



Pedestrian Bridge over US 41 Replacement

Public Information Meeting
June 7, 2023



CiorbaGroup
CONSULTING ENGINEERS



Meeting Agenda

Project
History

Project
Purpose

Proposed
Improvements

Land
Acquisition
Process

Discussion

Next Steps



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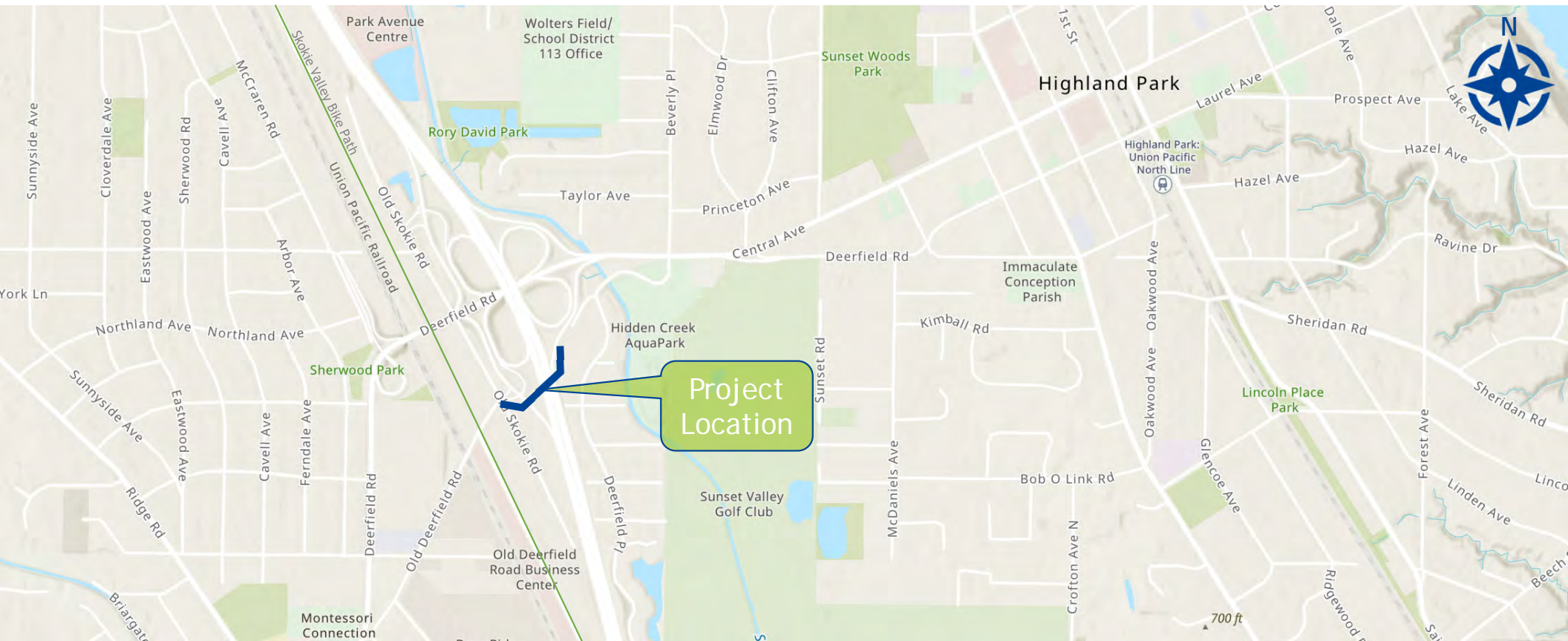


