



September 25th, 2019

East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee

Meeting #2 Summary



Introduction

The second Steering Committee (SC) meeting for the EBDRT Alignment Study was held on Wednesday, September 25th, 2019 from 9:00 a.m. to 11:15 a.m. at the Glen Ellyn Police Department Community Room, 65 S. Park Boulevard, Glen Ellyn, IL 60137. The main objective of this second meeting was to determine the finalist alternative(s) to be carried forward into a Phase I Engineering Study for more detailed engineering development and environmental review. The list of meeting attendees is provided below.

A PowerPoint presentation was given that included a recap of SC Meeting #1, a review of the goals and objectives for this SC meeting, and the results of the additional analysis of alignment alternatives (Segments and Crossings) that was completed after SC Meeting #1. The PowerPoint presentation is included as Attachment A. A brief review was provided of the crossings and segments that achieved general group consensus at SC Meeting #1, and therefore were not planned for additional discussion at SC Meeting #2. The following Segments and Crossings included an evaluation of two or more alignment alternatives and the results of this evaluation were discussed at SC Meeting #2:

- Segment 1 – St Charles Road to Crescent Blvd
- Crossing 2 – Crescent Blvd / UPRR / Hill Ave
- Crossing 4 – Fairview Ave (IL 53)
- Segment 4 – Fairview Ave to Roosevelt Road
- Crossing 5 – Roosevelt Road (IL 38)
- Segment 5 – South of Roosevelt Road

The PowerPoint presentation was used to guide the group discussion by presenting the alternatives considered within the Segment or Crossing on a location map, then reviewing support material such as plan and profile exhibits, flood elevation data, and the comparative evaluation of alternatives with key takeaways, after which group discussion occurred. The group discussion resulted in identifying one or two finalist alternatives to be carried forward into the Phase I Engineering Study, which is summarized herein. Further coordination is required for Segment 3 and the southern portion of Segment 5 to investigate on-road options prior to Steering Committee Meeting #3.

SC Meeting #3 is planned for November 2019 and will focus on finalizing the Segment 3 and 5 alignment corridor, further refinement of the finalist alternative(s) to be carried forward into Phase I Engineering Study, and potential priority segments to pursue for federal funding opportunities.

Meeting Participants

Steering Committee (SC) Member Attendance

- Jessica Ortega, Forest Preserve District of DuPage County (FPDDC)
- Julius Hansen, Village of Glen Ellyn
- Carl Goldsmith, Village of Lombard
- Sara Race, Commonwealth Edison (ComEd) Environmental
- Jennifer Boyer, DuPage County Stormwater Management (DCSM)
- Ginger Wheeler, Friends of EBDRT
- Steve Johnson, Friends of EBDRT
- Libby A'Hearn Gilmore, Friends of EBDRT

Elected Officials Attendance

- Tim Elliott, County Board Member District 4
- Tim Whelan, Commissioner, Forest Preserve District of DuPage County (FPDDC)

Project Team Attendance

- Chris Snyder, DuPage County Division of Transportation
- Mike Barbier, DuPage County Division of Transportation
- John Loper, DuPage County Division of Transportation
- Mike Matkovic, Christopher B. Burke Engineering
- Dave Kleinwachter, Christopher B. Burke Engineering
- Emily Anderson, Christopher B. Burke Engineering

Tim Elliot, District 4 County Board Member, welcomed the Steering Committee, and reiterated that the focus of this initial alignment study and subsequent engineering studies is a generally north-south off-road multi-use path along the East Branch DuPage River, as discussed in SC Meeting #1. The purpose of this meeting is to continue efforts in the advancement of the alignment study to determine the finalist alternative(s) to carry forward into the Phase I Engineering Study.

Summary of Discussion

The following provides a summary of the main discussion points, decisions, and action items that occurred at SC Meeting #2.

Emily Anderson, from Christopher B. Burke Engineering (CBBEL), led the discussion and described the agenda for the meeting. The agenda consisted of a recap of SC Meeting #1, group discussions of crossings and segments to be carried forward into the Phase I Study, and Next Steps.

A brief recap of SC Meeting #1 was presented, including the Project Overview, the Alignment Study process, and Steering Committee participation. The outcome of SC Meeting #1 resulted in a general consensus on the overall project goal of the EBDRT being an off-road, regional trail near the EBDRT to connect the Great Western Trail to Butterfield Road to connect to a planned bike path by IDOT along the

north side of Butterfield Road. SC Meeting #1 also identified issues and concerns with the corridor and alignment alternatives to consider. Based on SC Meeting #1 discussion, one alignment was carried forward within following crossings and segments:

Crossing 1 – The St. Charles Road existing underpass

Segment 2 – Existing access road west of the Glenbard Wastewater Treatment Plant

Crossing 3 – Illinois Prairie Path at-grade crossing

Segment 3 – ComEd ROW / Glen Oak Forest Preserve

Crossing 6 – Future at-grade crossing with the I-88 Central DuPage Bikeway (planned)

Segment 6 – ComEd ROW

Because of general group consensus on these crossings and segments, no further discussion of these crossings or segments was anticipated as part of the SC Meeting #2. While the general alignments were agreed upon, it was stated that the exact location of the trail was still flexible within the corridor and would be further coordinated and refined in the Phase I Engineering Study based on stakeholder input, refinements in survey data, and in-depth hydraulic analysis.

After the completion of the SC Meeting #1, several follow-up tasks were completed in preparation for SC Meeting #2. First, SC members were emailed for input on evaluation criteria to assist in comparative evaluation of alternatives. Second, wetland delineations were completed throughout the corridor by CBBEL, which were then added to the alignment exhibits to give more precise limits on wetland areas to be avoided by the alignments. Finally, the FPDDC completed an internal review of Segment 1 alternatives within Churchill woods, and gave input on their alignment concerns and preference.

The objective of SC Meeting #2 was discussed, which included obtaining group consensus on the finalist alternative(s) to be carried forward into the Phase I Engineering Study. The general format for key decisions included: showing alternatives within the Segment or Crossing on a location map, then reviewing support material such as plan and profile exhibits, describing the comparative evaluation of alternatives with key takeaways, and then a group discussion. The following locations were identified as the planned group discussion items:

- Segment 1 – St Charles Road to Crescent Blvd
- Crossing 2 – Crescent Blvd / UPRR / Hill Ave
- Crossing 4 – Fairview Ave (IL 53)
- Segment 4 – Fairview Ave to Roosevelt Road
- Crossing 5 – Roosevelt Road (IL 38)
- Segment 5 – South of Roosevelt Road

Before discussing specific alignments and crossings, the EBDR flood data was reviewed. Flood data was gathered from the USGS Stream Gage located at Butterfield Road (IL 56) over the EBDR, which has recorded river elevations every 5 minutes since 2007. This data was referenced against the EBDR regulatory Hydraulic Model, which calculates common flood frequency elevations such as the 2-year, 10-year, and 100-year storm events. The following table summarizes the number of times the actual stream water surface elevation collected at the Butterfield Road stream gage exceeded the EBDR regulatory Hydraulic Model flood frequency elevations.

Flood Frequency	Range of Days/Year Actual Water Surface Elevation Exceeded Flood Frequency	Average Days/Year Actual Water Surface Elevation Exceeded Flood Frequency
(2-year) – 1 foot	0-12	6
2-year	0-7	3
5-year	0-5	1
10-year	0-5	1
50-year	0-1	0
100-year	0	0

The flood data at Butterfield Road (IL 56) was extrapolated to the rest of the corridor in order to estimate flooding frequency at various crossings. For example, if a trail is built at the (2-year) minus 1-foot elevation, it would be inundated between 0 to 12 days a year with an average inundation period of 6 days/year or be unusable for those 6 days/year or usable for 359 days/year. The data was used as a discussion point in the presentation to SC members to consider the acceptable levels of flood protection for the EBDRT. An in-depth discussion of acceptable flood protection is anticipated for Steering Committee Meeting #3. It was discussed that the IDNR will be requiring the updated Bulletin 70 data beginning January 2020, so future flood elevation modeling conducted in Phase I Engineering will include the updated rainfall data.

After establishing the flood data process, the meeting moved on to the group discussions on the alignment alternatives. Plan view exhibits, flood elevation data, and comparative evaluation tables were presented for each crossing or segment under discussion. A summary of each of the discussions is included below, and an exhibit showing the finalist alternatives is provided in Attachment B.

Segment 1 - St. Charles Road to Crescent Blvd.

- Alt 1.2 was analyzed to have about a 2-year level of protection which would be usable for 362 days per year on average based on available stream gage data.
- Of the alternatives within Churchill Woods, the FPDDC supports Alt 1.2. Constructing a trail on new alignment through Class III or Class IV ecosystems is undesirable, and impacts should be avoided wherever possible. Alt. 1.1 and Alt 1.3 result in environmental impacts whereas Alt 1.2 would have relatively minimal environmental impacts and provides a good recreational benefit.
- FPDDC recommended showing an off-road trail from Crossing 1 at the St. Charles Rd underpass to the entrance of the existing trail at its northern limit, so that trail users would not need to use the existing parking lot. It was agreed that this detail will be added to the plan view exhibits.
- CBBEL clarified the cost shown for Alt. 1.4 in the comparative evaluations table was calculated assuming the existing 4' sidewalk would be widened to a 10' bituminous path.
- It was generally agreed that Alt. 1.4 should not be considered further as an EBDRT alternative unless the future Crossing 2E is chosen (to be discussed in the following group discussion). Alt 1.4 does not meet the project goal of being close to the river and is not anticipated to be desired by adjacent property owners impacted by the trail construction. Board Member Elliot noted the existing streets are comfortable to ride on but are narrow and recommended that the EBDRT

avoid neighborhood streets. Alt. 1.4 was recommended as potential connector path or local route, but not serve as the main EBDRT alignment.

On the above basis, the group concurred with Alt 1.2 as the finalist alternative within Segment 1 to be carried forward into Phase I Engineering for further design development and evaluation.

Crossing 2 - Crescent Blvd / UPRR / Hill Ave.

- A question arose regarding the difficulty of permitting through the UPRR, and whether the Crossing alternative with the easiest permitting should be carried forward. The County offered insight that the UPRR permitting will be a challenge no matter which Crossing alternative is chosen, and therefore should not be a factor at this time for dismissing an otherwise effective and safe Crossing alternative that achieves the EBDRT goals and objectives.
- The Alt. 2C relative construction cost is slightly more than Alt 2B and provides full grade separation for all three crossings (Crescent, UPRR, and Hill). Alt 2C is approximately 225 feet long, whereas Alt. 2B is approximately 85 feet long. It was noted that shorter tunnels feel more comfortable for users as a long tunnel may feel unsafe if users cannot see the opposite end upon entering even if properly lit.
- It was agreed that Alt. 2A presents many concerns, especially with the sharp turns in the alignment and steep ramps that do not conform with ADA policies. However, this option has the lowest cost of construction omitting Alt 2E. Requiring riders to slow or dismount to navigate the 90-degree bends is undesirable from a user perspective. Alt. 2A must also be verified in Phase I Engineering to not present any significant hydraulic impedance or obstruction of flow of the EBDRT in order to be considered feasible.
- Alt. 2A is within the floodplain and is estimated at the 2-Yr – 1 foot elevation. This elevation is projected to be inundated approximately 6 days per year on average, and usable 359 days per year. Alt. 2B and Alt. 2C are above the 100-year floodplain elevation, and therefore would be usable every day of the year.
- Due to the low traffic volumes on Crescent Blvd and Hill Ave, traffic signals and pedestrian flashing beacons are not warranted. At-grade crossings of these roadways is considered low-stress and comfortable for most users. Alt. 2B should include traffic calming measures on street or 90 degree turns on the trail at approaches to at-grade crossings when exiting the tunnel.
- There was general group agreement that Alt. 2B is the most desirable. However, while there are many drawbacks of Alt. 2A, the UPRR will likely require a full investigation and vetting of Alt. 2A prior to agreeing to Alt. 2B.

On the above basis, the group concurred with Alt. 2A and Alt. 2B as the finalist alternatives at Crossing 2 to be carried forward into Phase I Engineering for further design development and evaluation.

Segment 3 - Illinois Prairie Path to Fairview Ave. (IL 53)

- One alignment, Alt 3.0, was shown within Segment 3 that was determined primarily based on minimizing wetland impacts. The alignment remains flexible within the ComEd and Glen Oak Forest Preserve corridor and will be further refined in the Phase I Engineering Study based on many factors including continued stakeholder input, survey data, and in-depth hydraulic analysis.
- The FPDDC noted the need to establish long-term maintenance agreements for the EBDRT, with specific concerns on boardwalk structures within the ComEd ROW. The FPDDC requested further exploration of on-road alignment alternatives prior to committee to the Segment 3 corridor as shown. Several boardwalk structures and bridges are shown within Segment 3 which are recommended to be minimized or eliminated where possible due to maintenance concerns.
- If ComEd is going to utilize the trail to access their towers and perform maintenance, the trail or boardwalk would need to be designed to accommodate a minimum 20 ton vehicle loading.
- DuPage County Stormwater Management (DCSM) recommended reviewing proposed waterway and wetland crossings shown to reduce structures and associated long term maintenance which may result in greater wetland impacts. A wetland impact may be acceptable on a case by case basis to reduce long term maintenance; however, it must be demonstrated that the proposed trail does not impact flow to adjacent wetlands and waterways as the cost of wetland mitigation may be significant.
- The FPDDC requested studying alternative alignments including along the tollway or on street that may provide other benefits like connecting parks and neighborhoods to the trail, fewer structures and the possibility of utilizing the existing signalized crossing of IL 53 at Spring Ave.
- Board Member Elliot noted the Alt 3.0 alignment through the FPDDC and ComEd property could be a showcase or highlight segment for the EBDRT, and an alternative following Spring Avenue is not preferred based on the lack of proximity to the EBDRT.

On the above basis, the project team will analyze an alternative alignment utilizing a local route west of the ComEd ROW and Glen Oak Forest Preserve and coordinate with the FPDDC for review ahead of Steering Committee Meeting #3.

Crossing 4 - Fairview Ave. (IL 53)

- Although IDOT has proposed a new traffic signal at the Surrey Drive intersection located just east of I-355, the Village of Lombard does not support a traffic signal at this location based on not meeting warrants. On this basis, and due to the offset from the EBDRT corridor, the SC agreed that Alt. 4D should be dismissed from further consideration.
- It was explained that when the IL 53 bridge was constructed, the east and west cells of the bridge were intentionally designed to accommodate a future bike path under IL 53 with 10' of vertical clearance to the bottom of the bridge beam. However, the project team determined the future bike path would be inundated approximately 33 days per year at the existing shelf elevation. To

maximize the flood protection for Alt. 4B, the trail would be raised to provide 8.5' of vertical clearance. Based on available stream gage data, the trail is estimated to be inundated approximately 6 days per year. However, since raising the path fills the bridge opening area, it must be verified in Phase I Engineering to not obstruct EBDR flow. In addition, given the limited flexibility, more detailed EBDR stream analysis with updated Bulletin 70 rainfall data may further affect the feasibility of Alt. 4B.

