershing Road improvements between Washington Street and Grand Avenue

Initially, the site will require construction of the station building and associated canopies, platforms, bus berths, pedestrian access from Sheridan Road, vehicular access from downtown via the Grand Avenue ramp, and parking to become operational. The new improvements are at track level within the immediate station area on either side of the railroad tracks.

In order to place the station building in this location, the Union Pacific rail lines that currently comprise the Metra staging area will need to be relocated, preferably to the north. The land use in this proposed area is primarily industrial and undeveloped, and would provide the least impact on the city center's commercial and residential areas. Further, this location carries the least impact on future development options within the lakefront area. In order to maximize the possible connection between the lakefront and downtown, moving the staging yard north is the most viable option and removes it from the downtown area.

The relocation of the Union Pacific staging area and the realignment of the through track, if necessary, clears the site for the construction of the station, canopies, platforms, and bus berths. Further road improvements include the installation of lighting and landscaped pedestrian walkways along the following streets: Madison Street boulevard, Clayton Street between Pershing Road and the station, Pershing Road between Washington Street and Grand Avenue, and Sheridan Road boulevard between Washington Street and Grand Avenue. This work may necessitate widening certain right-of-ways.

The Kiss-n-ride along Sheridan Road will be integrated into the development of the Sheridan Road boulevard and the pedestrian bridge, which spans between Sheridan Road and the station, connecting the Kiss-n-ride to the station. Initially, the bridge is envisioned as a direct pedestrian connection into the station from the Kiss-n-ride and the city's parking structure on Sheridan used as overflow Metra commuter parking. The city's vision is to further develop this site into a civic plaza; expanding the bridge is anticipated during the second phase of work.

Concurrent with station and site construction, the City will undertake the clearing and cleaning of the brownfield site at the northwest corner of Pershing and Madison. During the next phase of work, this site and the adjacent site on the southwest corner are slated for commercial development associated with the station.

PHASE TWO

- Existing station renovation
- West parking lots
- Sheridan Road plaza expansion and park development between Sheridan Road and Amstutz Expressway
- Pedestrian bridge stairs to west site
- Commercial buildings along Madison Street
- Lakefront transit-oriented development
- Sheridan Road boulevard between Belvidere Road and Washington Street, Grand Avenue, and Julian Street
- Pershing Road improvements between Belvidere Road and Washington Street
- Reconfigure Amstutz Expressway into boulevard between Sheridan Road and Grand Avenue
- Create new intersection at Madison Street and the Amstutz Expressway

As outlined in the marketshed boundary study, the station area can support approximately 15,000 square feet of retail space. The station building as conceived accommodates approximately 3,000 square feet, and the remaining retail space will be focused along the Madison Street boulevard in this phase. Additional retail may be supported in conjunction with the mixed-use lakefront developments and harbor iinprovements planned for this phase. This development at the lakefront, while a part of the City's overall plan, is being implemented by the private sector; therefore, this work has not been included in the cost estimate.

Because the existing station building is located on the west side of the tracks, it is not directly connected to the proposed new commercial buildings along Madison Street. The only vehicular access to this area will be from the Washington Street west ramp. These conditions indicate that a renovated station may be best suited for a special use and as a special destination. This site will increase in viability if an intersection is created at Madison Street and the Amstutz Expressway in the future.

In this phase of work, and in association with the renovation of the existing station building, the west parking will be reconfigured. The expansion of the pedestrian bridge and civic plaza will integrate stair access from the upper level to the existing station, inbound rail platform, and west parking.

Upon completion of the station and associated site work, and a node of activity established, further improvements in the station area can continue. Improvements include access directly from the Amstutz Expressway to the station site at Madison Street. Additionally, it is possible that this street could reconnect to the grid, crossing the tracks and connecting to the station. Future discussions between the Union Pacific, Metra, and the City will need to take place.

Urban design and infrastructure improvements begun in the first phase will continue, improvements south of the station at Pershing Road and the Sheridan Road boulevard between Belvidere Road and Washington Street, and to the north including the continuation of the Sheridan Road boulevard north of Grand Avenue to Julian Street.

During this phase, it is proposed that the structure of the Amstutz Expressway will be altered, with reduced speeds and the installation of boulevard planters from Sheridan Road to Grand Avenue. Further discussions and approval by the Illinois Department of Transportation must take place prior to any new work being implemented. The slowing of traffic will create a commerce-friendly environment, and the new intersection at Madison Street will allow direct access to the west commuter lots.

With the long-term vision intact, the incremental improvements can be enacted by public-private partnerships. Beginning with the initial station needs and working toward a larger-scale civic vision, the downtown and lakefront of Waukegan will become a cohesive, identifiable place within the greater Lake Michigan shore corridor; the centerpiece of this district will be the new intermodal transit facility.

COST ESTIMATE

The following cost estimate is a summary of the major components of the urban design scheme as described in the previous implementation discussion. The original version was written in November 1999, and included a detailed breakdown of Design Schemes I, II, and III for comparison. This original Conceptual Cost Estimate is attached in Appendix C, and has been modified to reflect changes to Scheme I as it developed during subsequent discussions.

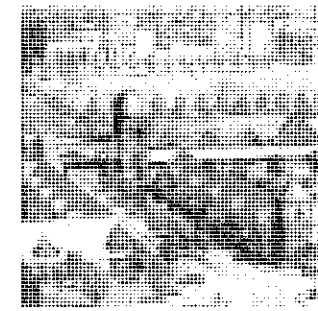
Scheme I
Estimator's Statement of Probable Construction Costs
Original 11/4/1999, Vistara Construction Services, Inc.
Modified 12/01/2000, DLK

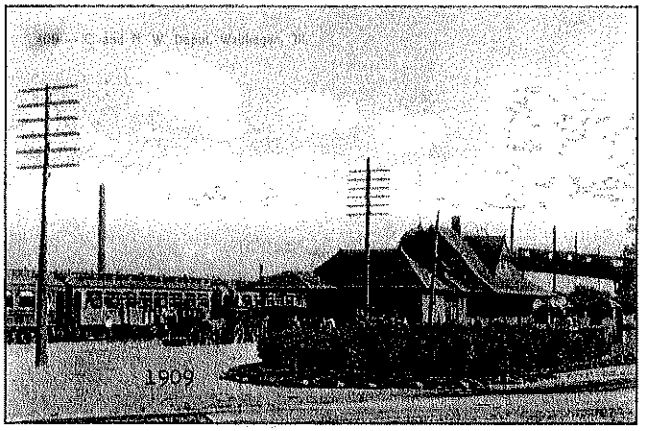
No.	Description	Total Cost
	General Requirements *General conditions, does not include permits, remediation, land acquisition*	6,059,501
1	Boulevard between Julian Street and Belvidere Road on Sheridan Road *7 blocks, lighting on both sides, street width 60', retain traffic signals*	3,310,000
2	Reconfigure Amstutz by creating a boulevard from Sheridan to Grand *6 blocks, retain street as is including divider at tracks*	840,000
3	Improve parkland between Washington to Grand between Sheridan and Amstutz *Sod, trees, shrubs, lighting, landscape elements*	1,300,000
4	Pedestrian bridge at Madison (Phase I) *Steel truss, 8' wide, eastern edge of park to eastern edge of Amstutz*	2,014,500
5	Pedestrian bridge at Clayton (removed from scope of work)	0
6	Improve Amstutz/Sheridan intersection near McKinley Avenne *Traffic signals, street repair, paving*	380,000
7	Renovate existing train station/demolish parking lot *Renovate 3500 sf station to commercial, demolish platforms and parking lots*	600,000
8	New intermodal facility *New 10,400 sf station, 2 new platforms, parking lots for 816 cars, 2 new TOD buildings (shell only)*	11,248,320
9	Improve Pershing Road *3200 lf, lighting on one side, street width 30', retain traffic signals*	1,580,000
10	Reorganize Waukegan Harbor (removed from scope of work)	0
11	Extend Washington Street over railroad *Precast concrete, 65' wide*	9,253,125
12	Extend street west at Madison to parking at station *Utilities, street work, signage*	240,000
13	Extend street west at Clayton to parking at station *Utilities, street work, signage*	240,000
14	New ramp at Grand *Precast concrete, 65' wide*	4,919,063
15	Union Pacific yard relocation *Removal of existing track, new installation, does not include relocation of UP operations or land acquisition*	16,000,000
16	Pedestrian bridge at Madison expansion to urban plaza (Phase II) *Urban plaza built on to existing 8' wide bridge constructed in phase I (line item no. 4); includes partial demolition, new expansion is steel truss,100' wide for the length of bridge, does not include landscape elements or lighting*	8,670,000
	Subtotal	66,654,509
	Profit (5%)	3,332,725
	Insurance/Bond (0.75%)	499,909
	Contingency (10%)	6,665,451
	Total	$77,152,594

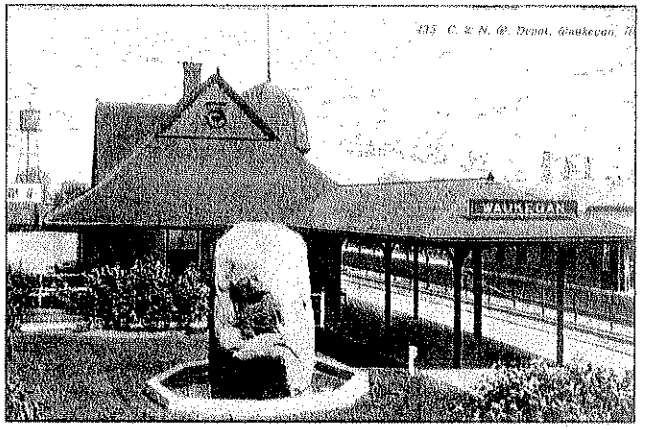
APPENDIX A

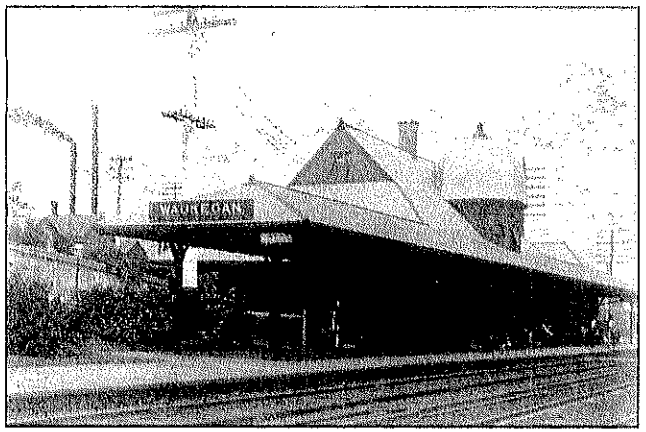
IMAGES:

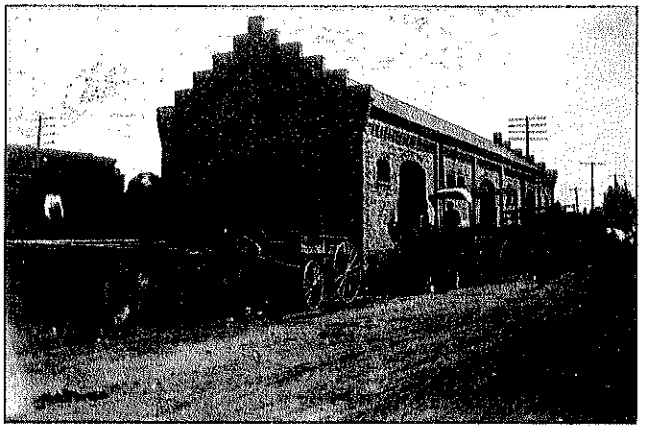
HISTORIC & EXISTING CONDITIONS



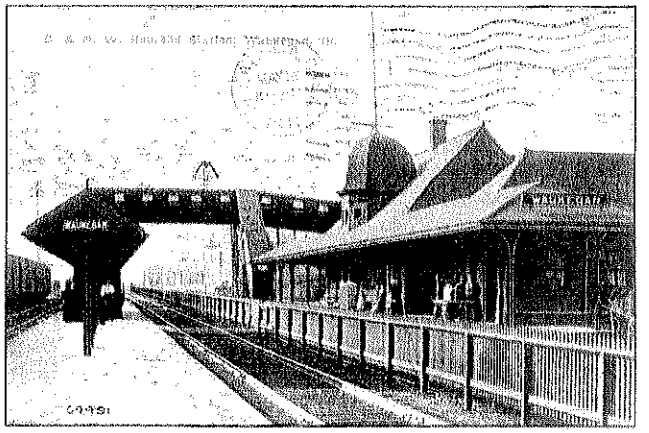








Railway Express Office



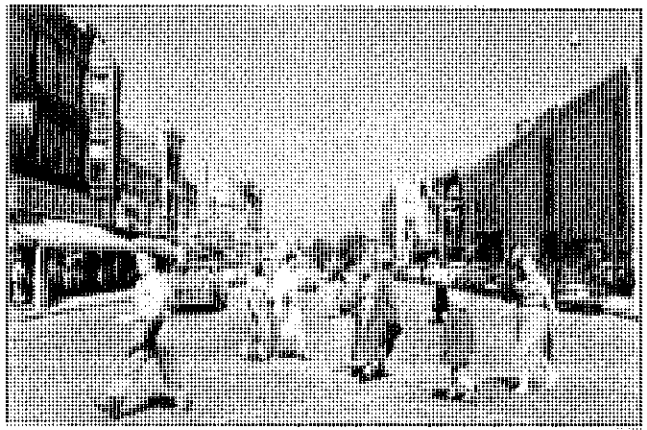
TRAIN STATION

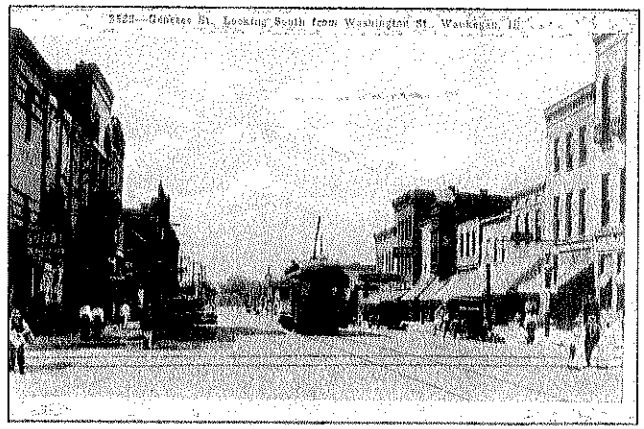
Regional Transportation Authority

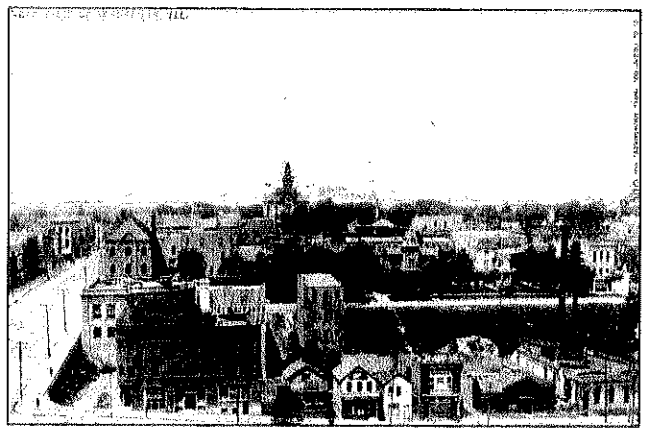
WAUKEGAN INTERMODAL

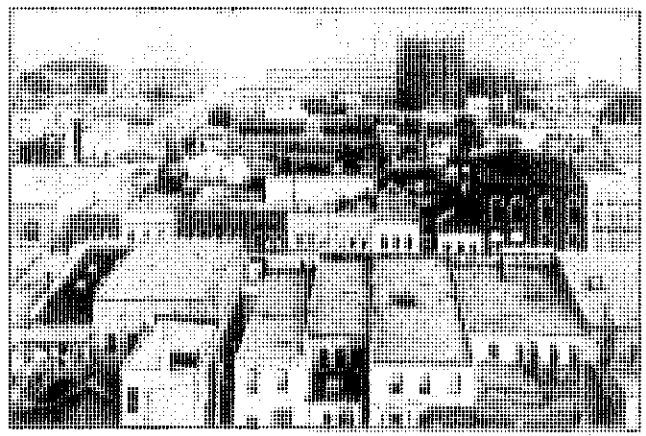
DLK ARCHITECTURE PLANNING LANDSCAPE DESIGN & BUILD

OEWALT HAMILTON ASSOCIATES, INC.









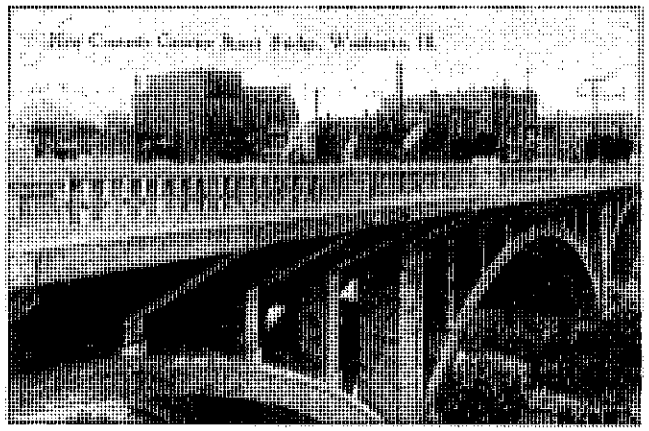
DOWNTOWN

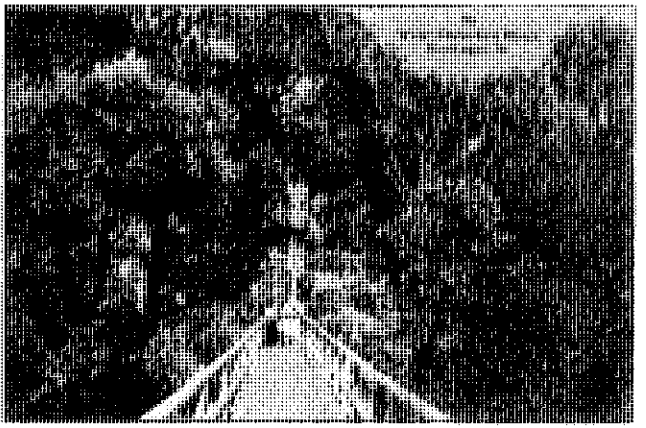
Regional Transportation Authority

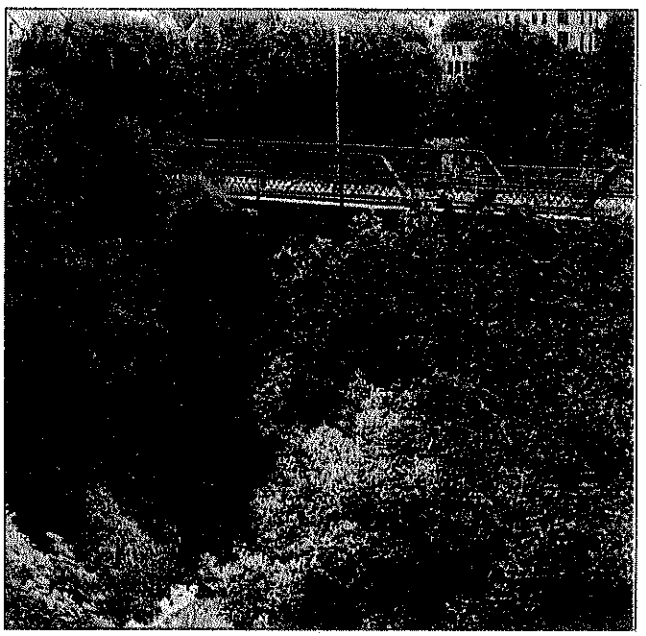
WAUKEGAN INTERMODAL

DLK ARCHITECTURE PLANNING LANDSCAPE DESIGN & BUILD

GEWALT HAMILTON ASSOCIATES, INC.







