



July 24<sup>th</sup>, 2019

## East Branch DuPage River Trail

*Great Western Trail to Butterfield Road*

**Steering Committee**

**Meeting #1 Summary**

## Executive Summary

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The first Steering Committee (SC) meeting for the East Branch DuPage River Trail (EBDRT) Alignment Study was held on Wednesday, July 24<sup>th</sup>, 2019 from 1:00 p.m. to 3:00 p.m. at the Glen Ellyn Police Department Community Room, 65 S. Park Boulevard, Glen Ellyn, IL 60137. The main objective of this SC meeting was to provide a project overview, discuss alternatives to be analyzed, study area issues and concerns, and project goals. A total of 11 SC members attended. A list of meeting attendees is provided within this meeting summary.

The meeting kicked off with introductions and opening statements by the County. The welcome was followed a PowerPoint presentation which provided a project overview, discussed the overall project development process and alignment study process, and summarized the SC Meeting schedule. The PowerPoint presentation is included as Attachment A. Following the presentation, 2 group discussions were planned:

- Group Discussion #1: Group session to discuss study area-related issues and concerns and brainstorm additional concept alignment alternatives.
- Group Discussion #2: Group session to discuss project goals and evaluation criteria

Due to time constraints, the group was not able to complete the second group discussion, and it was decided that the project team would send out a draft evaluation criteria table for SC review via email. A detailed summary of the group discussions is provided within this meeting summary. Input received from the SC will be used by the County and the project team to aid in developing the Alternative Alignments and Evaluation Table to present at the 2<sup>nd</sup> Steering Committee Meeting.

The next steps for the project were discussed. The project team composed and provided a draft meeting summary to the SC via email for review and comment. The draft Alignment Alternatives Comparative Evaluation Table was sent to the SC for review and comment as well. Comments received were incorporated into the Final SC Meeting #1 Summary provided herein and Alignment Alternatives Comparative Evaluation Table. An evaluation of alignment alternatives will be completed prior to SC Meeting #2. An opportunity was provided at the end of the meeting for any additional questions.

Numerous project related materials were on-hand for SC viewing and information. These exhibits are included as Attachment B.

# Welcome and Meeting Participants

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## County Board Attendance

- Tim Elliott, District 4

## Project Team Attendance

- Chris Snyder, DuPage County Division of Transportation
- Sid Kenyon, DuPage County Division of Transportation
- Mike Barbier, DuPage County Division of Transportation
- Victoria Mesheimer, DuPage County Division of Transportation
- Mike Matkovic, Christopher B. Burke Engineering
- Dave Kleinwachter, Christopher B. Burke Engineering
- Emily Anderson, Christopher B. Burke Engineering

## Steering Committee (SC) Member Attendance

- Jessica Ortega, Forest Preserve District of DuPage County (FPDDC)
- Julius Hansen, Village of Glen Ellyn
- Richard Daubert, Village of Glen Ellyn
- Carl Goldsmith, Village of Lombard
- Cynthia Thomas, Commonwealth Edison (ComEd)
- Rebecca Lesnick, ComEd
- David Kulb, ComEd
- Jennifer Boyer, DuPage County Stormwater Management (DCSM)
- Larry Reiner, Butterfield Park District
- Ginger Wheeler, Friends of EBDRT
- Steve Johnson, Friends of EBDRT

Tim Elliot, District 4 County Board, welcomed the Steering Committee and provided a brief summary of the development leading to this regional trail study. Chris Snyder, Director of Transportation/County Engineer, gave a general overview of the study with the objective of this alignment study phase to identify a preferred alignment by the end of this year and move into Phase I Engineering Studies to have the project ready for pursuing federal CMAQ/TAP funding in Spring 2021. 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. Although east-west connections are not the focus of the study, logical and/or likely future connections will be considered such that they are not precluded.

## PowerPoint Presentation

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A summary of the main highlights from the PowerPoint presentation are provided below. The SC Meeting #1 PowerPoint presentation is provided as Attachment A. Introductions (name and group/agency representing) were made by the project team members and the SC members.



Emily Anderson, from Christopher B. Burke Engineering (CBBEL), reviewed the project agenda and discussed the project team and Steering Committee. The lead agency for this project is the DuPage County Division of Transportation (County) and hired CBBEL as the project consultant for the Alignment Study. The Steering Committee is comprised of decision makers from agencies and organizations with holdings, property, or jurisdiction within the project corridor and project stakeholders. The Steering Committee will work collaboratively at key decision points throughout the Alignment Study to determine the preferred alternative and priority segments to carry forward for detailed analysis.