- Alt. 4C is a high-stress at-grade crossing based on traffic volume and speed. The traffic volumes along IL 53 are high enough to potentially warrant an EBDRT crossing signal, contingent upon projected EBDRT bicycle and pedestrian volumes to be determined, and subject to IDOT review and approval. It was explained that Alt. 4C is equally possible on either the east or west side of the river.
- Alt. 4A was shown to be feasible. Although it would be a comparatively higher cost crossing alternative, it was discussed that the bridge could also act as a decorative gateway portal for the Villages of Lombard and Glen Ellyn. Further design considerations include the type of bridge ramp (circular, switch-back) and the impact to distribution ComEd power lines running east-west along the south side of IL 53, that will require relocation.

On the above basis, the group concurred with Alt. 4A and Alt. 4B as the finalist alternatives at Crossing 4 to be carried forward into Phase I Engineering for further design development and evaluation.

[Segment 4 – Fairview Ave \(IL 53\) to Roosevelt Road \(IL 38\)](#)

- Alt 4.1 is below the 2-year flood elevation and based on available stream gage data to be usable 353 days per year on average. Alt. 4.2 and 4.3 are higher and near the 10-year flood elevation, which is usable all year on average based on available stream gage data.
- Although higher in elevation, Alt. 4.2 and 4.3 are further away from the EBDR and would provide less recreation benefit by going through the ComEd corridor.
- During wetland delineations, a 150-foot section of Alt. 4.1 was shown to be lower than the rest of the berm and has wetlands. This wetland would require a boardwalk or pedestrian bridge to avoid impacts and increases the cost to this segment of trail. DCSM recalled Alt 4.1 is a manmade berm originally designed and constructed as part of a larger Tollway wetland mitigation plan. If this was the case, the plans could be used to verify and reinstate the original design intents of the berm as a maintenance project. Fill in this low area would not be considered wetland impacts.
- FPDDC expressed similar concerns with the Segment 4 alignments as described in Segment 3, and suggested studying an alternative alignment on the far west side of the FPDDC property. There appears to be room outside the delineated wetlands to fit an alignment, and this alignment would likely be higher in elevation than Alt. 4.1.

On the above basis, of the Segment 4 alternatives presented (4.1, 4.2, and 4.3) the group concurred with Alt. 4.1 as the finalist alternative to be carried forward into Phase I Engineering for further design development and evaluation. In addition, a new alignment west of Alt 4.1 along the FPDDC western limits will be evaluated.

Crossing 5 – Roosevelt Road (IL 38)

- Alt. 5A utilizing the Baker Hill Drive existing traffic signal does not meet the project goals of being close to the EBDP and was dismissed.
- Alt. 5D utilizing the I-355 existing traffic signal routes users directly adjacent to a ComEd substation, and therefore less recreational benefit.
- It was shown at SC Meeting #1 that the existing Roosevelt Road (IL 38) EBDP hydraulic opening could not accommodate a trail. Alt. 5B is proposed as a standalone pedestrian underpass below Roosevelt Road (IL 38) that could be constructed above the 100-year floodplain elevation by taking advantage of the natural ground elevation increase going west of the EBDP.
- The Alt. 5C overpass is feasible on the west side of the EBDP away from the ComEd ROW and high-tension power lines. A consideration is its relative higher cost as compared to the other crossing alternatives. It was discussed that this bridge could also act as a decorative gateway portal for the Villages of Lombard and Glen Ellyn.

On the above basis, the group concurred with Alt. 5B and Alt. 5C as the finalist alternatives at Crossing 5 to be carried forward into Phase I Engineering for further design development and evaluation.

Segment 5 – South of Roosevelt Road (IL 38)

- The Village of Glen Ellyn confirmed Alt. 5.1 is primarily within the Village property, and not on private property as suggested by signage at the site.
- FPDDC requested eliminating the boardwalk or bridge shown along the east side of Maryknoll Circle, and show a sidepath instead. The existing sidewalk along the road could be widened to form the path.
- Alt 5.1 would be inundated approximately 9 days per year, and usable 356 days per year on average. Alt 5.3 would be shown to be near the 10-year flood elevation which is usable all year on average based on available stream gage data.
- Although Alt 5.3 would have a higher level of flood protection, it is a further distance from the EBDP and has less recreational benefit near the ComEd towers.
- If ComEd is going to utilize the trail to access their towers and perform maintenance, the trail or boardwalk would need to be designed to accommodate a minimum 20 ton vehicle loading.

On the above basis, the group concurred with Alt. 5.1 as the finalist alternative at Segment 5 to be carried forward into Phase I Engineering for further design development and evaluation.

Southern Portion of Segment 5 and Segment 6 to Butterfield Road (IL 56)

There is a large wetland complex within the southern portion of Segment 5 which may have similar concerns as in the Segment 3 discussion regarding boardwalks and maintenance. Therefore, the project team anticipates analyzing an alternative alignment utilizing a local route west of the ComEd ROW to coordinate with the FPDDC for review.

Segment 6 meanders within ComEd property to avoid wetland areas and to utilize existing ComEd access roads. The Segment 6 alignment will be further coordinated and refined in the Phase I Engineering Study based on factors including stakeholder input, survey data, and in-depth hydraulic analysis. If ComEd is going to utilize the trail to access their towers and perform maintenance, the trail or boardwalk would need to be designed to accommodate a minimum 20 ton vehicle loading.

During SC Meeting #1, it was asked whether an IL 56 underpass was feasible to connect the proposed trail on the north to the Forest Preserve located on the south side of IL 56. Based on the low roadway profile elevation, an IL 56 underpass is not feasible as the underpass would be near the normal water level of the EBDP and would require a continually pump station to stay dry. Therefore, a proposed IL 56 underpass is not recommended to be implemented with this project. IDOT plans for Butterfield Road improvements were obtained that show a new separated pedestrian bridge along the north side of the roadway. The EBDP is proposed to connect to the future east-west bike path on the north side of IL 56.

On the above basis, the project team will analyze an alternative alignment utilizing a local route west of the ComEd ROW and coordinate with the FPDDC for review. The group concurred with the southern termini meeting the multi-use path on the north side of IL 56.

General Comments

After segments and crossings were discussed, general topics were brought up that apply to the entire corridor. Further research will be completed on types of boardwalks or pedestrian bridges to be used so that the materials utilized are robust, durable, and low maintenance. The FPDDC stated that wooden boardwalks are not desired as they have proven to degrade over time and require a high degree of maintenance. Construction techniques of the boardwalks or bridges must also be considered, as boardwalks that require cranes or other large equipment may cause larger, unanticipated wetland impacts due to the construction footprint. The group concurred that types of boardwalk structures or techniques as well as costs and design loading parameters will be presented as part of SC Meeting #3 for a better understanding of proposed structures, environmental impacts, and long-term maintenance.

Next Steps

Chris Snyder stated that the objective going forward is to identify the finalist alignment(s) by the end of this year for moving into Phase I Engineering Studies. The project will be pursuing federal CMAQ/TAP funding in Spring 2021.

The next steps for the project were discussed. The third and final SC meeting will be planned for November or early December 2019 and will focus on finalizing the Segment 3 and 5 alignment corridor, further refinement of the finalist alternative(s) to be carried forward into Phase I Engineering Study, potential priority segments to pursue for funding opportunities, and the additional follow-up items noted above.



Attachment A

Power Point Presentation and Group Discussion Support Material



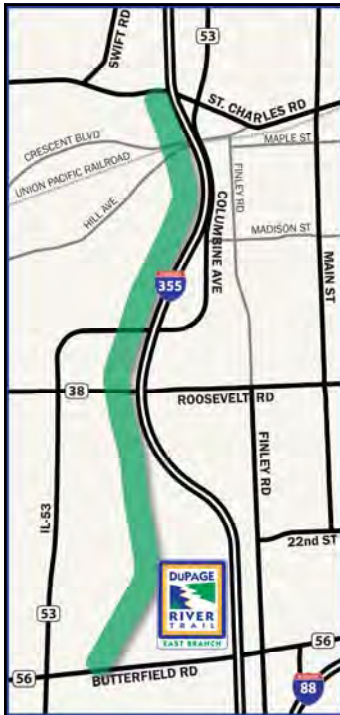
**East Branch DuPage River Trail (EBDRT)
Great Western Trail to Butterfield Road
Section No. 19-00002-07-BT**



**Steering Committee Meeting #2
September 25th, 2019 at 9 a.m.
Glen Ellyn Police Department Community Room
65 S. Park Boulevard, Glen Ellyn, IL 60137**

Meeting Agenda

- 1) Steering Committee (SC) Meeting #1 Recap
 - a) Segments or Crossings with Consensus on Location from SC Meeting #1.
- 2) Determine Preferred or Finalist Alignment Alternative(s) to carry forward into Phase I Engineering Study
 - a) Advanced Material Review, then Group Discussion by Segment or Crossing
 - b) Focus on Segments or Crossings with 2 or more Alternatives
 - i) Segment 1 – Great Western Trail to Crescent Blvd.
 - ii) Crossing 2 – Crescent Blvd./ UPRR/ Hill Ave.
 - iii) Crossing 4 – Fairview Avenue (IL 53)
 - iv) Segment 4 – Fairview Avenue to Roosevelt Road
 - v) Crossing 5 – Roosevelt Road (IL 38)
 - vi) Segment 5 – South of Roosevelt Road (Adjacent to Maryknoll)
- 3) Next Steps



East Branch DuPage River Trail

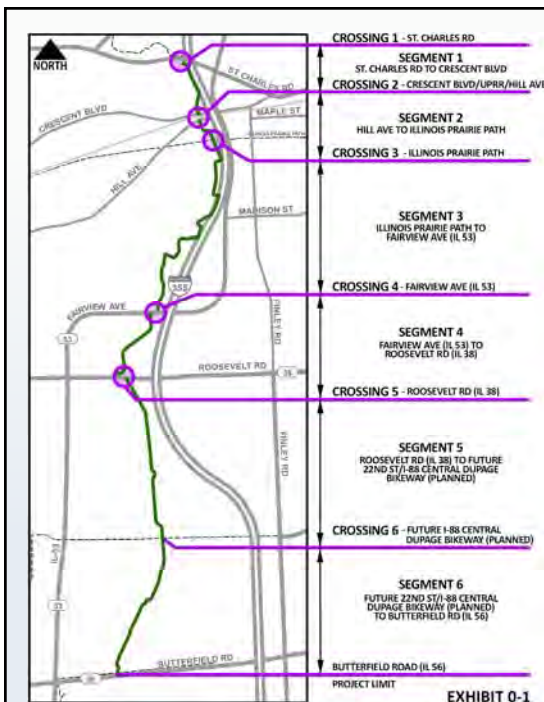
Great Western Trail to Butterfield Road

Steering Committee Meeting #2 September 25th, 2019

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



1



SC Meeting #2 Agenda

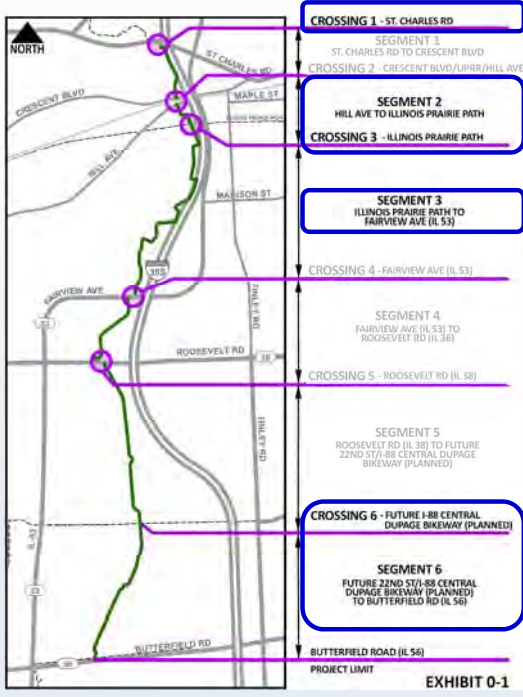
1. Steering Committee (SC) Meeting #1 Recap
 - a) Segments or Crossings with Consensus on General Location
2. Determine Preferred or Finalist Alternative(s) to carry forward into the Phase I Engineering Study
 - a) Focus on Remaining Segments or Crossings with 2 or more Alternatives
3. Next Steps

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



2

SC Meeting #1 Recap



CROSSING 1 - ST. CHARLES RD
SEGMENT 1
ST. CHARLES RD TO CRESCENT BLVD
CROSSING 2 - CRESCENT BLVD/LIPPA/HILL AVE

SEGMENT 2
HILL AVE TO ILLINOIS PRAIRIE PATH
CROSSING 3 - ILLINOIS PRAIRIE PATH

SEGMENT 3
ILLINOIS PRAIRIE PATH TO FAIRVIEW AVE (IL 53)
CROSSING 4 - FAIRVIEW AVE (IL 53)

SEGMENT 4
FAIRVIEW AVE (IL 53) TO ROOSEVELT RD (IL 58)
CROSSING 5 - ROOSEVELT RD (IL 58)


SEGMENT 5
ROOSEVELT RD (IL 58) TO FUTURE 22ND ST/I-88 CENTRAL DUPAGE BIKEWAY (PLANNED)
CROSSING 6 - FUTURE I-88 CENTRAL DUPAGE BIKEWAY (PLANNED)

SEGMENT 6
FUTURE 22ND ST/I-88 CENTRAL DUPAGE BIKEWAY (PLANNED) TO BUTTERFIELD RD (IL 56)
BUTTERFIELD ROAD (IL 56)
PROJECT LIMIT

EXHIBIT 0-1

1. Project Overview; Alignment Study Process; Steering Committee Participation
2. Consensus on Overall Goal
 - a) Regional Trail near the EBDP to connect the Great Western Trail to Butterfield Road
 - b) Local connections to be addressed in Phase I
3. Identified Issues/Concerns and Alignment Alternatives to Consider
4. Consensus on Highlighted Locations
 - Crossing 1 – St. Charles Rd. Underpass
 - Segment 2 – Existing Access Road west of the Wastewater Treatment Plant
 - Crossing 3 – Illinois Prairie Path At-Grade
 - Segment 3 – ComEd ROW/ Glen Oak Forest Preserve
 - Crossing 6 – Future At-Grade with the I-88 Central DuPage Bikeway (Planned)
 - Segment 6 – ComEd ROW

East Branch DuPage River Trail; Great Western Trail to Butterfield Road




3

Post SC Meeting #1 Follow Up




- ☐ SC input on criteria to assist in comparative evaluation of alternatives
- ☐ Final SC Meeting #1 Summary emailed
- ☐ Completed Wetland Delineation
- ☐ FPDDC internal review of Segment 1 Alternatives within Churchill Woods