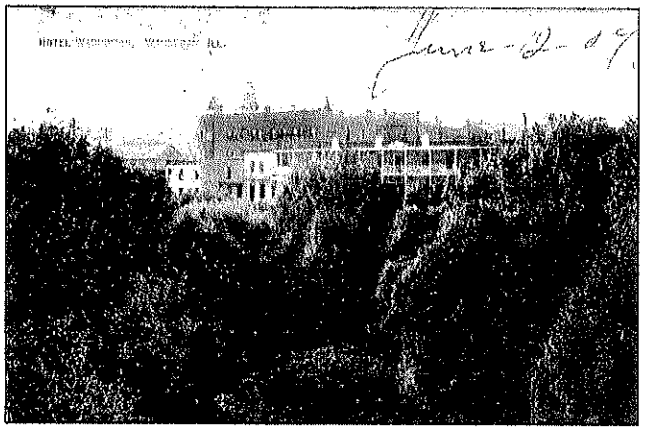
BRIDGES

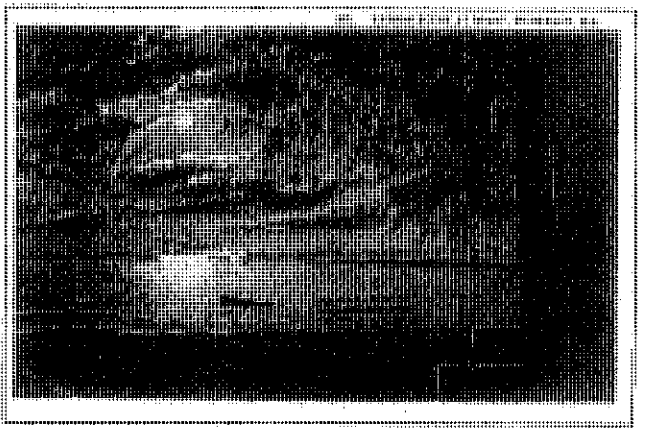
Regional Transportation Authority

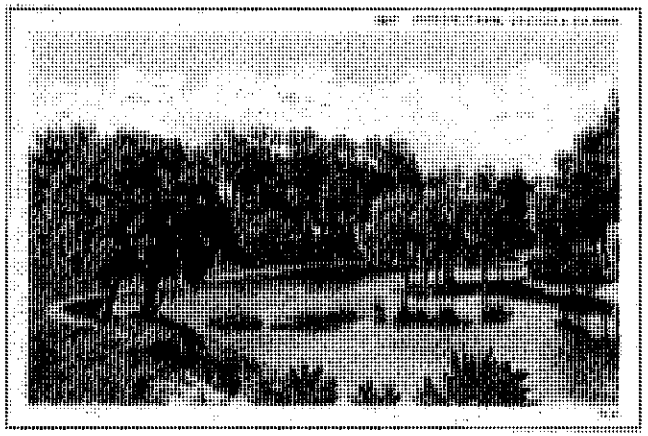
WAUKEGAN INTERMODAL

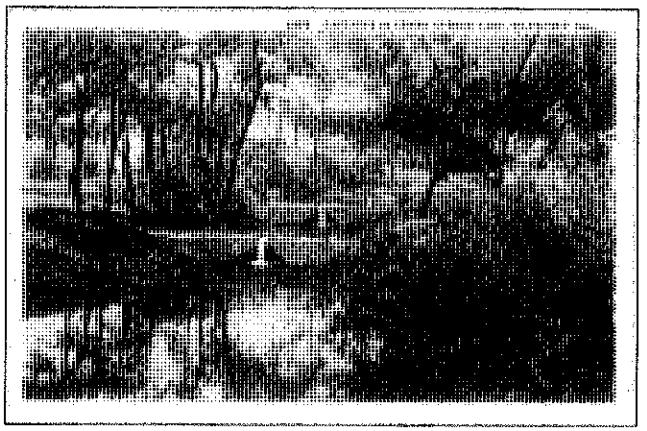
DLK ARCHITECTURE PLANNING LANDSCAPE DESIGN & BUILD

GEWALT HAMILTON ASSOCIATES, INC.









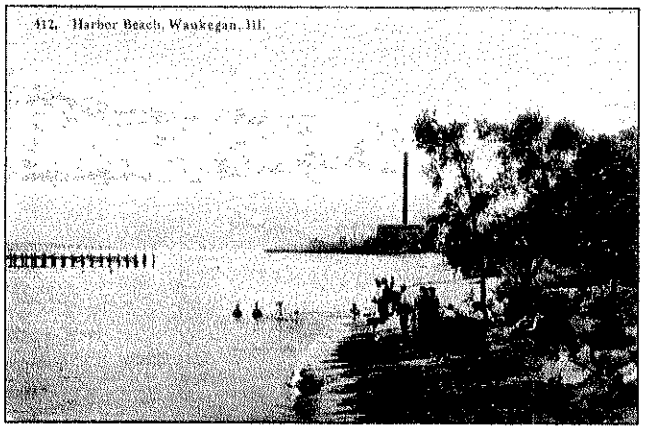
PUBLIC PARKS

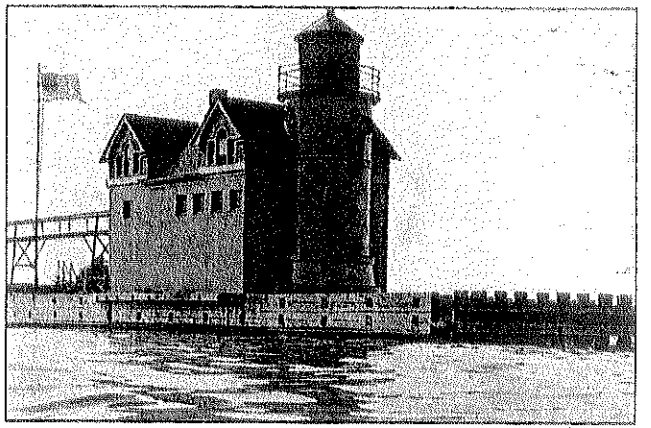
Regional Transportation Authority

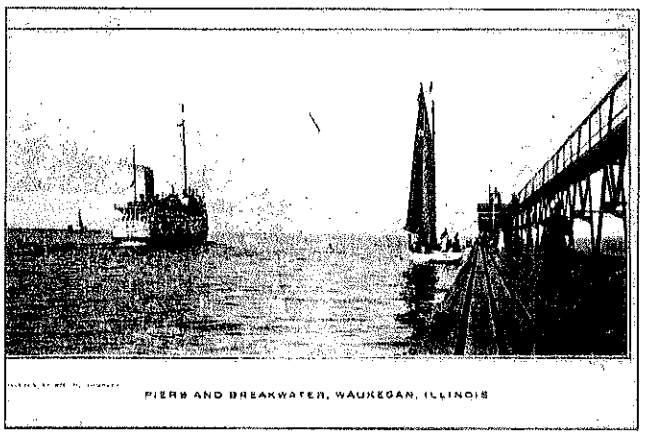
WAUKEGAN INTERMODAL

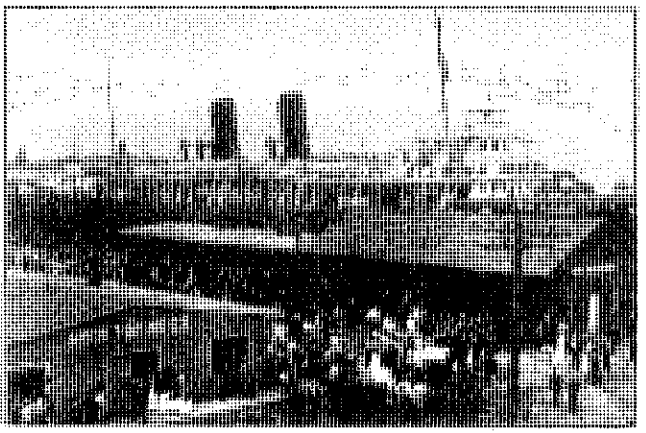
DLK ARCHITECTURE PLANNING LANDSCAPE DESIGN & BUILD

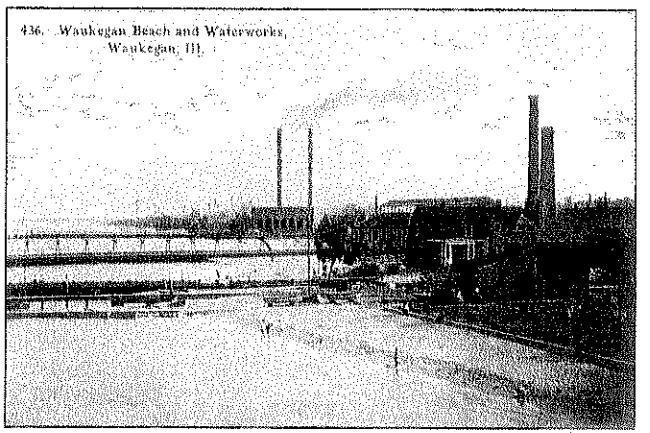
GEWALT HAMILTON ASSOCIATES, INC.











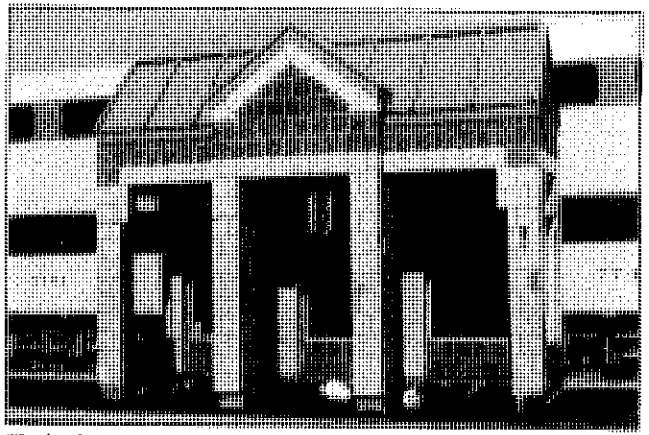
HISTORIC WATERFRONT

Regional Transportation Authority

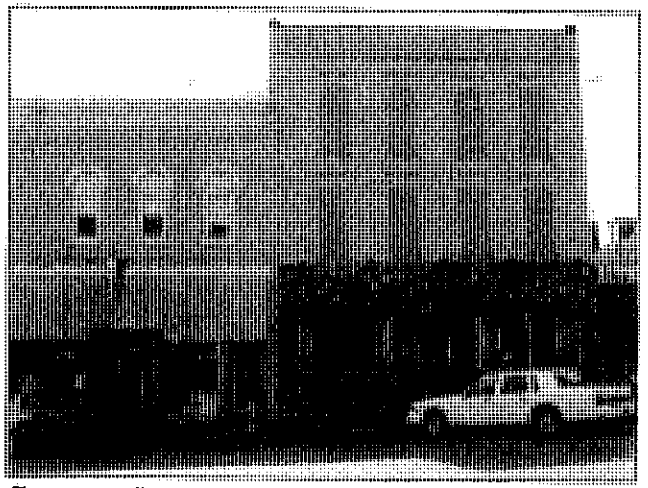
WAUKEGAN INTERMODAL

DLK ARCHITECTURE PLANNING LANDSCAPE DESIGN & BUILD

OEWALT HAMILTON ASSOCIATES, INC.



