

PROPOSED GREEN BAY TRAIL MINOR RE-ALIGNMENT
OPPORTUNITY FOR PUBLIC COMMENT
METRA COMMUTER RAILROAD

DATE OF POSTING: 7/6/2021

DEADLINE FOR PUBLIC COMMENT: 7/28/2021

Introduction

Metra is proposing to renovate the Hubbard Woods Station passenger facilities within the Village of Winnetka. As a part of the environmental screening process under Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, Metra is **seeking public input on the proposed eight-foot (8') alignment shift of the Green Bay Trail adjacent to the Hubbard Woods station platform**, which is needed to accommodate platform widening and construction of a new shelter.

Project Summary

Metra's proposed Hubbard Woods Station renovation will improve passenger facilities and amenities, maintain the historic depot building, and improve ADA access. Renovations will include improvements to the interior of the station and providing elevator access to the platforms from the station and street level. Platform-level improvements include platform reconstruction and relocating the existing windbreaks to improve pedestrian circulation. Adjacent to the inbound platform, a new 24' x 8' enclosed warming shelter will be constructed to provide better protection from the elements to commuters. To accommodate the new warming shelter and ADA circulation on the platform, Metra is proposing to shift a segment of the Green Bay Trail.



Looking north toward the inbound Hubbard Woods Metra Platform and the Green Bay Trail (from Hubbard Woods Metra Station pedestrian Bridge)

Section 4(f) Eligibility Screening and Permanent Use Considerations

Because this project has received federal funds for implementation, Metra must provide the Federal Transit Administration (FTA) information regarding how the project interacts with properties protected under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. Section 303 and 23 U.S.C. 138). Section 4(f) was enacted to preserve publicly owned land used for recreation. Section 4(f) stipulates that USDOT agencies cannot approve the use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuge areas, or public and private historic sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of the land; and
- The action includes all possible planning to minimize harm to the property resulting from the use.

Green Bay Trail Use

The project impacts a portion of the trail which is under the jurisdiction of the Village of Winnetka, the Winnetka Park District, and the Village of Glencoe. The Green Bay Trail is a publicly owned parkland, and thus eligible for protection by Section 4(f). The trail is a linear park facility approximately nine miles in length lying parallel to the Union Pacific North Line (UP-N) that lies within the UP-N right-of-way (ROW).

The new track level warming shelter will extend beyond the original footprint of the platform, which will cause the need to permanently relocate (shift) a portion (535-ft) of the Green Bay Trail approximately eight (8) feet to the east of the current location, with 20:1 tapers back to the existing trail alignment. Avoidance options have been investigated, however due to the addition of a warming shelter at track level and need for ADA circulation on the platform, the relocation the Green Bay Trail was unavoidable. A rendering of the trail realignment is provided.

Continuity of the trail system is kept intact, with only a minor modification of the alignment. The land adjacent to the trail will be restored to a preconstruction elevation, drainage will be considered in the restoration grading design. The disturbed areas along the trail within the construction limits will be planted/seeded with native non-invasive vegetation including grasses and wildflowers to restore/provide a native ecology.

The impact to the operational use of the trail will be minimized by providing the permanent realignment of the trail prior to commencing construction activities. After the realigned trail is in service, a temporary construction pathway will be installed to the west of the original trail alignment, with an eight-foot buffer and construction fencing between the realigned trail and the construction path. The trail will remain open during the construction activities. The construction equipment and materials will be transported to and from the construction path sharing a portion of the existing trail, however the use of the existing trail will be kept to a minimum and will typically occur during periods of lighter path use. The existing trail that is being shared with construction vehicles and equipment will be evaluated after any and all construction use for potholes or other impairment; damage will be remediated immediately