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



4

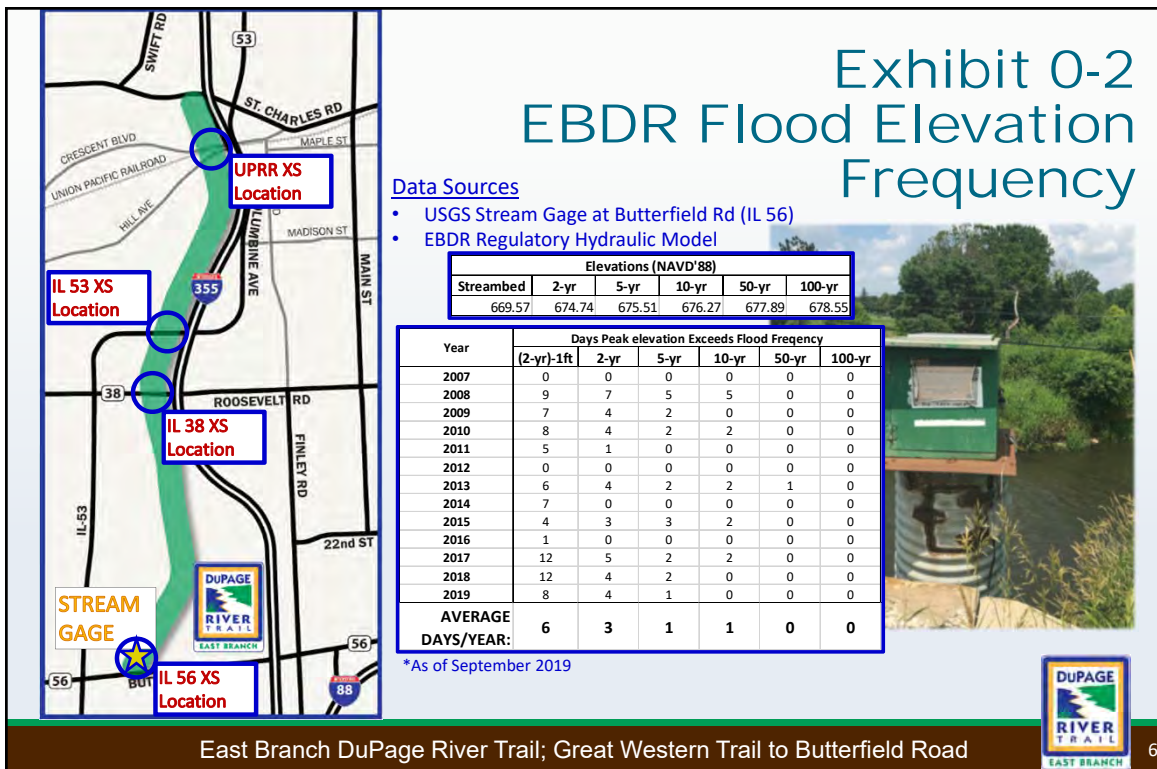
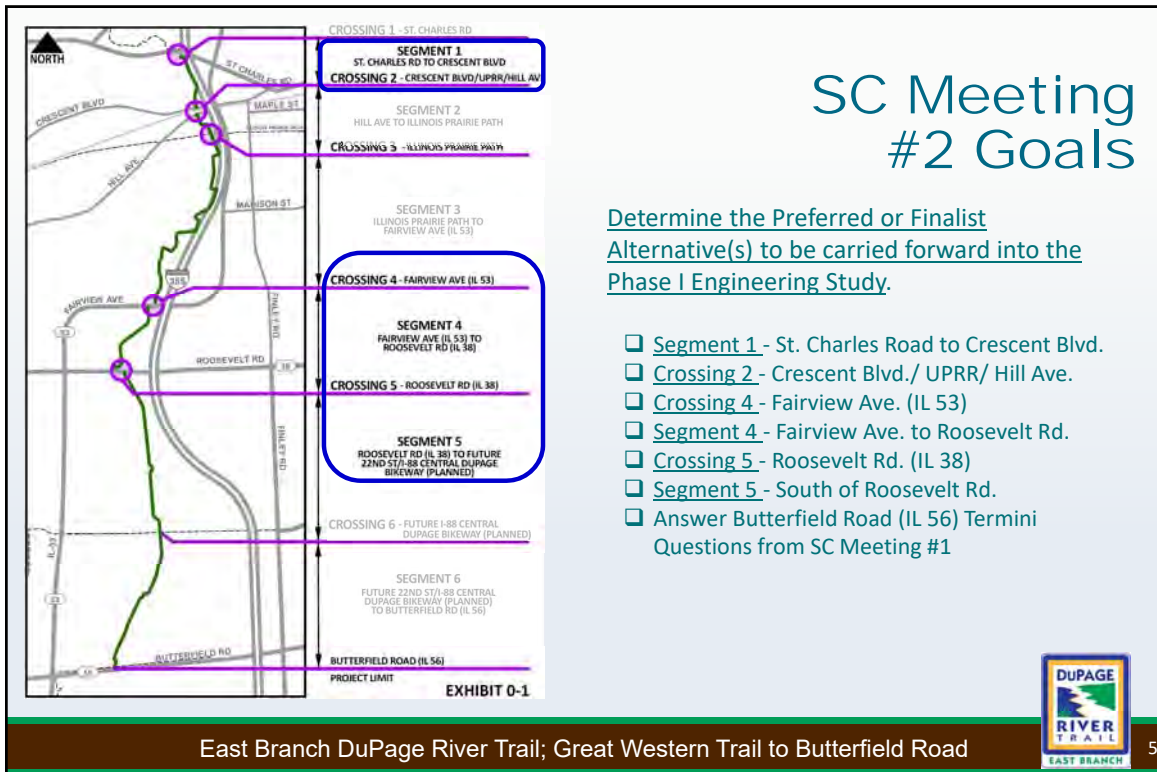
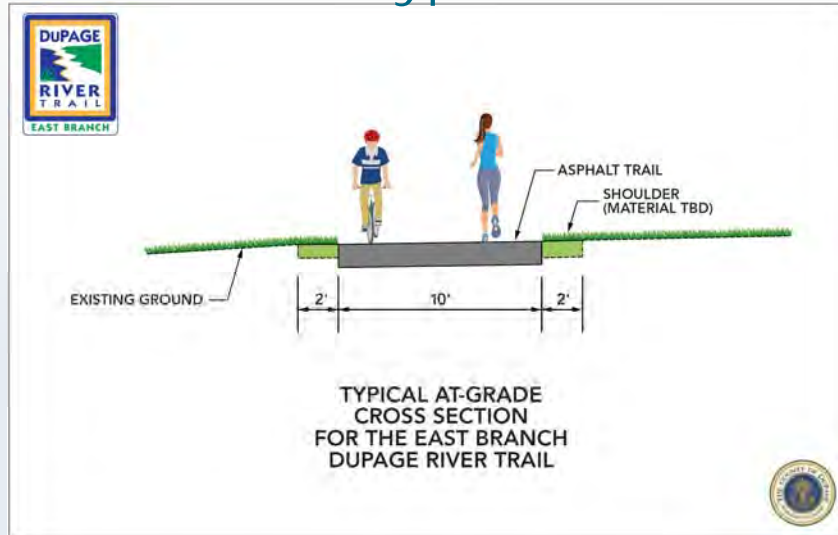


Exhibit 0-3 Typical Cross Section



East Branch DuPage River Trail; Great Western Trail to Butterfield Road



7

Exhibit 1-1 Segment 1 Location Map

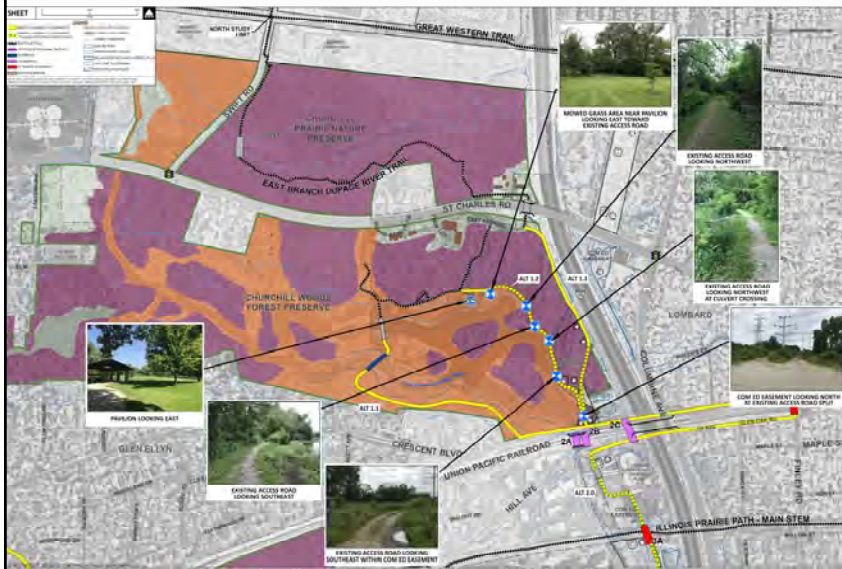


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



8

Exhibit 1-2 Churchill Woods Alt. 1.2 Photos



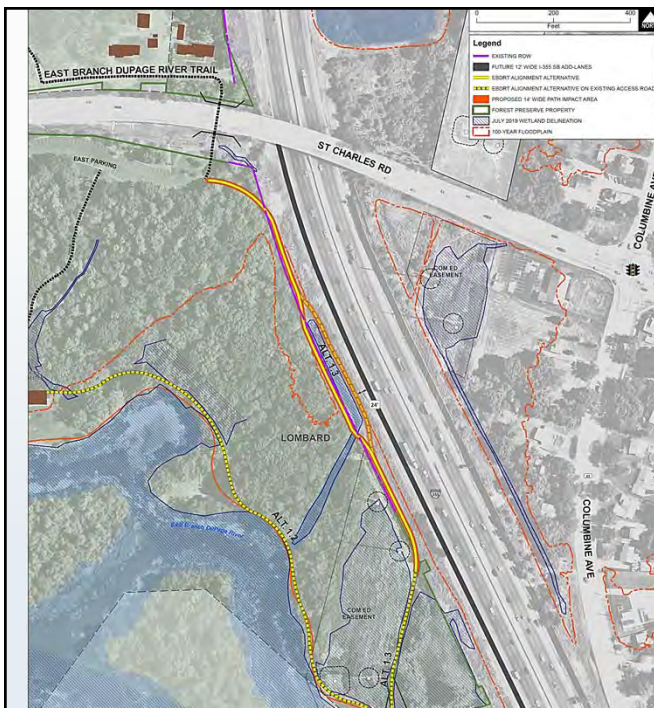
- ❑ Provided to FPDDC to show Class III and Class IV Ecosystem Impacts
- ❑ FPDDC staff indicated support for Alt. 1.2 through Churchill Woods

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



9

Exhibit 1-3 Alt. 1.3 Alignment



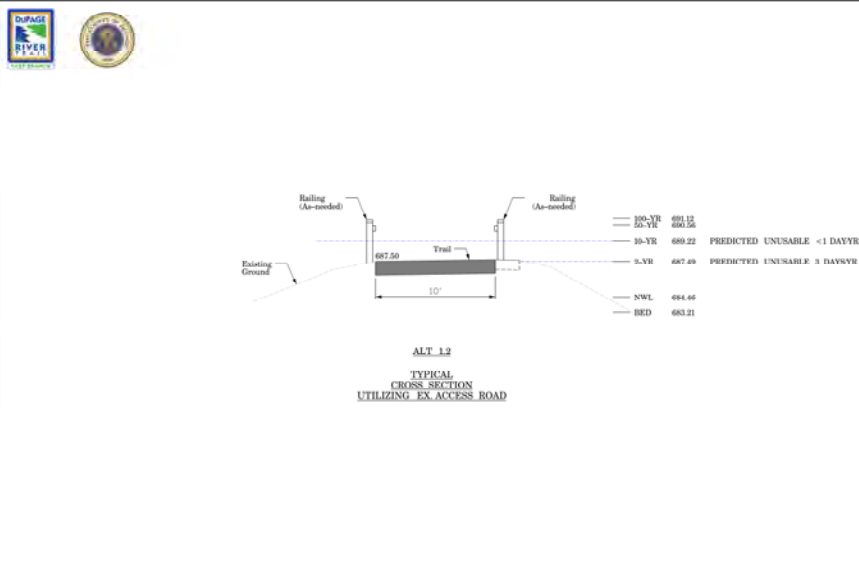
- ❑ Alignment shifted west into the Forest Preserve to avoid the Jurisdictional WOUS along the Tollway ROW
- ❑ Minimum Clear Zone from I-355 SB Lanes to Trail = 36 ft

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



10

Exhibit 1-4 Alt. 1.2 Cross Section



- Anticipated to be inundated 3 days/year on average per USGS Stream Gage historic data located at Butterfield Rd (see Exhibit 0 2)
- FPDDC staff recommended the trail to be asphalt in areas that may flood.

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



11

Exhibit 1-5 Segment 1 Comparative Evaluation

Evaluation Criteria	Segment 1: Great Western Trail to Crescent Blvd			
	Alt. 1.1: West Alignment	Alt. 1.2: Central Existing Access Road	Alt. 1.3: East Alignment Along Tollway	Alt. 1.4: Riford Avenue to Taylor Street
Recreational Benefit				
Proximity to River	distance	Less than 100 ft	Less than 100 ft	300 to 500 ft
Adjacent Land Use ²	scale 1-5	3	3	2
Transportation Benefit				
Ease of Operations (minimize switchbacks, left/right grades, alignment, or confusion)	scale 1-5	3	3	3
Level of Flood Protection & Days Path is Unusable	# days unusable	3	1	3
Safety				
Crossing Level of Stress ^{1,4}	scale 1-5			
Environmental and Socioeconomic Impacts⁵				
Floodplain Impacts	acres	0.03	0.05	0.45
Wetland/ WOUS Impacts	acres	0.02	0.01	0.01
T&E Species Impacts	acres	0.02	0.02	0.02
Class IV Forests	acres	0.02	0.02	0.02
Private Land Acquisition	acres	0.02	0.02	0.02
Cost Effectiveness				
# of Structures Needed	#	1 - 200 ft path	0	0
Relative Initial Construction Cost ³	\$	\$1.1 M	\$100,000	\$2.2 M
Relative Long Term Maintenance Cost	\$-\$5555	\$55	\$5	\$5

Footnotes:
 1. Scale: 1=uncontrolled; 2=stop controlled/flagging system; 3=hybrid/multi-stage crossing; 4=signalized intersection; 5=grade separated
 2. Scale: 1=high density urban environment; 3=high quality open area
 3. Planning Level Contribution (Cost Only): Asphalt Base Path = \$1,250/ft; Trail Bridge/Boardwalk = \$200/ft; Vehicle Bridge/Boardwalk = \$800/ft; 12'x16' Culvert = \$300/ft; Junction Chamber (JC) = \$100,000; 48" Bridge Abutment = \$400/ft; Traffic Signal Modification = \$150,000; New Flagging System Crossing = \$200,000
 4. Pedestrian Hybrid Beacon Not Required on Crescent Blvd. and Hill Avenue
 5. Alternatives utilizing existing access roads assumed to be at-grade and within the existing footprint (i.e., minimal Roadway and tree impacts)

Relative Comparison Scale		Scale 1-5	\$-\$5555
Relatively Strong	5	55	
Neutral	3	\$55	
Relatively Weak	1	\$555	

- Alt. 1.1 requires 2 pedestrian bridges or boardwalks across the EBDR to avoid wetland impacts.
- FPDDC staff indicated support for Alt. 1.2 through Churchill Woods.
- Alt. 1.1 and 1.2 anticipated to be inundated 3 days/year on average.
- Alt. 1.3 shifted west into the Forest Preserve to avoid the Jurisdictional WOUS along the Tollway ROW results in Class IV Ecosystem Impacts.
- Alt. 1.4 is more than 1,500 feet west of the EBDR and was further considered with Crossing 2E.



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

12

Segment #1 Group Discussion



ComEd Access Roads Looking North from Crescent Blvd.