Existing Metra Station

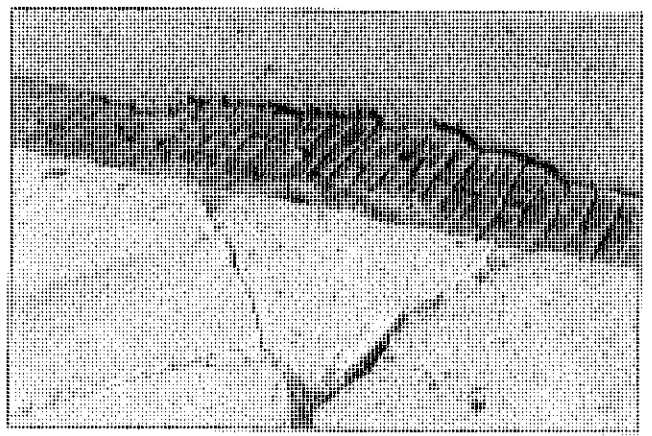


Genesee Street

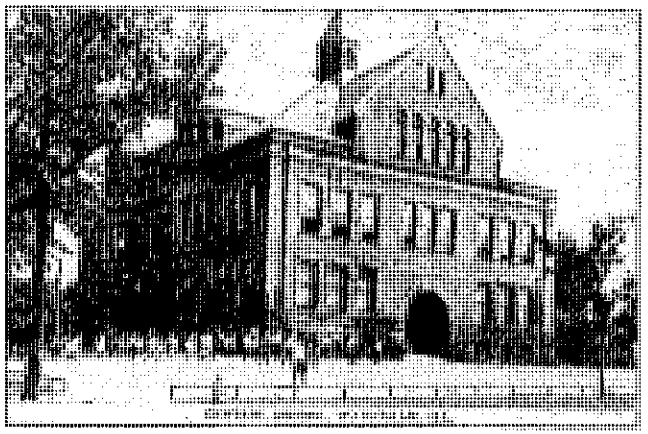
Genesee Theater

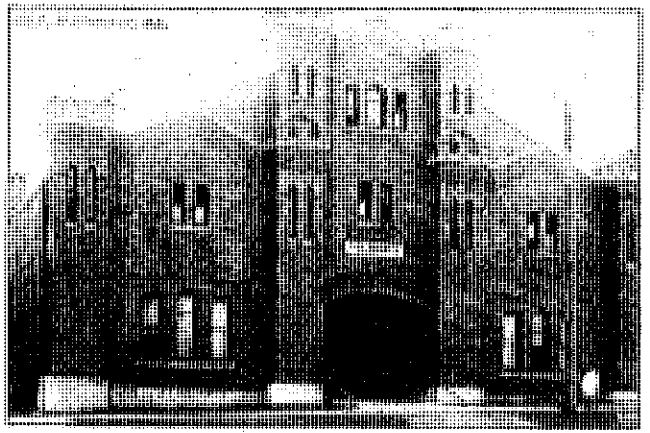
Genesee Bridge

Ravine

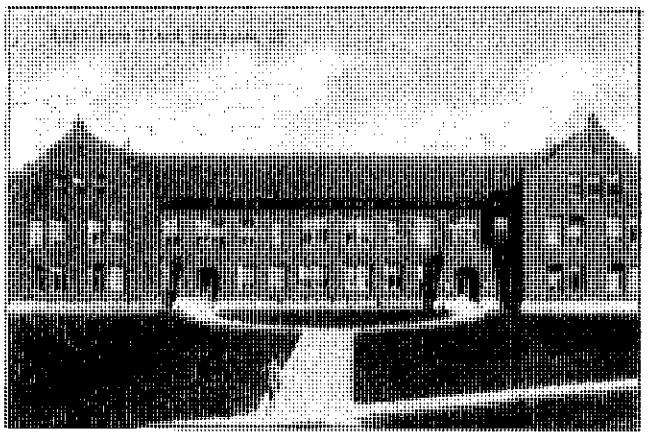


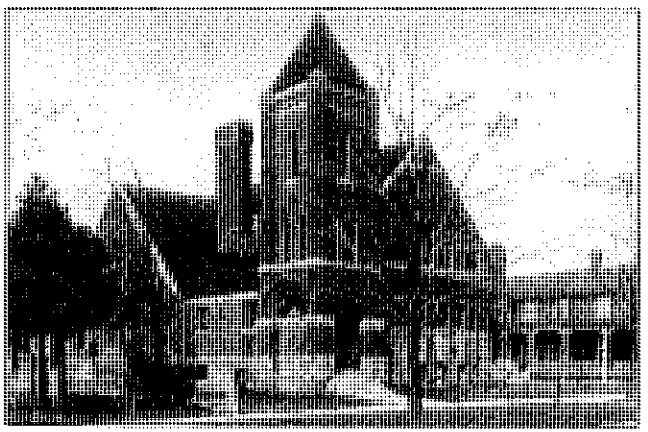
EXISTING CONDITIONS



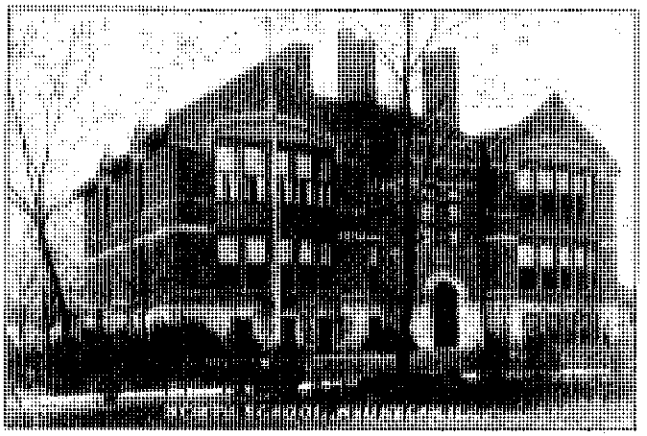


Armory

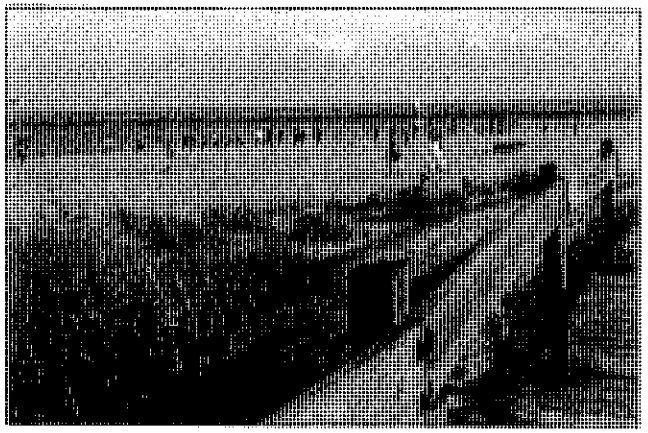




The Presbyterian Church



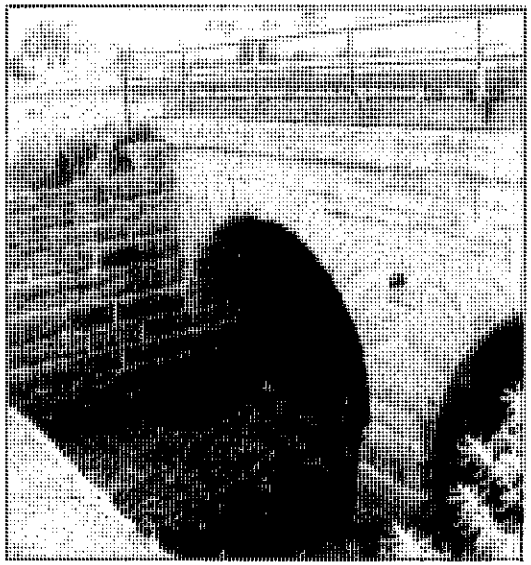
HISTORIC BUILDINGS



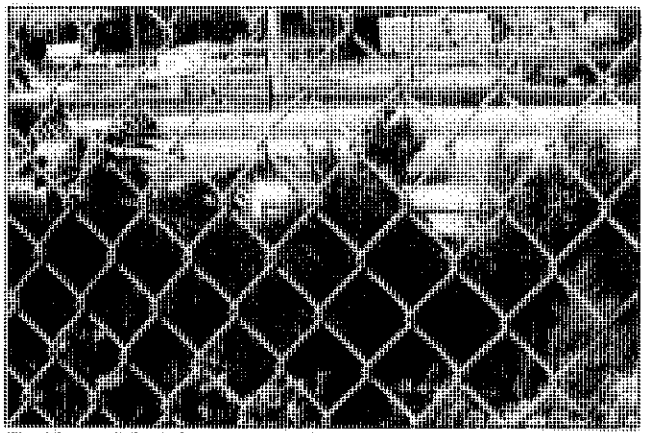
Public Beach

Deep water channel

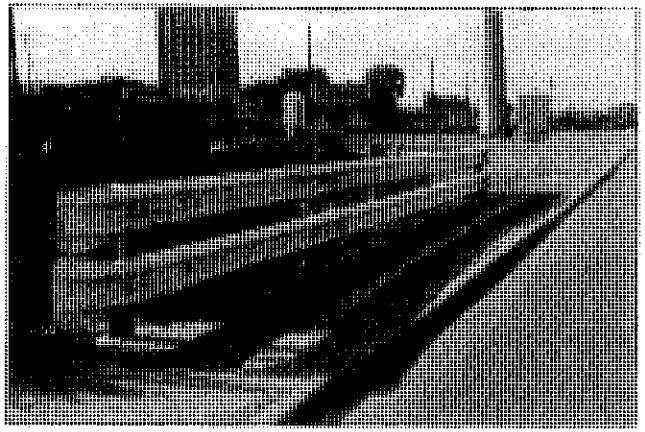
Pavillion



Railroad bridge over river



Railroad bridge over river

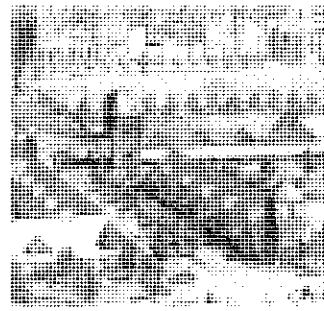


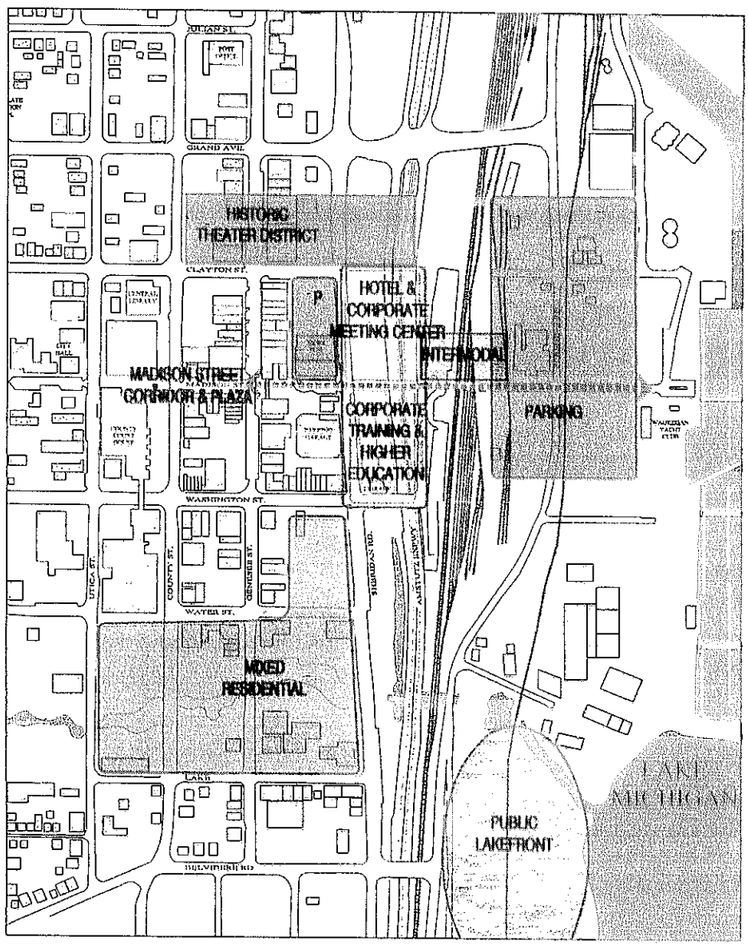
Railroad bridge over river

EXISTING CONDITIONS

APPENDIX B

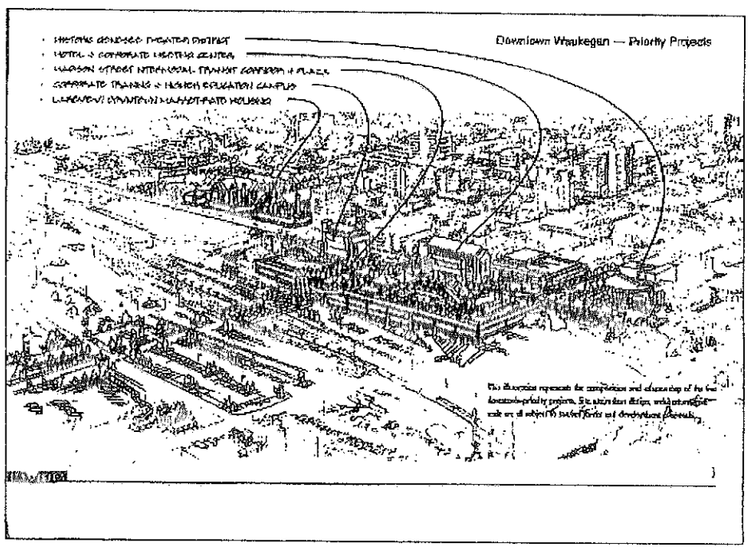
PREVIOUS STUDIES

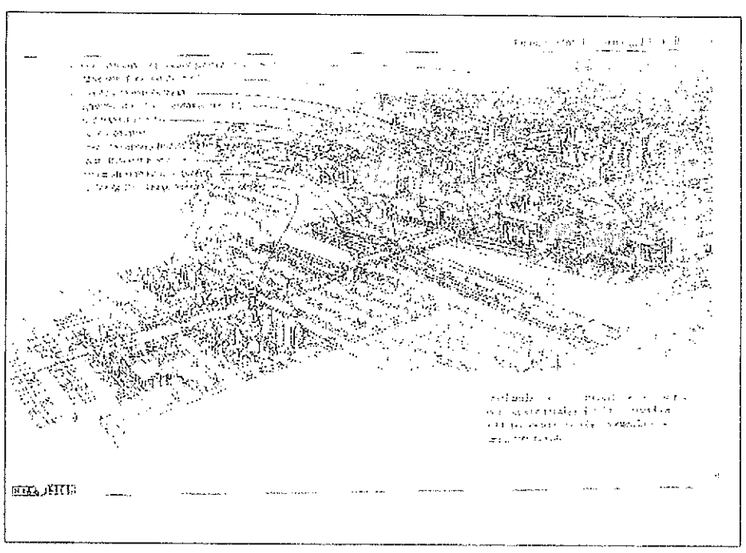


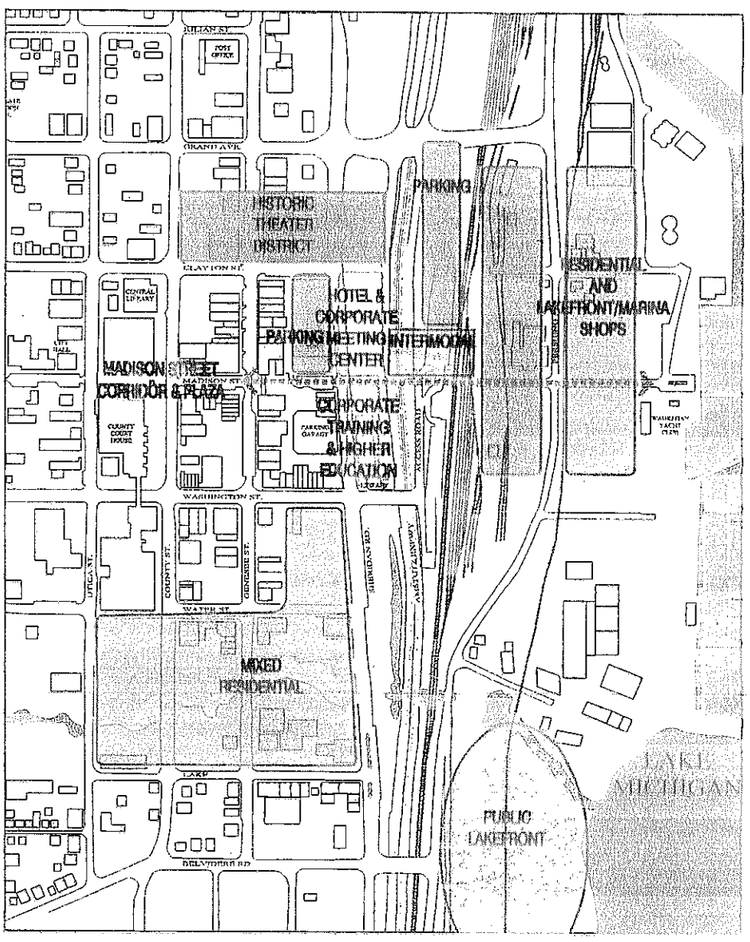


SCHEME 0: CITY VISION PLAN - DOWNTOWN WAUKEGAN PLAN

* Construct mutli-story building and parking garage over Amstutz Expressway
*Locate Hotel and Corporate Meeting Center on the East side of Sheridan Road.
*Reserve area from railroad tracks to the Lakefront for parking.







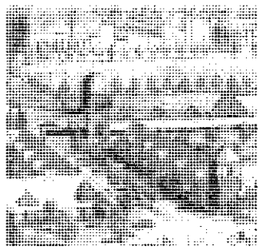
SCHEME 00: CITY VISION PLAN - MADISON STREET INTERMODAL TRANSIT PLAZA

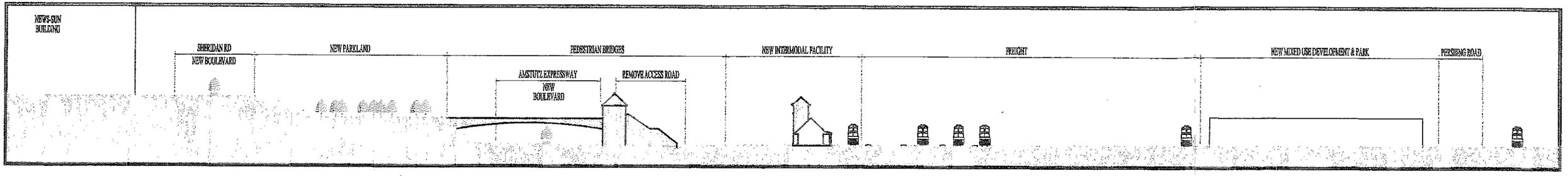
* Construct Intermodal Facility over Amstutz Expressway.
*Locate Hotel and Corporate Meeting Center on the East side of Sheridan Road.
*Mix residential and lakefront commercial at Harbor Area.

Illinois Department of Transportation		WAUKEGAN INTERMODAL DESIGN SCHEME 0: CITY VISION PLAN 08.25.99	

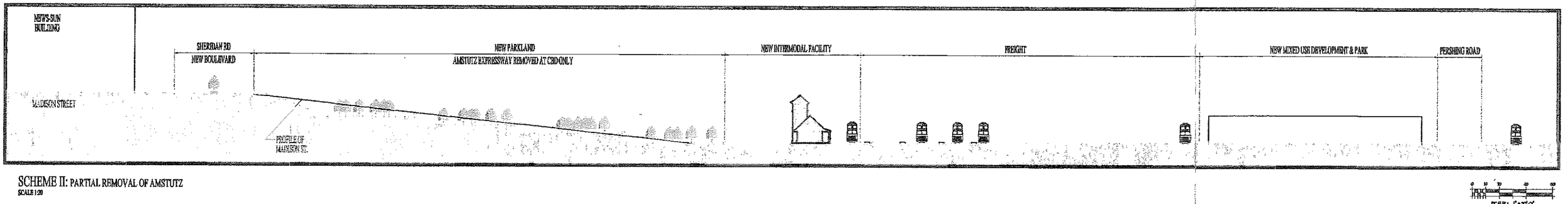
APPENDIX C

DLK SCHEMATIC DESIGN CONCEPTS

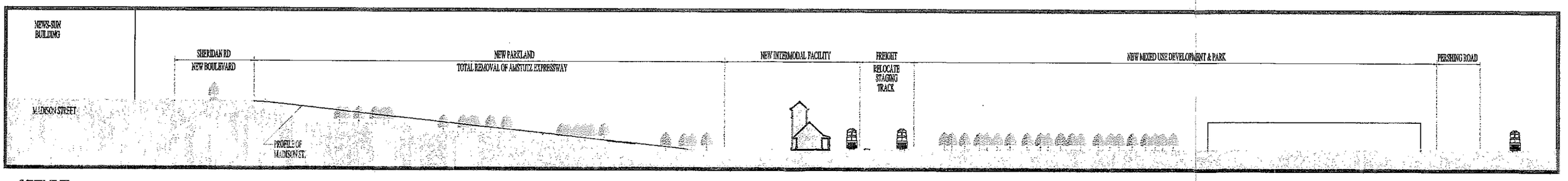




SCHEME I: BOULEVARD AMSTUTZ
SCALE 1:20



SCHEME II: PARTIAL REMOVAL OF AMSTUTZ
SCALE 1:20

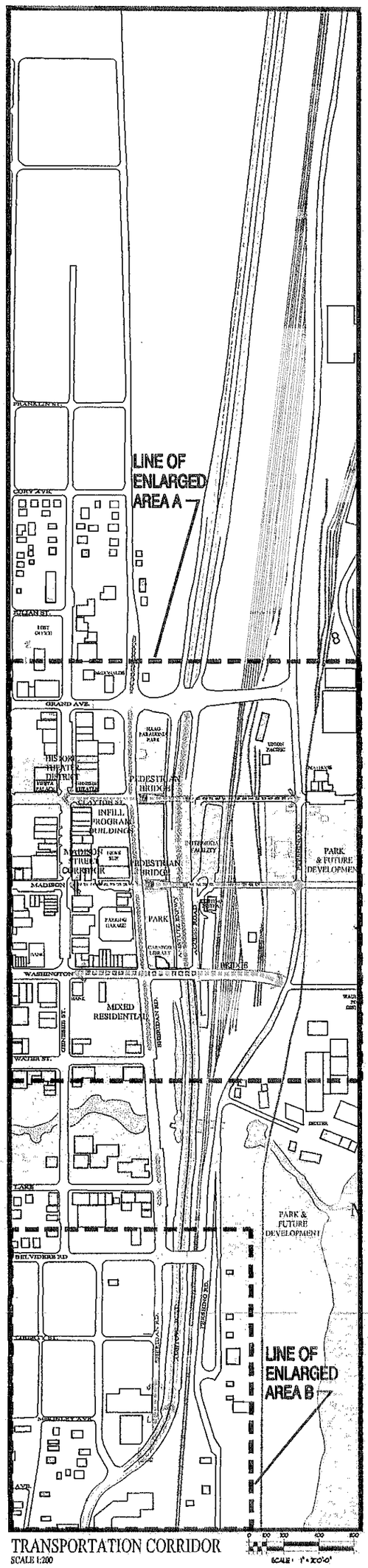


SCHEME III: REMOVE AMSTUTZ
SCALE 1:20

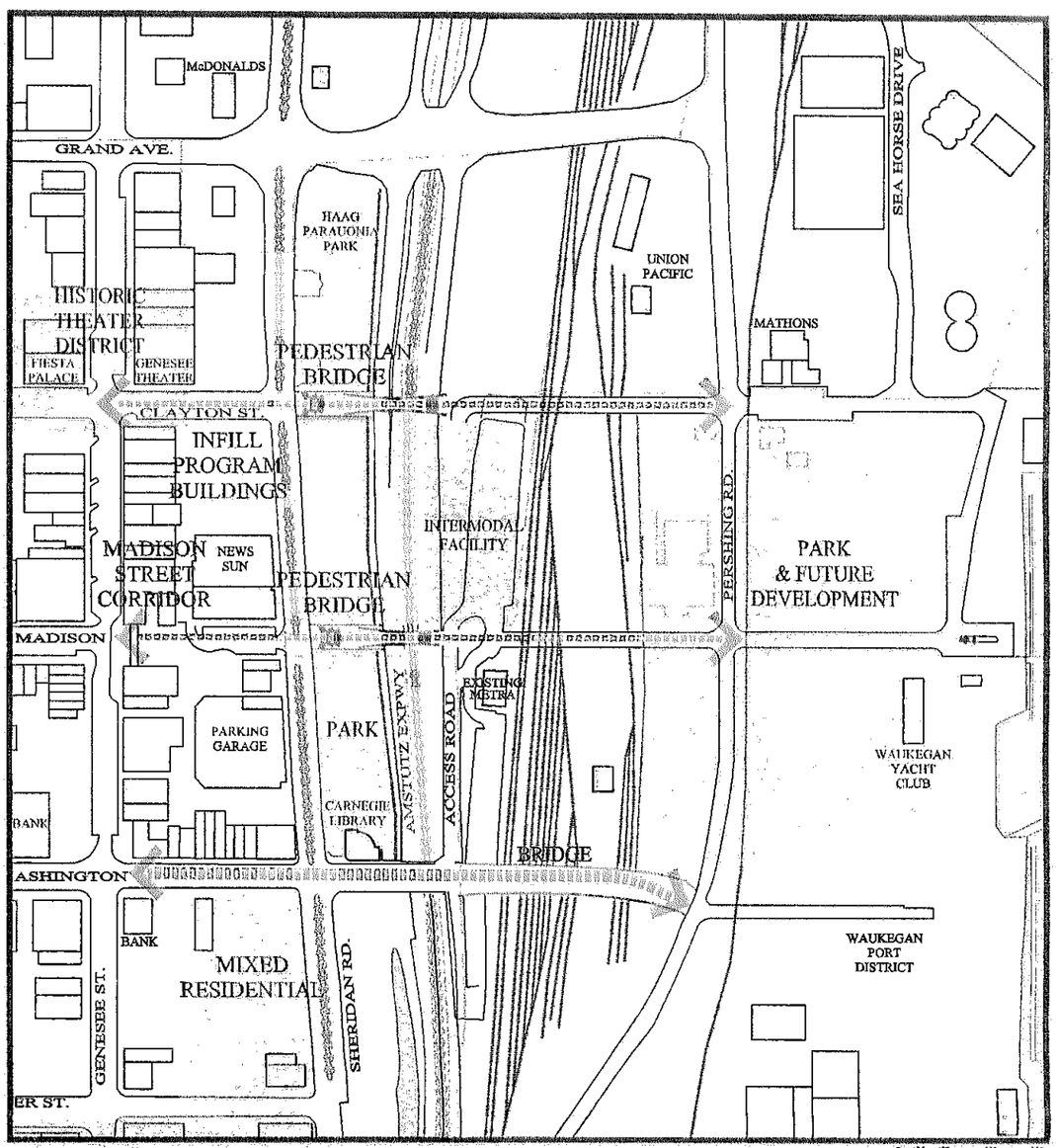
WAUKEGAN INTERMODAL

DESIGN SCHEMES I, II, & III: SITE SECTIONS

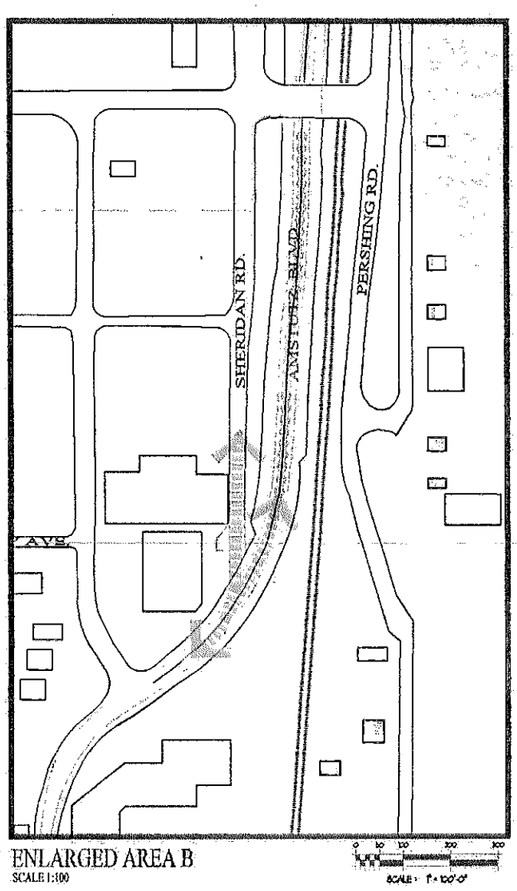
10.12.99



TRANSPORTATION CORRIDOR
SCALE 1:200



ENLARGED AREA A
SCALE 1:100



ENLARGED AREA B
SCALE 1:100

SCHEME I:
BOULEVARD AMSTUTZ

1. Convert Amstutz Expressway to a boulevard with plantings from Sheridan to Grand.
2. Allow automobile traffic to access Sheridan Road at the South.
3. Continue city grid/traffic flow with new Washington St. Bridge.
4. Convert Sheridan Road to a boulevard with planters from Belvidere to Julian.
5. Infill the west side of Sheridan Road with program structures.
6. Provide new parkland.
7. Build pedestrian bridges from the park on the bluff to the Intermodal Facility at Madison & Clayton.
8. Provide new Metra Intermodal Facility north of the existing facility.
9. Extend Madison and Clayton across tracks, connecting to intermodal facility site.

