



January 27th, 2021

East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee

Meeting #4 Summary



Introduction

The fourth Steering Committee (SC) meeting for the East Branch DuPage River Trail (EBDRT) Alignment Study was held on Wednesday, January 27th, 2021 from 10:00 a.m. to 12:00 p.m. virtually via Zoom video conference. The main objective of the fourth meeting was to discuss alternatives considered and the preferred alternative south of IL 38 and to confirm the overall preferred alternative to be carried forward into the Phase I Engineering Study. The list of meeting attendees is provided below.

Emily Anderson, from Christopher B. Burke Engineering (CBBEL) gave a PowerPoint presentation that included a recap of the SC Meeting #3 results north of IL 38) coordination that has occurred since SC Meeting #3, and a discussion of the alignment alternatives considered south of IL 38. The PowerPoint presentation is included as Attachment A.

The PowerPoint presentation was used to guide the group discussion by presenting the alternatives considered south of IL 38 on a location map, then reviewing comparative evaluation key takeaways and coordination results and group discussion. Discussions resulted in identifying the preferred alternative south of IL 38 to be carried forward into the Phase I Engineering Study.

Meeting Participants

<ul style="list-style-type: none">• Dan Cronin, County Board Chairman• Michael Hixenbaugh, Butterfield Park District• Larry Reiner, Butterfield Park District• Paul Friedrichs, Lombard Park District• Joe McCann, Lombard Park District• Jessica Ortega, Forest Preserve District of DuPage County (FPDDC)• Jennifer Boyer, DuPage County Stormwater Management (DCSM)• Sara Race, ComEd• Meribeth Mermall, ComEd• Carl Goldsmith, Village of Lombard• Richard Daubert, Village of Glen Ellyn	<ul style="list-style-type: none">• Julius Hansen, Village of Glen Ellyn• Steve Johnson, Friends of the EBDRT• Ginger Wheeler, Friends of the EBDRT• Chris Snyder, DuPage County Division of Transportation• Sid Kenyon, DuPage County Division of Transportation• Mike Barbier, DuPage County Division of Transportation• Mike Matkovic, CBBEL• Emily Anderson, CBBEL• Dave Kleinwachter, CBBEL• Julia Nigohosian, CBBEL
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Summary of Discussion

The following provides a summary of the main discussion points, decisions, and action items that occurred at SC Meeting #4.

After initial meeting participant introductions, Chris Snyder provided an overview of the EBDRT alignment study to date and where the alignment study was in terms of overall project development and funding for Phase I Engineering.

A recap of SC Meeting #3 was provided. A preferred alignment was determined north of IL 38 by SC #3 (held on January 30th, 2020). However, there were a number of challenges south of IL 38: the large floodplain, floodway, and wetland areas associated with the East Branch DuPage River (EBDR); constructability issues in the ComEd corridor; long-term maintenance issues due to environmental concerns; and available property constraints. Therefore, additional alignments were identified for evaluation south of IL 38.

After the conclusion of SC Meeting #3, extensive one-on-one coordination occurred with stakeholder agencies for additional input, potential alignment alternatives, and preferred on-road opportunities where applicable. Coordination meetings were held with the following organizations:

- Glen Ellyn Park District
- Community Consolidated School District (CCSD) 89
- Westfield Elementary School
- Butterfield Park District
- IDOT
- IL American Water Company
- Village of Lombard
- Lombard Park District
- Village of Glen Ellyn
- DCSM
- ComEd.

These one-on-one coordination meetings provided valuable insight on new or existing alignment alternatives, which were subsequently translated into the primary discussion items for SC Meeting #4.

The general format to obtain group consensus on the alternative(s) to be carried forward into the Phase I Engineering Study included: displaying alternatives on a map, then reviewing support material such as cross sections, renderings, photographs, and the comparative evaluation tables. The presentation and/or group discussions included the following locations:

- IL 38 Crossing and sidepath from the EBDR to IL 53
 - 1A – North sidepath with IL 38 signalized intersection crossing at Baker Hill Drive
 - 1B – IL 38 Overpass and south sidepath
 - 1C – IL 38 Underpass and south sidepath
- IL 53 from IL 38 to Glenbard Rd (only 1 alternative presented, others previously dismissed)
- Glenbard Rd to IL 56
 - Western Alternative (IL 53 Sidepath)
 - Eastern Alternative (Greenway Trail)
- 22nd Street Bridge Connection
- IL 56 Overpass

Plan view exhibits and comparative evaluation tables were presented for each segment under discussion. A summary of each of the discussions is included below, and an exhibit showing these finalist alternatives is provided in Attachment B.

IL 38 Crossing and Sidepath from EBDRT to IL 53

- Because the IL 38 elevation increases toward the west, the overpass and signalized intersection alternatives were revisited. The three alternatives include:
 - 1A – Sidepath along the north side of IL 38 heading west, which crosses IL 38 at the Baker Hill Dr traffic signal
 - 1B – IL 38 Bridge structure overpass to cross IL 38, and then following a sidepath along the south side of IL 38 towards the west
 - 1C – IL 38 Underpass and south sidepath
- A Pershing Avenue sidepath was considered, however there is a steep drop off with guardrail along the east side of Pershing, specifically along the Maryknoll subdivision and steep berms up the west side of Pershing. Instead, the south alignment along IL 38 shown incorporates a short existing section of the EBDRT.
- All three alternatives provide relatively safe crossing of IL 38 either with a dedicated pedestrian signal crossing or grade separated structure.
- Alternative 1A provides the most direct, intuitive route since it does not cause any confusion with switchbacks for trail users. No new structures are required, making the alternative the most constructable, least expensive to maintain, and the least expensive alternative overall.
- SC members also noted that Alternative 1A provides access to the Baker Hill Drive commercial development.
- The Forest Preserve indicated that the parking lot on the north side of IL 38 was originally installed for maintenance and has flexibility to be modified to better fit with the EBDRT's future functions, if desired. The Phase I Study may investigate incorporating the parking lot to optimize trail usability, safety, and accessibility.

On the above basis, the group concurred with Alternative 1A – north sidepath with at-grade crossing at the IL 38 at Baker Hill Drive signalized intersection – to be carried forward into Phase I Engineering for further design development and evaluation.

IL 53 from IL 38 to Glenbard Rd

One alternative was presented from IL 38 to Glenbard Road. From the Baker Hill Drive intersection, the proposed trail alignment continues straight south within the IL 53 R.O.W. South of Pershing, the trail follows the existing trail within Glen Ellyn Park District property, and then crosses back into the IL 53 R.O.W. next to the Maryknoll subdivision. Maryknoll has a separate private path. However, based on local feedback the trail is shown as a separate path to be partially within IL 53 R.O.W. and partially within the Maryknoll HOA permanent easement granted to the Village of Glen Ellyn.

The group concurred with the presented alternative – Sidepath within the IL 53 R.O.W. and GEPD property from IL 38 to Glenbard Rd – to be carried forward into Phase I Engineering for further design development and evaluation.

Glenbard Rd to IL 56

South of Glenbard Road, two alternatives were evaluated. The western alternative (also referred to as the IL 53 Sidepath) continues south within the east side of IL 53 until it reaches the study terminus at IL 56. The eastern alternative (also referred to as the Greenway Trail) turns east along Glenbard Road, heads south along Sunnybrook Road, turns east through Glenbard Wastewater Authority property, turns south to circumvent the GWA's distillation pools, and from the property line continues south within or adjacent to the ComEd ROW.