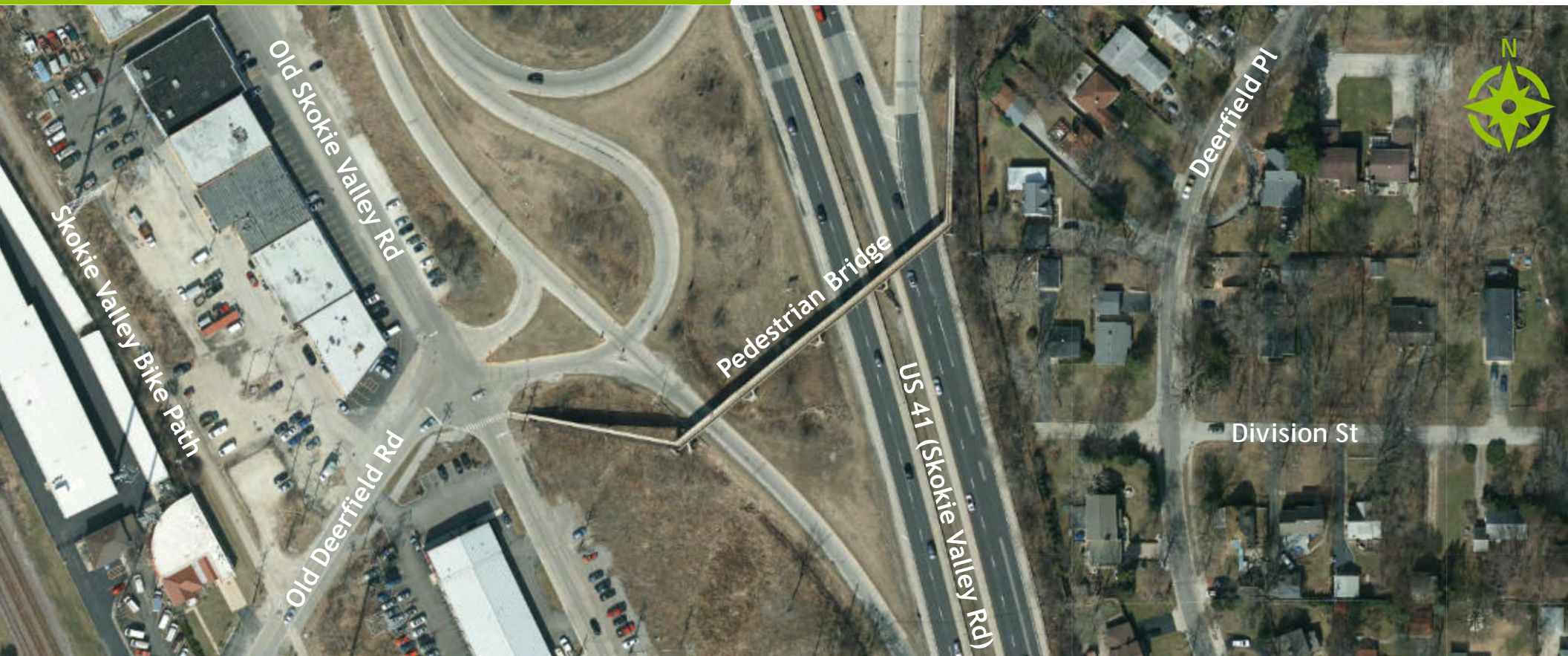
Discussion



Next Steps

Project Location Map





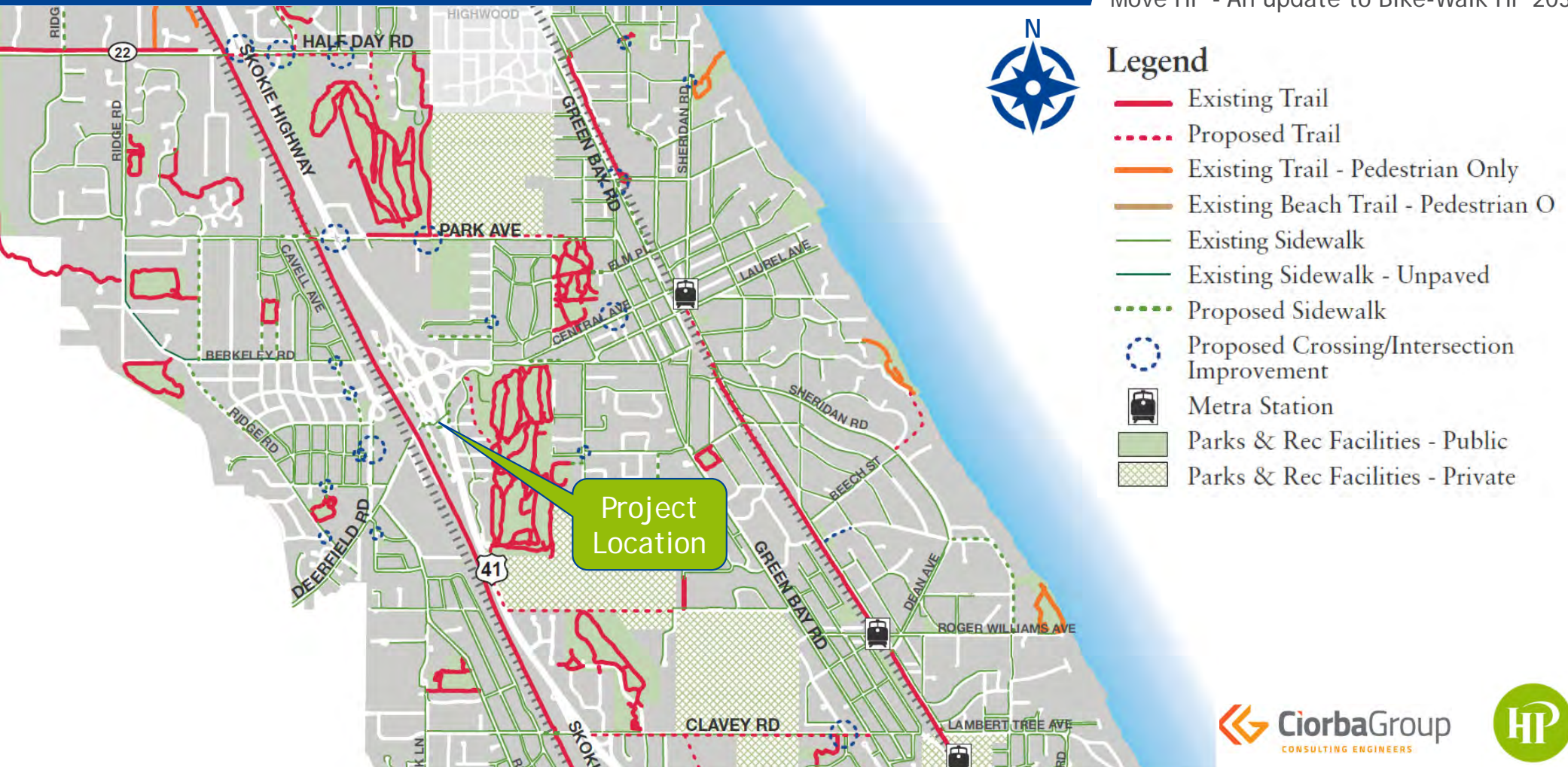
Project Background

- Constructed in 1964
- 8 Span Reinforced Concrete Bridge
- Substandard 16'-3" Vertical Clearance over US 41
- Steep approaches do not meet ADA guidelines
- Historic-eligible for National Register of Historic Places (Not historic to the City)
- Currently there are no routes near the US 41 pedestrian bridge that provide a safe crossing over US 41 for pedestrian and cyclist traffic



Pedestrian Infrastructure

