

Roselle Road Pedestrian Bridge



PROJECT DESCRIPTION

The Roselle Road Shared-Use Path and Bridge over Central Road and Salt Creek Tributary D is a federally funded project for the Village of Schaumburg and in part located in the Cook County Forest Preserve District property. The project is located at the intersection of Roselle Road and Central Road, which are both Cook County highways. The new shared-use path replaces an existing path and also connects to an existing trail in the adjacent Paul Douglas Forest Preserve. STP funds from the Northwest Council of Mayors were used for the improvement so all plans and specifications were provided in accordance with IDOT BLR&S and FHWA requirements.

The project area had significant vertical grade changes due to the adjacent interchange with I-90 so the design needed some creativity in order to meet current ADA standards as well as accommodate required drainage improvements. In addition, the horizontal alignment of the new path was constrained at the Roselle Road/I-90 ramp intersection to avoid traffic signal equipment recently installed as part of the new I-90 interchange. During the design, our Team also coordinated with the Cook County Department of Transportation and Highways (CCDTH) and the Illinois Tollway since they were designing improvements to Central Road at the same time. The new vertical profile for Central Road and future locations of new traffic signals at

the Roselle Road/Central Road intersection were coordinated with the CCDTH. The plans and specifications were submitted to the CCDTH for permitting.

Extensive coordination was conducted with the Cook County Forest Preserve District (CCFPD), because sections of both the new bridge and path are located on the adjacent Paul Douglas Forest Preserve. Coordination activities included establishing the new bridge and path location, connection point to the existing path in the forest preserve, and the limits of proposed tree removal. The time frame for tree removal was limited due to the potential habitat disruption for Northern Long Ear Bat.

The new path is a 10 foot wide HMA trail with a total length of almost 4000 feet. The proposed pedestrian bridge is a five span steel plate girder bridge with three main spans of 163' each and end spans of 130'-6" for an overall length of 750'-0". The bridge is in an S-curved horizontal alignment with varying radii (1,500' and 1,075') to improve the aesthetics for pedestrians and bicyclists. A large scenic outlook was placed at the center of the bridge, cantilevered off the girder to allow for pedestrians and bicyclist to stop and enjoy the view of the adjacent forest preserve. Additionally, decorative railings, concrete staining, and decorative form liner were utilized to make this bridge a destination trip.

LOCATION

Schaumburg, IL

CLIENT

Village of Schaumburg

CONTACT

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CONSTRUCTION COST

\$4,200,000

PROJECT TEAM

Project Manager
Salvatore Di Bernardo, PE, SE
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Project Engineer
Eric Spina, PE

SCOPE OF SERVICE

► Final Design