Western Alternative (IL 53 Sidepath)

- The western alternative continues straight south within the IL 53 east ROW from Glenbard Road to IL 56. Glen Briar Park is currently under construction at the northeast corner of the intersection by Butterfield Park District. The park plans include an 8-foot wide path on park district property along IL 53, and the EBDRT is anticipated to connect to this path.
- There is enough space within the existing east IL 53 ROW to construct the trail between the road and existing ROW limits. IDOT has identified existing flooding issues in the IL 53 east parkway between Glen Park Road and Golfview Drive and is currently completing a drainage investigation of the area. Therefore, the potential exists for a joint project implementation to accommodate drainage improvements simultaneously with the sidepath construction.
- Three isolated wetlands exist within the limits of IL 53. Short stretches of guardrail and/or retaining wall may be required to circumvent the wetlands. Currently all wetland impacts are anticipated to be avoided.
- This alternative provides accessibility to multiple residential side streets along IL 53. A sidepath addresses a need for pedestrian and bicycle connectivity in conjunction with origins and destinations along IL 53, maximizing usershed accessibility.
- The western alternative is the most constructable and the least costly to maintain due to its location within public ROW. Overall, it is the least expensive of the two alternatives.
- The western alternative is located within the Village of Glen Ellyn and unincorporated DuPage County.
- SC members noted there are several destinations west of IL 53 that are inaccessible to households east of IL 53 such as Glen Crest Middle School and College of DuPage. SC members have also regularly observed people walking along the side of the IL 53 roadway, supporting the idea that a demand currently exists, and safer connections are desirable.

Eastern Alternative (Greenway Trail)

- The eastern alternative turns east on Glenbard Road, and then south on Sunnybrook Road, and crosses east again along the north property boundary of the Glenbard Wastewater Authority

facility crossing the East Branch DuPage River. The path then turns south again within GWA property just east of the river. The eastern alternative continues south along the east side of the GWA property then bends into the ComEd ROW for a short length between 22nd Street and Glen Park Road. At Glen Park Road, the trail bends slightly back west again into Lombard Park District property, continuing south through DuPage County Stormwater Management property, and finally Illinois American Water Company property at the terminus of IL 56.

- A boardwalk is required to avoid longitudinal floodway impacts and wetland impacts within the IL American Water Company property just north of IL 56. A berm is not feasible here since it would block the floodway and therefore raise flood elevations.
- ComEd has installed erosion control matting between 22nd Street and Glen Park Road for stable access to their facilities. The proposed EBDRT would replace this matting with an asphalt path, and ComEd maintenance vehicles would continue to use the bike path for maintenance access.
- Between Glen Park Road and 22nd Street, the EBDRT would be a separate path or boardwalk just west of the ComEd ROW and smaller power distribution lines. Since ComEd has their own gravel path north of IL 56, it is unlikely they would use the EBDRT in this location, however, the ComEd gravel path terminates just south of Butterfield Elementary School, therefore it is likely ComEd would desire to access the path north of here unless additional deterrents are put in place such as fencing to separate the ComEd ROW from the EBDRT.
- The eastern alternative has several low points along its length that are below the 2-year flood elevation. These portions of the path will be inundated for multiple days per year on average. For purposes of this evaluation, the trail is assumed to be at-grade and without floodplain or floodway impacts. If the path were to be raised to a greater level of flood protection, that would increase the floodplain and floodway impacts and required compensatory storage volume.
- The eastern alternative has closer proximity to the river resulting in greater wetland and tree impacts and several boardwalk or bridge structures required to mitigate environmental impacts. It also passes through several different private/public entities property; while these organizations have expressed support for the project, it is still a long process to gain easements required for construction/future maintenance of the trail.
- The Butterfield Park District noted the eastern alternative would provide greater access to park facilities at Hoffman Park.
- Steve Johnson, Friends of the EBDRT, asked if an alignment through the neighborhood just west of the EBDRT was considered. It was explained that prior to Steering Committee 4, western alignments were evaluated and discussed with CCSD 89 and Westfield Elementary School. However, both agencies expressed concerns for student safety in front of the school, where pick-up/ drop-off of students might conflict with trail users. Westfield Elementary requested that any trail behind the school be fenced-off from the rest of the property, or that other treatments be explored to separate the playing fields from the trail and its users. In addition, Butterfield Park District had indicated that any western alignments through the neighborhood would lack support from nearby residents. Therefore, as a result of stakeholder feedback and

alternatives analyses performed since Steering Committee 3, western alignment alternatives through the neighborhood were dismissed.

- The preliminary construction cost for the eastern alternative is estimated to be approximately twice the cost of the IL 53 Sidepath alternative.
- SC members noted that while the eastern alternative is referred to as the “Greenway Trail”, it adds almost as much sidepath length as the western alternative, also known as the IL 53 Sidepath. The IL 53 Sidepath is approximately 1.5 miles from Glenbard Road to the IL 56 intersection, and the “Greenway Trail” is approximately 2.6 miles from Glenbard Road to the IL 53 at IL 56 intersection, of which 1.2 miles is a sidepath or on-road and only 1.4 miles is an off-street “Greenway” trail.

Following the presentation and discussion of both alignment options, this portion of the presentation concluded with the Western Alternative alignment to be carried forward as the preferred alternative into a future Phase I Engineering study.

22nd Street Bridge Connection

- Either alternative accommodates the future I-88 Central DuPage County Bikeway and 22nd Street bridge crossing that is part of the DuPage County Long Range Transportation Plan. The crossing is located slightly north of 22nd Street to take advantage of topography and a narrower floodway.
- The connection is mostly located on CCSD 89 property. Based on discussions with the school district, they are agreeable to the future connection, but discussed the connection neither hinders nor enhances any school activities, connectivity, or accessibility.
- The Village of Lombard expressed concern that Lombard residents would not be able to access the path on IL 53 without a 22nd Street bridge connection over the EBDR.

On the above basis, the group concurred with including the 22nd Street bridge connection with the Eastern Alternative in the Phase I Engineering Study for further design development and evaluation.

IL-56 Overpass

- The Butterfield Park District requested evaluating an IL 56 overpass since IL 56 will be widened by IDOT.
- An IL 56 underpass was previously dismissed due to requiring continuous pump evacuation below the river normal water surface elevation.
- There is very limited space within the IL 56 ROW in which to build an overpass due to the proximity of the traffic signal to the west, ComEd power lines to the east, and federally funded park lands to the north.
- It is very difficult to obtain easements from federally funded park lands (located north of the IL 56 ROW). Therefore, a large retaining wall would be required in front of the Lombard Park

District property which would block the golf course viewshed and is therefore not supported by the Lombard Park District.

- Neither alternative precludes the construction of a future IL 56 overpass, however the IL 56 overpass is not planned for inclusion in the EBDRT Phase I Study

On the above basis, the group concurred that the IL 56 overpass will not be included in the EBDRT Phase I Engineering Study.

In summary, the preferred alternative south of IL 38 includes a north IL 38 Sidepath and Signalized Crossing at Baker Hill Drive and a sidepath along IL 53 to Glen Briar Park at the northeast corner of IL 53 and IL 56. The future Phase I Engineering Study will also evaluate an east-west connection to/from the western alternative via a bridge over the EBDRT along the I-88 Central DuPage County Bikeway/22nd Street corridor. An IL 56 overpass is not precluded but will not be evaluated further as part of the Phase I Engineering Study.

Next Steps

Post Meeting Note: after Steering Committee 4, public comments received by DuPage County revealed concerns about the status of the Eastern Alignment. Those concerns will be reviewed and addressed in a future Steering Committee meeting or as part of the future Phase I Engineering study.

Attachment A

Power Point Presentation



East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee Meeting #4 January 27th, 2020



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

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SC Meeting #4 Agenda



- 1) Welcome and Meeting Objectives
- 2) Steering Committee (SC) Meeting #3 Recap
- 3) Coordination since SC #4
- 4) Confirm Preferred Alternative to be carried forward into Preliminary Engineering
- 5) Next Steps

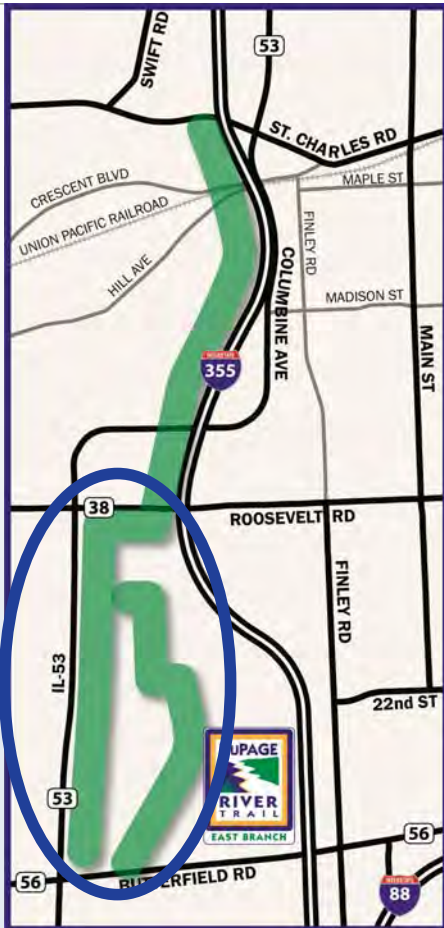


East Branch DuPage River Trail; Great Western Trail to Butterfield Road

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Meeting Objective

- Discuss and Confirm the Preferred Alternative to be Carried Forward into the Phase I Engineering and Environmental Study from IL 38 to IL 56.