Move HP - An update to Bike-Walk HP 2030



Bicycle Infrastructure

Move HP - An update to Bike-Walk HP 2030



Bridge Inspections

- Spalled areas at multiple beam ends up to full width of beam with exposed strands
- Typical rust staining noted throughout piers and abutments
- Minor localized spalled areas with exposed rebar on piers



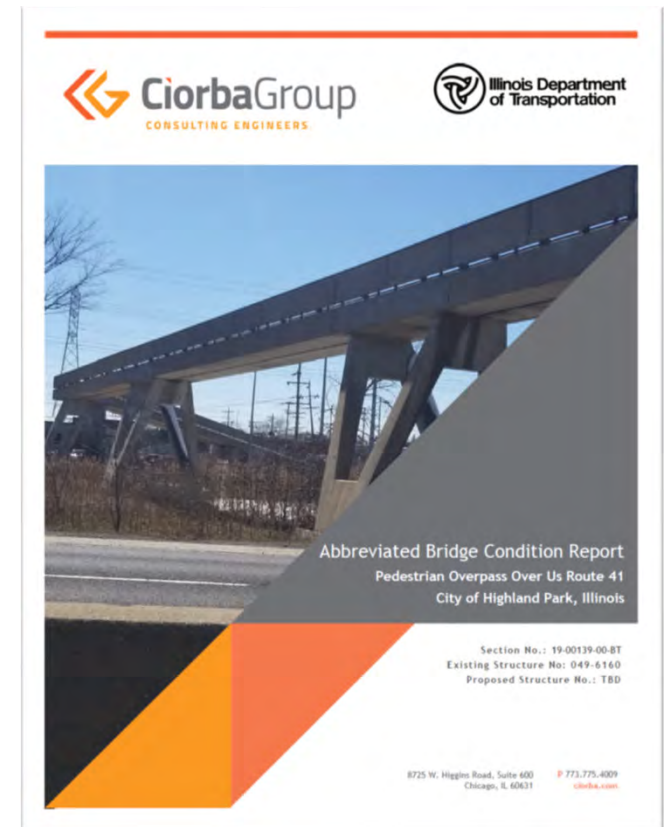
Bridge Inspections Cont.

- Spalled railing and displaced drainage channels
- Bridge is currently safe for public
- City of Highland Park conducts bridge inspections every 2 years