This Alignment Study is for a section of the East Branch DuPage River Trail (EBDRT) from the Great Western Trail to Butterfield Road. As implied by the name, an overall project goal is to provide the regional trail near the East Branch DuPage River (EBDR). The regional trail is included in the DuPage County Bikeways and Trails Plan and CMAP's Regional Greenways and Trails Plan. This section of the proposed EBDRT is over 4 miles long and involves FPDDC holdings, ComEd property, and Tollway right-of-way within the Villages of Glen Ellyn and Lombard and unincorporated DuPage County.

The objective of the Alignment Study is to identify a preferred EBDRT alignment to carry forward into Phase I Engineering and Environmental Studies for detailed analysis, which is required to ensure eligibility for future federal funding opportunities. The overall project development process for any federally funded transportation project includes three different phases. Phase I consists of Preliminary Engineering and Environmental Studies, which is anticipated to take 18 months. Phase II consists of contract plan preparation and land acquisition which typically takes 18 to 24 months, and Phase III is construction.

The Alignment Study schedule involves identifying study area concerns and needs, identifying alignment alternatives, evaluating alignment alternatives, and determining a preferred alignment. Initial agency coordination for issues and concerns and alternatives occurred with the Tollway, FPDDC, Union Pacific Railroad (UPRR), ComEd, Village of Glen Ellyn, and DuPage County Stormwater Management (DCSM). The alignment alternatives to be shown during the group discussion are the results of this initial coordination.

In following the Alignment Study schedule, 3 Steering Committee Meetings are anticipated at key decision points. The following is the anticipated SC meeting schedule to seek Steering Committee member input:

- Meeting #1: Record Corridor Issues and Concerns, Brainstorm Concept Alignment Alternatives, Define Project Goals
- Meeting #2: Comparative Evaluation of Alignment Alternatives using project goals as metrics, Determine Preferred Alternative or Finalist Alignments
- Meeting #3: Finalize and Refine Preferred Alignment, Identify Priority Segments

After establishing the EBDRT project overview, overall goal, project development process, Alignment Study process, and Steering Committee role and key decision points, the meeting moved to the first group discussion on the alignment alternatives identified to date and brainstorm any other alternatives to be evaluated. A second group discussion was planned to establish project goals and alternative evaluation criteria; however, given the meeting's time constraints this was deferred and was included with the meeting summary review via email.