MIXED RESIDENTIAL

PARKLAND

THEATER DISTRICT

INFILL PROGRAM BUILDINGS

DEMOLITION

NORTH

WAUKEGAN INTERMODAL
DESIGN SCHEME I: BOULEVARD AMSTUTZ
10.12.99

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal **OWNER**	Regional Transportation Authority
DATE	11/4/1999 **ARCHITECT**	DLK, Inc.
PROJECT PHASE	Summary **ESTIMATOR**	Vistara Construction Services, Inc.

Summary of Schemes 1 -3

No.	Description		Total
1	Scheme 1- Boulevard Amstutz - Pedestrian bridge over Amstutz and Railroad Tracks	$	35,160,000.00
1A	Scheme 1a- Boulevard Amstutz - Pedestrian bridge over Amstutz only.	$	31,870,000.00
2	Scheme 2 - Partial Removal of Amstutz	$	56,170,000.00
3	Scheme 3 - Remove Amstutz	$	69,500,000.00

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal **OWNER**	Regional Transportation Authority
DATE	11/4/1999 **ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1-a **ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1a- Boulevard Amstutz - Pedestrian bridge over Amstutz only.

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	General Requirements					$ 2,500,000.00
	General Conditions (10%)	1	LS	$ 2,501,000.0	$ 2,501,000.00	
	Building Permit				By Owner	
	Environmental Remediation				NIC	
	Land Acquisition				NIC	
	No Premiums for Railway work					
001	*Boulevard between Julian Street and Belvidere Road on Sheridan Road*					$ 3,310,000.00
	Assumptions: 7 Blocks, Lighting on both sides, Street width 60', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	24,000	SY	$ 7.50	$ 180,000.00	
	Concrete Curbs	7,130	LF	$ 5.50	$ 39,000.00	
	Haul and Dump (Assume 4 miles)	3,200	CY	$ 15.00	$ 48,000.00	
	New:					
	Reset Catch basins / Inlets / Drains	1	AL	$ 150,000.00	$ 150,000.00	
	Additional Storm Drainage	1	AL	$ 350,000.00	$ 350,000.00	
	Sidewalks	42,780	SF	$ 5.00	$ 214,000.00	
	Concrete Curbs	7,130	LF	$ 16.00	$ 114,000.00	
	Median Planter(No irrigation systems included)					
	Structure	3,565	LF	$ 75.00	$ 267,000.00	
	Plants: Trees / Shrubs	1	AL	$ 175,000.00	$ 175,000.00	
	Asphalt Paving	24,000	SY	$ 18.00	$ 432,000.00	
	Pavement Markings	7,130	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Street Lighting					
	Light Poles - Decorative	173	EA	$ 2,500.00	$ 433,000.00	
	Electrical Service	1	AL	$ 300,000.00	$ 300,000.00	
	Site Factor (20%)	1	AL	$ 550,000.00	$ 550,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1-a	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1a- Boulevard Amstutz - Pedestrian bridge over Amstutz only.

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
002	*Reconfigure Amstutz by creating a boulevard from Sheridan to Grand*					**$ 840,000.00**
	Assumptions: 6 Blocks, Retain street as is including divider at tracks					
	Demolition:					
	Remove existing Divider	2,970	LF	$ 30.00	$ 89,000.00	
	New:					
	Median Planter					
	Structure	2,970	LF	$ 75.00	$ 223,000.00	
	Plants: Trees / Shrubs	1	AL	$ 150,000.00	$ 150,000.00	
	Miscellaneous site landscaping	1	AL	$ 100,000.00	$ 100,000.00	
	Site Factor (50%)	1	AL	$ 280,000.00	$ 280,000.00	
003	*Improve Parkland between Washington to Grand between Sheridan and Amstutz*					**$ 1,300,000.00**
	Assumptions: Sod / Trees / Shrubs/ Lighting / landscaping elements					
	Site Improvements	246,500	SF	$ 3.50	$ 863,000.00	
	Park Lighting	1	AL	$ 250,000.00	$ 250,000.00	
	Guard Rail / Fence	1,450	LF	$ 45.00	$ 65,000.00	
	Site Factor (10%)	1	AL	$ 120,000.00	$ 120,000.00	
004	*Pedestrian Bridges @ Madison*					
	Assumptions: Steel Truss, 8' wide, Eastern edge of park to the eastern edge of Amstutz					**$ 660,000.00**
	New Pedestrian Bridge (200' feet long)	1,600	SF	$ 100.00	$ 160,000.00	
	Foundations	3	EA	$ 44,000.00	$ 132,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 220,000.00	$ 220,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

ROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
ATE	11/4/1999	**ARCHITECT**	DLK, Inc.
ROJECT PHASE	Scheme 1-a	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1a- Boulevard Amstutz - Pedestrian bridge over Amstutz only.

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
005	*Pedestrian Bridges @ Clayton*					
	Assumptions: Steel Truss, 8' wide, Eastern edge of park to the eastern edge of Amstutz					$ 660,000.00
	New Pedestrian Bridge (200' feet long)	1,600	SF	$ 100.00	$ 160,000.00	
	Foundations	3	EA	$ 44,000.00	$ 132,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 220,000.00	$ 220,000.00	
006	*Improve Amstutz/ Sheridan Intersection near McKinley Avenue*					$ 380,000.00
	Traffic Signals	1	AL	$ 200,000.00	$ 200,000.00	
	Street Repairs / Paving	1	AL	$ 50,000.00	$ 50,000.00	
	Site Factor (50%)	1	AL	$ 130,000.00	$ 130,000.00	
007	*Demolish existing Train Station / Parking Lot*					$ 130,000.00
	Assumption: Work is limited to west of tracks					
	Existing Station	81,000	CF	$ 0.40	$ 32,000.00	
	Platforms	1	AL	$ 20,000.00	$ 20,000.00	
	Parking Lots	4,800	SY	$ 7.50	$ 36,000.00	
	Miscellaneous site work	1	AL	$ 15,000.00	$ 15,000.00	
	Haul and Dump (Assume 4 miles)	600	CY	$ 15.00	$ 9,000.00	
	Site Factor (20%)	1	AL	$ 20,000.00	$ 20,000.00	
008	*New Intermodal Facility*					$ 4,260,000.00
	Transit Facility	5,000	SF	$ 150.00	$ 750,000.00	
	Platforms	22,500	SF	$ 10.00	$ 225,000.00	
	Retail (Shell only)	15,000	SF	$ 80.00	$ 1,200,000.00	
	Parking Area (750 Cars)	25,000	SY	$ 23.00	$ 575,000.00	
	Utilities and Service (20%)	1	AL	$ 550,000.00	$ 550,000.00	
	Service Roads	1	AL	$ 250,000.00	$ 250,000.00	
	Site Factor (20%)	1	AL	$ 710,000.00	$ 710,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	OWNER	Regional Transportation Authority
DATE	11/4/1999	ARCHITECT	DLK, Inc.
PROJECT PHASE	Scheme 1-a	ESTIMATOR	Vistara Construction Services, Inc.

Scheme 1a- Boulevard Amstutz - Pedestrian bridge over Amstutz only.

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
009	*Improve Pershing Road*					**$ 1,580,000.00**
	Assumptions: 3200LF, Lighting on one side, Street width 30', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	12,000	SY	$ 7.50	$ 90,000.00	
	Concrete Curbs	6,400	LF	$ 5.50	$ 35,000.00	
	Haul and Dump (Assume 4 miles)	1,600	CY	$ 15.00	$ 24,000.00	
	New:					
	Reset Catch basins / Inlets	1	AL	$ 50,000.00	$ 50,000.00	
	Additional Storm Drainage	1	AL	$ 150,000.00	$ 150,000.00	
	Concrete Curbs	6,400	LF	$ 16.00	$ 102,000.00	
	Asphalt Paving	12,000	SY	$ 18.00	$ 216,000.00	
	Pavement Markings	6,400	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Landscaping	1	AL	$ 200,000.00	$ 200,000.00	
	Street Lighting					
	Light Poles - Decorative	80	EA	$ 2,500.00	$ 200,000.00	
	Electrical Service	1	AL	$ 200,000.00	$ 200,000.00	
	Site Factor (20%)	1	AL	$ 260,000.00	$ 260,000.00	
010	*Reorganize Waukegan Harbour*					**$ 5,760,000.00**
	Relocation costs				NIC	
	Demolition/ Haul and Dump	600,000	SF	$ 1.00	$ 600,000.00	
	Landscaping / Grading	500,000	SF	$ 4.00	$ 2,000,000.00	
	Walkways / Fencing (10%)	1	AL	$ 200,000.00	$ 200,000.00	
	Boat Storage (Allocate area and Pave/ Fence)	100,000	SF	$ 15.00	$ 1,500,000.00	
	Toilets / Concession Building	1	AL	$ 500,000.00	$ 500,000.00	
	Site Factor (20%)	1	AL	$ 960,000.00	$ 960,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

ROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
ATE	11/4/1999	**ARCHITECT**	DLK, Inc.
ROJECT PHASE	Scheme 1-a	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1a- Boulevard Amstutz - Pedestrian bridge over Amstutz only.

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
011	*Extend Washington Street over railroads to Pershing*					$ 5,400,000.00
	Assumptions: 550', Precast Concrete, 65' Wide					
	Concrete Bridge over tracks	35,750	SF	$ 75.00	$ 2,681,000.00	
	Foundations	3	EA	$ 305,000.00	$ 915,000.00	
	Site Factor (50%)	1	AL	$ 1,800,000.0	$ 1,800,000.00	
012	*Extend Street West at Madison to Parking at Intermodal*					$ 370,000.00
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
013	*Extend Street West at Clayton to Parking at Intermodal*					$ 370,000.00
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
	Sub-Total					$ 27,520,000.0
	Profit	5%				$ 1,380,000.00
	Insurance / Bond	0.75%				$ 220,000.00
	Contingency	10%				$ 2,750,000.00
	Total					$ 31,870,000.0

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal **OWNER**	Regional Transportation Authority
DATE	11/4/1999 **ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1 **ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1- Boulevard Amstutz - Pedestrian bridge over Amstutz and Railroad Tracks

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	General Requirements					**$ 2,760,000.00**
	General Conditions (10%)	1	LS	$ 2,759,000.0	$ 2,759,000.00	
	Building Permit				By Owner	
	Environmental Remediation				NIC	
	Land Acquisition				NIC	
	No Premiums for Railway work					
001	*Boulevard between Julian Street and Belvidere Road on Sheridan Road*					**$ 3,310,000.00**
	Assumptions: 7 Blocks, Lighting on both sides, Street width 60', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	24,000	SY	$ 7.50	$ 180,000.00	
	Concrete Curbs	7,130	LF	$ 5.50	$ 39,000.00	
	Haul and Dump (Assume 4 miles)	3,200	CY	$ 15.00	$ 48,000.00	
	New:					
	Reset Catch basins / Inlets / Drains	1	AL	$ 150,000.00	$ 150,000.00	
	Additional Storm Drainage	1	AL	$ 350,000.00	$ 350,000.00	
	Sidewalks	42,780	SF	$ 5.00	$ 214,000.00	
	Concrete Curbs	7,130	LF	$ 16.00	$ 114,000.00	
	Median Planter(No irrigation systems included)					
	Structure	3,565	LF	$ 75.00	$ 267,000.00	
	Plants: Trees / Shrubs	1	AL	$ 175,000.00	$ 175,000.00	
	Asphalt Paving	24,000	SY	$ 18.00	$ 432,000.00	
	Pavement Markings	7,130	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Street Lighting					
	Light Poles - Decorative	173	EA	$ 2,500.00	$ 433,000.00	
	Electrical Service	1	AL	$ 300,000.00	$ 300,000.00	
	Site Factor (20%)	1	AL	$ 550,000.00	$ 550,000.00	
002	*Reconfigure Amstutz by creating a boulevard from Sheridan to Grand*					**$ 840,000.00**
	Assumptions: 6 Blocks, Retain street as is including divider at tracks					

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1- Boulevard Amstutz - Pedestrian bridge over Amstutz and Railroad Tracks

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	Demolition:					
	Remove existing Divider	2,970	LF	$ 30.00	$ 89,000.00	
	New:					
	Median Planter					
	Structure	2,970	LF	$ 75.00	$ 223,000.00	
	Plants: Trees / Shrubs	1	AL	$ 150,000.00	$ 150,000.00	
	Miscellaneous site landscaping	1	AL	$ 100,000.00	$ 100,000.00	
	Site Factor (50%)	1	AL	$ 280,000.00	$ 280,000.00	
003	*Improve Parkland between Washington to Grand between Sheridan and Amstutz*					**$ 1,300,000.00**
	Assumptions: Sod / Trees / Shrubs/ Lighting / landscaping elements					
	Site Improvements	246,500	SF	$ 3.50	$ 863,000.00	
	Park Lighting	1	AL	$ 250,000.00	$ 250,000.00	
	Guard Rail / Fence	1,450	LF	$ 45.00	$ 65,000.00	
	Site Factor (10%)	1	AL	$ 120,000.00	$ 120,000.00	
004	*Pedestrian Bridges @ Madison*					
	Assumptions: Steel Truss, 8' wide, Western edge of park to east of railroad at Pershing					**$ 1,950,000.00**
	New Pedestrian Bridge (1000' feet long)	8,000	SF	$ 100.00	$ 800,000.00	
	Foundations	8	EA	$ 44,000.00	$ 352,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 650,000.00	$ 650,000.00	
005	*Pedestrian Bridges @ Clayton*					
	Assumptions: Steel Truss, 8' wide, Western edge of park to east of railroad at Pershing					$ 1,950,000.00
	New Pedestrian Bridge (1000' feet long)	8,000	SF	$ 100.00	$ 800,000.00	
	Foundations	8	EA	$ 44,000.00	$ 352,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1- Boulevard Amstutz - Pedestrian bridge over Amstutz and Railroad Tracks

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 650,000.00	$ 650,000.00	
006	*Improve Amstutz/ Sheridan Intersection near McKinley Avenue*					**$ 380,000.00**
	Traffic Signals	1	AL	$ 200,000.00	$ 200,000.00	
	Street Repairs / Paving	1	AL	$ 50,000.00	$ 50,000.00	
	Site Factor (50%)	1	AL	$ 130,000.00	$ 130,000.00	
007	*Demolish existing Train Station / Parking Lot*					**$ 130,000.00**
	Assumption: Work is limited to west of tracks					
	Existing Station	81,000	CF	$ 0.40	$ 32,000.00	
	Platforms	1	AL	$ 20,000.00	$ 20,000.00	
	Parking Lots	4,800	SY	$ 7.50	$ 36,000.00	
	Miscellaneous site work	1	AL	$ 15,000.00	$ 15,000.00	
	Haul and Dump (Assume 4 miles)	600	CY	$ 15.00	$ 9,000.00	
	Site Factor (20%)	1	AL	$ 20,000.00	$ 20,000.00	
008	*New Intermodal Facility*					**$ 4,260,000.00**
	Transit Facility	5,000	SF	$ 150.00	$ 750,000.00	
	Platforms	22,500	SF	$ 10.00	$ 225,000.00	
	Retail (Shell only)	15,000	SF	$ 80.00	$ 1,200,000.00	
	Parking Area (750 Cars)	25,000	SY	$ 23.00	$ 575,000.00	
	Utilities and Service (20%)	1	AL	$ 550,000.00	$ 550,000.00	
	Service Roads	1	AL	$ 250,000.00	$ 250,000.00	
	Site Factor (20%)	1	AL	$ 710,000.00	$ 710,000.00	
009	*Improve Pershing Road*					**$ 1,580,000.00**
	Assumptions: 3200LF, Lighting on one side, Street width 30', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	12,000	SY	$ 7.50	$ 90,000.00	
	Concrete Curbs	6,400	LF	$ 5.50	$ 35,000.00	
	Haul and Dump (Assume 4 miles)	1,600	CY	$ 15.00	$ 24,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1- Boulevard Amstutz - Pedestrian bridge over Amstutz and Railroad Tracks

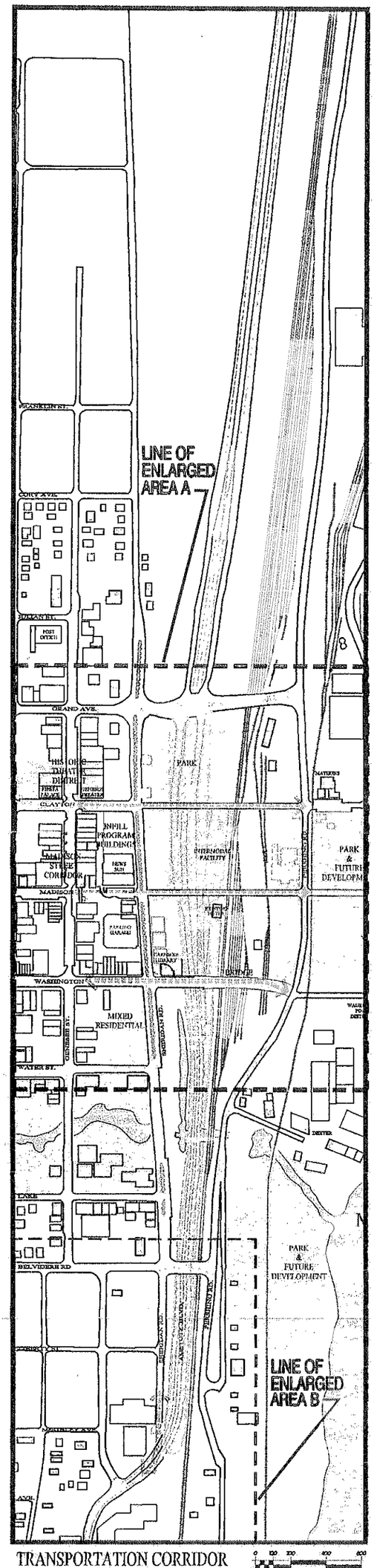
No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	New:					
	Reset Catch basins / Inlets	1	AL	$ 50,000.00	$ 50,000.00	
	Additional Storm Drainage	1	AL	$ 150,000.00	$ 150,000.00	
	Concrete Curbs	6,400	LF	$ 16.00	$ 102,000.00	
	Asphalt Paving	12,000	SY	$ 18.00	$ 216,000.00	
	Pavement Markings	6,400	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Landscaping	1	AL	$ 200,000.00	$ 200,000.00	
	Street Lighting					
	Light Poles - Decorative	80	EA	$ 2,500.00	$ 200,000.00	
	Electrical Service	1	AL	$ 200,000.00	$ 200,000.00	
	Site Factor (20%)	1	AL	$ 260,000.00	$ 260,000.00	
010	*Reorganize Waukegan Harbour*					**$ 5,760,000.00**
	Relocation costs				NIC	
	Demolition/ Haul and Dump	600,000	SF	$ 1.00	$ 600,000.00	
	Landscaping / Grading	500,000	SF	$ 4.00	$ 2,000,000.00	
	Walkways / Fencing (10%)	1	AL	$ 200,000.00	$ 200,000.00	
	Boat Storage (Allocate area and Pave/ Fence)	100,000	SF	$ 15.00	$ 1,500,000.00	
	Toilets / Concession Building	1	AL	$ 500,000.00	$ 500,000.00	
	Site Factor (20%)	1	AL	$ 960,000.00	$ 960,000.00	
011	*Extend Washington Street over railroads to Pershing*					**$ 5,400,000.00**
	Assumptions: 550', Precast Concrete, 65' Wide					
	Concrete Bridge over tracks	35,750	SF	$ 75.00	$ 2,681,000.00	
	Foundations	3	EA	$ 305,000.00	$ 915,000.00	
	Site Factor (50%)	1	AL	$ 1,800,000.0	$ 1,800,000.00	
012	*Extend Street West at Madison to Parking at Intermodal*					**$ 370,000.00**
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