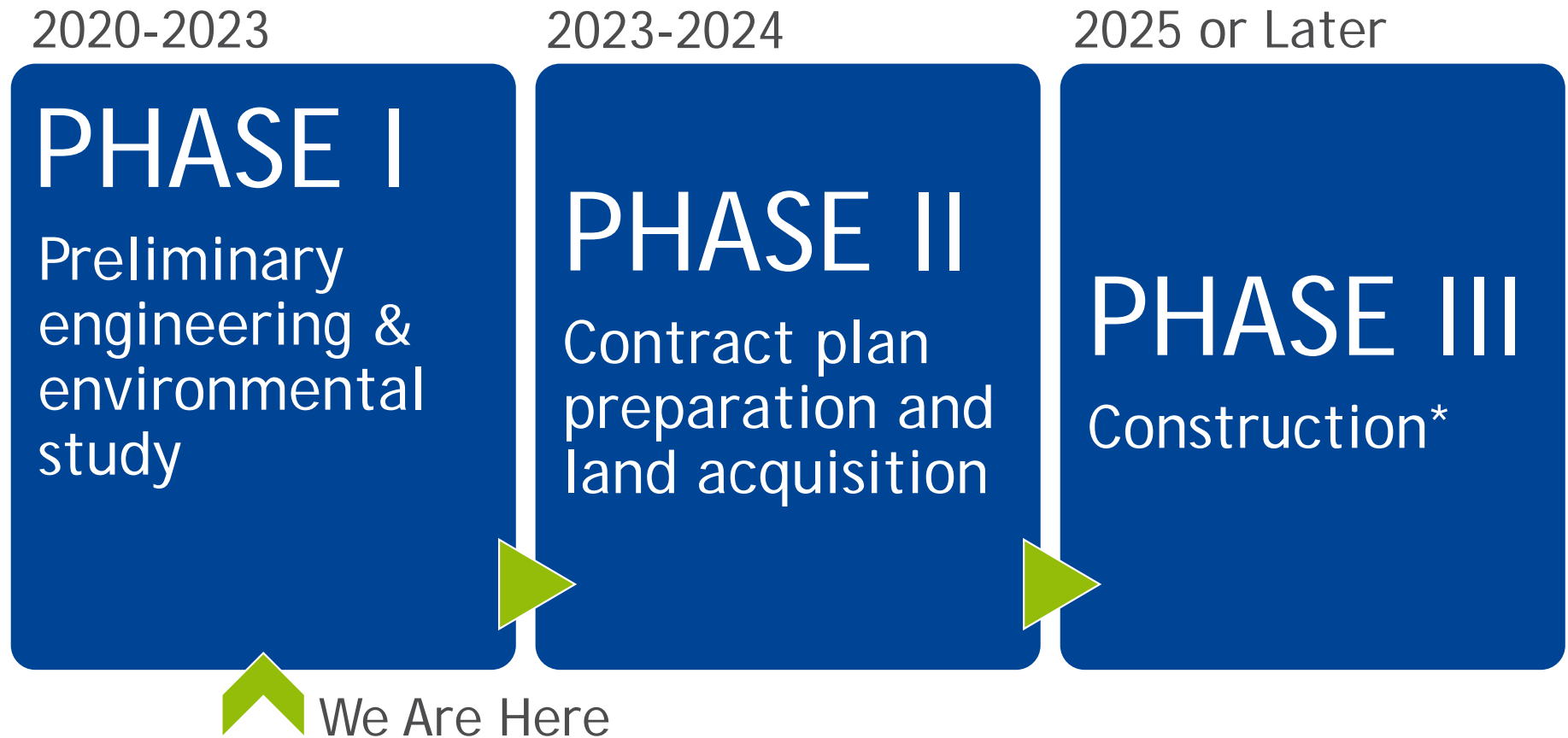


Bridge Condition Report

- Document Current Condition and Prior Bridge Work
- Bridge is Currently Safe for Public Use
- Discuss Alternatives and Life-Cycle Cost Comparison
- Develop a Preliminary Scope of Work
- Establish Design Features
 - Structure Width
 - Construction Feasibility