Segment #1:

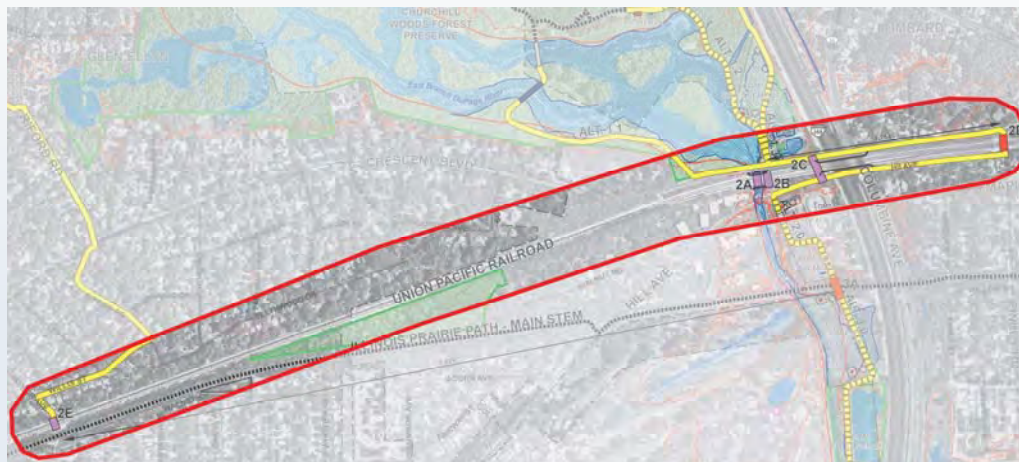
- ❑ Alt. 1.1: West Alignment along East Branch DuPage River (EBDR)
- ❑ Alt. 1.2: Central Existing Access Road along EBDR – Preferred Alternative by FPDDC Staff to minimize environmental impacts
- ❑ Alt. 1.3: East Alignment along Tollway
- ❑ Alt. 1.4: Great Western Trail to Taylor Street Underpass linked with Crossing 2E



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

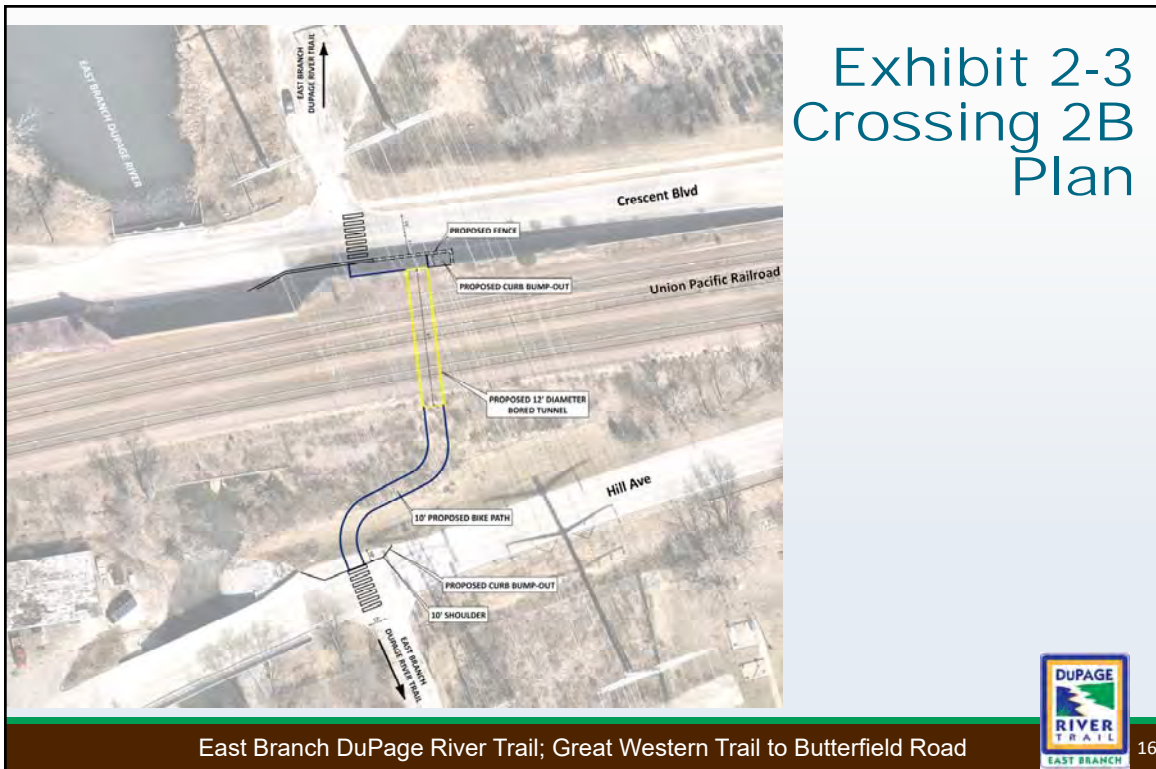
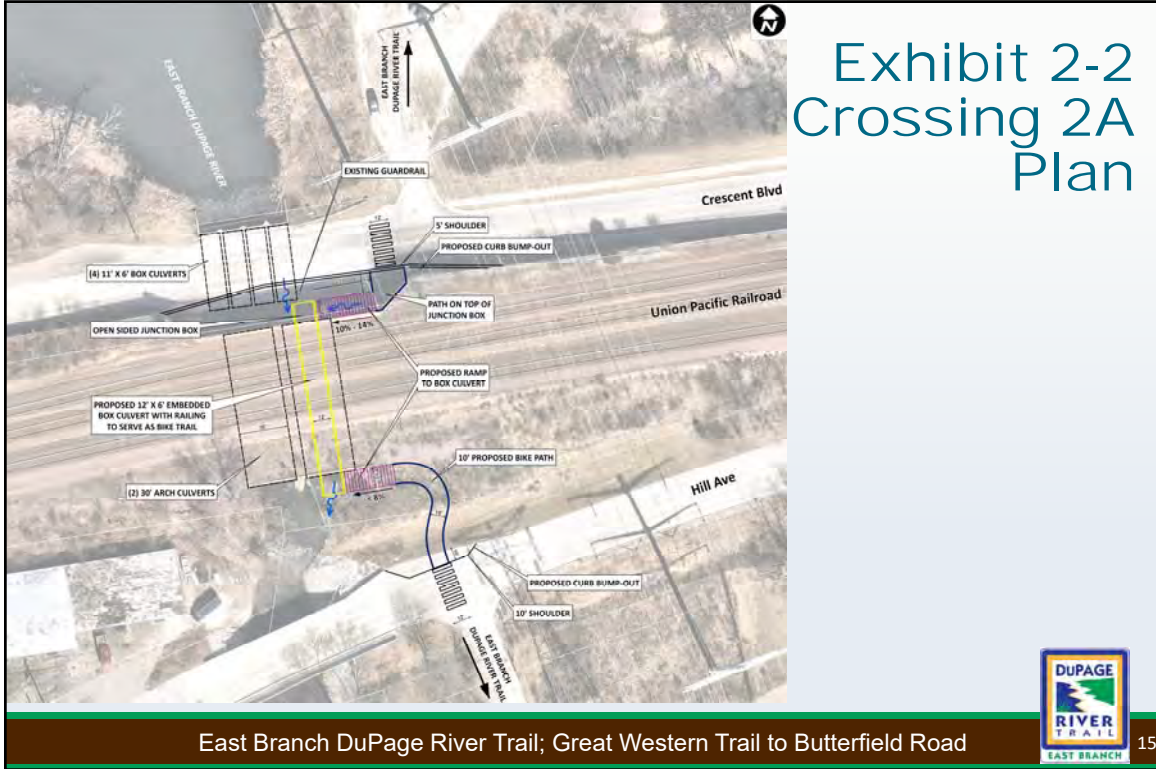
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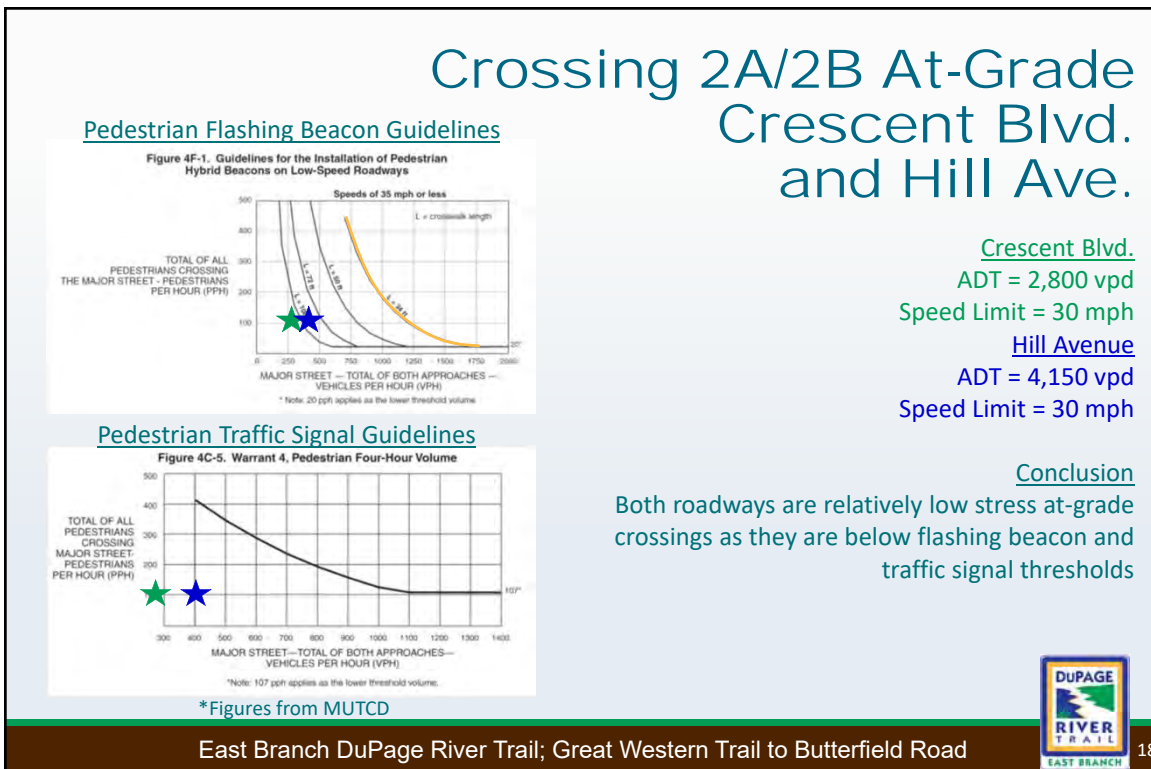
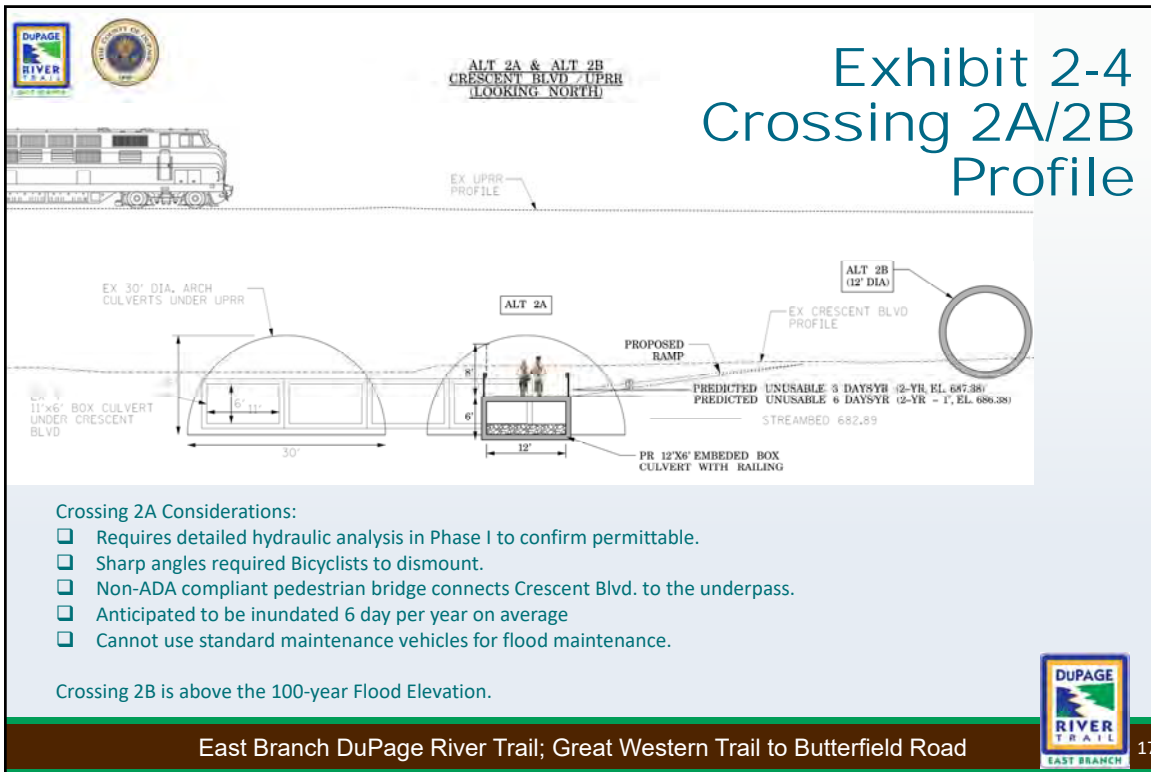
Exhibit 2-1 Crossing 2 Location Map