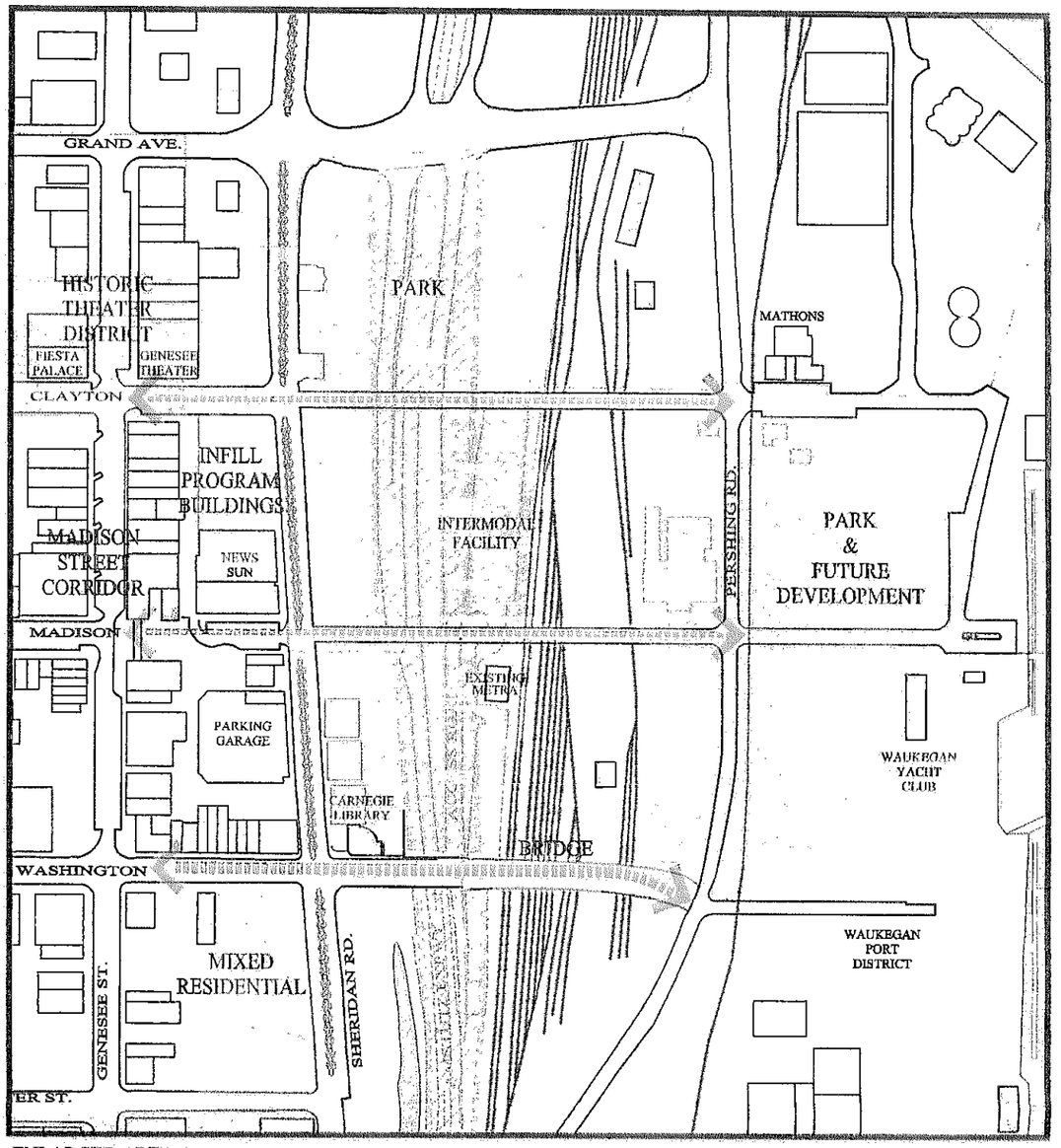
PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 1	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 1- Boulevard Amstutz - Pedestrian bridge over Amstutz and Railroad Tracks

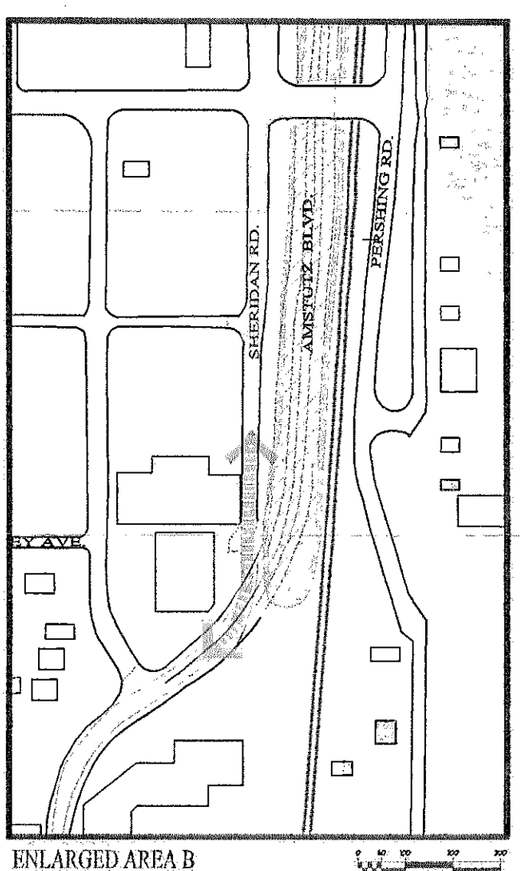
No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
013	*Extend Street West at Clayton to Parking at Intermodal*					**$ 370,000.00**
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
	Sub-Total					**$ 30,360,000.0**
	Profit	5%				**$ 1,520,000.00**
	Insurance / Bond	0.75%				**$ 240,000.00**
	Contingency	10%				**$ 3,040,000.00**
	Total					**$ 35,160,000.0**



TRANSPORTATION CORRIDOR
SCALE 1:200



ENLARGED AREA A
SCALE 1:100



ENLARGED AREA B
SCALE 1:100

SCHEME II: PARTIAL REMOVAL OF AMSTUTZ

1. Remove southern portion of Amstutz from Sheridan to Grand.
2. Reroute automobile traffic to Sheridan Road.
3. Continue city grid/traffic flow with new Washington St. Bridge.
4. Convert Sheridan Road to a boulevard with planters from Belvidere to Julian.
5. Infill the west side of Sheridan Road with program structures.
6. Provide new parkland.
7. Provide new Metra Intermodal Facility north of the existing facility.
8. Extend Clayton from Genesee to Pershing, and extend Madison from Sheridan to Pershing.

MIXED RESIDENTIAL

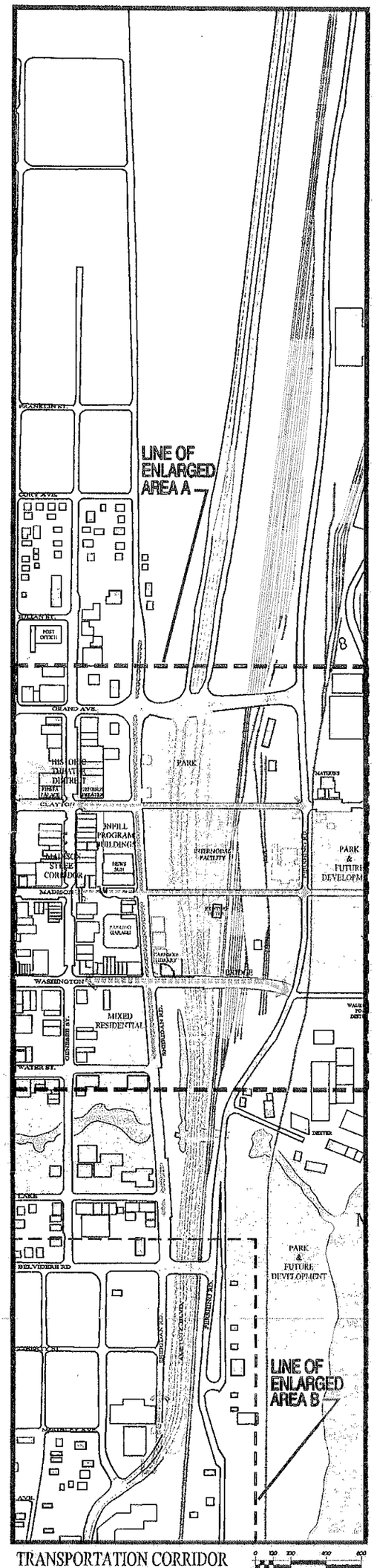
PARKLAND

THEATER DISTRICT

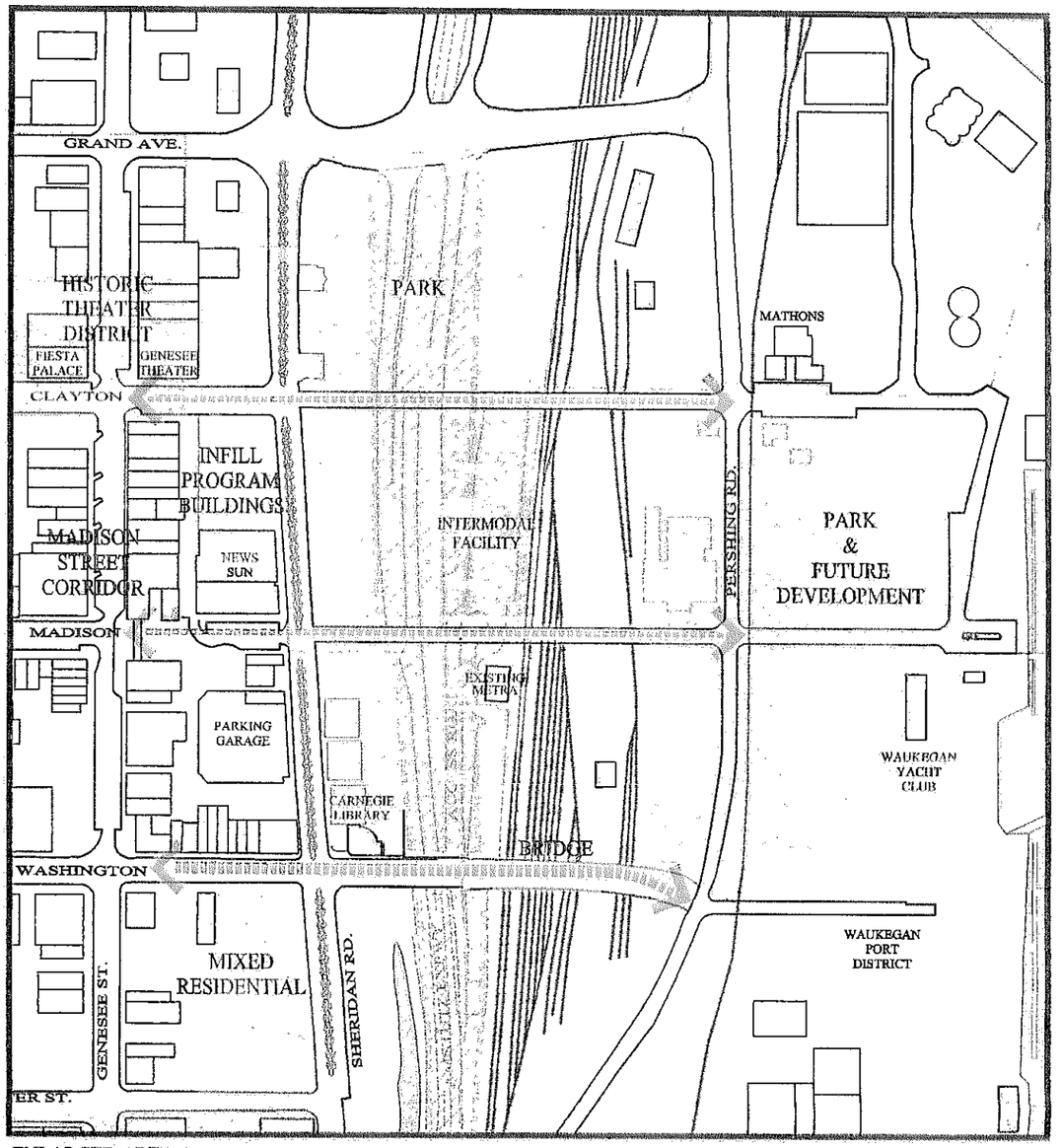
INFILL PROGRAM BUILDINGS

DEMOLITION

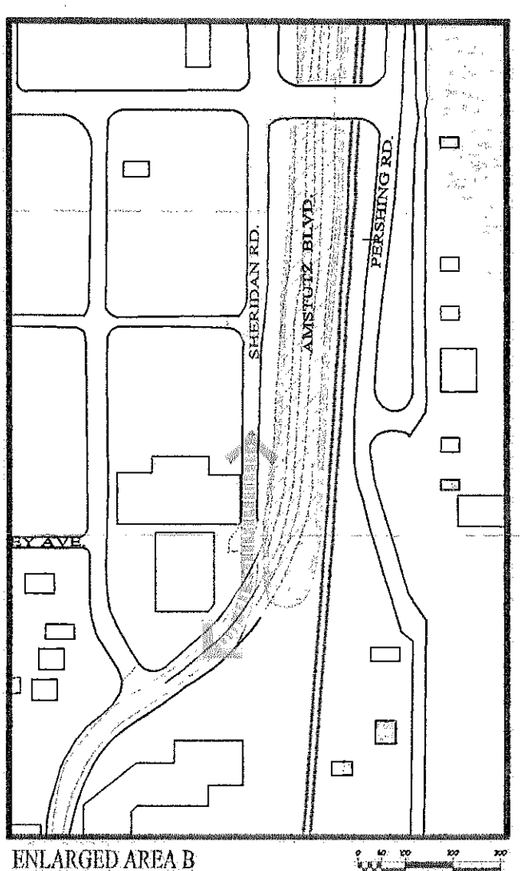
WAUKEGAN INTERMODAL
DESIGN SCHEME II: PARTIAL REMOVAL OF AMSTUTZ
10.12.99



TRANSPORTATION CORRIDOR
SCALE 1:200



ENLARGED AREA A
SCALE 1:100



ENLARGED AREA B
SCALE 1:100

SCHEME II: PARTIAL REMOVAL OF AMSTUTZ

1. Remove southern portion of Amstutz from Sheridan to Grand.
2. Reroute automobile traffic to Sheridan Road.
3. Continue city grid/traffic flow with new Washington St. Bridge.
4. Convert Sheridan Road to a boulevard with planters from Belvidere to Julian.
5. Infill the west side of Sheridan Road with program structures.
6. Provide new parkland.
7. Provide new Metra Intermodal Facility north of the existing facility.
8. Extend Clayton from Genesee to Pershing, and extend Madison from Sheridan to Pershing.

MIXED RESIDENTIAL

PARKLAND

THEATER DISTRICT

INFILL PROGRAM BUILDINGS

DEMOLITION

WAUKEGAN INTERMODAL
DESIGN SCHEME II: PARTIAL REMOVAL OF AMSTUTZ
10.12.99

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT Waukegan Intermodal **OWNER** Regional Transportation Authority
DATE 11/4/1999 **ARCHITECT** DLK, Inc.
PROJECT PHASE Scheme 2 **ESTIMATOR** Vistara Construction Services, Inc.

Scheme 2 - Partial Removal of Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	General Requirements					**$ 4,410,000.00**
	General Conditions (10%)	1	LS	$ 4,407,000.0	$ 4,407,000.00	
	Building Permit				By Owner	
	Environmental Remediation				NIC	
	Land Acquisition				NIC	
001	*Boulevard between Julian Street and Belvidere Road on Sheridan Road*					**$ 3,310,000.00**
	Assumptions: 7 Blocks, Lighting on both sides, Street width 60', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	24,000	SY	$ 7.50	$ 180,000.00	
	Concrete Curbs	7,130	LF	$ 5.50	$ 39,000.00	
	Haul and Dump (Assume 4 miles)	3,200	CY	$ 15.00	$ 48,000.00	
	New:					
	Reset Catch basins / Inlets	1	AL	$ 150,000.00	$ 150,000.00	
	Additional Storm Drainage	1	AL	$ 350,000.00	$ 350,000.00	
	Sidewalks	42,780	SF	$ 5.00	$ 214,000.00	
	Concrete Curbs	7,130	LF	$ 16.00	$ 114,000.00	
	Median Planter					
	Structure	3,565	LF	$ 75.00	$ 267,000.00	
	Plants: Trees / Shrubs	1	AL	$ 175,000.00	$ 175,000.00	
	Asphalt Paving	24,000	SY	$ 18.00	$ 432,000.00	
	Pavement Markings	7,130	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Street Lighting					
	Light Poles - Decorative	173	EA	$ 2,500.00	$ 433,000.00	
	Electrical Service	1	AL	$ 300,000.00	$ 300,000.00	
	Site Factor (20%)	1	AL	$ 550,000.00	$ 550,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

'ROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
)ATE	11/4/1999	**ARCHITECT**	DLK, Inc.
'ROJECT PHASE	Scheme 2	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 2 - Partial Removal of Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
002	*Remove Amstutz from Sheridan to Grand/ Develop Parkland*					**$ 15,250,000.0**
	Assumptions: 6 Blocks, Fill between Washington and Grand/ Sheridan and Railroad Tracks					
	Demolition:					
	Remove Roadway	38,850	SY	$ 15.00	$ 583,000.00	
	Remove Divider	4,995	LF	$ 30.00	$ 150,000.00	
	Structural Demolition (Exit Ramps etc)	1	AL	$ 750,000.00	$ 750,000.00	
	Haul and Dump (Assume 4 miles)	26,000	CY	$ 12.00	$ 312,000.00	
	Remove Utilities (10%)	1	AL	$ 73,300.00	$ 73,000.00	
	New:					
	Fill Amstutz at Park area only (Average 25' Fill)	387,500	CY	$ 18.00	$ 6,975,000.00	
	Site Improvements	665,000	SF	$ 3.50	$ 2,328,000.00	
	Park Lighting	1	AL	$ 500,000.00	$ 500,000.00	
	Guard Rail / Fence	1,200	LF	$ 45.00	$ 54,000.00	
	Site Factor (30%)	1	AL	$ 3,520,000.0	$ 3,520,000.00	
003	*Connect Pershing to Sheridan*					**$ 6,030,000.00**
	Demolition of Pershing between Belvidere amd McKinley					
	Structure	1	AL	$ 750,000.0	$ 750,000.00	
	New:					
	Build roadway from Sheridan to Pershing @ Belvidere					
	Assumption: This needs to be an elevated embankment w/ a bridge over the railroad.					
	Assumption: 200', Precast Concrete, 45' wide					
	Concrete Bridge over tracks	9,000	SF	$ 75.00	$ 675,000.00	
	Foundations	2	EA	$ 305,000.00	$ 610,000.00	
	Embankments (1200')	50,000	CY	$ 40.00	$ 2,000,000.00	
	Guard Rails	2,800	LF	$ 45.00	$ 126,000.00	
	Paving	6,000	SY	$ 18.00	$ 108,000.00	
	Site Factor (50%)	1	AL	$ 1,760,000.0	$ 1,760,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 2	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 2 - Partial Removal of Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
004	*Improve Pershing Road*					**$ 1,580,000.00**
	Assumptions: 3200LF, Lighting on one side, Street width 30', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	12,000	SY	$ 7.50	$ 90,000.00	
	Concrete Curbs	6,400	LF	$ 5.50	$ 35,000.00	
	Haul and Dump (Assume 4 miles)	1,600	CY	$ 15.00	$ 24,000.00	
	New:					
	Reset Catch basins / Inlets	1	AL	$ 50,000.00	$ 50,000.00	
	Additional Storm Drainage	1	AL	$ 150,000.00	$ 150,000.00	
	Concrete Curbs	6,400	LF	$ 16.00	$ 102,000.00	
	Asphalt Paving	12,000	SY	$ 18.00	$ 216,000.00	
	Pavement Markings	6,400	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Landscaping	1	AL	$ 200,000.00	$ 200,000.00	
	Street Lighting					
	Light Poles - Decorative	80	EA	$ 2,500.00	$ 200,000.00	
	Electrical Service	1	AL	$ 200,000.00	$ 200,000.00	
	Site Factor (20%)	1	AL	$ 260,000.00	$ 260,000.00	
005	*Reorganize Waukegan Harbour*					**$ 5,760,000.0**
	Relocation costs				NIC	
	Demolition/ Haul and Dump	600,000	SF	$ 1.00	$ 600,000.00	
	Landscaping / Grading	500,000	SF	$ 4.00	$ 2,000,000.00	
	Walkways / Fencing (10%)	1	AL	$ 200,000.00	$ 200,000.00	
	Boat Storage (Allocate area and Pave/ Fence)	100,000	SF	$ 15.00	$ 1,500,000.00	
	Toilets / Concession Building	1	AL	$ 500,000.00	$ 500,000.00	
	Site Factor (20%)	1	AL	$ 960,000.00	$ 960,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 2	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 2 - Partial Removal of Amstutz