IDOT Project Development Process



**Subject to plan readiness, funding availability, and City Council approval*



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Project Purpose and Need





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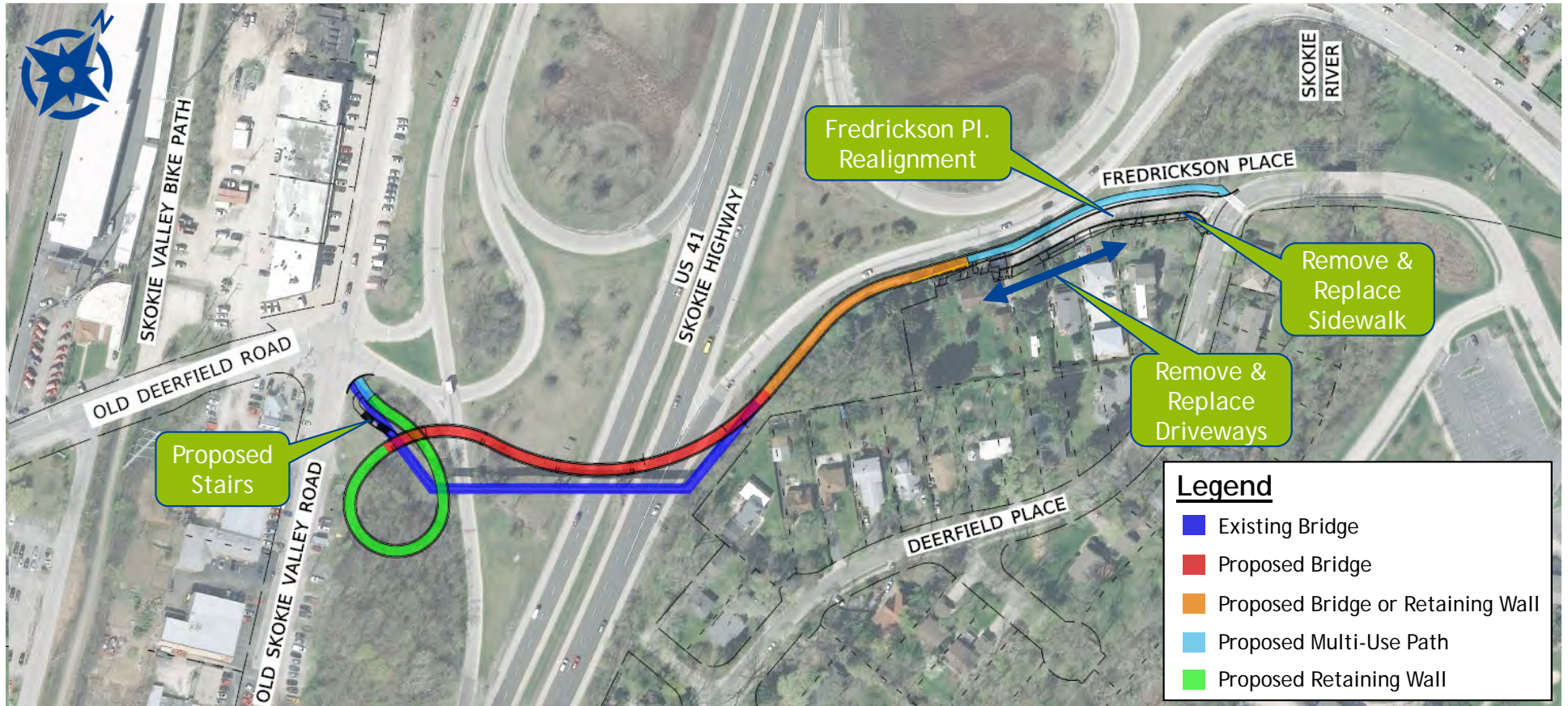
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Proposed Alternative



Retaining Wall Elevation

- Primarily in forested area
- Approximately 440' Long and 22' high
- Sight Restriction
- Potential Noise Reduction



Bridge Approach Elevation

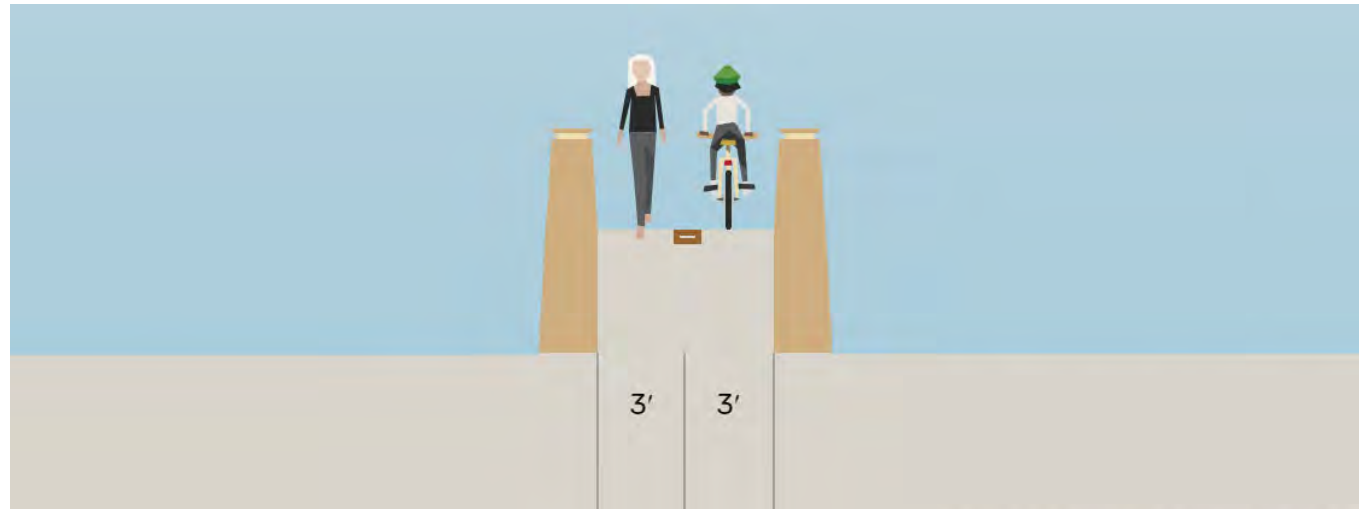
- Primarily in forested area
- Approximately 440' Long and 22' high
- May see vehicles from US 41 Ramp