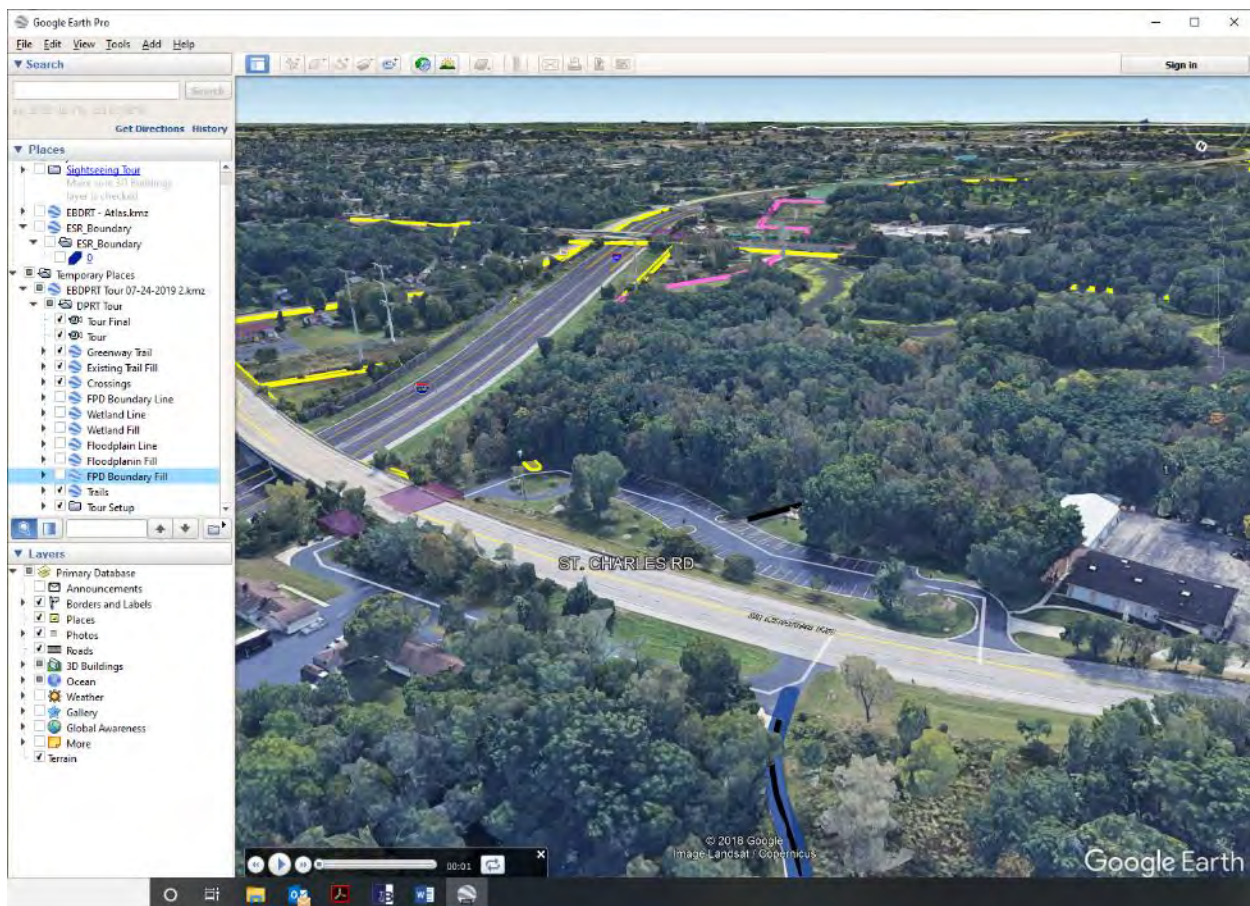
A detailed summary of Group Discussion #1 is provided below. Input received from the SC will be used by the County and the project team to aid in developing the Alternative Alignments and Comparative Evaluation Table to present at the 2<sup>nd</sup> Steering Committee Meeting.

## Group Discussion #1: Additional Issues & Concerns, Alignment Alternatives

**Group Facilitator:** Emily Anderson

**Group Scribe:** Dave Kleinwachter

The purpose of the large group session was for the SC to identify project issues and concerns and additional alignment alternatives. This discussion was an extension of the input sought at initial agency coordination meetings. To initiate the discussion, a google earth fly-through was presented showing the alignment alternatives identified to date in a .kmz file. The fly-through was also used to orient attendees on project limits and logical segments.





A picture of the boards documented by the scribe is provided below with a bullet point summary below. The marked copies of the exhibits are included in Attachment B.

## Sheet 1 (Great Western Trail to Illinois Prairie Path)

### Discussion:

- Realign west alignment along Swift Road to avoid Nature Preserve impacts (Post Meeting Note: west alignment removed due to Nature Preserve and Class IV Ecosystem impacts)
- After discussion, the group concurred that the existing EBDRT north of St. Charles Road, and the existing culvert passage beneath St. Charles Road is acceptable. On this basis, and since any trail modifications in this area would be difficult based on the designated Churchill Prairie Nature Preserve, the current study will focus south of St. Charles Road.
- Class IV Ecosystems have the highest level of protection within forest preserves. All alignments between St. Charles Road and Crescent Blvd. involve Class III and Class IV Ecosystems.
- Realign alignment along west side of Tollway to be just inside Tollway ROW or at the east edge of FPDDC holdings (just outside Tollway ROW).
- Will need to complete a hydraulic study in Phase I to demonstrate Crossing 2A (within the existing EBDRT culvert will not cause a flow impedance and is structurally sound).
- Add alignment along Hill Avenue to bring Alt 2F Finley Road crossing back to EBDRT, however crossing 2F Finley Road is not preferable considering potential conflicts with free flow traffic from Finley Road and existing sidewalk grade differences
- All trail alignments east of I-355 are not preferred and were removed.
- The SC concurred that further study should be done to find out whether or not there is a feasible alternative within the east cell of the UPRR underpass. Key issues will be ADA accommodations, level of flood protection, and stormwater permitting, etc.