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



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SC Meeting #3 Recap

- Identified preferred alternative north of IL 38
- Discussed challenges south of IL 38
 - Dismissed ComEd Corridor due to environmental impacts, construction and structure restrictions, long term maintenance
 - Dismissed connections through Maryknoll Subdivision due to easements, and lack of property owner support
- Identified additional alignments to evaluate south of IL 38



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



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One-on-One Coordination Since SC #3

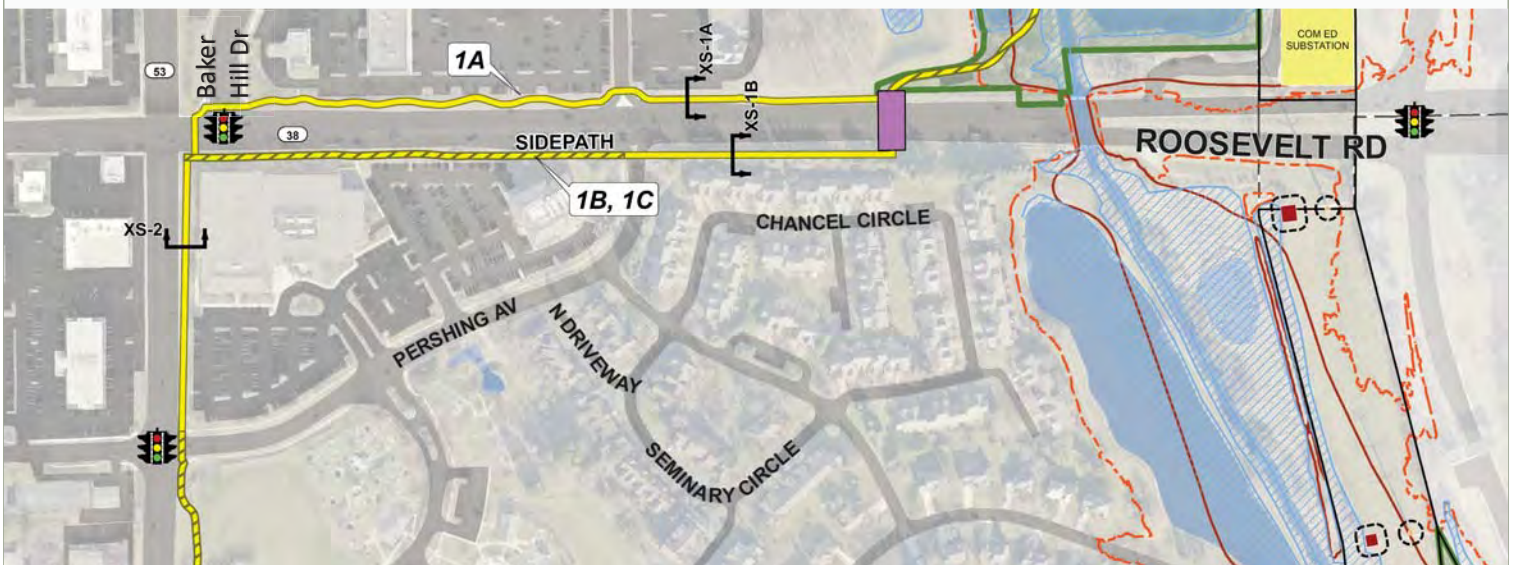
- Glen Ellyn Park District – September 16th, 2020
- CCSD 89 / Westfield Elementary School – September 28th, 2020
- Butterfield Park District – October 8th, 2020
- IDOT – November 5th, 2020
- IL American Water Company – November 5th, 2020
- Village of Lombard/ Lombard Park District – December 22nd, 2020
- Village of Glen Ellyn – January 4th, 2021
- DCSM – January 11th, 2021
- ComEd (various emails)



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

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IL 38 Crossing and Sidepath



- 1A – North sidepath crossing IL 38 at Baker Hill Dr traffic signal
- 1B – IL 38 Overpass and south sidepath
- 1C – IL 38 Underpass and south sidepath



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

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Alternative 1A Looking Northeast Toward East Branch Riverway Forest Preserve



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



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Alternative 1A Looking East toward I-355



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



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Alternative 1B Looking Northeast Toward East Branch Riverway Forest Preserve



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



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Alternative 1B Looking East toward I-355



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



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Alternative 1B Looking East At North Forest Preserve Parking Lot



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



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Alternative 1B Looking West Toward North Forest Preserve Parking Lot



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



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Alternative 1C Looking Northeast Toward East Branch Riverway Forest Preserve



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



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Alternative 1C Looking East toward I-355



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



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Alternative 1C Looking West Toward South Underpass Switchback



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



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Alternative 1C Looking West Toward North Forest Preserve Parking Lot



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



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IL 38 Crossing and Sidepath Comparative Evaluation

Evaluation Criteria		Roosevelt Rd (IL 38)		
		Alt. 1A North Alignment	Alt. 1B Overpass	Alt. 1C Underpass
Transportation Benefit				
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion) ¹	scale 1-5	3	2	2
Level of Flood Protection/ # Days Path is Unusable	# days unusable	0	0	0
Safety				
Bicycle Level of Service (BLOS) ²	scale A-E	A	A	A
Number of At-Grade Crossings	#	3	1	1
Number of Grade-Separated Crossings	#	0	1	1
Crossing Level of Stress ³	# / scale 1-5	1 / 2, 2 / 4	1 / 2, 1 / 5	1 / 2, 1 / 5
Environmental and Socioeconomic Impacts				
Floodplain Impacts (assuming at-grade)	acre-ft	0	0	0
Direct Wetland/ WOUS Impacts	acres	0	0	0
T&E Species Impacts	acres	0	0	0
Tree Impacts	#	8	0	0
Private Land Acquisition ⁴	# parcels/ acres	0	0	0
Cost Effectiveness				
Boardwalk/Bridges/Tunnel Length	ft	0	475	150
Structures Cost	\$	0	\$55	\$5
Retaining Walls	# / ft	1 / 104	4 / 700	4 / 985
Retaining Walls Cost	\$	\$	\$5	\$58
Total Trail Length	miles	0.38	0.51	0.49
Asphalt Path Length	miles	0.34	0.41	0.45
Asphalt Path Cost	\$	\$	\$	\$
Relative Initial Construction Cost ⁵	\$	\$	\$8000	\$2100
Relative Long Term Maintenance Cost	\$-\$\$\$	\$	\$5	\$5

Footnotes:

- Scale: 1 = Most Difficult, 5 = Easiest / Most Straightforward
- Based on bicycle compatibility in the Bicycle Level of Service calculator; A = Extremely High, B = Very High, C = Moderately High, D = Moderately Low, E =
- Scale: 1- uncontrolled; 2- stop controlled/flashing beacons; 3- hybrid/ multi-stage crossing; 4- signalized intersection; 5- grade separated
- Assuming existing permanent easement between IL-53 and Pershing Ave in the south IL-38 ROW
- Planning Level Construction Costs Only. Trail Bridge/Boardwalk = \$200/sqft, Minor Traffic Signal Modification = \$100,000, Wetland Impact Mitigation = 2x5:1, \$175,000/acre, Clean Fill = \$50,000/acre-ft, Special Waste Excavation = \$210,000/acre-ft, Retaining Walls = \$300/SF, 12" Dia. Bored Tunnel = \$5000/ft