Typical Sections

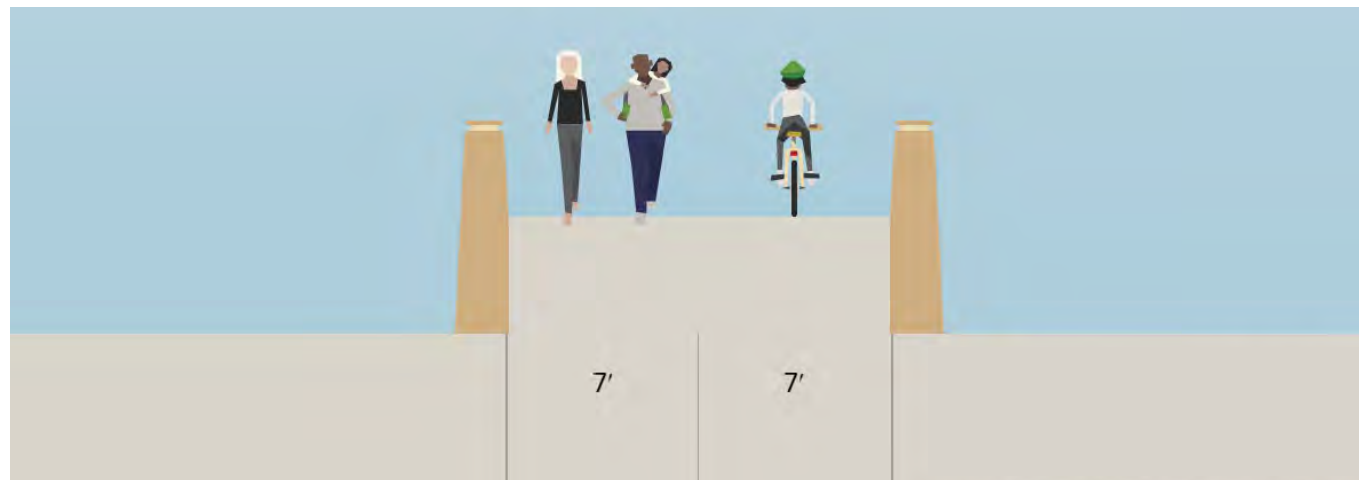
Existing Pedestrian Bridge

- 6' Path
- Metal Central Drain
- Inverted-V-Shaped Piers
- Steep (12%) Approaches
- Does Not Meet Design Requirements