	STEERING COMMITTEE MEETING #1 JULY 24, 2019 ALTERNATIVES EVALUATION CRITERIA DISCUSSION	
SHEET 1 EVALUATION	INPUT	
<b>CROSSING 1</b> 1A - 1B	- SWIFT RD (EXISTING ALIGNMENT ADJACENT TO EBDRT) SENSITIVE ECOSYSTEM IN THIS AREA, THEREFORE MAY NOT BE FEASIBLE.	
<b>SEGMENT 1</b> ST. CHARLES RD TO CRESCENT BLVD	- TOLLWAY ROW ALIGNMENT SOUTH OF ST. CHARLES ROAD, NOT FOREST PRESERVE - FOREST PRESERVE LEVEL OF PROTECTION - JURISDICTION/MAINTENANCE OF PATH	
<b>CROSSING 2</b> 2A - 2E	- COMCD VERT/HORIZ CLEARANCE TO BE CONFIRMED. - 2A: IMPEDENCE OF FLOW; STRUCTURALLY SOUND (EXISTING CRESCENT RD - UPRR STRUCTURE) TO BE VERIFIED IN PHASE I.	
<b>SEGMENT 2</b> HILL AVE TO ILLINOIS PRAIRIE PATH	- POTENTIAL ADDITIONAL ALIGNMENT ALONG HILL AVE (FROM CROSSING 2F AT FINLEY RD) - ALL ALIGNMENTS EAST OF I-355 ARE UNDESIRABLE	

### Action Items:

- An exhibit will be generated showing classifications with pictures of the existing access road and provided to the FPDDC for internal review.
- Confirm enough room for alignment along the Tollway R.O.W. considering future add-lanes.
- The project team will complete a concept elevation study for potential underpasses at Crescent/UPRR/Hill. The objective is to determine if an underpass is feasible, the most suitable location, level of flood protection that is achievable, and whether any increase in roadway elevation would be required.











## Sheet 3 (IL-53 to Roosevelt Road)

### Discussion:

- Verify if the east or west cell can be used for a path crossing under IL-53.
- There is a proposed traffic signal at Surrey Drive east of I-355 which could be used as a proposed at-grade crossing with I-355 abutment modifications.

### Action Items:

- Add at-grade traffic signal crossing alternative at Surrey Drive.
- The project team will coordinate with IDOT to get information on the proposed signal at IL 53 and Surrey.
- The project team will complete a concept elevation study for potential underpasses at IL 53. The objective is to determine if an underpass is feasible, the most suitable location, level of flood protection that is achievable, and whether any increase in roadway elevation would be required.



### STEERING COMMITTEE MEETING #1 JULY 24, 2019 ALTERNATIVES EVALUATION CRITERIA DISCUSSION

SHEET 3 EVALUATION

INPUT

### SEGMENT 3 (CONTINUED)

### CROSSING 4 4A - 4C

- VERIFY USE OF CULVERT  
EXPANSION UNDER  
IL-53, OR USE OF  
EXISTING STRUCTURE.

- POTENTIAL OPTION FOR CROSSING  
IL-53 AT SURREY DR AT-GRADE,  
IF I-355 BRIDGE ABUTMENTS  
ARE WIDE ENOUGH.

### SEGMENT 4 IL-53 TO ROOSEVELT RD



## Sheet 4 (Roosevelt Road to 22<sup>nd</sup> Street)

### Discussion:

- An at-grade crossing of Roosevelt Road at I-355 was generally the least preferred alternative.
- Using the existing path along the west side of the EBDP would require 2 fewer pedestrian bridges than the east 2 alignments.

### Action Items:

- The project team will complete a concept elevation study for potential underpasses at IL 38. The objective is to determine if an underpass is feasible, the most suitable location, level of flood protection that is achievable, and whether any increase in roadway elevation would be required.



STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 4 EVALUATION

INPUT

CROSSING 5  
5A - 5C

SEGMENT 5  
ROOSEVELT RD  
TO 22ND ST





## [Sheet 5 and 6 \(22<sup>nd</sup> Street to Butterfield Road\)](#)

### Discussion:

- The existing ComEd access roads are generally aligned along the west side of the corridor, however an east alignment may reduce floodplain impacts and provide easier access to Brentwood Park and potential future connections.
- IDOT plans to reconstruct the existing bike path along the north side of Butterfield Road and extend the path limits further east as part of the IL 56 improvements.
- An underpass was suggested for the trail to cross under IL 56.