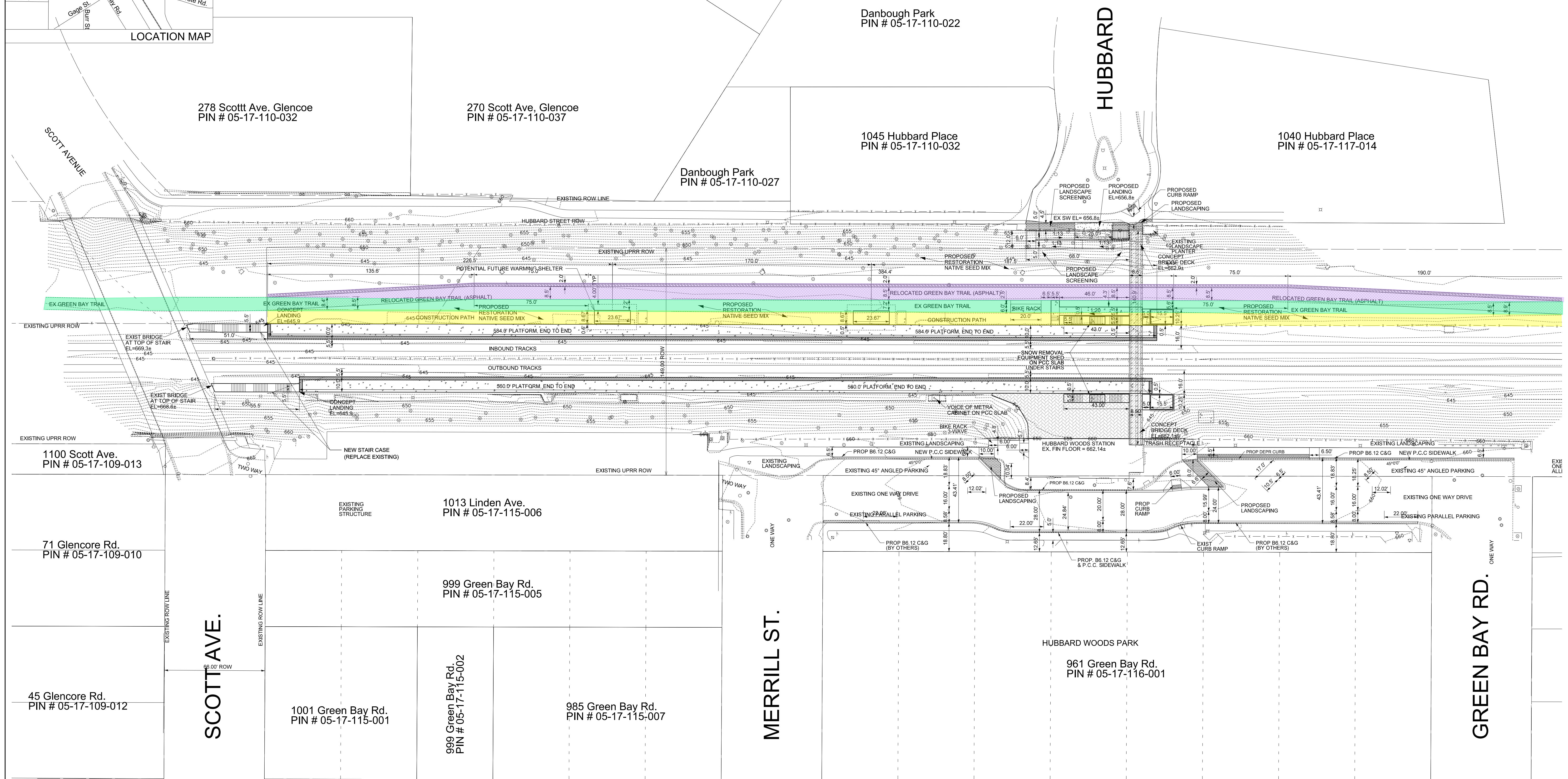
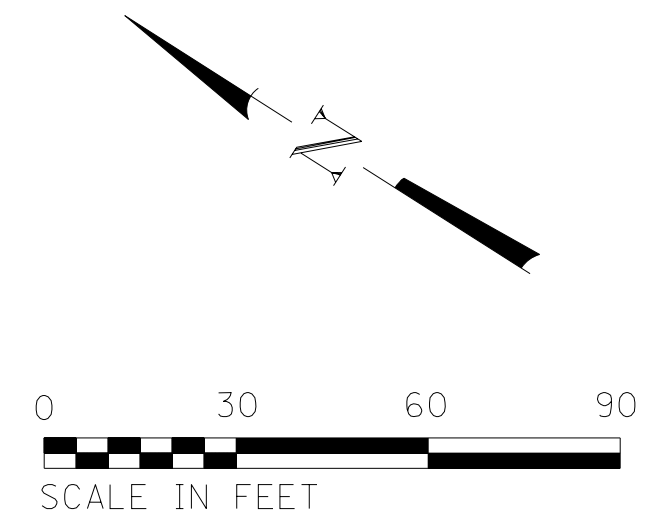
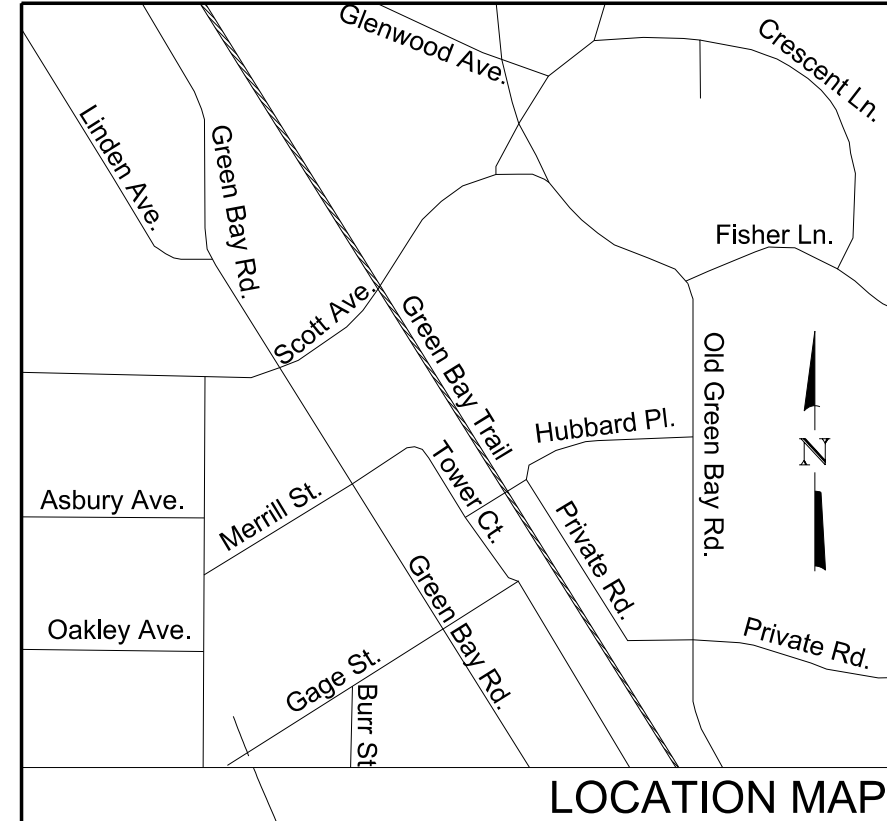
to the satisfaction of the Village of Winnetka, the Village of Glencoe, and the Winnetka Park District. At all times, flaggers and advance warning signage will be installed to alert the trail users of construction activities occurring in the shared path zones and work zones. Temporary construction easements (as needed from UP) would allow for the necessary work zones, staging areas, and construction access areas required for construction of platform and warming shelters. The work zone will be completely regraded to original elevation and restored with topsoil and native seed mix, this will ensure the existing Trail native vegetation will be restored and minimize the ecological impact. The Village of Winnetka, the Winnetka Park District and the Village of Glencoe will be requested to approve the trail surface, adjacent grading and vegetation restoration.