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

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IL 38 Crossing and Sidepath Group Discussion



1A – Baker Hill Dr. Intersection

- Pedestrian Signal Crossing
- Direct route and access
- Easiest to construct
- Easiest to maintain
- Preliminary Construction Cost - \$
- Village/County Preferred Alternative



1B – Overpass

- Grade Separated
- Overpass elevation works well with IL 38 south sidepath (larger climb on north side)
- Gateway Feature
- Preliminary Construction Cost - \$\$\$\$\$



1C - Underpass

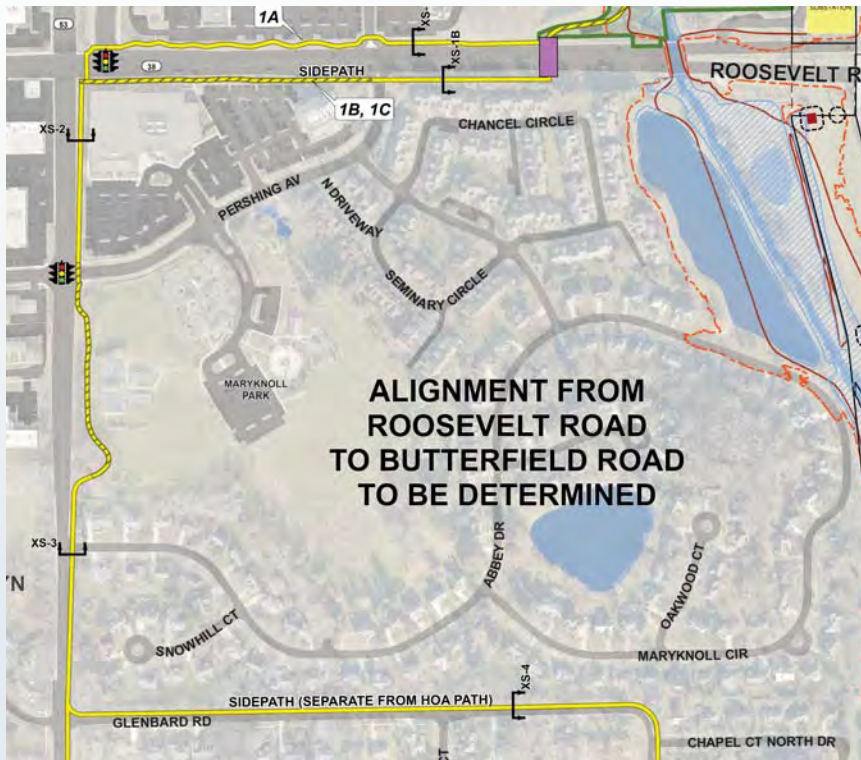
- Grade Separated
- Greatest elevation difference at IL 38 south sidepath
- IL 38 Utility Conflicts
- Aesthetics preferred by Village if federal funding available for cost sharing
- Preliminary Construction Cost - \$\$\$\$\$



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

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IL 53 From IL 38 to Glenbard Rd.



- Proposed trail between IL 53 underpass and existing utility poles south of IL 38
- Utilize existing bike trail through Glen Ellyn Park District Property
- Separate IL 53 Sidepath beside Maryknoll Subdivision

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

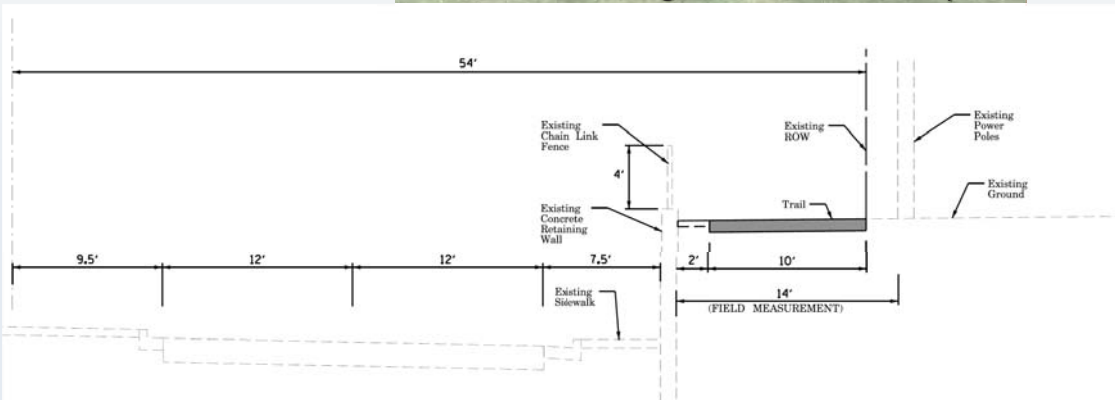


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IL 53 near IL 38 Underpass



IL 53 R.O.W. Looking North At IL 38 Underpass



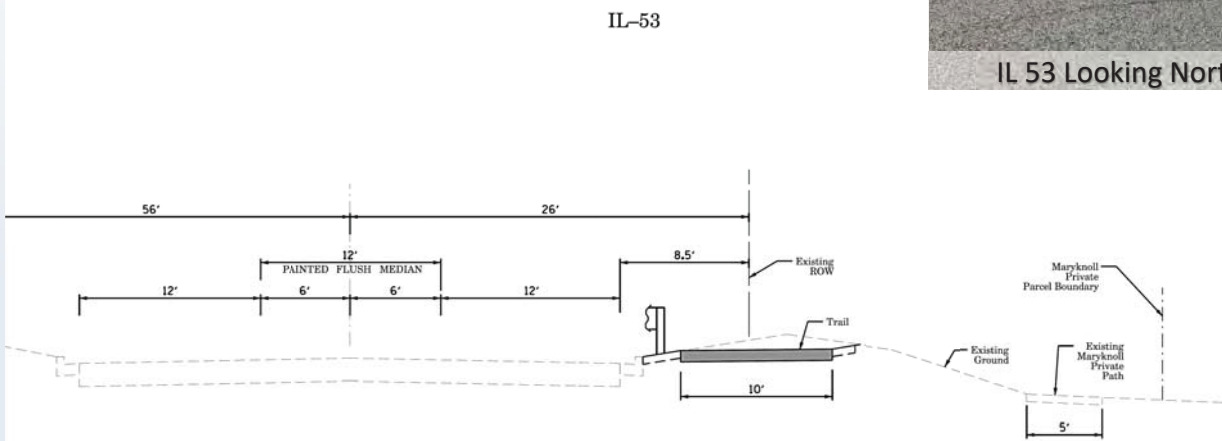
IL 53 R.O.W. Looking North At IL 38 Underpass

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



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IL 53 near Abby Dr.