### Action Items:

- Obtain IDOT roadway plans to confirm the planned IL 56 connection. Coordinate with IDOT why an underpass at IL 56 was not considered.
- Confirm east limits of the planned IL 56 multi-use path at Lloyd/Lacey.
- The project team will complete a concept elevation study for a potential underpass at IL 56. The objective is to determine if an underpass is feasible, the most suitable location, level of flood protection that is achievable, and whether any increase in roadway elevation would be required.



STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 5 EVALUATION

INPUT

**SEGMENT 5**  
(CONTINUED)

— POTENTIAL TO ROUTE PATH TO  
EAST SIDE OF COMED PROPERTY  
TO MINIMIZE FLOODPLAIN IMPACTS  
AND ALLOW EASIER CONNECTION TO  
BRENTWOOD PARK

**CROSSING 6**  
22ND ST

**SEGMENT 6**  
22ND ST TO  
BUTTERFIELD RD



STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 6 EVALUATION

INPUT

**SEGMENT 6**  
(CONTINUED)

**PROJECT LIMIT**  
BUTTERFIELD RD

— INVESTIGATE IDOT PLANS FOR  
BUTTERFIELD ROAD IMPROVEMENTS  
AND EXISTING TRAIL EXTENSION





Group Discussion #1 meeting notes and 11x17 copies of the Alignment Alternatives are provided in Attachment B. A comment form was provided to SC members for additional comments. No additional comments were received by the end of the 2-week SC #1 comment period.

## Group Discussion #2: Prioritize Project Goals and Determine Evaluation Criteria

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The purpose of the group discussion was to translate project goals into evaluation criteria, and then prioritize their relative importance. However due to time constraints, it was decided that the project goals and evaluation criteria would be generated by the project team and emailed to the SC for review with the meeting summary.

## Next Steps

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The next steps for the project were discussed. The project team composed a draft SC #1 meeting summary provided to the SC for review and comment, and comments received were incorporated in SC Meeting #1 Summary. The draft Alignment Alternatives Comparative Evaluation Table was sent to the SC for review and comment via email. Comments received on the draft Alignment Alternatives Evaluation Table were incorporated, and a comparative evaluation of alignment alternatives will be completed. The second SC meeting is planned for late September 2019 and will focus on the alignment alternatives comparative evaluation.



## Attachment A

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Power Point Presentation



ATTACHMENT A

# East Branch DuPage River Trail

*Great Western Trail to Butterfield Road*

Steering Committee Meeting #1  
July 24<sup>th</sup>, 2019 at 1 p.m.



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

## Project Team and Steering Committee

### DuPage County Division of Transportation

Chris Snyder, PE  
Director of Transportation

Sid Kenyon, AICP  
Alignment Study Project Manager

Mike Barbier, PE  
Phase I Project Manager

### Christopher B. Burke Engineering

Mike Matkovic, PE  
Principal in Charge

Emily Anderson, PE, CFM  
Project Manager

Dave Kleinwachter, PE, CFM, CPESC  
Project Engineer

### Steering Committee Members

- Forest Preserve District of DuPage County (FPDDC)
  - Jessica Ortega
- Village of Glen Ellyn
  - Julius Hansen, Richard Daubert
- Village of Lombard
  - Carl Goldsmith
- Commonwealth Edison (ComEd)
  - Cynthia Thomas, David Kulb, Sara Race
- DuPage County Stormwater Management (DCSM)
  - Jen Boyer
- Butterfield Park District
  - Larry Reiner



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



# Meeting Agenda

1. EBDRT Project Overview
  - a) Project Development Process
  - b) Alignment Study Schedule
  - c) Steering Committee Participation
2. Group Discussion #1
  - a) Input on Alternatives to Date
  - b) Additional Alternatives
  - c) Issues and Concerns
3. Group Discussion #2
  - a) Project Goals
  - b) Evaluation Criteria
4. Next Steps & Schedule



Churchill Woods Maintenance Driveway



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

## Project Overview

### Overall Goal

Over 4 mile long proposed Regional Trail in close proximity to the East Branch DuPage River (EBDR) to connect the Great Western Trail to Butterfield Road