Summary

The proposed eight-foot realignment of the Green Bay Trail has been determined to be unavoidable with the addition of warming shelters and need for ADA circulation on the platform. However, the relocated portion of the trail will be constructed and opened prior to incorporation of the existing trail segment into the Project in order to mitigate impacts to the trail users. Impacts to the ecological nature of the trail will be mitigated by restoration of disturbed areas adjacent to the trail with native non-invasive vegetation.

The temporary use of the trail during construction activities will be mitigated by careful planning of construction activities. The trail will remain open during construction activities, interrupted occasionally for construction vehicle and equipment access; flaggers, orange construction fence and signage will be provided to alert the trail users of the construction zone and activities. Trail integrity will be monitored continuously, and repairs will be made immediately if construction activities have damaged the trail.

To submit public comment regarding the proposed trail realignment please email dthomas@metrarr.com



REV	DATE	BY	APP	DESCRIPTION
1	MAY 2019	PRD	JL	CONCEPT SUBMITTAL

REV	DATE	BY	APP	DESCRIPTION

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 CHECKED:
 METRA P.M. R. ROUNDS
 DATE: 6/29/2018



LOCATION NAME: **HUBBARD WOODS STATION**
 TITLE: **GREEN BAY TRAIL REALIGNMENT EXHIBIT**

CAD FILE NUMBER:
 SCALE: 1" = 20'
 PROJECT NO. JP5194
 MILE POST NO. UPN 17.70
 DISTRICT: UP N
 SHEET NO. C-EXH-01