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

14





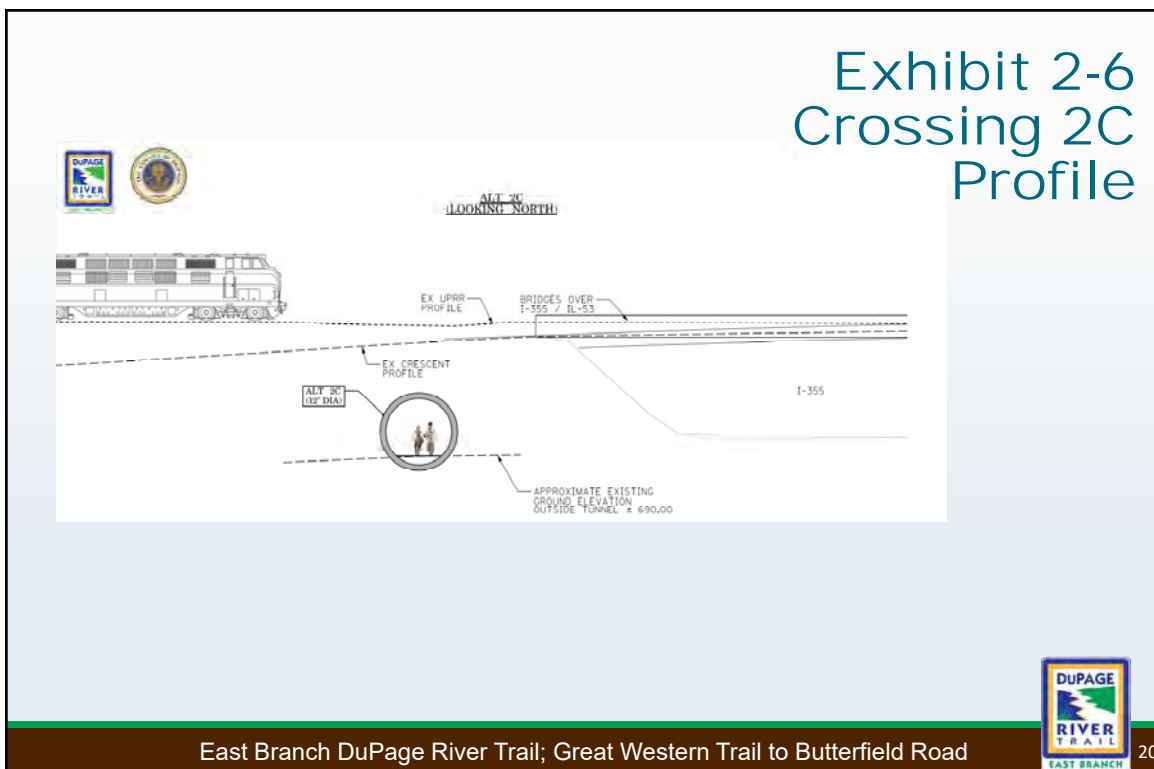
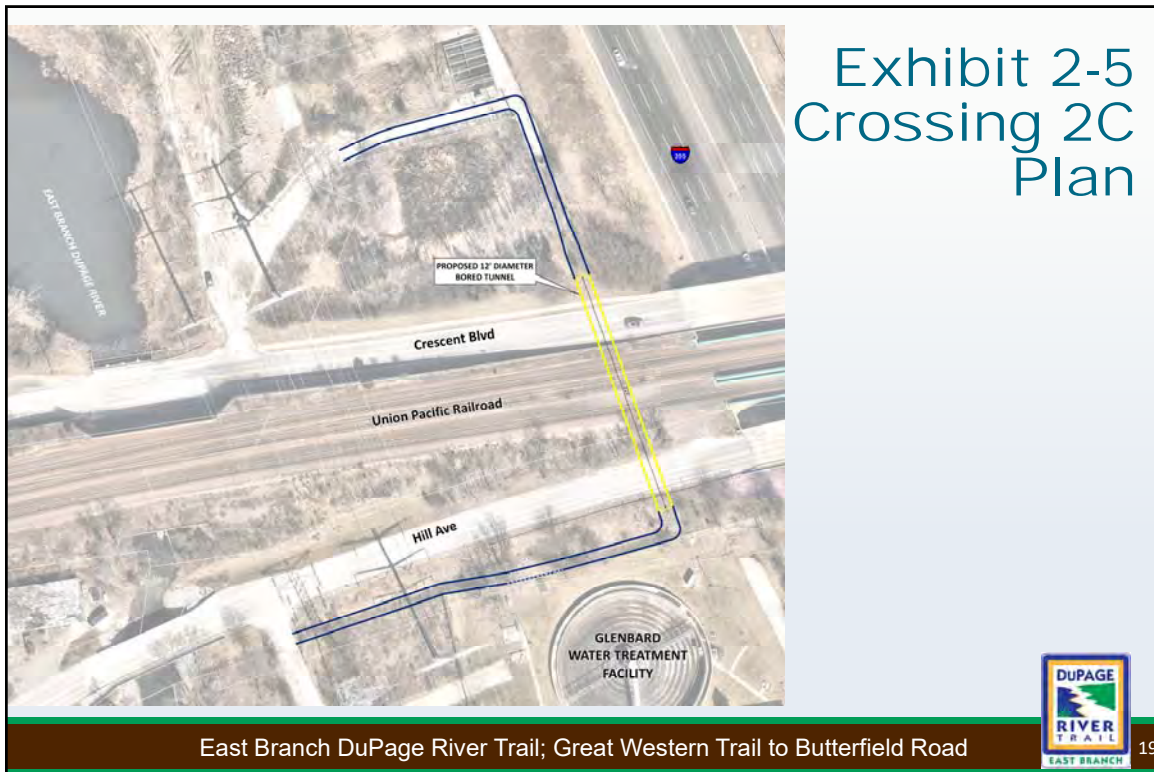


Exhibit 2-7 Crossing 2 Comparative Evaluation

Evaluation Criteria		Crossing 2: Crescent Blvd. (ADT=2,800 vpd) / UPRR/ Hill Avenue (ADT=4,150 vpd)				
		Alt. 2A: Existing East Cell	Alt. 2B: New UPRR Underpass	Alt. 2C: New Crescent/UPRR/Hill Underpass	Alt. 2D: Finley Road At-Grade	Alt. 2E: Existing Taylor Street Underpass
Recreational Benefit						
Proximity to River	distance	Less than 100 ft	Less than 50 ft	350 ft	1,000 ft	1,000 ft
Adjacent Land Use ¹	scale 1-5	5	3	3	2	2
Transportation Benefit						
Ease of Operations (minimize switchbacks, difficult grades, alignment or confusion)	scale 1-5	5	4	3	5	4
Level of Flood Protection ² # Days Path is Unusable	# days unusable	6	0	0	6	6
Safety						
Crossing Level of Stress ^{1,4}	scale 1-5	3	3	3	5	3
Environmental and Socioeconomic Impacts ⁵						
Floodplain Impacts	acres	0.03	0.00	0.00	0.03	0.00
Wetlands/ WOUS Impacts	acres	0.03	0.00	0.00	0.00	0.00
T&E Species Impacts	acres	0.00	0.00	0.00	0.00	0.00
Class IV Forests	acres	0.00	0.00	0.00	0.00	0.00
Private Land Acquisition	acres	0	0	0	8.0-54	0
Cost Effectiveness						
# of Structures Needed	#	3 - 30% 100ft culvert	1 - 100% underpass	1 - 200% underpass	2 - vehicle bridge widening	0
Relative Initial Construction Cost ¹	\$	\$1.8 M	\$5.5 M	\$6.0 M	\$4.1 M	\$0
Relative Long Term Maintenance Cost	\$-\$-\$-\$-\$	\$-\$	\$-	\$-	\$-	\$-

- ❑ Crossing 2A and 2B at-grade crossings are relatively low stress based on roadway ADT and speed limit.
- ❑ Crossing 2A anticipated to be inundated 6 days/year on average and requires detailed hydraulic analysis in Phase I to confirm permissible.
- ❑ Crossing 2A challenges include substandard ADA and geometry, maintenance concerns, waterway conveyance and floodway permitting issues, and WOUS impacts.
- ❑ Crossing 2D and 2E are greater than 1,500 feet from the EBDR.
- ❑ Crossing 2A and 2B recommended to be carried forward.



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

21



Crescent Blvd. Looking West

Crossing #2 Group Discussion

Crossing #2: Crescent Blvd./ UPRR/ Hill Ave.

- ❑ Alt. 2A: Existing East Cell – If recommended to be carried forward as Preferred Alternative, Finley Road would function as high water local detour route
- ❑ Alt. 2B: New UPRR Underpass – Recommended to be carried forward
- ❑ Alt. 2C: New Crescent Blvd./ UPRR/ Hill Ave. Underpass – Recommended to be carried forward
- ❑ Alt. 2D: Finley Road At-Grade – Local Detour Route if Alt. 2A is preferred alternative
- ❑ Alt. 2E: Existing Taylor Street Underpass – Linked with Alignment Alt. 1.4



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

22

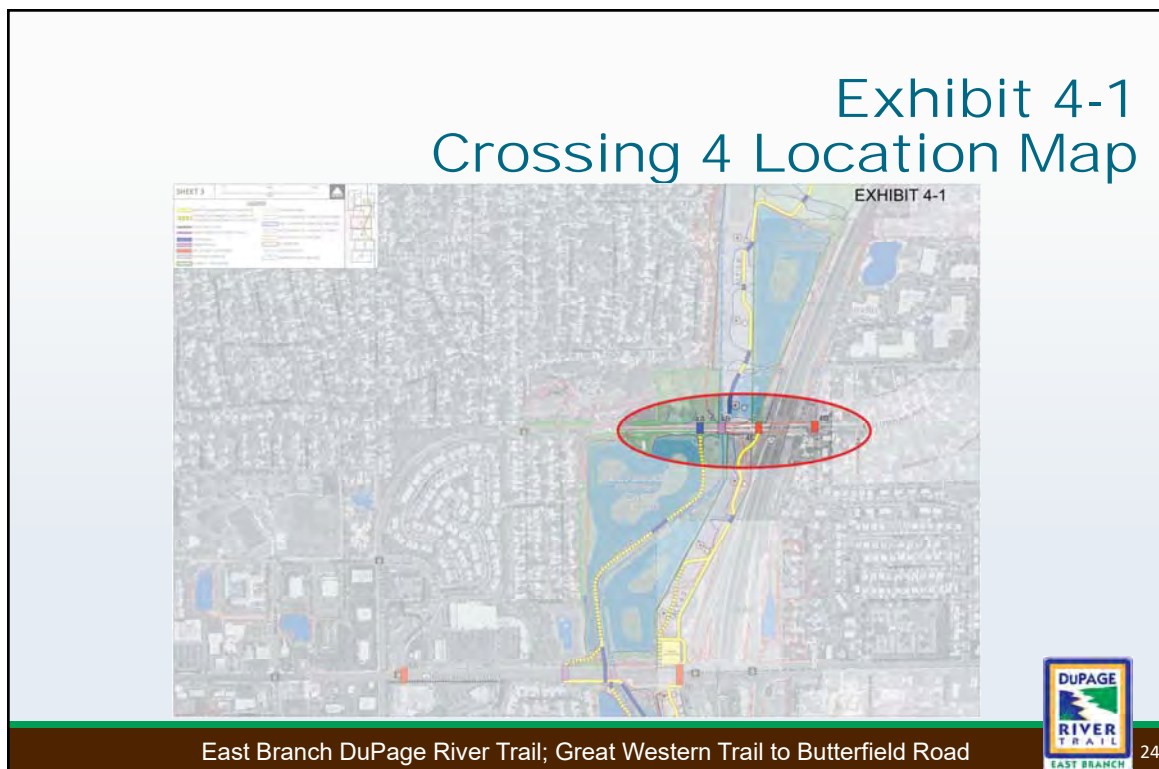
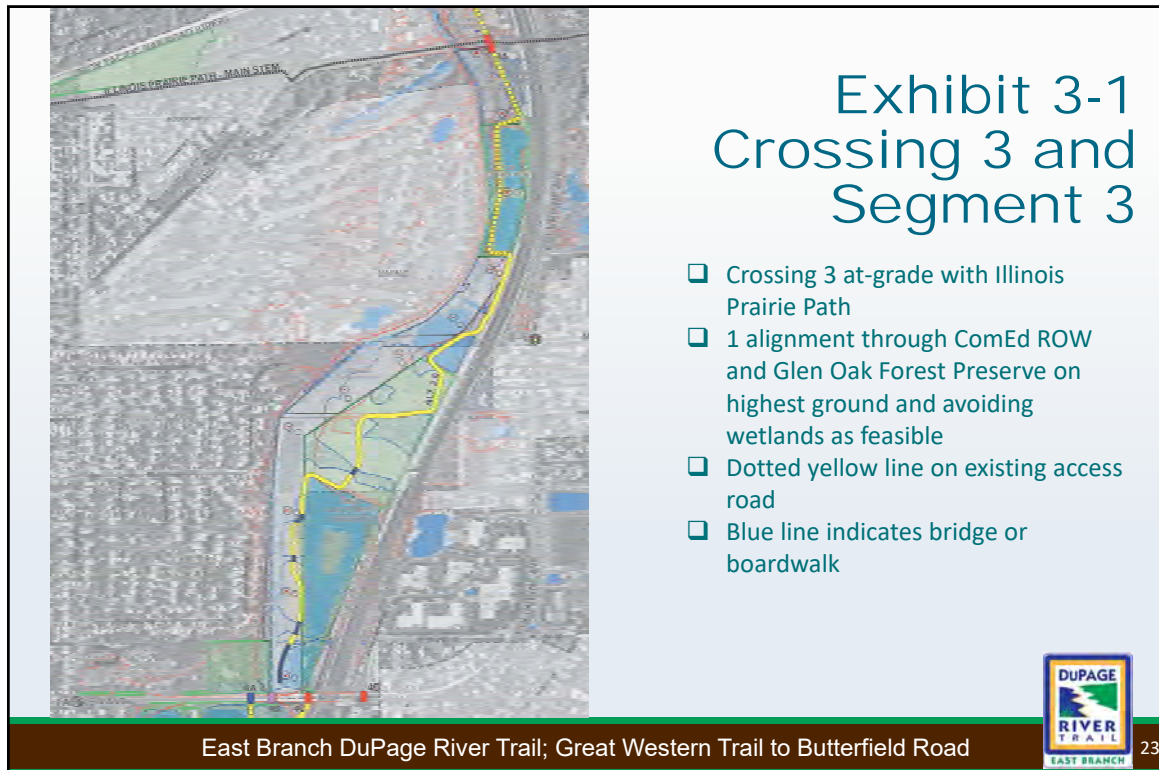
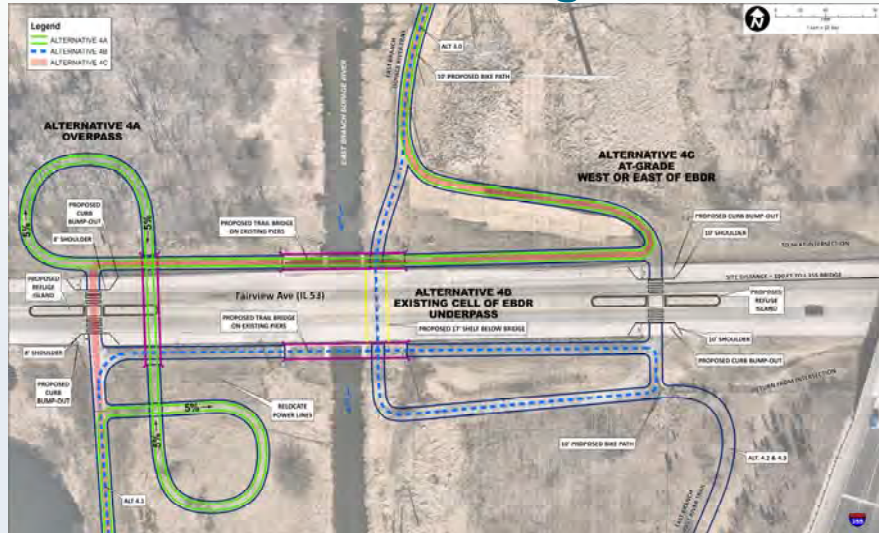


Exhibit 4-2 Crossing 4A/4B/4C Plan

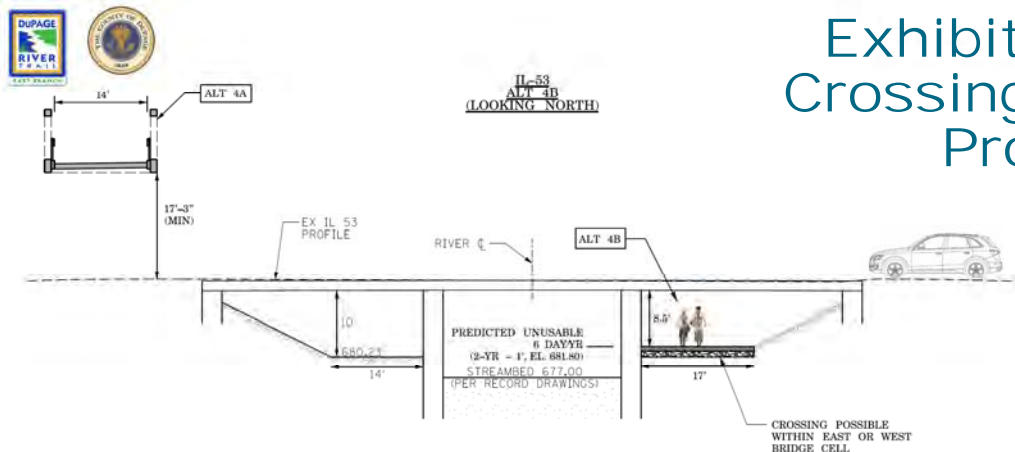


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



25

Exhibit 4-3 Crossing 4B Profile



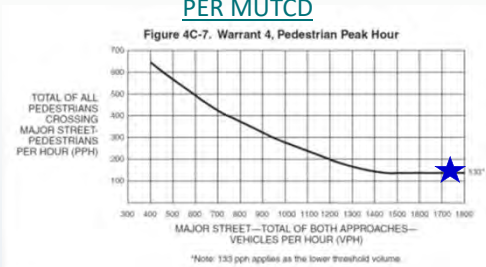
- ❑ Per the IDOT bridge plans, the west and east cells of the IL 53 bridge over EBDP were built anticipating a future bike path. 10-ft clearance originally built is proposed to be reduced to a minimum 8-ft clearance to reduce the frequency of flooding.
- ❑ Anticipated to be inundated 6 day per year on average



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

26

Pedestrian Traffic Signal Guidelines
PER MUTCD



Westbound IL 53 Looking toward Crossing
4C on other side of I-355



Crossing 4C At-Grade Fairview Ave. IL 53

ADT = 17,800 vpd

Speed Limit = 40 mph

Vehicle Stopping Sight Distance = 360 ft
(on other side of I-355)

Conclusion

IL 53 is a relatively high stress crossings as it meets the vehicle volume required for a traffic signal. IDOT approval required for a proposed traffic signal based on predicted pedestrian volumes to be determined.