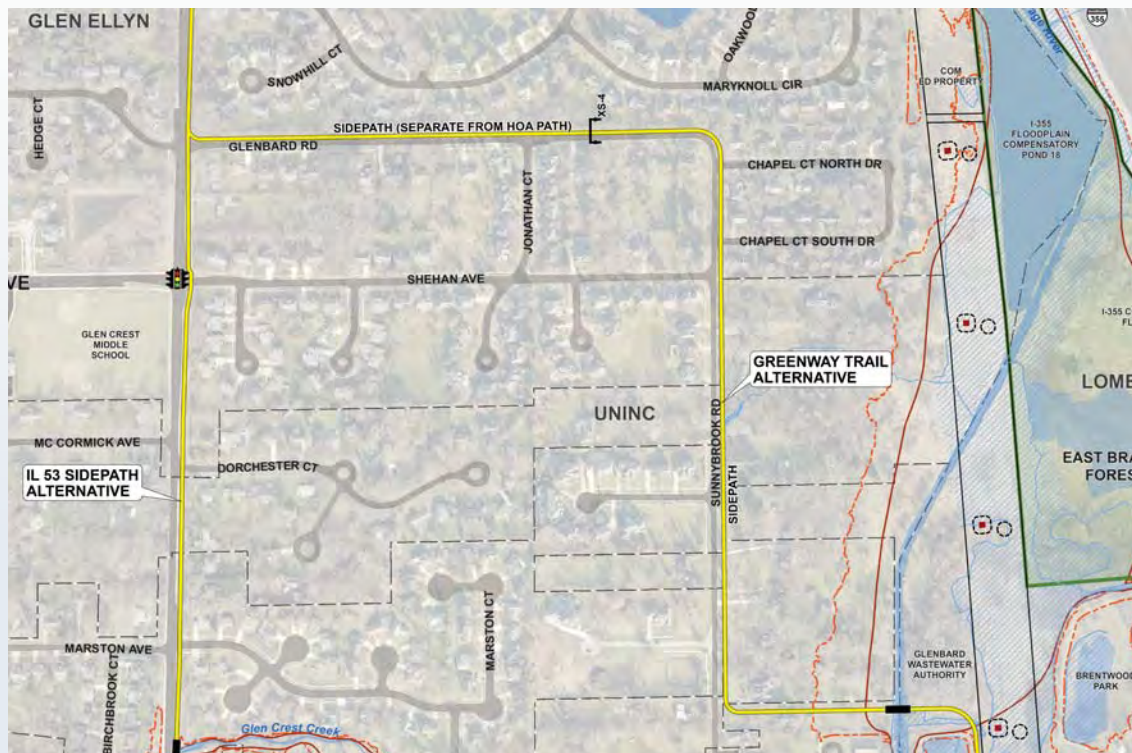
IL 53 Looking North at Abby Dr.



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

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IL 53 Sidepath and Greenway Trail Glenbard Rd. to Glen Crest Creek



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

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IL 53 Sidepath and Greenway Trail Glen Crest Creek to Glen Park Rd.

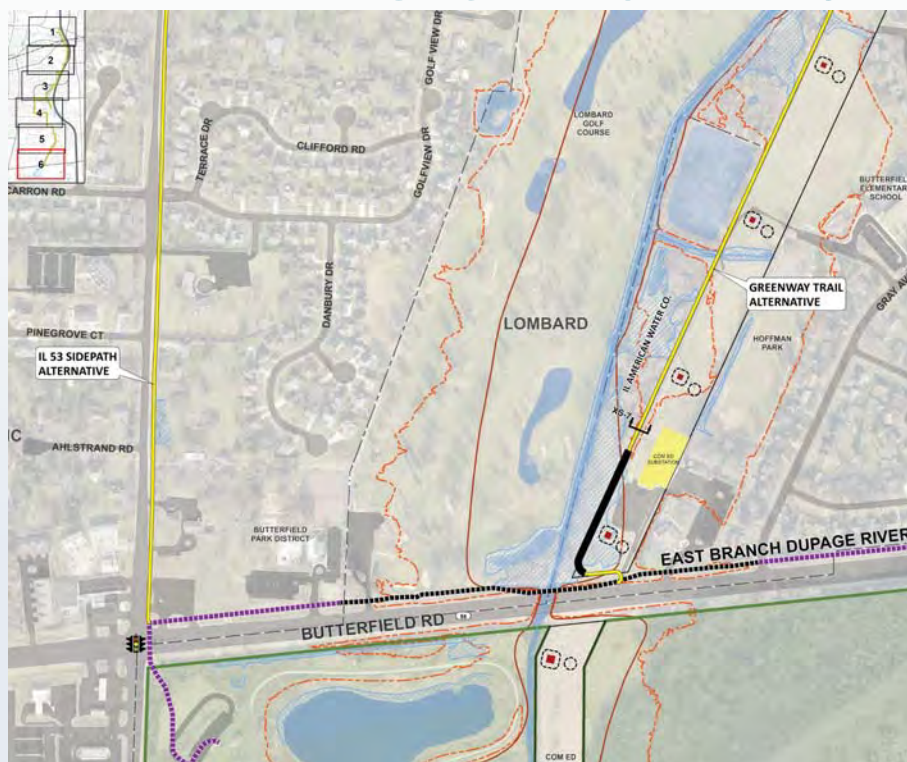


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



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IL 53 Sidepath and Greenway Trail Glen Park Rd. to IL 56

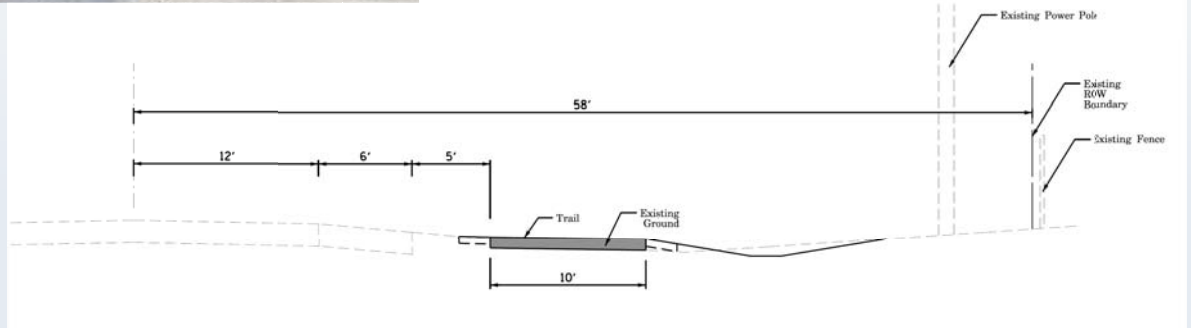


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



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IL 53 near Glen Park Rd.



IL 53 East R.O.W. Looking North near Glen Park Rd.



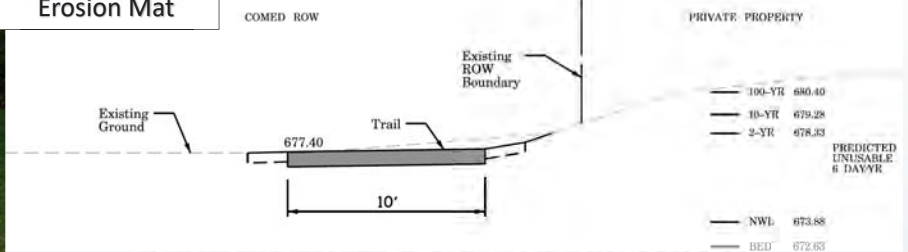
East Branch DuPage River Trail; Great Western Trail to Butterfield Road

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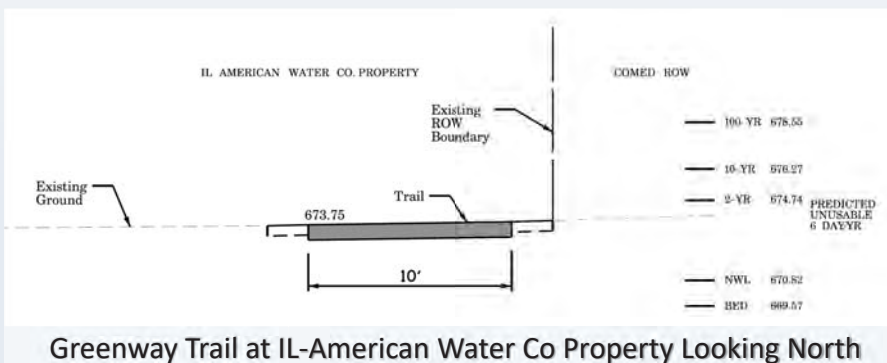
Greenway Trail from 22nd St. to IL 56



Existing ComEd Erosion Mat



Greenway Trail at ComEd R.O.W. Looking North



Greenway Trail at IL-American Water Co Property Looking North



IL-American Water Co Property



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

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IL 53 Sidepath vs. Greenway Trail Comparative Evaluation