Proposed Pedestrian Bridge

- 14' Path
- Loop Ramp
- ADA Compliant - 4.9% max slope



Conceptual Pier Designs



**Final design of piers will be based on available space, City Coordination, and IDOT approval*

Conceptual Retaining Wall Design



**Final design of retaining wall/bridge approach will be based on City Coordination, and IDOT approval*

Construction Costs and Funding

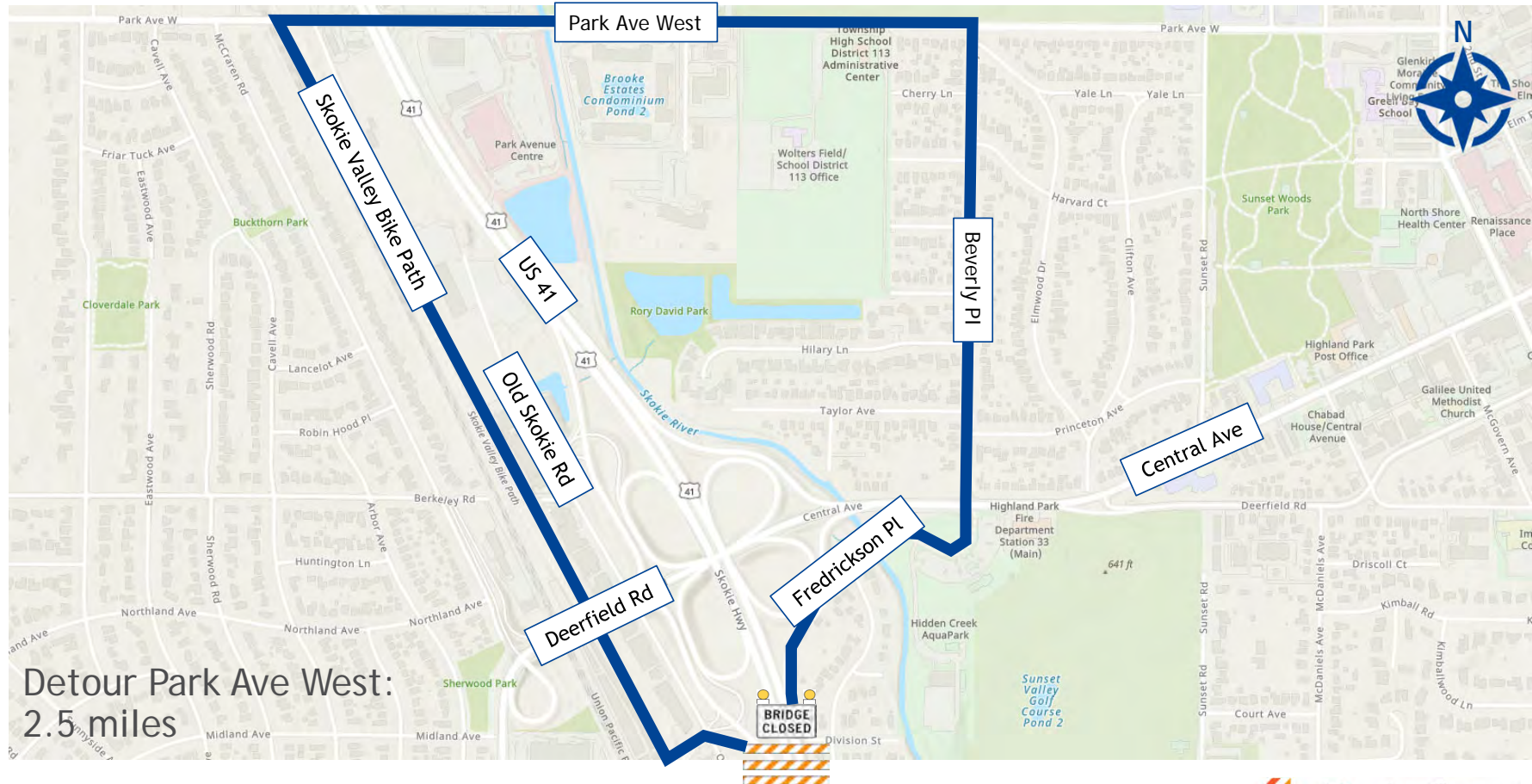
Project Costs

- Approximately \$8 million

Grant Funding

- Federal Illinois Transportation Enhancement Program (ITEP) - \$2,000,000
- The City of Highland Park continues to seek additional grant funding

Potential Pedestrian Detour





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Land Acquisition Type & Impacts

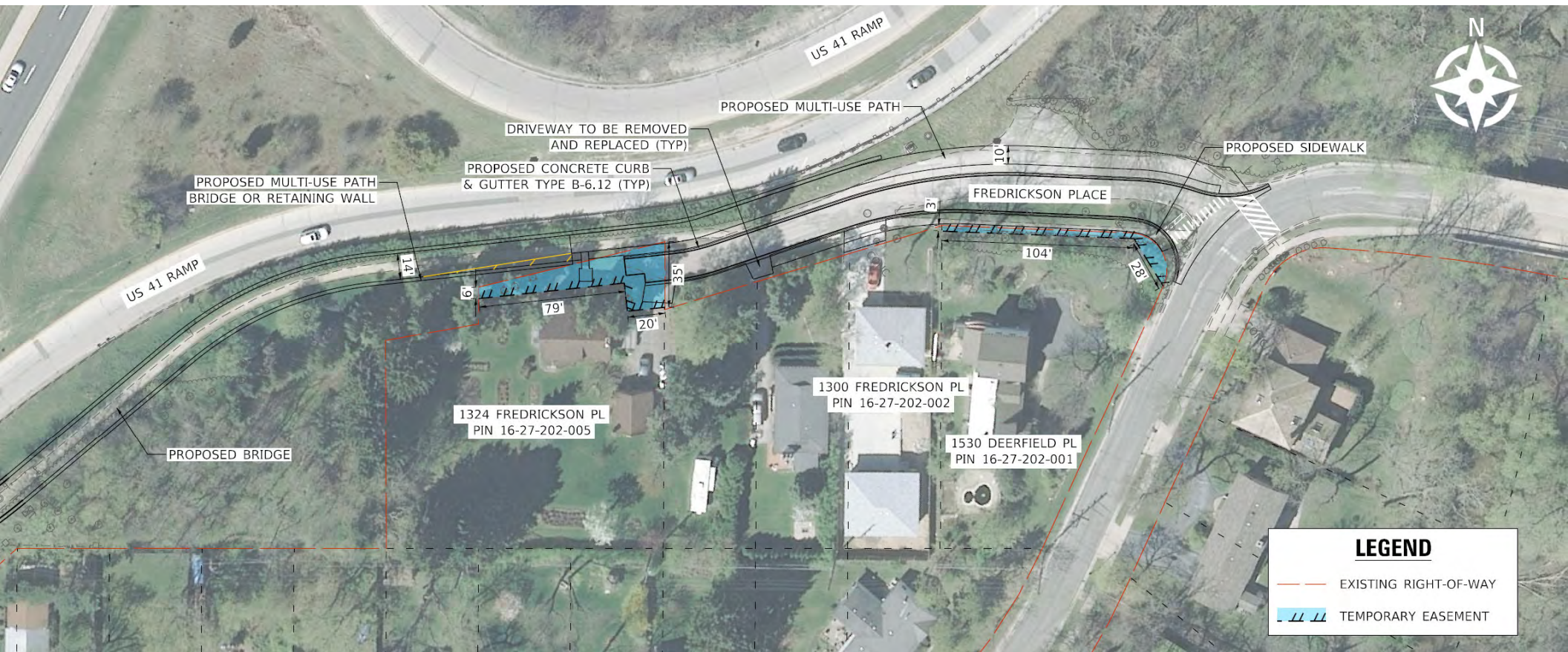
Permanent Right-of-Way (ROW)