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

27

Exhibit 4-4 Crossing 4D Plan



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

28

Exhibit 4-5 Crossing 4 Comparative Evaluation

Evaluation Criteria		Crossing 4: Fairview Avenue (IL 53)			
		Alt. 4A: New Overpass West of EBDR	Alt. 4B: Existing W or E EBDR Cell Underpass	Alt. 4C: At-Grade West or East of EBDR	Alt. 4D: Future Survey Dr. Traffic Signal
Recreational Benefits					
Proximity to River	distance	200 ft	Lower Street 20 ft	200 ft	
Adjacent Land Use ²	scale 1-5	1	1	1	2
Transportation Benefits					
Ease of Operation (minimize switchbacks, difficult grades, alignment or confusion)	scale 1-5	3	4	3	3
Level of Flood Protection ³ # Days Path is Unusable	# days unusable	9	6	5	9
Safety					
Crossing Level of Stress ^{1, 4}	scale 1-5	5	5	2	4
Environmental and Socioeconomic Impacts ⁵					
Floodplain Impacts	acres	0.03	0.03	0.06	0.02
Wetland ⁶ WQUS Impacts	acres	0.03	0.03	0.06	0.02
T&E Species Impacts	acres	0.00	0.00	0.00	0.00
Class IV Forests	acres	0.00	0.00	0.00	0.00
Private Land Acquisition	# parcels/ acres	0.00	0.00	0.00	2/ 0.06
Cost Effectiveness					
# of Structures Needed	#	1 - pad bridge 1 - IL 53 N Widening	1 - IL 53 Widening if no Alt 4.1	1 - IL 53 S-F or Alt 4.1 Widening	0
Relative Initial Construction Cost ⁷	\$-\$\$\$\$\$	\$4.0M	\$600.0M	\$600.0M	\$600.0M
Relative Long Term Maintenance Cost	\$-\$\$\$\$\$\$	\$\$\$	\$	\$	\$

- ☐ Crossing 4A requires relocating power lines along IL 53.
- ☐ Crossing 4B implements anticipated future path per IDOT bridge plans.
- ☐ Crossing 4B anticipated to be inundated 6 day per year on average.
- ☐ Crossing 4C is a relatively high stress at-grade crossing.
- ☐ Crossing 4A overpass and 4B underpass recommended to be carried forward.
- ☐ Crossing to be coordinated with IDOT.



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

29

Crossing #4 Group Discussion

Crossing #4: Fairview Avenue (IL 53)

- ☐ Alt. 4A: Overpass West of EBDR
- ☐ Alt. 4B: Existing West or East EBDR Cell
- ☐ Alt. 4C: At-Grade West or East of EBDR
- ☐ Alt. 4D: Future Surrey Dr. Traffic Signal



IL 53 South Piers
Looking East



IL 53 East Cell Looking South



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

30

Exhibit 4-6 Segment 4 Location Map

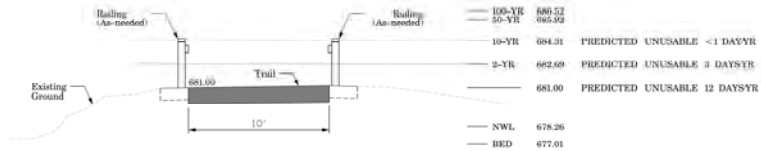


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



31

Exhibit 4-7 Alt. 4.1 and 4.3 Cross Sections



ALT 4.1
TYPICAL
CROSS SECTION
ALONG EX BERM



ALT 4.3
TYPICAL
CROSS SECTION
ALONG COMED PROPERTY

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



32

Exhibit 4-8 Segment 4 Comparative Evaluation

Evaluation Criteria		Segment 4: Fairview Avenue to Roosevelt Rd		
		Alt. 4.1: Existing "User Path" on Berm West of EBDR	Alt. 4.2: Existing ComEd Access Road East of EBDR	Alt. 4.3: East Alignment East of EBDR
Recreational Benefit				
Proximity to River	distance	approximately 50 ft	less than 50 ft	10 to 300 ft
Adjacent Land Use ²	scale 1-5	1	2	2
Transportation Benefit				
Ease of Operations (minimize e-totbacks, difficult grades, alignment, or confusion)	scale 1-5	4	4	4
Level of Flood Protection ³ # Days Path is Unusable	# days unusable	12	1	1
Safety				
Crossing Level of Stress ⁴	scale 1-5			
Environmental and Socioeconomic Impacts⁵				
Floodplain Impacts	acres	0.61	0.74	0.65
Wetland/ WOUS Impacts	acres	0.07	0.03	0.33
T&E Species Impacts	acres	0.00	0.00	0.00
Class IV Forests	acres	0.00	0.00	0.00
Private Land Acquisition	# parcels/ acres	0.00/	0.00/	0.00/
Cost Effectiveness				
# of Structures Needed	#	1-150ft pad boardwalk	1-50ft pad bridge	1-50ft pad bridge
Relative Initial Construction Cost ¹	\$	\$1,314	\$870,000	\$840,000
Relative Long Term Maintenance Cost	\$-55555	\$5	\$5	\$5

- ☐ Alt. 4.1 anticipated to be inundated approximately 12 days/year on average.
- ☐ Alt. 4.2 and 4.3 anticipated to be inundated less than 1 day/year.
- ☐ Alt. 4.1 requires approximately 150 feet of boardwalk along the existing berm to cross a low wetland area.
- ☐ Alt. 4.2 and 4.3 are located closer to the ComEd substation just north of Roosevelt Rd.
- ☐ Alt. 4.1 or 4.3 recommended to be carried forward.



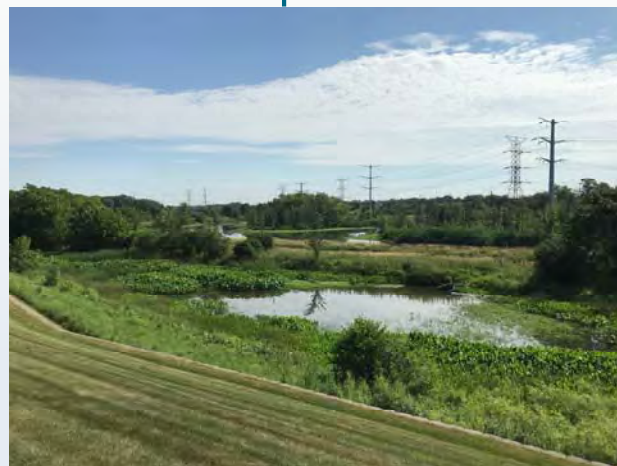
East Branch DuPage River Trail; Great Western Trail to Butterfield Road

33

Segment #4 Group Discussion

Segment #4: Fairview Avenue to Roosevelt Road

- ☐ Alt. 4.1: Existing "User Path" on Berm West of EBDR
- ☐ Alt. 4.2: Existing ComEd Access Road East of EBDR
- ☐ Alt. 4.3: East Alignment East of EBDR



East Branch Forest Riverway Forest Preserve
Looking Northeast



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

34

Exhibit 5-1 Crossing 5 Location Map



East Branch DuPage River Trail; Great Western Trail to Butterfield Road



35

Exhibit 5-2 Crossing 5B and 5C Plan

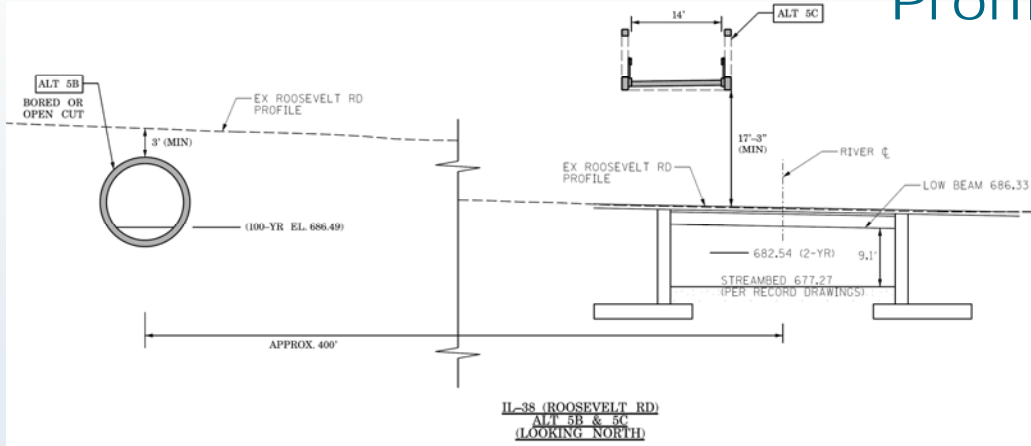


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



36

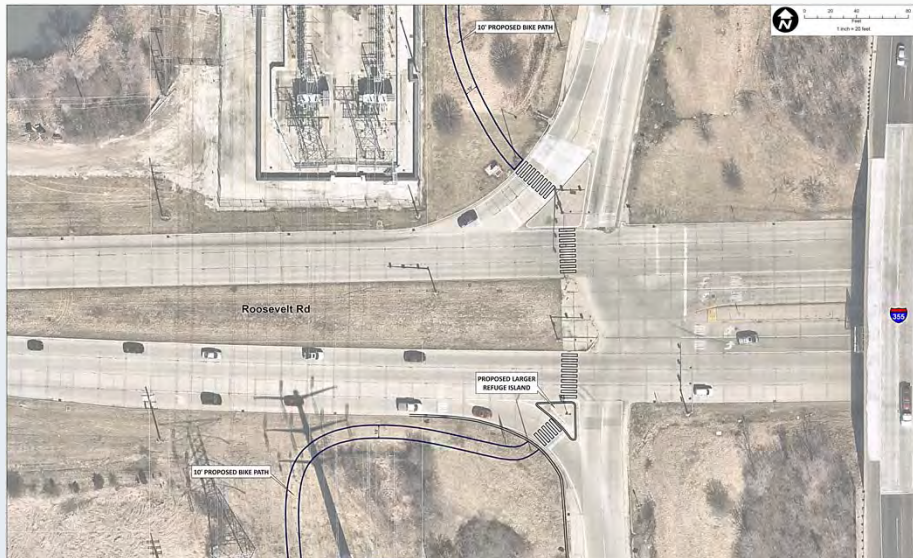
Exhibit 5-3 Crossing 5B and 5C Profile



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

37

Exhibit 5-4 Crossing 5D Plan



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

38

Exhibit 5-5 Crossing 5 Comparative Evaluation

Evaluation Criteria		Crossing 5: Roosevelt Road (IL 38)			
		Alt. 5A: Baker Hill Dr. Traffic Signal At-Grade	Alt. 5B: New Underpass West of EBDR	Alt. 5C: New Overpass at EBDR	Alt. 5D: I-355 Traffic Signal At-Grade
Recreational Benefit					
Proximity to River	distance		430 ft	100 ft	600 ft
Adjacent Land Use ¹	scale 1-5	2	3	3	3
Transportation Benefit					
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion)	scale 1-5		4	3	3
Level of Flood Protection/ # Days Path is Unusable	# days unusable	0	0	0	0
Safety					
Crossing Level of Stress ²	scale 1-5	4	3	3	4
Environmental and Socioeconomic Impacts³					
Floodplain Impacts	acres	0.00	0.00	0.00	0.00
Wetland/ WOUS Impacts	acres	0.00	0.00	0.00	0.00
T&E Species Impacts	acres	0.00	0.00	0.00	0.00
Class IV Forests	acres	0.00	0.00	0.00	0.00
Private Land Acquisition	# parcels/ acres	0.00	0.00	0.00	0.00
Cost Effectiveness					
# of Structures Needed	#	0	1 - culvert, 1 - retaining wall	1 post bridge	0
Relative Initial Construction Cost ⁴	\$	\$1.4M	\$2.7M	\$4.3M	\$1.1M
Relative Long Term Maintenance Cost	\$-55555	\$	\$5	\$8	\$

- ☐ Crossing 5B underpass feasible near the EBDR without flood concerns.
- ☐ Crossing 5C overpass feasible near the EBDR without ComEd high tension power line clearance concerns. Could be designed as a community gateway feature.
- ☐ Four stages for Crossing 5D at I-355 traffic signal.
- ☐ Crossing 5B overpass and 5C underpass are recommended to be carried forward.
- ☐ Crossing to be coordinated with IDOT.