- Included in CMAP's Regional Greenways and Trails Plan
- Involves FPDDC holdings, ComEd property, and Tollway right-of-way within the Villages of Glen Ellyn and Lombard and unincorporated DuPage County



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

# ATTACHMENT A Project Development Process

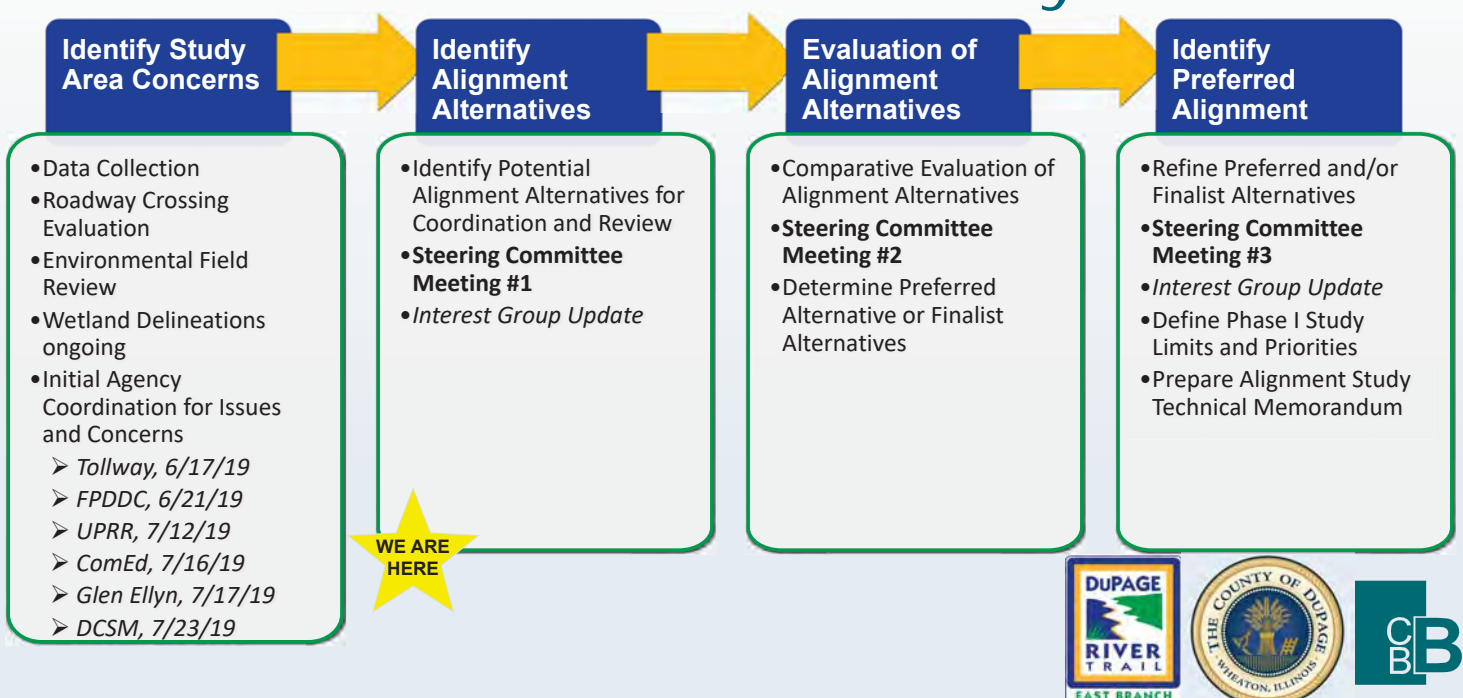
## EBDRT Alignment Study

The objective of the Alignment Study is to identify a preferred EBDRT alignment to carry forward into Phase I Engineering and Environmental Studies for detailed analysis, which is required to ensure eligibility for future federal funding opportunities.



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

## Alignment Study Schedule



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



# ATTACHMENT A

## Steering Committee Participation

### Steering Committee Meeting #1:

- ☐ Record Corridor Issues and Concerns
- ☐ Brainstorm Concept Alignment Alternatives
- ☐ Define Project Goals
  - Alternatives should be reasonable, practical, and meet the project goals

### Steering Committee Meeting #2:

*(Anticipated September)*

- ☐ Comparative Evaluation of Alignment Alternatives using project goals as metrics
- ☐ Determine Preferred Alternative or Finalist Alignments

### Steering Committee Meeting #3:

*(Anticipated November)*

- ☐ Finalize and Refine Preferred Alignment
- ☐ Identify Priority Segments

#### **What is the Steering Committee's Role?**

The Steering Committee will work collaboratively at key decision points throughout the Alignment Study to determine the preferred alternative and priority segments to carry forward for detailed analysis.