Evaluation Criteria		Glenbard Rd to Butterfield Rd	
		IL-53 Sidepath	Greenway Trail
Recreational Benefit			
Proximity to River	distance	1750 to 3000	50' to 450'
Adjacent Land Use Suitability ¹	scale 1-5	2	3, 4
Transportation Benefit			
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion) ²	scale 1-5	5	5
Level of Flood Protection/ # Days Path is Unusable	# days unusable	0	6
Safety			
Bicycle Level of Service (BLOS) ³	scale A-E	A	A
Environmental and Socioeconomic Impacts			
Floodplain Impacts ⁴	acre-ft	0	0
Direct Wetland/ WOUS Impacts	acres	0.01	0.17 ⁵
T&E Species Impacts	acres	0	0
Tree Impacts	acres	0.66	0.98
Private Land Acquisition	# parcels/ acres	1 / 0.04	2 / 0.72
Cost Effectiveness			
Boardwalk/Bridges Length	ft	14	114
Structures Cost	\$	\$	\$89
Retaining Walls	# / ft	3 / 550	0
Total Trail Length	miles	1.45	1.84
Ashphalt Path Length	miles	1.36	1.62
Ashphalt Path Cost	\$	\$	\$
Relative Initial Construction Cost ⁵	\$	\$5	\$555
Relative Long Term Maintenance Cost	\$-\$55	\$	\$5

Footnotes:

1. Scale: 1 = Most Difficult, 5 = Easiest / Most Straightforward
2. Based on bicycle compatibility in the Bicycle Level of Service calculator; A = Extremely High, B = Very High, C = Moderately High, D = Moderately Low, E =
3. Scale: 1- uncontrolled; 2- stop controlled/flashing beacons; 3- hybrid/ multi-stage crossing; 4- signalized intersection; 5- grade separated
4. Assuming existing permanent easement between IL-53 and Pershing Ave in the south IL-38 ROW.
5. Planning Level Construction Costs Only. Trail Bridge/Boardwalk = \$200/sqft, Minor Traffic Signal Modification = \$100,000, Wetland Impact Mitigation = 2x5:1, \$175,000/acre, Clean Fill = \$50,000/acre-ft, Special Waste Excavation = \$210,000/acre-ft, Retaining Walls = \$300/SF, 12" Dia. Bored Tunnel = \$5000/ft



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

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IL 53 Sidepath vs. Greenway Trail Group Discussion



IL 53 Sidepath

- Direct route and accessibility to side streets along IL 53
- Community connectivity
- Ease of construction
- Ease of maintenance
- Public R.O.W.
- Preliminary Construction Cost - \$\$
- Village/County Preferred Alternative



Greenway Trail

- Proximity to river
- Floodplain, floodway, wetland, tree impacts
- More and longer structures
- Private land acquisition
- Preliminary Construction Cost - \$\$\$\$



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

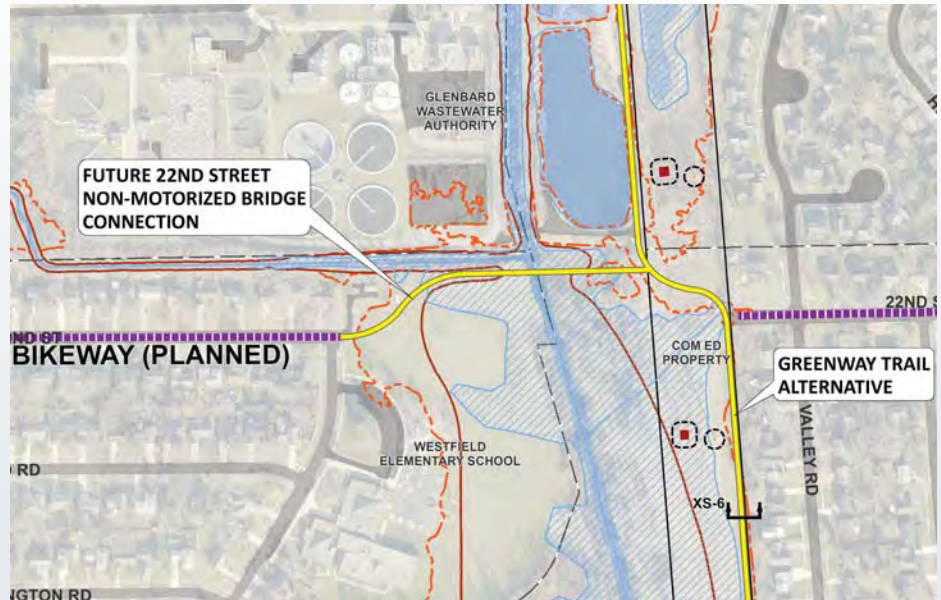
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22nd Street Connection Group Discussion



22nd Street Connection

- Neither alternative precludes the construction of the planned I-88 Central DuPage County Bikeway and future 22nd Street Connection over the EBDR
- Located on public R.O.W. and open lands
- Not planned for inclusion in the EBDRT Phase I Study



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

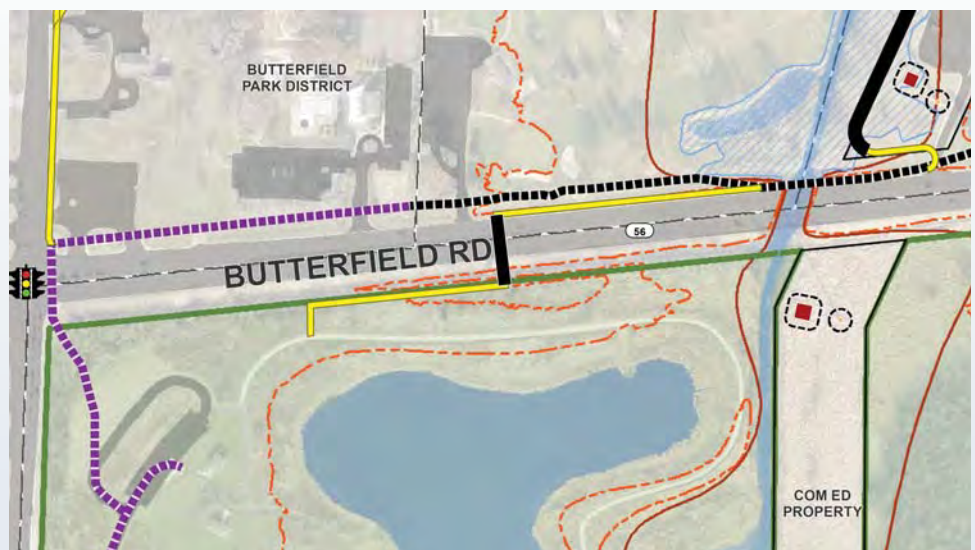
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IL 56 Overpass Group Discussion



IL 56 Overpass

- Neither alternative precludes a future IL 56 Overpass
- Spatial constraints within the existing R.O.W.
- Difficult to obtain easements
- Lacks adjacent Property Owners support due to large structure required
- Not planned for inclusion in the EBDRT Phase I Study



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

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EBDRT Preferred Alignment South of IL 38 Review

➤ SC #4 Group Discussions and Conclusions

- IL 38 Sidepath and Signalized Crossing vs. Overpass vs. Underpass
- IL 53 Sidepath vs. Greenway Trail
- Future 22nd Street Connection not precluded, but not planned for inclusion with the EBDRT
- IL 56 Overpass not precluded, but not planned for inclusion with the EBDRT