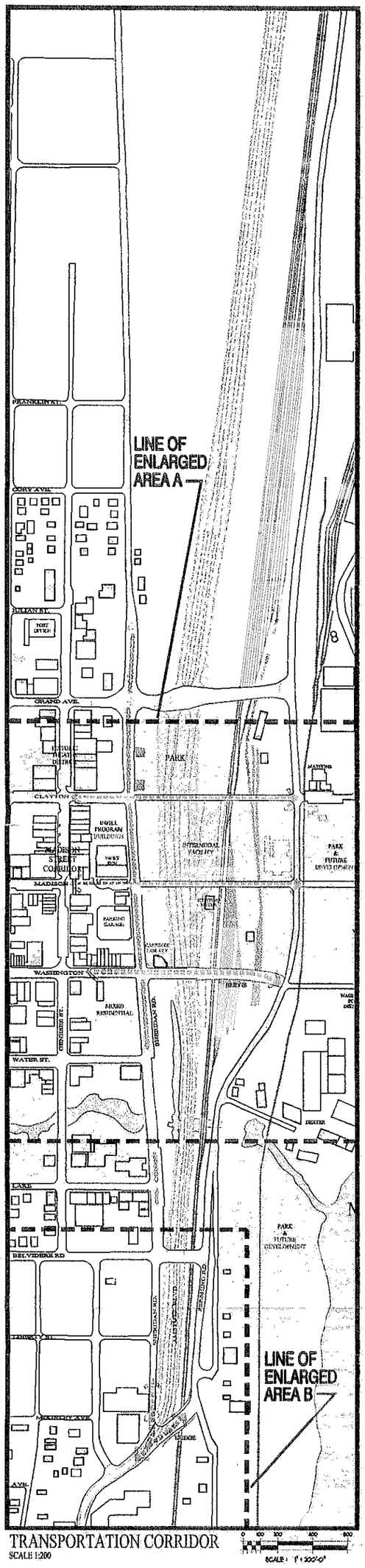
No.	Description	Quantity	Unit	Unit Cost	Cost	Total
006	*Pedestrian Bridges @ Madison*					
	Assumptions: Steel Truss, 8' wide, Western edge of park to east of railroad at Pershing					**$ 820,000.00**
	New Pedestrian Bridge (275' feet long)	2,200	SF	$ 120.00	$ 264,000.00	
	Foundations	3	EA	$ 44,000.00	$ 132,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 270,000.00	$ 270,000.00	
007	*Pedestrian Bridges @ Clayton*					
	Assumptions: Steel Truss, 8' wide, Western edge of park to east of railroad at Pershing					**$ 820,000.00**
	New Pedestrian Bridge (275' feet long)	2,200	SF	$ 120.00	$ 264,000.00	
	Foundations	3	EA	$ 44,000.00	$ 132,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 270,000.00	$ 270,000.00	
008	*Demolish existing Train Station / Parking Lot*					**$ 130,000.00**
	Assumption: Work is limited to west of tracks					
	Existing Station	81,000	CF	$ 0.40	$ 32,000.00	
	Platforms	1	AL	$ 20,000.00	$ 20,000.00	
	Parking Lots	4,800	SY	$ 7.50	$ 36,000.00	
	Miscellaneous site work	1	AL	$ 15,000.00	$ 15,000.00	
	Haul and Dump (Assume 4 miles)	600	CY	$ 15.00	$ 9,000.00	
	Site Factor (20%)	1	AL	$ 20,000.00	$ 20,000.00	
009	*New Intermodal Facility*					**$ 4,260,000.00**
	Transit Facility	5,000	SF	$ 150.00	$ 750,000.00	
	Platforms	22,500	SF	$ 10.00	$ 225,000.00	
	Retail (Shell only)	15,000	SF	$ 80.00	$ 1,200,000.00	
	Parking Area (750 Cars)	25,000	SY	$ 23.00	$ 575,000.00	
	Utilities and Service (20%)	1	AL	$ 550,000.00	$ 550,000.00	
	Service Roads	1	AL	$ 250,000.00	$ 250,000.00	
	Site Factor (20%)	1	AL	$ 710,000.00	$ 710,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

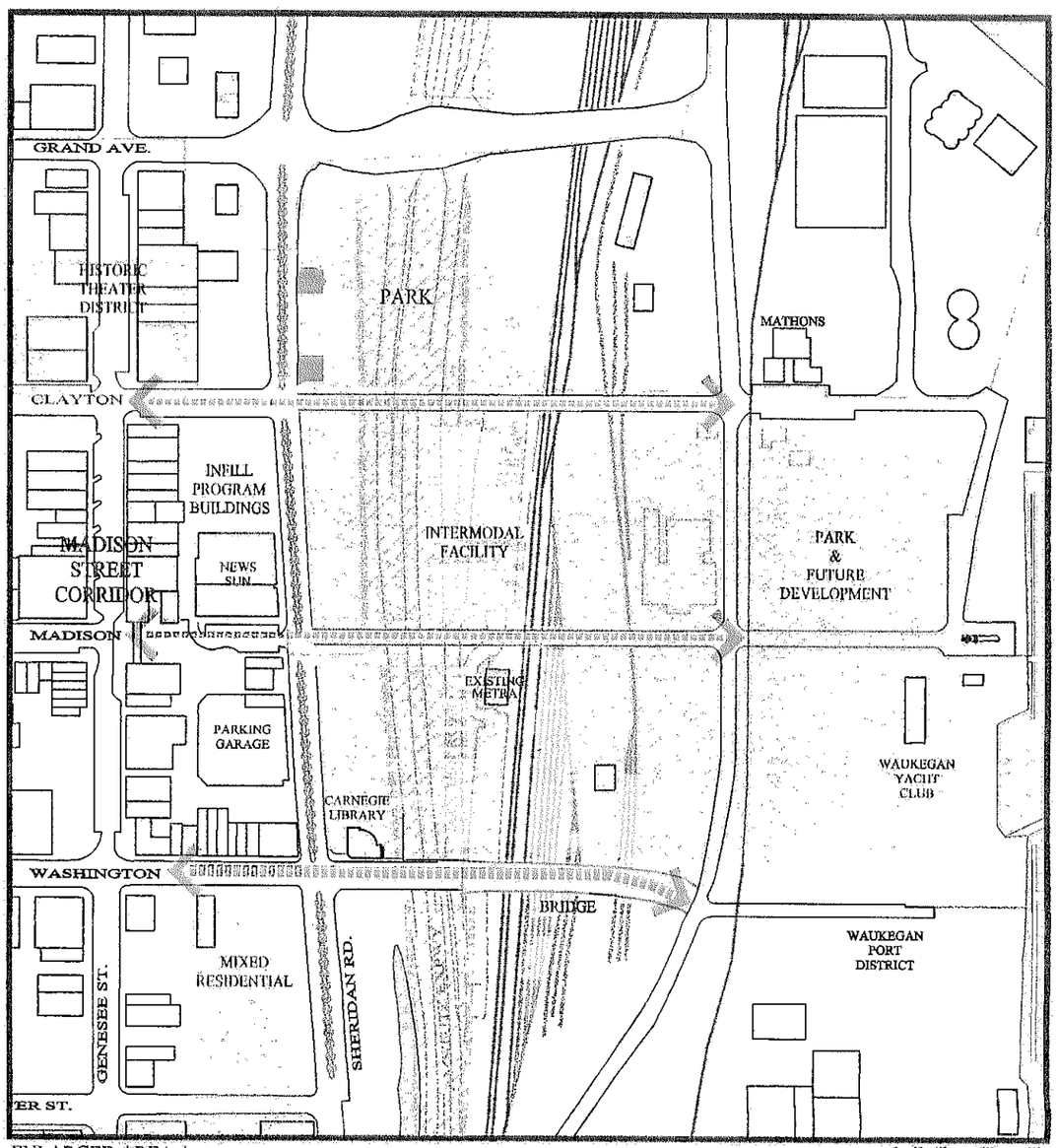
PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 2	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 2 - Partial Removal of Amstutz

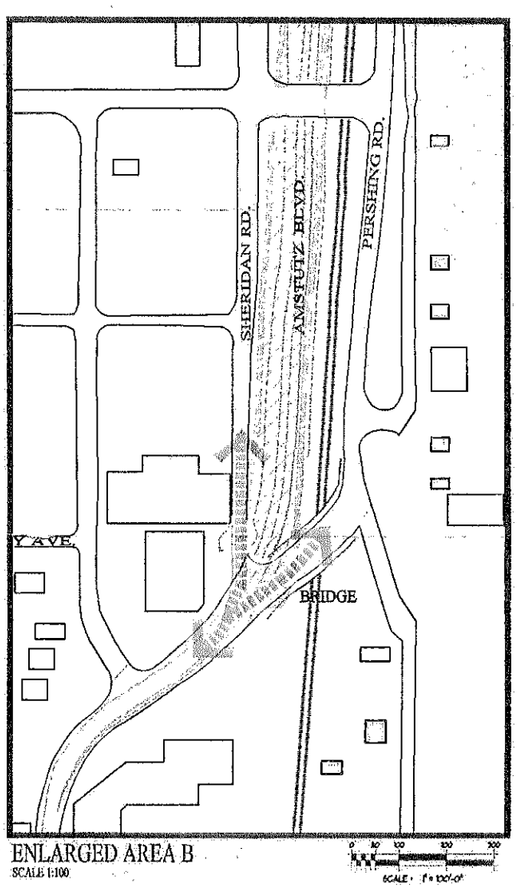
No.	Description	Quantity	Unit	Unit Cost	Cost	Total
010	*Extend Street West at Madison to Parking at Intermodal*					$ 370,000.00
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
011	*Extend Street West at Clayton to Parking at Intermodal*					$ 370,000.00
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
012	*Extend Washington Street over railroads to Pershing*					$ 5,400,000.00
	Assumptions: 550', Precast Concrete, 65' Wide					
	Concrete Bridge over tracks	35,750	SF	$ 75.00	$ 2,681,000.00	
	Foundations	3	EA	$ 305,000.00	$ 915,000.00	
	Site Factor (50%)	1	AL	$ 1,800,000.0	$ 1,800,000.00	
	Sub-Total					$ 48,510,000.0
	Profit	5%				$ 2,430,000.00
	Insurance / Bond	0.75%				$ 380,000.00
	Contingency	10%				$ 4,850,000.00
	Total					$ 56,170,000.0



TRANSPORTATION CORRIDOR
SCALE 1:200



ENLARGED AREA A
SCALE 1:100



ENLARGED AREA B
SCALE 1:100

SCHEME III:
REMOVE AMSTUTZ

1. Eliminate the entire Amstutz Expressway.
2. Reroute automobile traffic to Sheridan Road.
3. Continue city grid/traffic flow with new
4. Washington St. Bridge.
5. Convert Sheridan Road to a boulevard with planters from Belvidere to Julian.
6. Infill the west side of Sheridan Road with program structures.
7. Provide new parkland.
8. Provide new Metra Intermodal Facility north of the existing facility.
9. Reroute truck traffic over the railroad tracks via bridge to Pershing Road.
10. Relocate Metra standing train railyard.
11. Extend Madison from Genessee to Pershing and extend Clayton from Sheridan to Pershing.

MIXED RESIDENTIAL

PARKLAND

THEATER DISTRICT

INFILL PROGRAM BUILDINGS

DEMOLITION

WAUKEGAN INTERMODAL
DESIGN SCHEME III: REMOVE AMSTUTZ
10.12.99

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 3	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 3 - Remove Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
	General Requirements					**$ 5,460,000.00**
	General Conditions (10%)	1	LS	$ 5,455,000.0	$ 5,455,000.00	
	Building Permit				By Owner	
	Environmental Remediation				NIC	
	Land Acquisition				NIC	
001	*Boulevard between Julian Street and Belvidere Road on Sheridan Road*					**$ 3,310,000.00**
	Assumptions: 7 Blocks, Lighting on both sides, Street width 60', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	24,000	SY	$ 7.50	$ 180,000.00	
	Concrete Curbs	7,130	LF	$ 5.50	$ 39,000.00	
	Haul and Dump (Assume 4 miles)	3,200	CY	$ 15.00	$ 48,000.00	
	New:					
	Reset Catch basins / Inlets	1	AL	$ 150,000.00	$ 150,000.00	
	Additional Storm Drainage	1	AL	$ 350,000.00	$ 350,000.00	
	Sidewalks	42,780	SF	$ 5.00	$ 214,000.00	
	Concrete Curbs	7,130	LF	$ 16.00	$ 114,000.00	
	Median Planter					
	Structure	3,565	LF	$ 75.00	$ 267,000.00	
	Plants: Trees / Shrubs	1	AL	$ 175,000.00	$ 175,000.00	
	Asphalt Paving	24,000	SY	$ 18.00	$ 432,000.00	
	Pavement Markings	7,130	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Street Lighting					
	Light Poles - Decorative	173	EA	$ 2,500.00	$ 433,000.00	
	Electrical Service	1	AL	$ 300,000.00	$ 300,000.00	
	Site Factor (20%)	1	AL	$ 550,000.00	$ 550,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 3	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 3 - Remove Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
002	*Remove Amstutz in its entirety (2.3 miles)/ Develop Parkland*					**$ 23,220,000.0**
	Assumptions: 6 Blocks, Fill between Washington and Grand/ Sheridan and Railroad Tracks					
	Demolition:					
	Remove Roadway	95,312	SY	$ 15.00	$ 1,430,000.00	
	Remove Divider	4,995	LF	$ 30.00	$ 150,000.00	
	Structural Demolition (Exit Ramps etc)	1	AL	$ 3,000,000.0	$ 3,000,000.00	
	Haul and Dump (Assume 4 miles)	63,900	CY	$ 12.00	$ 767,000.00	
	Miscellaneous tie-ins	1	AL	$ 2,500,000.0	$ 2,500,000.00	
	Remove Utilities (10%)	1	AL	$ 158,000.00	$ 158,000.00	
	New:					
	Fill Amstutz at Park area only (Average 25' Fill)	387,500	CY	$ 18.00	$ 6,975,000.00	
	Site Improvements	665,000	SF	$ 3.50	$ 2,328,000.00	
	Park Lighting	1	AL	$ 500,000.00	$ 500,000.00	
	Guard Rail / Fence	1,200	LF	$ 45.00	$ 54,000.00	
	Site Factor (30%)	1	AL	$ 5,360,000.0	$ 5,360,000.00	
003	*Connect Pershing to Sheridan*					**$ 6,030,000.00**
	Demolition of Pershing between Belvidere amd McKinley					
	Structure	1	AL	$ 750,000.0	$ 750,000.00	
	New:					
	Build roadway from Sheridan to Pershing @ Belvidere					
	Assumption: This needs to be an elevated embankment w/ a bridge over the railroad.					
	Assumption: 200', Precast Concrete, 45' wide					
	Concrete Bridge over tracks	9,000	SF	$ 75.00	$ 675,000.00	
	Foundations	2	EA	$ 305,000.00	$ 610,000.00	
	Embankments (1200')	50,000	CY	$ 40.00	$ 2,000,000.00	
	Guard Rails	2,800	LF	$ 45.00	$ 126,000.00	
	Paving	6,000	SY	$ 18.00	$ 108,000.00	
	Site Factor (50%)	1	AL	$ 1,760,000.0	$ 1,760,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal **OWNER**	Regional Transportation Authority
DATE	11/4/1999 **ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 3 **ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 3 - Remove Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
004	*Improve Pershing Road*					**$ 1,580,000.00**
	Assumptions: 3200LF, Lighting on one side, Street width 30', Retain Traffic Signals					
	Demolition:					
	Asphalt Removal from Street	12,000	SY	$ 7.50	$ 90,000.00	
	Concrete Curbs	6,400	LF	$ 5.50	$ 35,000.00	
	Haul and Dump (Assume 4 miles)	1,600	CY	$ 15.00	$ 24,000.00	
	New:					
	Reset Catch basins / Inlets	1	AL	$ 50,000.00	$ 50,000.00	
	Additional Storm Drainage	1	AL	$ 150,000.00	$ 150,000.00	
	Concrete Curbs	6,400	LF	$ 16.00	$ 102,000.00	
	Asphalt Paving	12,000	SY	$ 18.00	$ 216,000.00	
	Pavement Markings	6,400	LF	$ 0.40	$ 3,000.00	
	Traffic Signals - Adjust Only	1	AL	$ 50,000.00	$ 50,000.00	
	Landscaping	1	AL	$ 200,000.00	$ 200,000.00	
	Street Lighting					
	Light Poles - Decorative	80	EA	$ 2,500.00	$ 200,000.00	
	Electrical Service	1	AL	$ 200,000.00	$ 200,000.00	
	Site Factor (20%)	1	AL	$ 260,000.00	$ 260,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal **OWNER**	Regional Transportation Authority
DATE	11/4/1999 **ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 3 **ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 3 - Remove Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
005	*Reorganize Waukegan Harbour*					$ 8,260,000.0
	Assumption: Relocation of METRA standing train railyard is not taken into account.					
	Demolition:					
	Railroad Tracks	7,920	LF	$ 35.00	$ 277,000.00	
	Ballast	300	CY	$ 5.00	$ 2,000.00	
	Signals/ Utilities etc	1	AL	$ 75,000.00	$ 75,000.00	
	New:					
	Relocation costs				NIC	
	Demolition/ Haul and Dump	920,000	SF	$ 1.00	$ 920,000.00	
	Landscaping / Grading	820,000	SF	$ 4.00	$ 3,280,000.00	
	Walkways / Fencing (10%)	1	AL	$ 328,000.00	$ 328,000.00	
	Boat Storage (Allocate area and Pave/ Fence)	100,000	SF	$ 15.00	$ 1,500,000.00	
	Toilets / Concession Building	1	AL	$ 500,000.00	$ 500,000.00	
	Site Factor (20%)	1	AL	$ 1,380,000.0	$ 1,380,000.00	
006	*Pedestrian Bridges @ Madison*					
	Assumptions: Steel Truss, 8' wide, Western edge of park to east of railroad at Pershing					$ 820,000.00
	New Pedestrian Bridge (275' feet long)	2,200	SF	$ 120.00	$ 264,000.00	
	Foundations	3	EA	$ 44,000.00	$ 132,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 270,000.00	$ 270,000.00	
007	*Pedestrian Bridges @ Clayton*					
	Assumptions: Steel Truss, 8' wide, Western edge of park to east of railroad at Pershing					$ 820,000.00
	New Pedestrian Bridge (275' feet long)	2,200	SF	$ 120.00	$ 264,000.00	
	Foundations	3	EA	$ 44,000.00	$ 132,000.00	
	Miscellaneous site conections. ie stairs	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (50%)	1	AL	$ 270,000.00	$ 270,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 3	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 3 - Remove Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
008	*Demolish existing Train Station / Parking Lot*					**$ 130,000.00**
	Assumption: Work is limited to west of tracks					
	Existing Station	81,000	CF	$ 0.40	$ 32,000.00	
	Platforms	1	AL	$ 20,000.00	$ 20,000.00	
	Parking Lots	4,800	SY	$ 7.50	$ 36,000.00	
	Miscellaneous site work	1	AL	$ 15,000.00	$ 15,000.00	
	Haul and Dump (Assume 4 miles)	600	CY	$ 15.00	$ 9,000.00	
	Site Factor (20%)	1	AL	$ 20,000.00	$ 20,000.00	
009	*New Intermodal Facility*					**$ 4,260,000.00**
	Transit Facility	5,000	SF	$ 150.00	$ 750,000.00	
	Platforms	22,500	SF	$ 10.00	$ 225,000.00	
	Retail (Shell only)	15,000	SF	$ 80.00	$ 1,200,000.00	
	Parking Area (750 Cars)	25,000	SY	$ 23.00	$ 575,000.00	
	Utilities and Service (20%)	1	AL	$ 550,000.00	$ 550,000.00	
	Service Roads	1	AL	$ 250,000.00	$ 250,000.00	
	Site Factor (20%)	1	AL	$ 710,000.00	$ 710,000.00	
010	*Extend Street West at Madison to Parking at Intermodal*					**$ 370,000.00**
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	
011	*Extend Street West at Clayton to Parking at Intermodal*					**$ 370,000.00**
	Gated Crossing	1	EA	$ 125,000.00	$ 125,000.00	
	Utilities	1	AL	$ 50,000.00	$ 50,000.00	
	Street Work / Signage	1	AL	$ 150,000.00	$ 150,000.00	
	Site Factor (20%)	1	AL	$ 40,000.0	$ 40,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COSTS

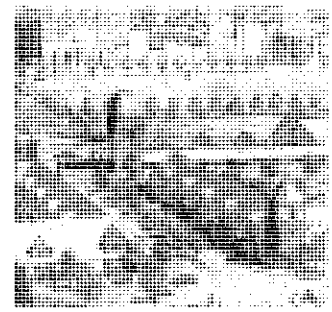
PROJECT	Waukegan Intermodal	**OWNER**	Regional Transportation Authority
DATE	11/4/1999	**ARCHITECT**	DLK, Inc.
PROJECT PHASE	Scheme 3	**ESTIMATOR**	Vistara Construction Services, Inc.

