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## Community and Economic Development Committee Report

To: Mayor and Board of Trustees  
From: Amanda Orenchuk  
For: Village Board Meeting of: March 12, 2018  
Subject: Pedestrian Bridge Concept Options

Financial Impact:

Attachments:

1. Overpass Presentation - 3-12-18 (PPTX)
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### **Background**

The 2004 Mundelein Transit-Oriented Plan Report first identified the need for a pedestrian connection near the Metra Station, and the Village has been coordinating efforts to develop a feasible option and obtain funding to meet this purpose. Various funding sources have been utilized in the preparation and ultimately some of the construction of this crossing, including funds by Canadian National. The purpose of the structure is to enhance public safety by eliminating pedestrian/train conflicts along the railroad and facilitate other east-west access. The need is intensified due to multi-family residential development on the east side of the tracks.

### **Criteria**

Certain design criteria is essential for a successful installation and placemaking structure, and further dictated by utilities and the function of the tracks as a freight line:

1. Covering the bridge, stairs, and ramps (if and where possible);
2. Ensuring a height of the bridge is at least 24 feet above the tracks to clear train cars;
3. Providing an open feeling for safety and light;
4. Designing an aesthetically compatible structure with the redevelopment area; and
5. Including options for elevators, stairs, and ramps for a multitude of users.

### **Feedback from July 2017**

General notes from the July 24, 2017, Committee of the Whole Meeting included:

1. Sentiments this would be an "iconic structure" and importance of design being both functional and aesthetically pleasing.
2. Importance of providing a safe and attractive path that connects residents and visitors to both the community and transit. These include one design by Farr Associates as part of the Downtown North Implementation Plan (Design A) and three designs by Kimley-Horn (Designs B, C and D).
3. Direction was to take the Farr Design A and the Kimley-Horn Design B and work with the elements the Board liked from those proposals.
4. The elements of the prairie style were preferred but directed to add a uniqueness to the style.
5. Overly modern was not preferred.
6. Brick and stone were accepted materials.
7. User-friendly elements and design were important.

### **Design**

HR Green is the contracted firm to perform the engineering documents for construction. Their subconsultant, KMI, provided three variations of a similar design based off of comments from the pedestrian overpass meeting. After reviewing these proposals, staff prefers the openness of the KMI Option A, with the following comments:

1. Remove the escalator option;
2. Remove the additional staircase and just incorporate the biker staircase into the single staircase;
3. Integrate brick and stone to provide further balance of materials;
4. Include the arched entryway from Option B, and
5. Reduce the size of the structure.

### **Next Steps**

The project is at a point where a design decision must be made to commence engineering design. The Village Board is asked to consider the preferred design and to provide any feedback on that option.

### **Anticipated Timeline**

- A. Begin engineering design work: May 2018
- B. Letting of BID for construction: April 2019
- C. Reviews by external entities (IDOT, ICC, etc.) can occur during design phase
- D. Must be under construction by 2020. Target Construction Start Date by 7/1/19

AO/CM/aw

### **Recommendation**

**Motion** to accept the preferred pedestrian bridge design by HR Green and KMI.

# Pedestrian Overpass Update

March 12, 2018



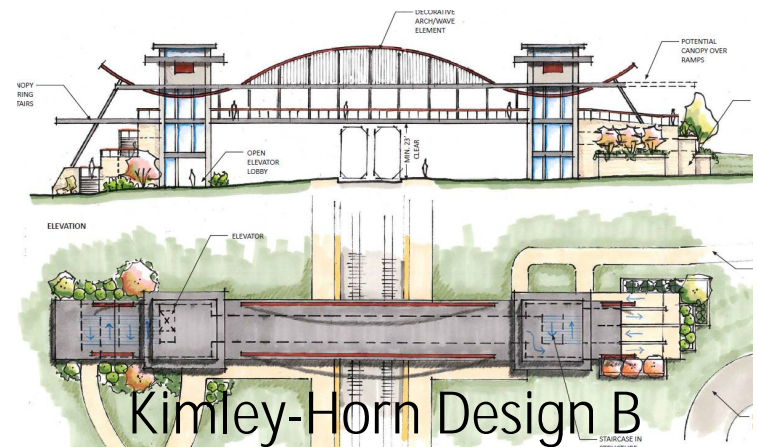
VILLAGE OF  
**Mundelein**  
start here. star here.



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)

## What we last heard from the Village Board (July 2017):

- “Iconic” - heavy importance on function and design.
- Safe, attractive, user-friendly connection for residents and visitors.
- Combine Farr Design A and Kimley-Horn Design B, and work with the elements the Board liked from those proposals.
- Prairie style was preferred, but with added uniqueness.
- Overly modern was not preferred.
- Brick and stone were accepted materials.





# New Designs: Option 1-A (Brick)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)

# New Designs: Option 1-A (Brick)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



# New Designs: Option 1-A (Brick)



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# New Designs: Option 1-A (Brick)



\*Final design would not have an escalator

Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



# New Designs: Option 1-B (Stone)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)

# New Designs: Option 1-B (Stone)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



# New Designs: Option 2-A (Brick)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



# New Designs: Option 2-A (Brick)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)

# New Designs: Option 2-A (Brick)



\*Final design would not have an escalator

Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



# New Designs: Option 2-A (Brick)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



# New Designs: Option 2-B (Stone)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)

# New Designs: Option 2-B (Stone)



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# Staff's Preferred Design: 2-A (Brick)



Attachment: Overpass Presentation - 3-12-18 (2934 : Pedestrian Bridge Concept Options)



May  
2018

April  
2019

Occurs During  
Design Phase

July  
2019

Begin  
Engineering  
Design Work

Bid for  
Construction

Reviews by  
External  
Entities (IDOT,  
ICC, etc.)

Target  
Construction  
Date