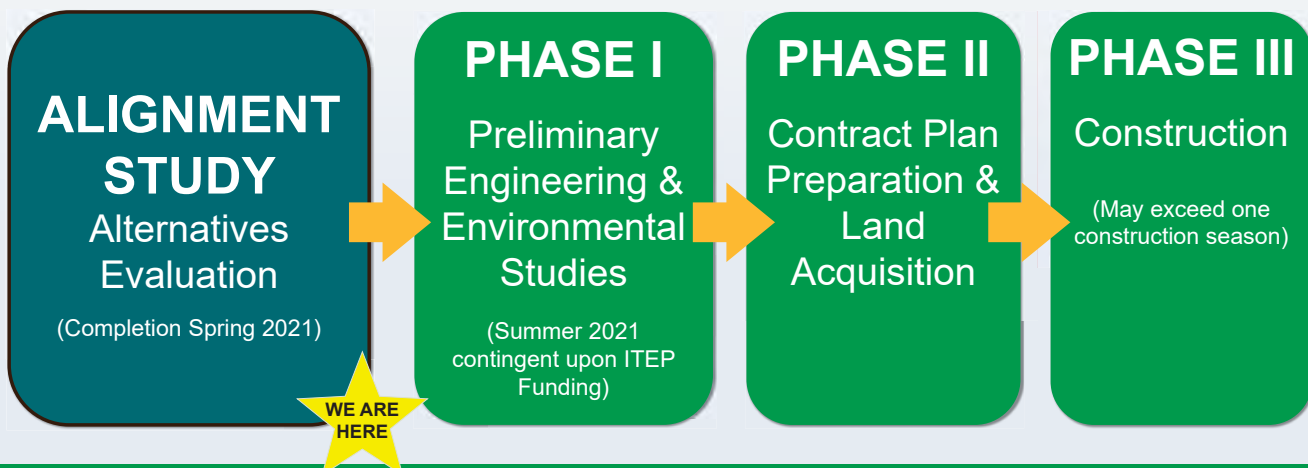
East Branch DuPage River Trail; Great Western Trail to Butterfield Road



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Next Steps

1. Alignment Study Report Update (Spring 2021)
2. ITEP Funding Award Announcement Anticipated Late Spring 2021
3. Initiate Phase I Engineering and Environmental Study (Summer 2021 contingent upon ITEP Funding)
4. Continue Pursuing CMAQ, TAP-L, and/or ITEP Funding Opportunities

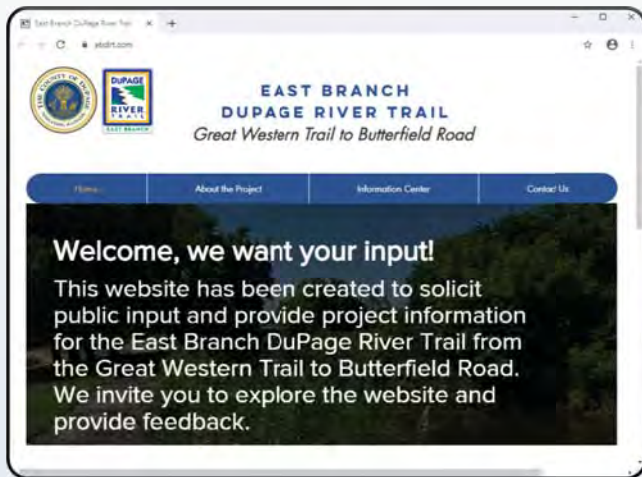


East Branch DuPage River Trail; Great Western Trail to Butterfield Road



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Thank You!



Please have any of your constituents provide their questions, comments, or concerns about the project.

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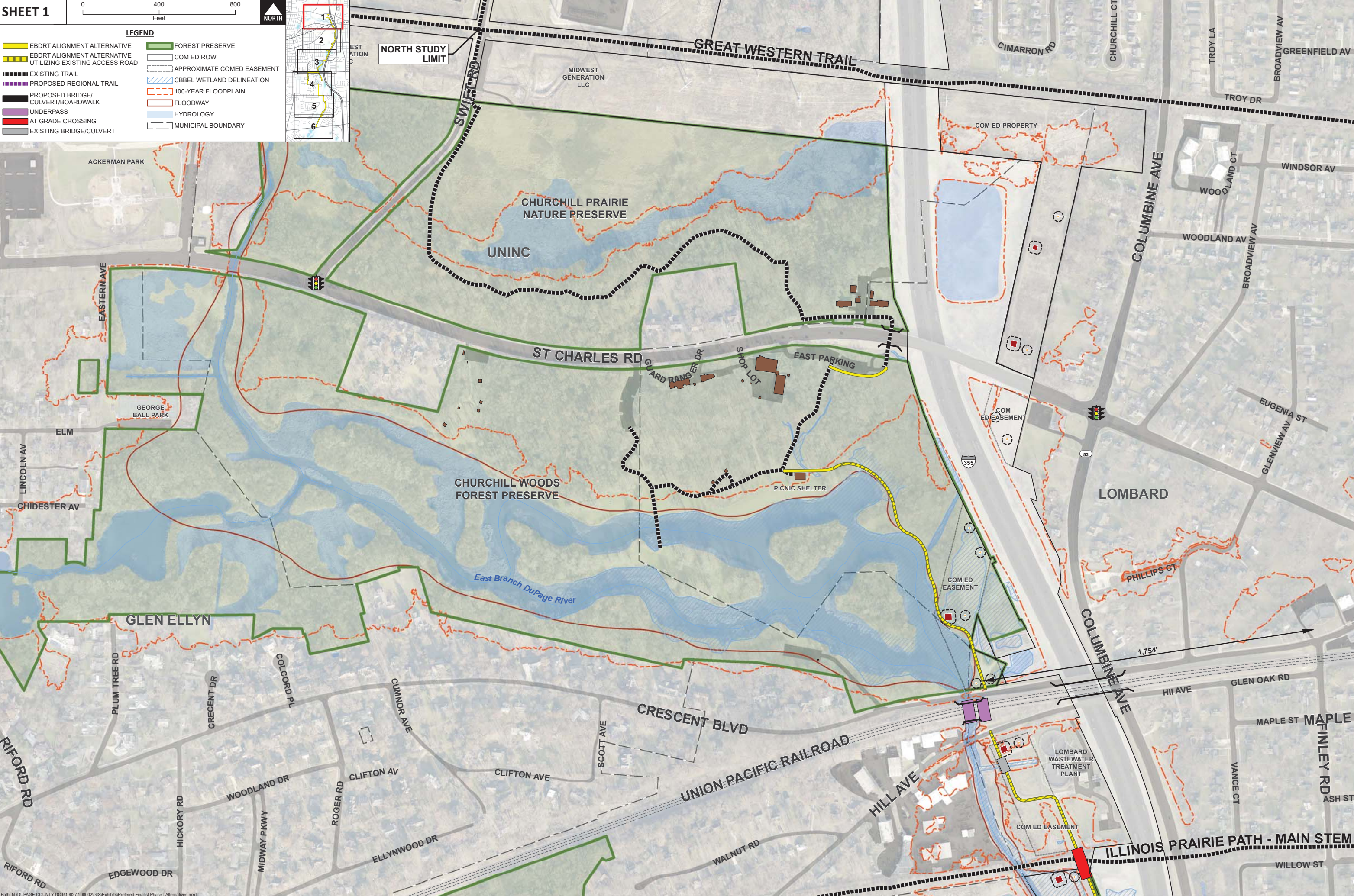
East Branch DuPage River Trail; Great Western Trail to Butterfield Road