Scheme 3 - Remove Amstutz

No.	Description	Quantity	Unit	Unit Cost	Cost	Total
012	*Extend Washington Street over railroads to Pershing*					$ 5,400,000.00
	Assumptions: 550', Precast Concrete, 65' Wide					
	Concrete Bridge over tracks	35,750	SF	$ 75.00	$ 2,681,000.00	
	Foundations	3	EA	$ 305,000.00	$ 915,000.00	
	Site Factor (50%)	1	AL	$ 1,800,000.0	$ 1,800,000.00	
	Sub-Total					$ 60,030,000.0
	Profit	5%				$ 3,000,000.00
	Insurance / Bond	0.75%				$ 470,000.00
	Contingency	10%				$ 6,000,000.00
	Total					$ 69,500,000.0

APPENDIX D

RTA RIDERSHIP FORECAST



MEMORANDUM

DATE: February 17, 2000

TO: Bill Reynolds

FROM: Supin Yoder

RE: **Waukegan Intermodal Facility Ridership Forecast**

The RTA System Planning Division was asked to evaluate ridership potential for the proposed Waukegan intermodal facility. This memo presents the results of the ridership forecasts and the methodologies used to develop those projections.

Bus Ridership Forecasts

Table 1 shows the ridership forecasts for the eight Pace bus routes, which serve the Waukegan marketshed area identified by the study consultant, Valerie S. Kretchmer Associates. By the year 2020, the total bus ridership is expected to increase from 5,000 to 8,500, or 70% increase over 1999. Among these 3,500 new transit trips, 60% would be attributed to the increases in 2020 population/employment projected by NIPC and the remaining 40% would be due to the 48 proposed new developments identified by the consultant.

Table 1
Bus Route Ridership Forecasts

Bus Routes	Actual Counts			2020 Forecasts		
	1990	1995	1999	NIPC Base	New Development	Total
561	471	407	395	530	10	540
562	633	412	392	540	60	600
563	440	297	299	450	35	485
564	348	311	321	440	235	675
565	279	681	878	1,230	50	1,280
568	840	939	1,042	1,500	815	2,315
571	655	517	589	780	150	930
572	1,139	1,176	1,149	1,650	25	1,675
TOTAL	**4,805**	**4,740**	**5,065**	**7,120**	**1,380**	**8,500**

The RTA regional travel forecasting model was used to estimated the 2020 Base bus ridership. This model has supported several major studies in the region, including the Northwest Corridor Transit Feasibility Study, the Kane County Transportation Plan, and the City of Chicago Master Transportation Plan. The model's key input assumption is NIPC's 2020 population and employment forecasts. As shown in Table 2, within the study marketshed area, the estimated growth rates over 30 years are quite high, ranging from 29% for population to 38% for households. The orientations and route structures of the eight bus routes indicate these routes primarily serve the internal trips within the marketshed area. The projected 48% increase of bus ridership between 1990 and 2020 is consistent with the growth rates of population and employment and is the result of a more congested roadway system in the marketshed area by year 2020.

Table 2
NIPC 2020 Base Socioeconomic Forecasts
(O'Hare Scenario)

Marketshed Area	1990	2020	Difference	
			#	%
Population	121,671	157,174	35,503	29%
Household	42,827	59,078	16,251	38%
Employment	52,324	70,302	17,978	34%

The ridership forecasts for the new developments are based on similar procedures but uses a spreadsheet model comprised of trip generation, trip distribution, mode choice, and trip assignment. Total trips generated from the 48 proposed developments are based on Trip Generation Rates produced by Institute of Transportation Engineers. These rates, distinguished by the type of land uses, were developed through field observations/actual counts and are considered the most reputable sources for estimating developmental impact on traffic. Trip distributions and bus mode share of the new development were based on the 1990 Census information (see the Attachment #1) and trip assignments were performed according to route structures and level of services.

Metra Ridership Forecasts

Analysis of 1990 Census Journey to work data reveals that origin-destination travel patterns of the Metra Waukegan riders were beyond the study marketshed area as shown in the attached maps. Map 1 shows the 1990 work trip destinations of Metra riders originating from the Waukegan station catchment area; Map 2 displays work trips destined to the Waukegan area. These travel patterns suggest that ridership potential should be evaluated at both regional and local level.

Table 3 shows the Waukegan station boarding forecasts. By the year 2020, Waukegan Metra boardings are expected to increase from 806 to 1,260, or 56% increase over 1997. Among these 460 new boardings, about 54% would be attributed to the increases in both regional and study area 2020 population/employment; and the remaining 46% would be

due to station access improvement and new development proposed in the Waukegan downtown area.

Table 3
Metra Waukegan Boarding Forecasts

Metra Station	Actual Counts			2020 Forecasts		
	1990*	1995	1997	NIPC Base	New Development	Total
Waukegan	737	841	806	1,050	210	1,260

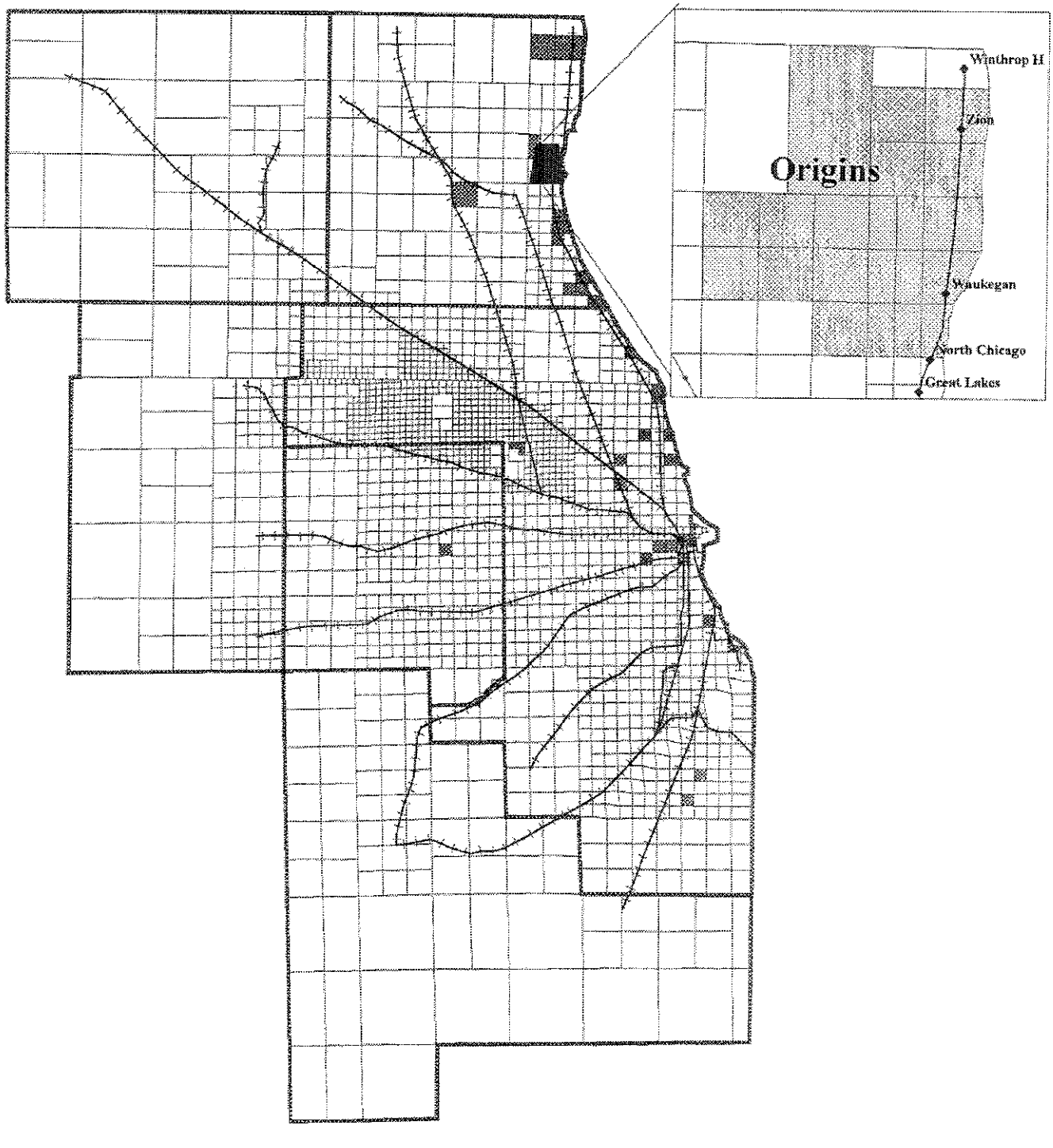
* Average of 1989 and 1991 station entering counts

The RTA regional travel model was used to forecast the 2020 Base boardings. The projected trips reflect similar travel patterns as observed in 1990 (see Maps 1 & 3). The estimated boardings due to new development were calculated based on Metra's experience that station improvement usually results in 10% increase in ridership. Since the proposed station access improvement in Waukegan is significant (converting major access barrier Amstutz Expressway to a boulevard or park and adding new access streets to the proposed intermodel facility); and 7 out of 9 new projects proposed in downtown Waukegan are within walking distances of the station, a 20% increase of the 2020 base boardings is projected.

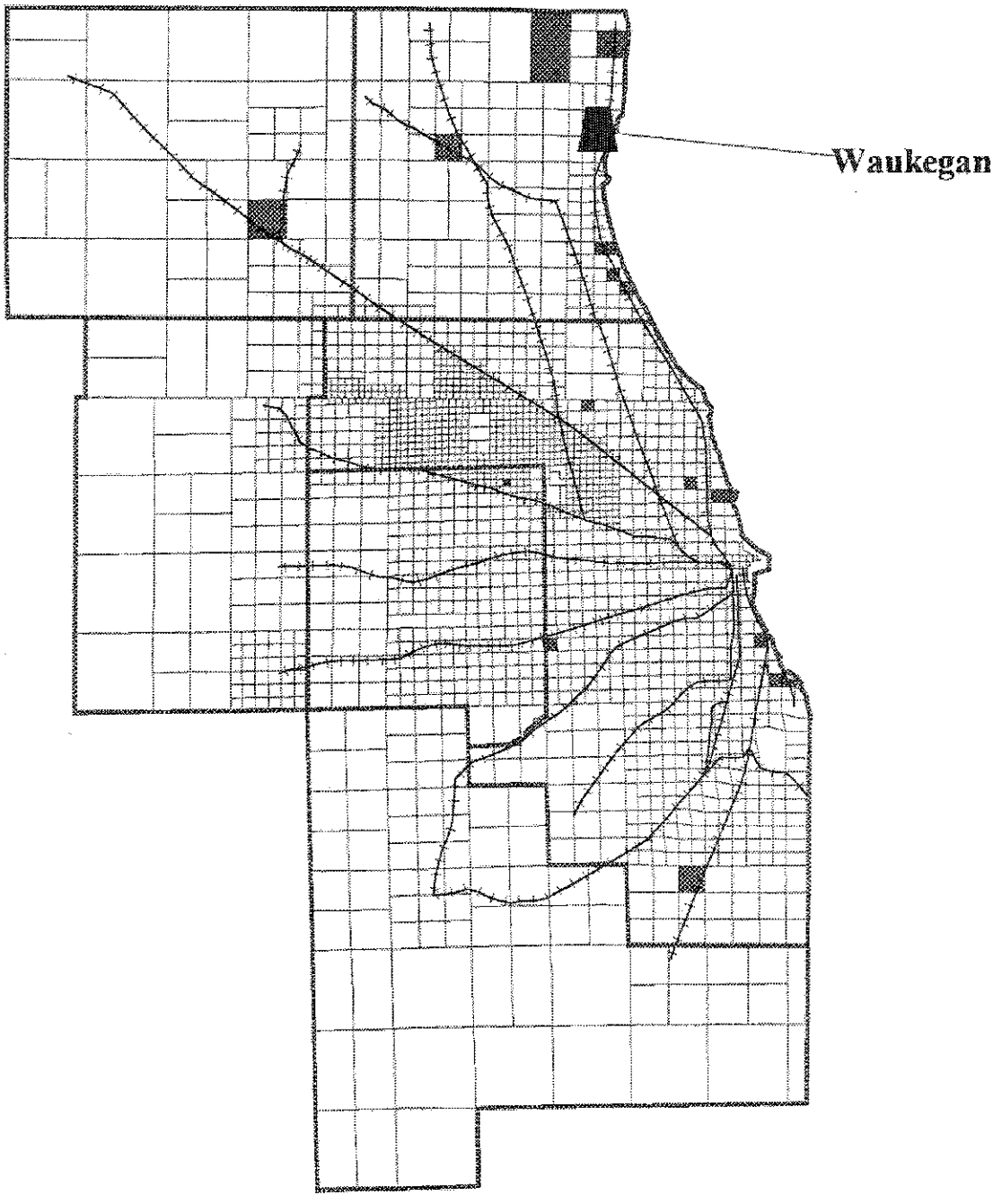
I believe the above ridership forecasts and associated methodology is quite reasonable. I would like to thank **Mary Lupa** in assisting me to perform the work as always. If you have any questions, please feel free to talk to me or contact me at (312) 917-0761.

cc: John DeLaurentiis, RTA
Sidney Weseman, RTA
Pat McAtee, Metra
Lynnette Himmelman, Metra
Dick Brazda, Pace