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

39

Crossing #5 Group Discussion

Crossing #5: Roosevelt Road (IL 38)

- ☐ Alt. 5A: Baker Hill Dr. Traffic Signal At-Grade
- ☐ Alt. 5B: Underpass West of EBDR
- ☐ Alt. 5C: Overpass West of EBDR
- ☐ Alt. 5D: I-355 Traffic Signal At-Grade



I-355 Traffic Signal
Looking North



Roosevelt Road Substation Looking West

East Branch DuPage River Trail; Great Western Trail to Butterfield Road



40

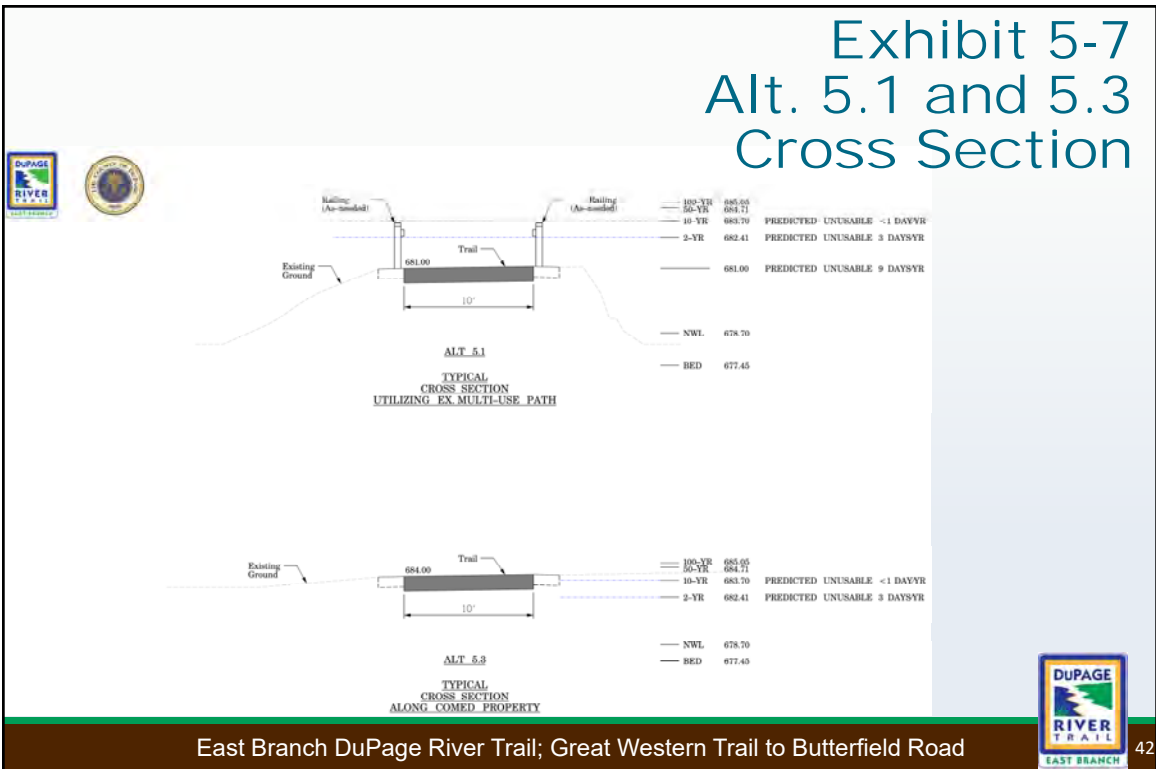
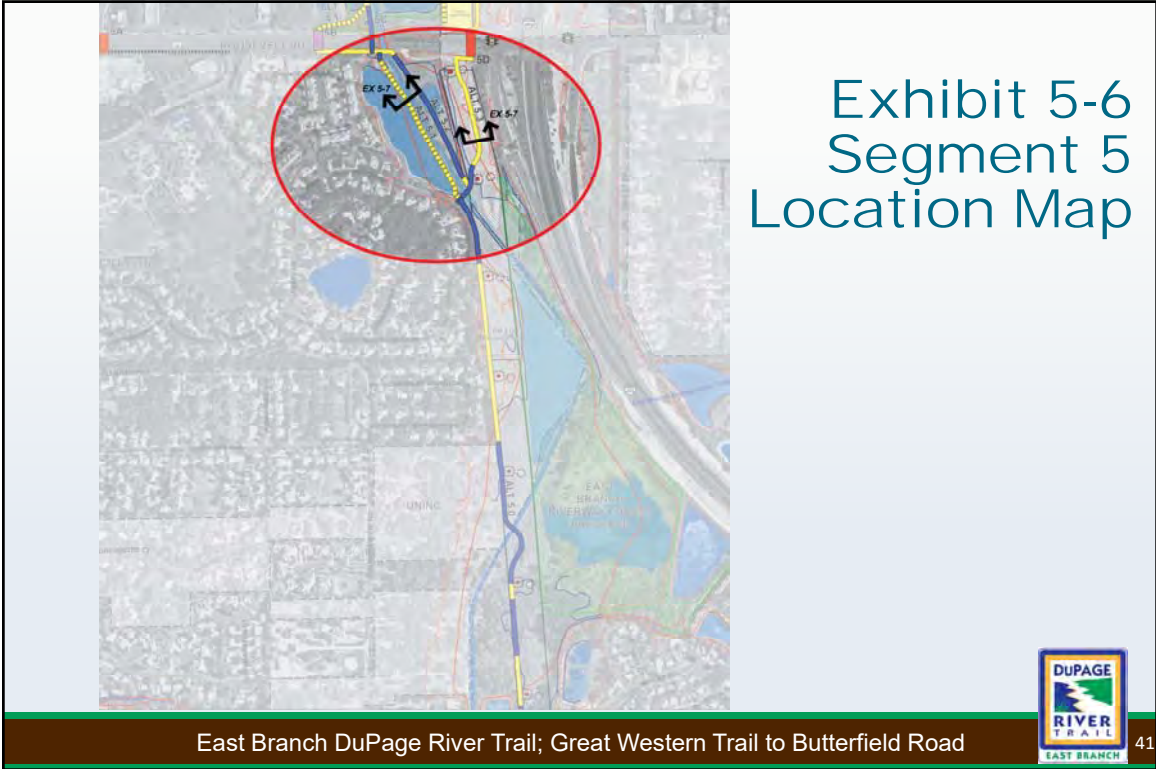


Exhibit 5-8 Segment 5 Comparative Evaluation

Evaluation Criteria		Segment 5: Just South of Roosevelt Rd (IL 38)		
		Alt. 5.1: Existing Path West of EBDR	Alt. 5.2: Middle Alignment East of EBDR	Alt. 5.3: East Alignment in ComEd ROW East of EBDR
Recreational Benefit				
Proximity to River	distance	Less than 50 ft	Less than 50 ft	10 to 200 ft
Adjacent Land Use ²	scale 1-5	4	4	4
Transportation Benefit				
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion)	scale 1-5	3	3	3
Level of Flood Protection/ # Days Path is Unusable	# Days (unusable)	12	8	1
Safety				
Crossing Level of Stress ³	scale 1-5			
Environmental and Socioeconomic Impacts⁴				
Floodplain Impacts	acres	0.37	0.35	0.24
Wetland/ WQUS Impacts	acres	0.02	0.02	0.07
T&E Species Impacts	acres	0.00	0.00	0.00
Class IV Forests	acres	0.00	0.00	0.00
Private Land Acquisition	# parcels, acres	1/0.02	0.00	0.00
Cost Effectiveness				
# of Structures Needed	#	0	1 per bridge/dam modification	1 per bridge/dam modification
Relative Initial Construction Cost ⁵	\$	\$230,000	\$1.1M	\$1.1M
Relative Long Term Maintenance Cost	\$-\$\$\$\$\$	\$	\$5	\$5

- ❑ Alt. 5.1 is relatively lower and anticipated to be inundated approximately 9 days/year on average.
- ❑ Alt. 5.2 is not recommended due to excessive wetland impacts or maintenance requirements if built on boardwalk as compared to Alt. 5.1 or 5.3.
- ❑ Alt. 5.3 anticipated to be inundated less than 1 day/year.
- ❑ Portions of the existing path along Alt. 5.1 have scoured into the EBDR, and the path is required to be repaired and stabilized (i.e.; gabion baskets, etc.).



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

43

Segment #5 Group Discussion



Mary Knoll Existing Path
Looking South



ComEd ROW Looking South

Segment #5: South of Roosevelt Road

- ❑ Alt. 5.1: Existing Path West of EBDR
- ❑ Alt. 5.2: Middle Alignment East of EBDR not recommended due to wetland impacts
- ❑ Alt. 5.3: East Alignment East of EBDR



East Branch DuPage River Trail; Great Western Trail to Butterfield Road

44

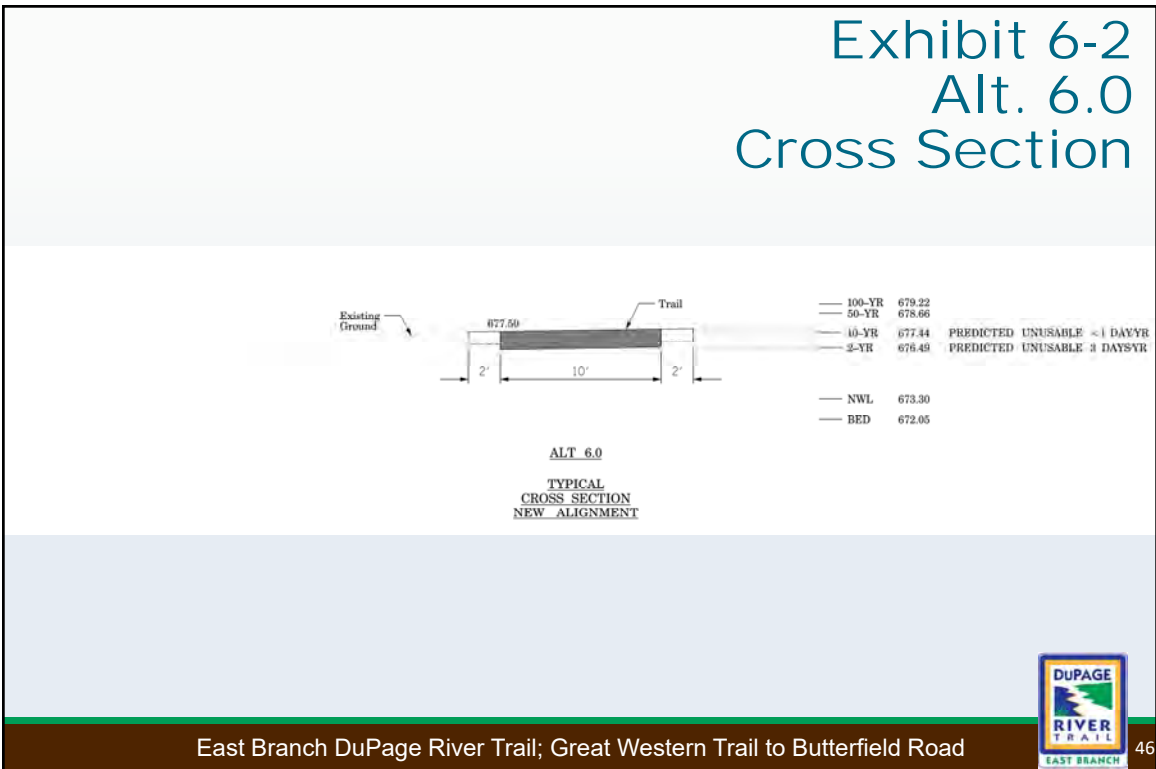
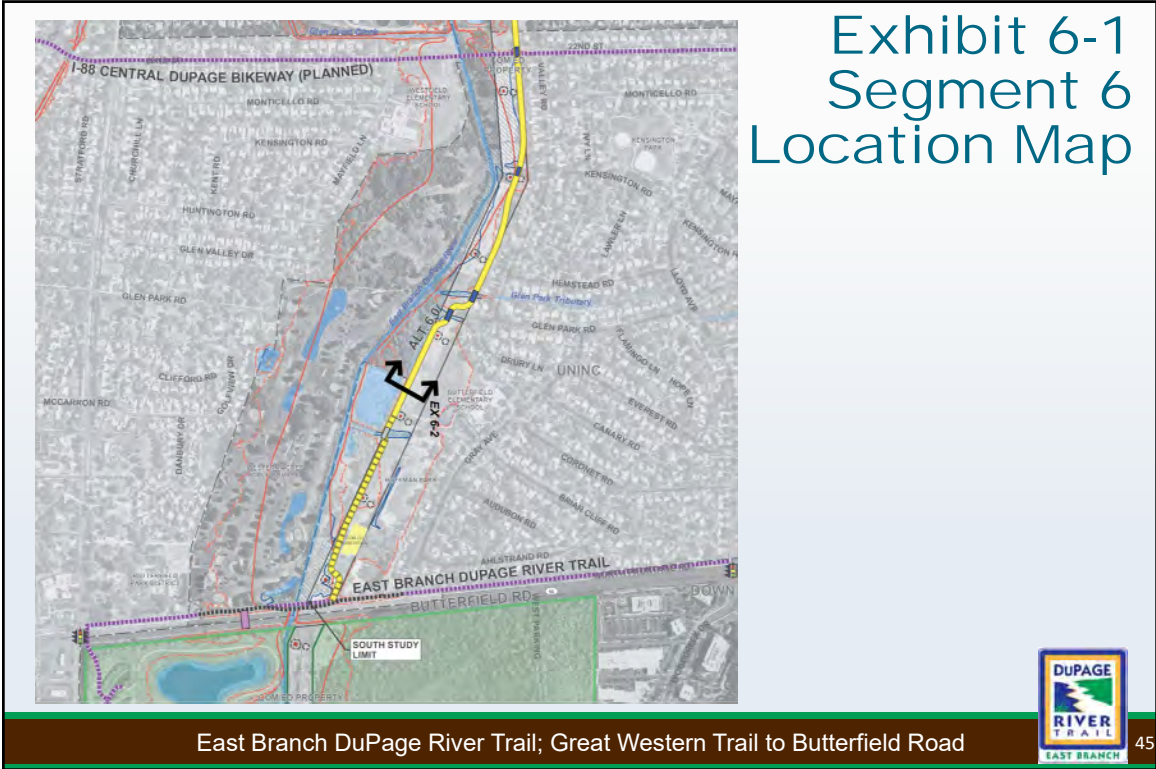


Exhibit 6-3 IL 53/IL 56 Improvements Location Map



East Branch DuPage River Trail; Great Western Trail to Butterfield Road



47

Exhibit 6-4 IL 56 Pedestrian Bridge



East Branch DuPage River Trail; Great Western Trail to Butterfield Road



48

Exhibit 6-5 IL 56 Concept

IL-56 (BUTTERFIELD RD)
(LOOKING NORTH)

EX BUTTERFIELD ROAD PROFILE

3" MIN. CLEARANCE

12" DIA.

RIVER

6.4'

674.74 (2-YR)

673.74 (2-YR - 1')

STREAMBED 669.57

10.6'

TRAIL UNUSABLE WITHOUT PUMP STATION;
ELEVATION BELOW EBDRT STREAMBED

Butterfield Road (IL 56)

- ☐ Reviewed to determine if underpass feasible to connect to Hidden Lake Forest Preserve, and it is not recommended as the underpass would be lower than the EBDRT streambed.
- ☐ It is recommended to connect the EBDRT to the planned shared use path on the north side of IL 56 (See Exhibit 6-4).