Attachment B

Finalist Alternatives Exhibits

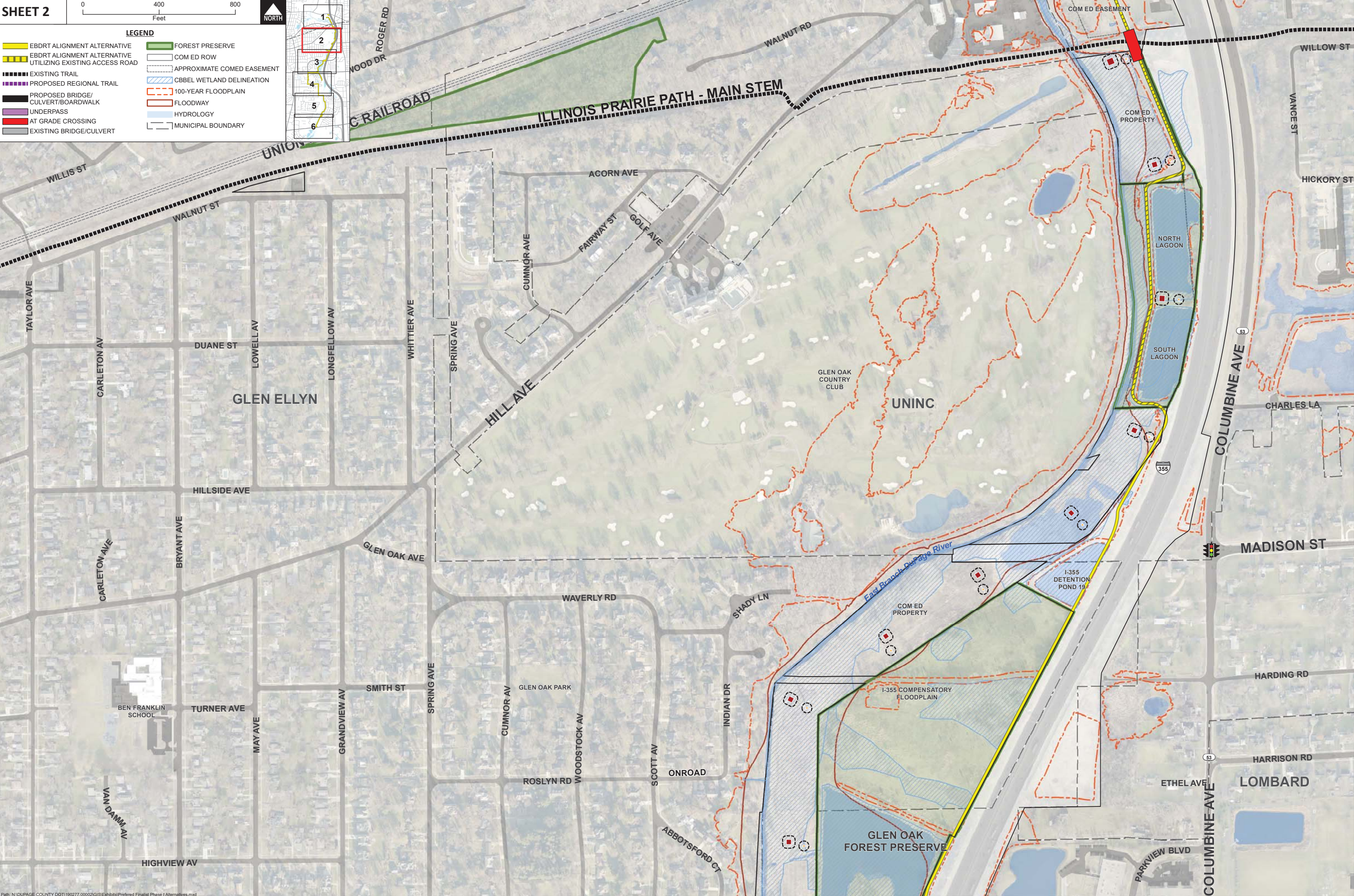


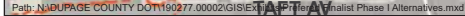
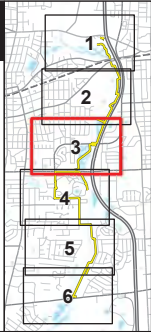
- LEGEND**
- | | |
|--|----------------------------|
| EBDRT ALIGNMENT ALTERNATIVE | FOREST PRESERVE |
| EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD | COM ED ROW |
| EXISTING TRAIL | APPROXIMATE COMED EASEMENT |
| PROPOSED REGIONAL TRAIL | CBBEL WETLAND DELINEATION |
| PROPOSED BRIDGE/CULVERT/BOARDWALK | 100-YEAR FLOODPLAIN |
| UNDERPASS | FLOODWAY |
| AT GRADE CROSSING | HYDROLOGY |
| EXISTING BRIDGE/CULVERT | MUNICIPAL BOUNDARY |





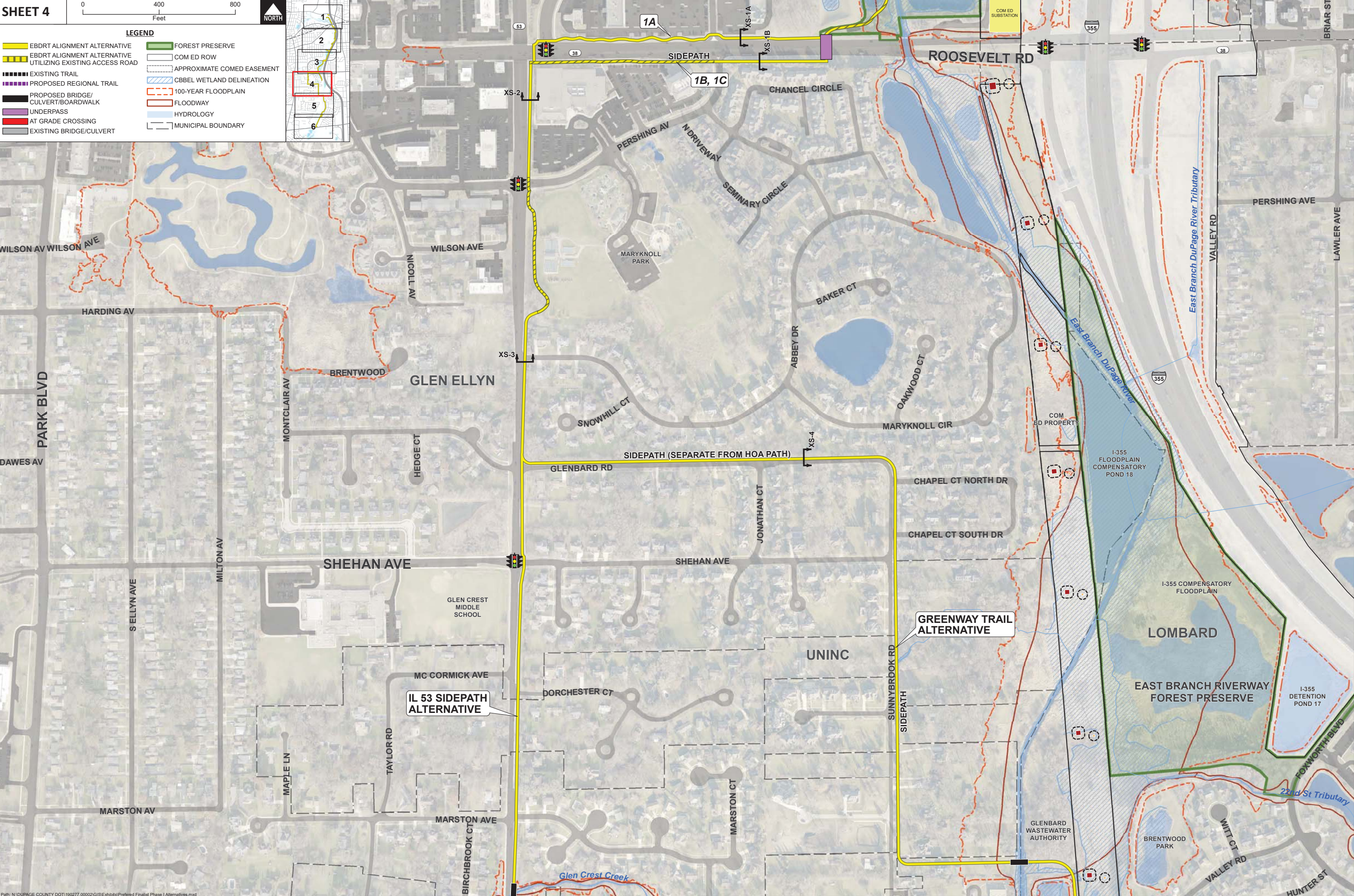
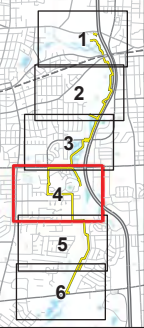
- LEGEND**
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| EBDRT ALIGNMENT ALTERNATIVE | FOREST PRESERVE |
| EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD | COM ED ROW |
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| EXISTING BRIDGE/CULVERT | MUNICIPAL BOUNDARY |







- LEGEND**
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| EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD | COM ED ROW |
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- LEGEND**
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| EBDRT ALIGNMENT ALTERNATIVE | FOREST PRESERVE |
| EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD | COM ED ROW |
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