Map 1
1990 Metra Riders
Trip Destinations From Selected Origins Near Waukegan

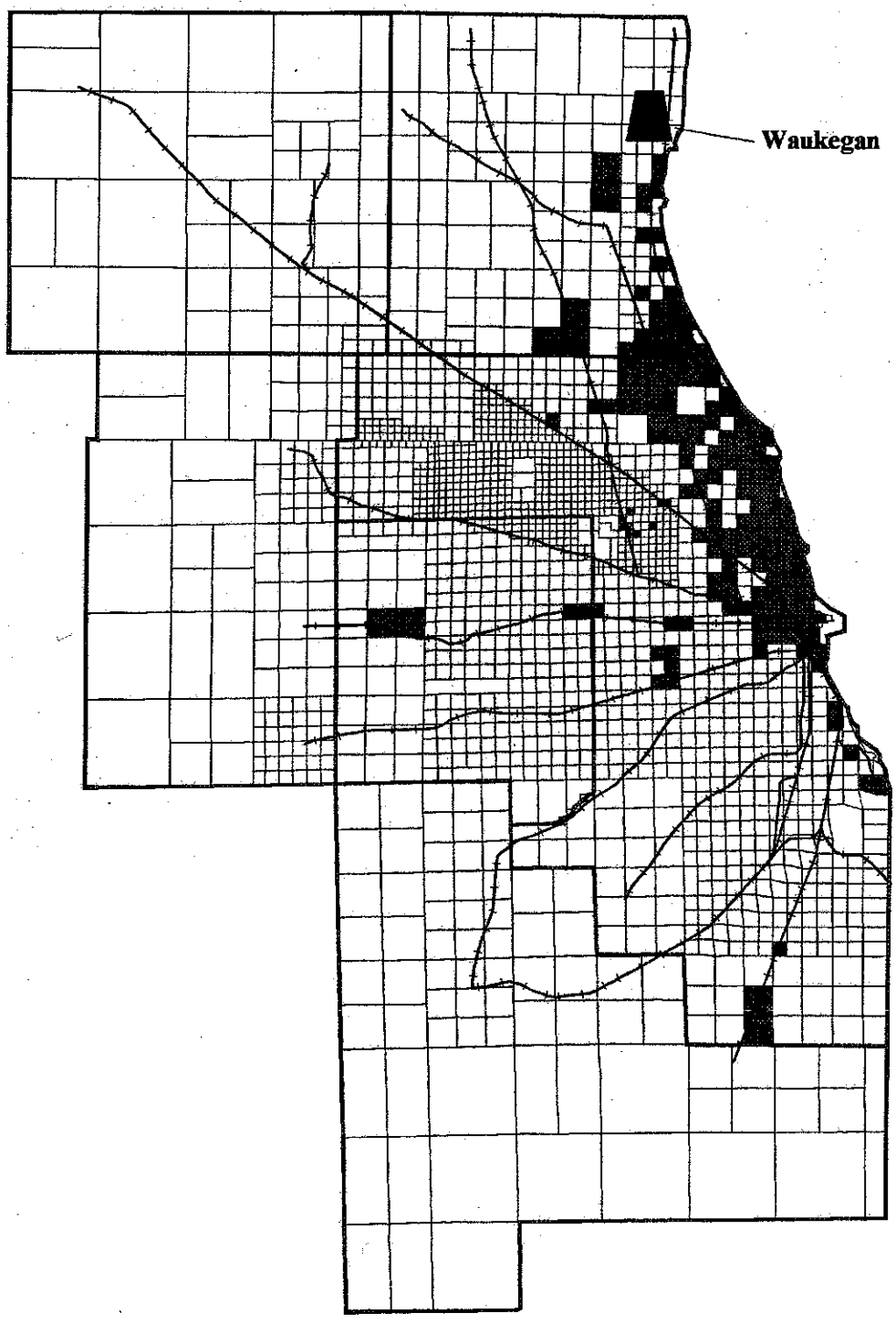


Map 2
1990 Metra Riders
Trip Origins to Selected Destinations Near Waukegan

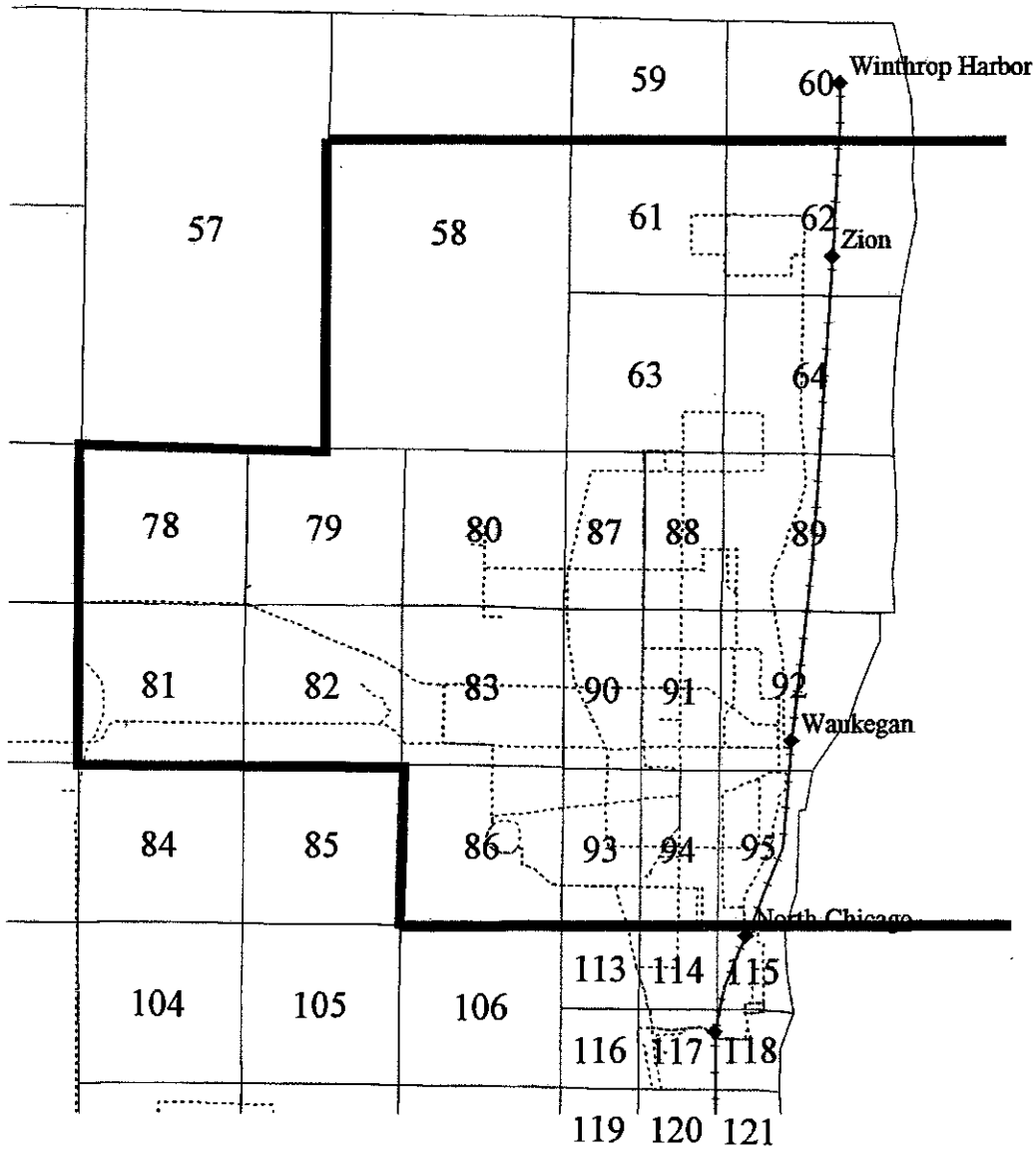


Sources: US Census 1990 CTPP
Prepared by RTA System Planning Division February 2000

Map 3
2020 Metra Riders
Modeled Trip Destinations from Selected Origins Near Waukegan



Attachment 1
Waukegan Marketshed
with Metra and Pace Service



Prepared by RTA System Planning Division February 2000

1990 Journey to Work Trip Table for Waukegan Study

TOTAL BUS TRIPS

Prepared by RTA System Planning Division, Feburary 2000

Sum of BUS	DEST																				
ORIGIN	61	62	63	64	78	79	80	81	82	83	86	87	88	89	90	91	92	93	94	95	Grand Tota
58																					
61		4		15													14				33
62	10	12								17							14				53
63																					
64																				7	7
78																	8				8
79																					
80																	5				5
81																					
82																					
83																					
86																	6	5			11
87	7																	8			15
88	10			9														17			36
89			10														7				17
90											11						6				17
91											14									9	23
92											18				12	3		11	13		57
93											25										25
94				9							14						27		18		68
95																14	24	17			55
Grand Total	27	16	10	33						17	82				12	17	111	58	31	16	430

1990 Journey to Work Trip Table for Waukegan Study

BUS MODE SHARE

Prepared by RTA System Planning Division, Feburary 2000

Sum of BU	DEST																				
ORIGIN	61	62	63	64	78	79	80	81	82	83	86	87	88	89	90	91	92	93	94	95	Grand Total
58																					
61		2%		20%													5%				2%
62	3%	2%								10%							4%				2%
63																					
64																				11%	0%
78																	6%				2%
79																					
80																	3%				1%
81																					
82																					
83																					
86																	5%	5%			1%
87	27%																	7%			1%
88	40%			16%														13%			2%
89			53%														2%				1%
90											10%						2%				1%
91											11%									3%	1%
92											14%				7%	1%		3%	3%		2%
93											32%										5%
94				53%							14%						10%		6%		5%
95																11%	6%	14%			3%
Grand Total	3%	1%	6%	5%						1%	5%				1%	1%	2%	3%	1%	1%	2%

1990 Journey to Work Trip Table for Waukegan Study

TOTAL TRIPS

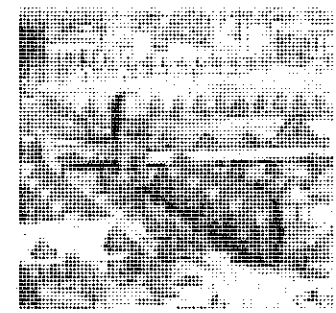
Prepared by RTA System Planning Division, Feburary 2000

Sum of TOTA	DEST																				
ORIGIN	61	62	63	64	78	79	80	81	82	83	86	87	88	89	90	91	92	93	94	95	Grand Total
58	40	33	3	20		11	5	2	17	83	36	9	18	16	17	33	119	34	40	64	600
61	206	243		76			37		32	47	64	9	15	16	69	41	274	95	59	98	1381
62	365	628	9	196			50		23	167	93	34	33	47	94	62	315	158	109	78	2461
63	22	43	13	60		8	6		27	108	37	18	45	3	74	95	166	85	65	69	944
64	184	338	46	155			30		41	211	87	23	43	69	57	119	378	73	95	65	2014
78					7		7	7	21	50	36	7	7	28	14	21	124	21	7	21	378
79	2			2			8		6	64	30	10	11	2	17	29	54	20	2	4	261
80	32	28					6		31	104	30	12	9	37	18	85	193	88	80	65	818
81		9	4	2			4		11	30	20		2	3	2	12	23	4	11	8	145
82		6							47	148	50	5		14	42	24	104	29	17	41	527
83		36					7		61	396	134	50	11	9	59	82	234	69	44	75	1267
86		16	7				12		46	125	131	49	8		22	76	111	100	70	68	841
87	26	38		16			45		19	142	59	56	48	84	86	138	315	109	86	79	1346
88	25	55	11	57			58		16	139	110		107	22	118	161	363	132	181	84	1639
89	25	44	19	23			32			99	29		43	65	72	107	331	88	117	93	1187
90	34	9		7		10	14		13	184	113	16	28	42	186	144	349	196	175	92	1612
91	15	100	5	4			27		26	209	124	46	109	39	303	530	649	329	269	340	3124
92		14	21	28			61	6	19	221	132	59	51	92	170	261	1068	348	442	265	3258
93	22	13		12			21			46	77				33	25	100	75	57	71	552
94	40	9	6	17			11			81	97	91	8	40	56	67	275	139	303	206	1446
95	31	22	35				53		47	86	196	27	47		114	125	404	124	277	374	1962
Grand Total	1069	1684	179	675	7	29	494	15	503	2740	1685	521	643	628	1623	2237	5949	2316	2506	2260	27763

APPENDIX E

MARKET ANALYSIS

SUPPLEMENTAL MATERIAL



PLANNED AND PROPOSED DEVELOPMENT

Map No.	Property	Estimated Timing	Comments
	Waukegan		
1	Waukegan Harbor	1999/2000	Install new crane to allow racing in J fleet
2	Amhurst Business Park Between Rte. 41 and Rte. 43 S. of Belvidere	1999	240,000 s.f. ofc/whse bldg. u/c
3	Norman Woods Office Center Rte. 43 & Norman Dr.	Jan. 2000	Two-story ofc. bldg. u/c; 132,000 s.f.; no preleasing yet
4	Pickus Apts. SWC Lewis & Beach	Spr. 2000	300-450 units; start late summer
5	Northgate Condominiums Golf Rd. e. of Lewis Ave.	Spr. 2000	Approx. 300 units with a mix of 2 BRs with some 3BRs; start late summer
6	YMCA Building NWC County & Clayton	Fall 2000	To be redeveloped as Class A ofc. space; approx. 38,500 s.f. on 4 flrs.; targeting law firms; may offer shared ofc. suites
7	Northpoint Business Park Between Rte. 41 and 43 N. of Amhurst Bus. Pk.	2000	Proposed Hilton Garden Hotel with 98-154 rms. & banquet facilities in lower level; initial no. of rooms depends on status of University Station
8	News Sun Bldg. W. side Sheridan & Madison	Late 2000/ early 2001	Study underway to redevelop into Health Club & Wellness Center; possible JV of Victory Hosp. & Kaiser Dev.; would employ approx. 130 people
9	Karcher Hotel SWC Washington & Utica	2000/2001	May be used as dormitory for Great America employees with 200-250 beds
10	Hidden Glen McAree & Dilger, n. of Belvidere	2000+	Addl. 40 units to be built. Infill site.

Map No.	Property	Estimated Timing	Comments
11	University Station SWC Waukegan Rd. & Belvidere Rd.	Fall 2000/ 2004+	130-acre development for University Center, new community retail center & 32-screen cinema, may include relocation of Lake County Courts Annex, releasing of existing mall space with Carsons remaining, new Metra Station/ intermodal facility with residential & office buildings above, student dorm, parking, senior housing (est. 750 units), hotel (1,000 rooms) & convention center; future education bldgs. and parking could be added
12	Kaiser Condominiums SWC Sheridan & Washington	Mid-2001	Phase 1a (86 units) of 300-unit complex with exercise facilities & limited retail; mostly 2 BRs with some 1- and 3-BRs; development agreement to be signed
13	Carnegie Bldg. E. side Sheridan & Washington	2001	Likely redevelopment into some type of visitors center & museum
14	SWC Genesee & Water	2001/2002	Kaiser Development talking with owner to buy site for 20,000 s.f. convenience center
15	Carroll Property SEC Delaney & Yorkhouse	2001/2002	60-acre office park; approx. build-out of 500,000 s.f. minimum
16	New City Hall Washington & West	2002/2003	Acquired virtually all of 1 block & hired architect; planned as 4-story bldg. of 80,000 s.f.
17	Genesee Theater NEC Genesee & Clayton	2002/2003	Renovation of existing theater into 400-seat performing arts center & cinema (art film-oriented)
18	Hotel/Conference Ctr. E/S Sheridan Rd. @ Clayton SWC Sheridan & Clayton	2004	Exact location to be decided but likely to be above the bluff; 120-160 rooms & approx.100,000 s.f. convention center; would connect to Genesee Theater for add'l space
19	Masonic Temple S. of SWC Grand & Sheridan	2004	Viewed as possible art gallery site
20	Manville Property N. of Greenwood Ave. to IL Beach State Park	2004+	Approx. 340 acres with 30 acres vacant under roof; part of site is Superfund; about 250 acres buildable; nothing definite planned -- could donate to IL Beach State Park, build sports complex, condos...

Map No.	Property	Estimated Timing	Comments
21	South of Yacht Club area S. of Dexter	2004 +	Approx. 30 acres that have been optioned for riverboat gambling/casino for many yrs.; other alternatives may be considered now
	Gurnee		
22	Gurnee Mills NWC I-94 & Grand Ave.	1999	60,000 s.f. ice skating rink opening soon
23	Grand Tri-State Bus. Park SWQ I-94 & Grand Ave.	1999/2000	2 ofc. bldgs. @ approx. 25,000 s.f. u/c; tele-marketing firm likely tenant for both
24	Tower Office Court SEC Rte. 41 & Washington	1999/2000	Multi-phase project of 400,000 - 450,000 s.f. in 20-40,000 s.f. bldgs.; three bldgs. totaling 35,000 s.f. u/c or just completed; medical ofc. area; busy bus stop at corner
25	Hocksten Hall W/S Dilleys Rd. n. of Grand	Mid-2000	2 ofc. bldgs. @ 45,000 s.f. to be built together; in bldg. permit stage now
26	Bristol Chicago Apts. E/S Milwaukee Ave. s. of Washington	2000	260 apt. complex u/c
27	NEC I-94 & Milwaukee Ave.	2000/2001	25-35,000 s.f. office building on 2.5 acres; requires public hearings & permits; likely to start by late summer 2000
28	Great America Expansion NWC I-94 & Washington	2001/2002	Prelim. approval for Ph. 1: Water Park & pkg. (36 ac.) & employee hsg.; owner must complete major road improvements: widening Washington to 4 lanes from east of I-94 to Hunt Club, installing a temporary traffic signal at Rtes. 120/21 & improving intersection of Washington & Rte. 21
29	Gurnee Mills NWC I-94 & Grand Ave.	2001/2002	Addition of bowling alley & indoor soccer field
30	Larry Mayer Site I-94 & Milwaukee Ave.	2001/2002	For sale for ofc. development; prelim. NEC approval for C/01 - restricted ofc. zoning; approx. 12.5 acres left after 2.5 just sold for 25-35,000 s.f. office bldg.

Map No.	Property	Estimated Timing	Comments
31	Great America Expansion NWC I-94 & Washington	2002/2003	400-500 rm. hotel/conference center with 180,000 s.f. meeting space
32	NWC O'Plaine & Belvidere Rds.	2003/2004	Approx. 100,000 s.f. shopping center -- Jewel/Osco (70-80,000 s.f.) -- & conceptual approval for approx. 500,000 s.f. ofc./light industrial uses on remaining 57 acres; could lose a lot of acreage to proposed Rte. 53 extension
33	Pritzker Property E/S Milwaukee Ave. n. of Belvidere Rd.	2003/2004	37 acres zoned for office; not listed at this time
34	Great America Expansion NWC I-94 & Washington	2004+	Conceptual approval for Entertainment Village with max. 1.5 million s.f. retail, restaurants, etc.; requires new traffic study re: feasibility of new tollway interchange with Washington St.
35	O'Connor Farm E/S I-94, W/S Skokie Hwy. n. of Stearns School Rd.	2005+	Approx. 230 acres; comp. plan shows office park here; requires sewer extension to accommodate development & rezoning
36	Lodesky Farm SWC I-94 & Washington	2005+	Approx. 250 acres; not trying to sell at present
37	Lake Karina Property SEC I-94 & Milwaukee Ave.	2005+	Not annexed yet; no valid proposals received; approx. 46.5 acres of which 20-25 not buildable because of lake
38	Merritt Club Property SWC Milwaukee Ave. & Belvidere Rd.	2005+	Part of country club property; ofc./hotel/resid./retail zoning alternatives

Map No.	Property	Estimated Timing	Comments
	North Chicago		
39	Cultural Arts Pavilion 14th & Green Bay	Spring 2000	In Lake County Forest Preserve
40	TIF District Sheridan Rd. -- 10th to Buckley	Fall 1999+	Could be established as early as Oct. '99. Between 10th & 18th - ofc. and retail; south of 18th, indust.
41	Abbott Waukegan Rd. & Rte. 137 or Sheridan Rd.	2003	Appr. 300,000 s.f. bldg. for 1,200 - 1,500 employees
	Park City		
42		1999	12-unit trailer park u/c
42		1999	16-unit trailer park u/c
	Zion		
43	Sunset Ridge Subdivision Kenosha & Green Bay Rd. N. of 21st, S. of 173	1999-2000	Single-family housing; approx. 176 units with about 1/2 sold; higher price point than competition (avg. $160-170,000) so sales are somewhat slower
44	Zion Shopping Center E/S Sheridan n. of Wadsworth Rd.	2000/2001	Hoping to est. new TIF District here to redevelop center & Piggly Wiggly to build new store
45	NWC Kenosha Rd. & 21st St.	2001	New TIF District; planned 100,000 s.f. mfg. bldg. & 100,000 s.f. whse/distr bldg. on 30 acres to employ approx. 125 people; add'l land for future development
46	Midwest Regional Med. Ctr. S/S 25th St. betw. Elisha & Emmaus	2001/2002	Plans to add another 30 - 40 beds in next two years
47	E. of Zion Shpg. Ctr. N. of Wadsworth, E. of Sheridan	2004+	30 acres for additional development; would like to see retail here; currently zoned light industrial

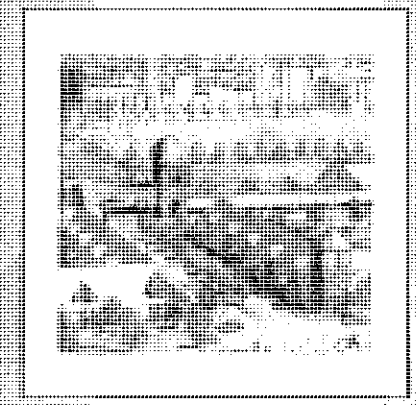
Map No.	Property	Estimated Timing	Comments
48	Kenosha Rd. between 21st and 29th St.	2004+	Approx. 200 acres of properties under multiple ownership in Zion & Beach Park; min. 10,000 s.f. lots

Note: There are 3 hotel/conference centers proposed for Waukegan CBD, University Station & Great America. It is not likely that all 3 will be built; although each could cater to a different market segment for the hotel rooms they would compete for the same group business to some extent.

Source: Valerie S. Kretchmer Associates, Inc. based on information from local planners, developers and realtors.

APPENDIX F

PROJECT DIRECTORY



Client
Regional Transportation Authority
181 West Madison Suite 1900
Chicago, IL 60602
Bill Reynolds, Principal Analyst Market Development
phone: 312.917.0753
fax: 312.917.0846

Architect
DLK Architecture, Inc.
410 South Michigan
Suite 400
Chicago, Illinois 60605
Jim Louthen, Project Manager
phone: 312.322.0911
fax: 312.322.5324
e-mail: jlouthen@dlkinc.com

Team
Valerie S. Kretchmer Associates, Inc.
2707 Walnut Avenue
Evanston, IL 6020I-1442
Valerie Sandler Kretchmer
phone: 847-864-8895
fax: 847-864-0103
e-mail: VSKA@compuserve.com

Team
Gewalt Hamilton
850 Forest Edge Drive, Vernon Hills, IL 60061
Robert B. Hamilton, P.E., President (x104)
phone: 847-478-9700
fax: 847-478-9701

Additional Contacts

Vandewalle & Associates
120 E. Lakeside
Madison, WI 53715
Scott Chesney (City Vision Plan)
phone: 608-255-3988 (main)
phone: 888.255.3989 (main)
fax: 608-255-0814

City of Waukegan
410 Robert V. Sabonjian Place
Waukegan, IL 60085
Mayor Bill Durkin
Fax: 847.360.9299
Phone: 847.625.6879

City of Waukegan Planning & Zoning Department
1700 McAree Road
Waukegan, IL 60085-4356
Russ Tomlin & Noelle Kischer
Phone: 847.625.687 & 847.782.2356
Fax: 847.249.8957

Lake County
Planning, Building & Development Department
18 N. County Street
Waukegan, IL 60085
Dennis Sandquist
phone: 847.360.6350

Metra Tech Services
547 W. Jackson
Chicago, IL 60606
Bob Schultz
phone: 312-322-6629
Aziz Tokh

Metra Office of Planning & Analysis
547 W. Jackson
14th Floor
Chicago, IL 60606
Lynnette Himmelman
phone: 312-322-8022
fax: 312-542-8102

PACE
550 West Algonquin Road
Arlington Heights, IL 60005-4412
phone: 847.364.8130 (main)
Dick Brazda, Department Manager, Planning Services
Dennis DalSanto, Transportation Engineer
e-mail: dennis.dalsanto@pacebus.com
Lorraine Snorden
phone: 847.228.4249
fax: 847.228.3597