DuPAGE RIVER TRAIL EAST BRANCH

49

East Branch DuPage River Trail; Great Western Trail to Butterfield Road

Next Steps

1. Finalize and Refine Preferred/Finalist Alternative(s) to Carry Forward into Phase I
2. Meeting #2 Summary
3. Steering Committee Meeting #3
 - ☐ Email invitation 2-weeks prior, meeting material 1 week prior
 - ☐ Finalize and Refine Preferred/Finalist Alternatives
 - ☐ Identify Priority Segments
4. Prepare Alignment Study Report
5. Phase I Engineering and Environmental Study
 - ☐ Dependent on Partners and Funding

DuPAGE RIVER TRAIL EAST BRANCH

50

East Branch DuPage River Trail; Great Western Trail to Butterfield Road

Attachment B

Finalist Alternative Alignment to be carried forward into Phase I Engineering for further design development and evaluation



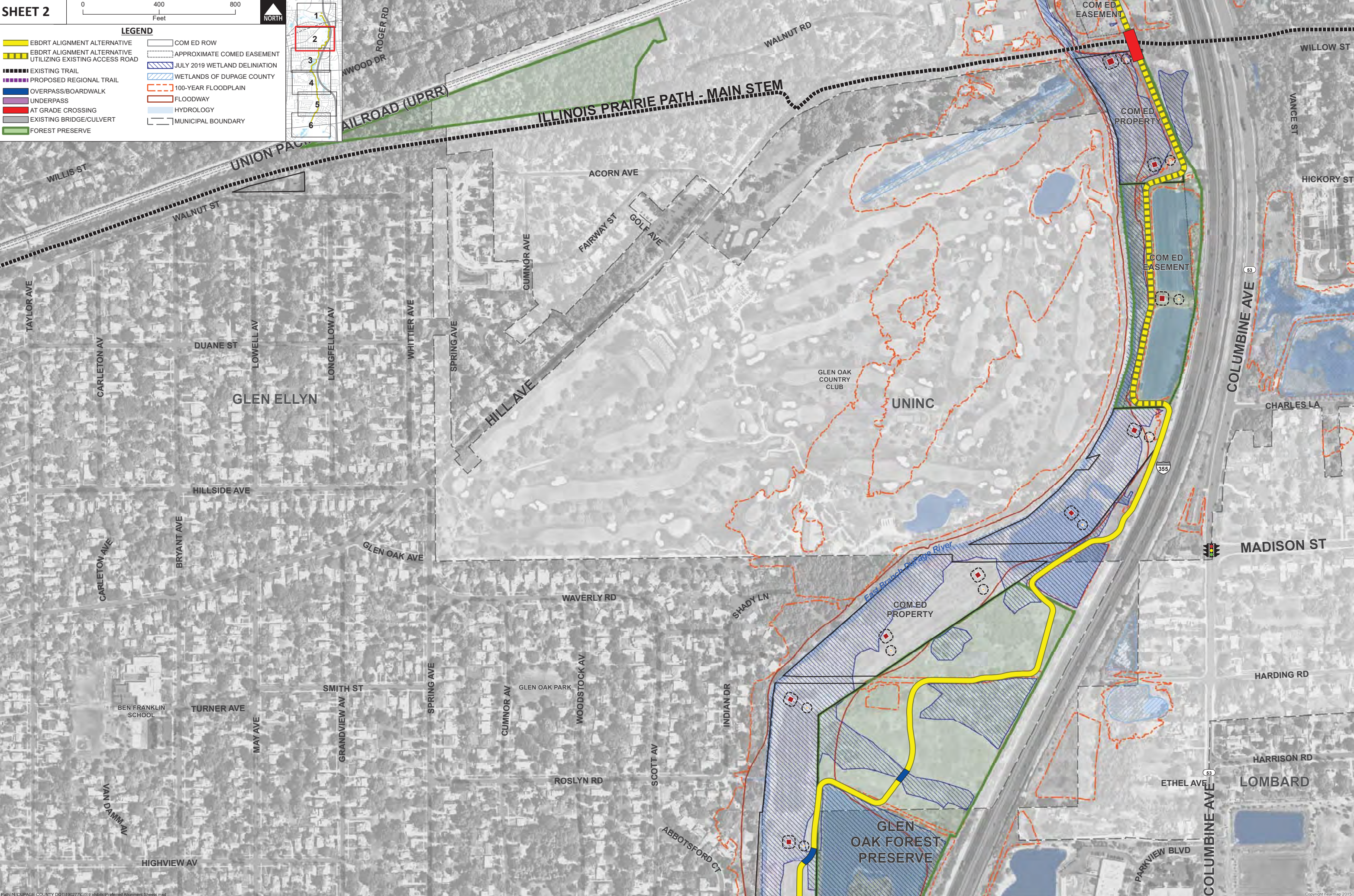
LEGEND	
	EBDRT ALIGNMENT ALTERNATIVE
	EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD
	EXISTING TRAIL
	PROPOSED REGIONAL TRAIL
	OVERPASS/BOARDWALK
	UNDERPASS
	AT GRADE CROSSING
	EXISTING BRIDGE/CULVERT
	FOREST PRESERVE
	COM ED ROW
	APPROXIMATE COMED EASEMENT
	JULY 2019 WETLAND DELINIATION
	WETLANDS OF DUPAGE COUNTY
	100-YEAR FLOODPLAIN
	FLOODWAY
	HYDROLOGY
	MUNICIPAL BOUNDARY





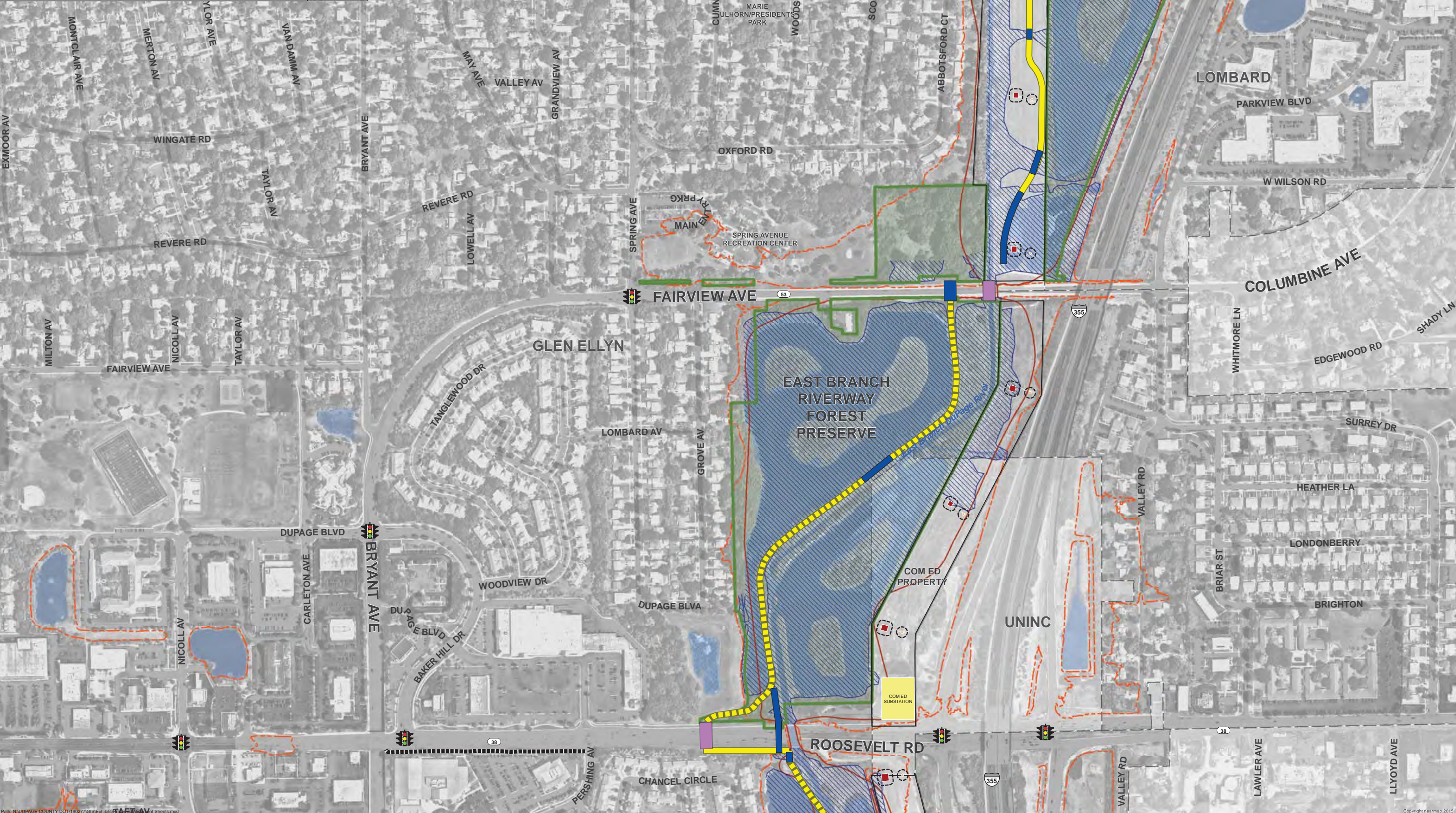
LEGEND

EBDRT ALIGNMENT ALTERNATIVE	COM ED ROW
EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD	APPROXIMATE COMED EASEMENT
EXISTING TRAIL	JULY 2019 WETLAND DELINIATION
PROPOSED REGIONAL TRAIL	WETLANDS OF DUPAGE COUNTY
OVERPASS/BOARDWALK	100-YEAR FLOODPLAIN
UNDERPASS	FLOODWAY
AT GRADE CROSSING	HYDROLOGY
EXISTING BRIDGE/CULVERT	MUNICIPAL BOUNDARY
FOREST PRESERVE	



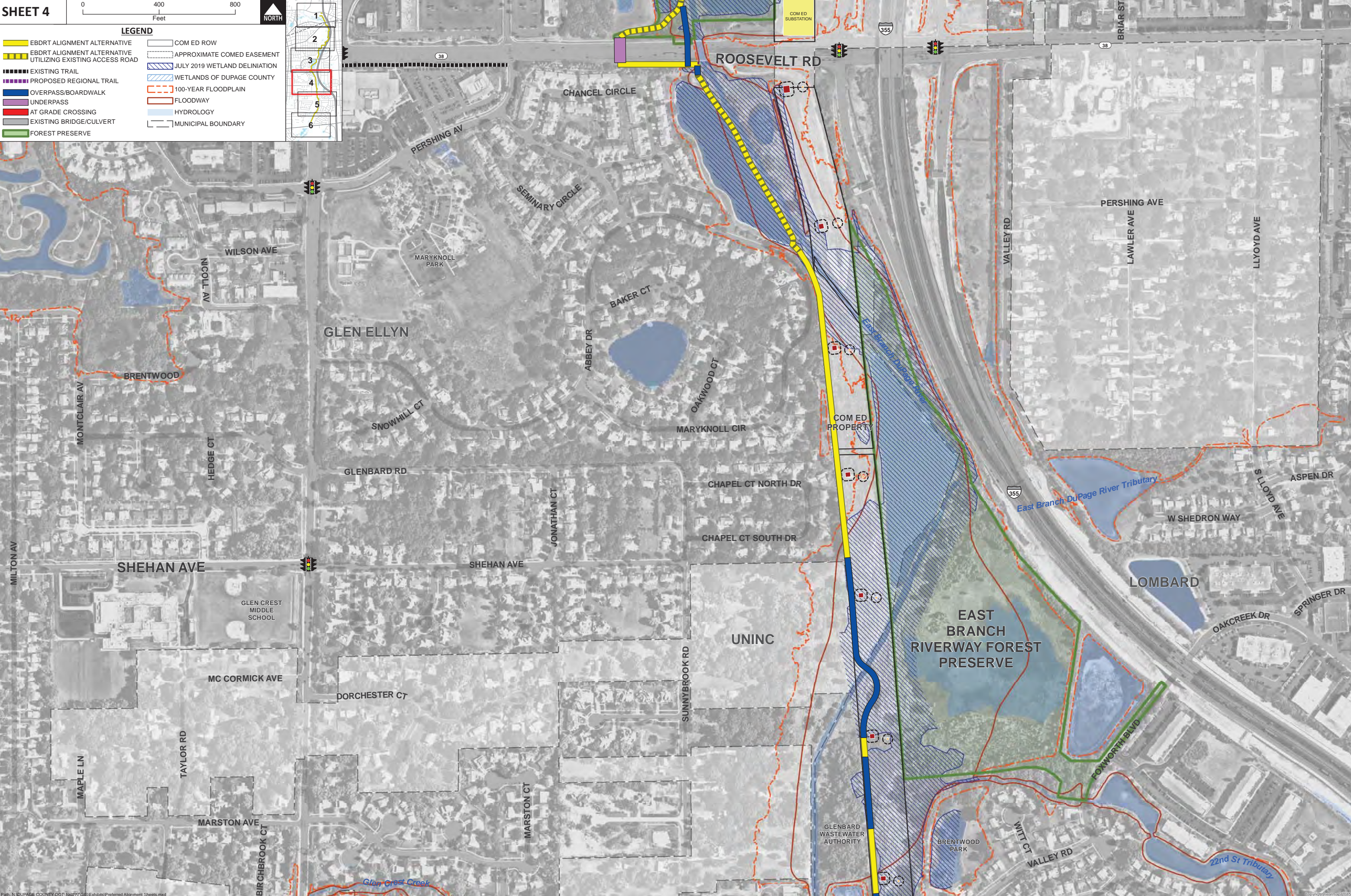
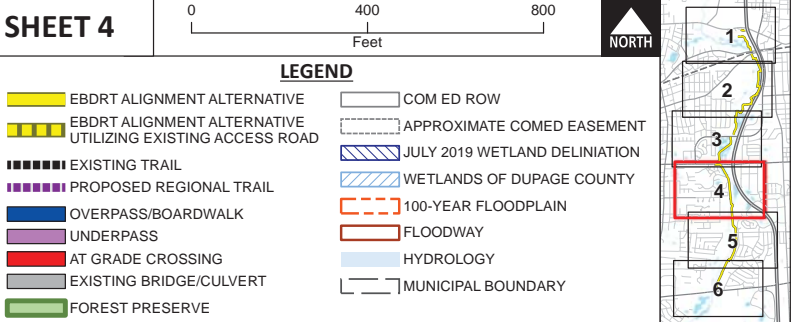


LEGEND	
	EBDRT ALIGNMENT ALTERNATIVE
	EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD
	EXISTING TRAIL
	PROPOSED REGIONAL TRAIL
	OVERPASS/BOARDWALK
	UNDERPASS
	AT GRADE CROSSING
	EXISTING BRIDGE/CULVERT
	FOREST PRESERVE
	COM ED ROW
	APPROXIMATE COMED EASEMENT
	JULY 2019 WETLAND DELINIATION
	WETLANDS OF DUPAGE COUNTY
	100-YEAR FLOODPLAIN
	FLOODWAY
	HYDROLOGY
	MUNICIPAL BOUNDARY





LEGEND	
	EBDRT ALIGNMENT ALTERNATIVE
	EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD
	EXISTING TRAIL
	PROPOSED REGIONAL TRAIL
	OVERPASS/BOARDWALK
	UNDERPASS
	AT GRADE CROSSING
	EXISTING BRIDGE/CULVERT
	FOREST PRESERVE
	COM ED ROW
	APPROXIMATE COMED EASEMENT
	JULY 2019 WETLAND DELINIATION
	WETLANDS OF DUPAGE COUNTY
	100-YEAR FLOODPLAIN
	FLOODWAY
	HYDROLOGY
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LEGEND

EBDRT ALIGNMENT ALTERNATIVE	COM ED ROW
EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD	APPROXIMATE COMED EASEMENT
EXISTING TRAIL	JULY 2019 WETLAND DELINIATION
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OVERPASS/BOARDWALK	100-YEAR FLOODPLAIN
UNDERPASS	FLOODWAY
AT GRADE CROSSING	HYDROLOGY
EXISTING BRIDGE/CULVERT	MUNICIPAL BOUNDARY
FOREST PRESERVE	