- Required land is purchased from property owner

Temporary Easement

- Ownership is retained by property owner, but land is temporarily used during construction only
- Needed for contractor access, pier installation, utility installation
- Needed for construction of path at east end of project

Land Acquisition Type & Impacts



Land Acquisition Process

Occurs during Phase II Design

Verify Ownership (Title Search)

Prepare Plat of Survey

Appraisals - 2 Independent Appraisals

Offer for Acquisition or Temporary Easement



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Project Comments and Concerns?





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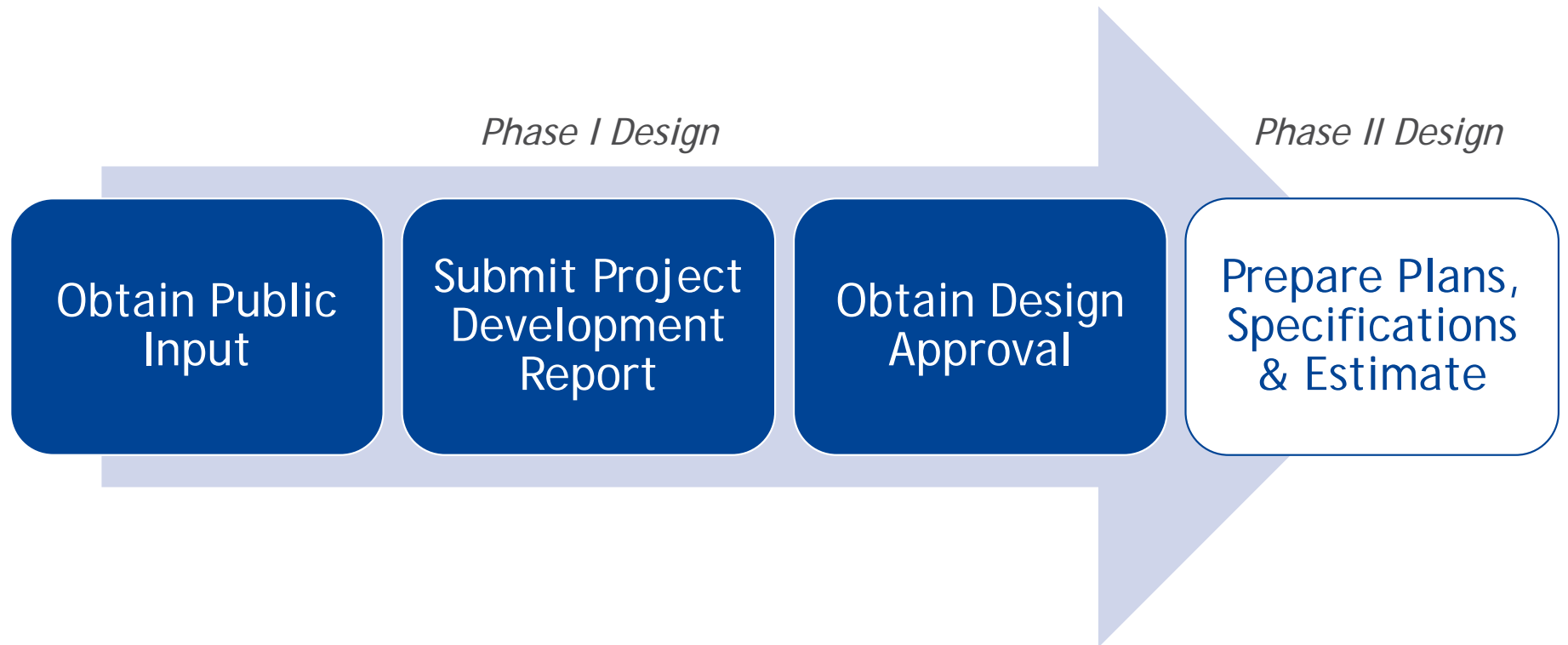
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How Can I Participate?

- Ask questions / provide comments during the Q&A session
- Provide written comments (mail or email)
- See website for more information
 - <https://www.cityhpil.com/construction> → Bridge Replacement Projects

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Thank You!