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

## Group Discussion #1

1. Identified Alternatives to Date
2. Additional Alignment Alternatives for Consideration
3. Issues and Concerns



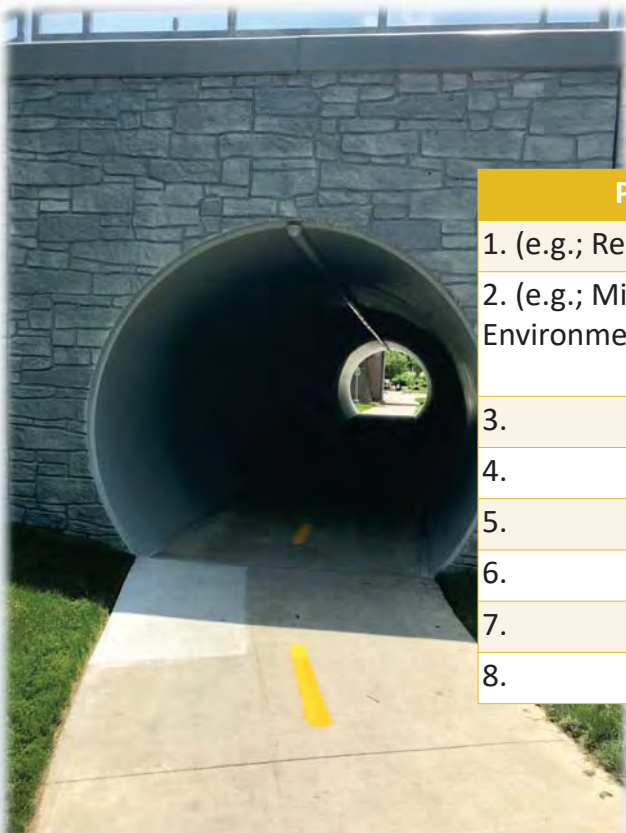
EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

# Group Discussion #2

1. Rank Project Goals
2. Evaluation Criteria for Comparative Evaluation of Alignment Alternatives



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



Example UPRR Underpass at Taylor Street in Glen Ellyn

## Project Goals

Project Goal	Evaluation Criteria Metric
1. (e.g.; Recreational Benefit)	(e.g.; scale 1-5)
2. (e.g.; Minimize Environmental Impacts)	(e.g.; acres of floodplain, floodway, wetland, WOUS, Class III or IV Forest impacts)
3.	
4.	
5.	
6.	
7.	
8.	



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



# Next Steps and Schedule

## 1. Concept Alignment Alternatives, Evaluation Criteria, Meeting Summary

## 2. Steering Committee Meeting #2

- ☐ Email invitation 2-weeks prior, meeting material 1 week prior
- ☐ Comparative Evaluation of Alignment Alternatives using project goals as metrics
- ☐ Determine Preferred or Finalist Alignment Alternatives for Phase I Engineering



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



St. Charles Rd Underpass Looking North



Churchill Woods Maintenance Driveway



ComEd Maintenance Driveway Looking South



Churchill Woods  
Maintenance Driveway



ComEd Maintenance Driveway Looking South



ComEd Maintenance Driveway Looking North



EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD





Churchill Woods Looking South at UPRR



UPRR West Cell Looking South



UPRR East Cell Looking South



EBDR East Cell at UPRR Looking East



EBDR Crossing Looking West



Crescent Blvd Looking West



## EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



Crescent Blvd Looking North



EBDR Crossing at Crescent Blvd Looking South



EBDR Crossing at Crescent Blvd Looking North



Crescent Blvd looking West



Hill Avenue Looking North



EBDR Crossing at Hill Avenue Looking North



## EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



# ATTACHMENT A



Lagoons Maintenance Drive Looking North



Lagoons Maintenance Drive Looking South



IL 53 Looking North



Lagoon Maintenance Drive looking West



South End of Lagoons Looking South



IL 53 Looking South



## EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD



ComEd Access Looking West



East Branch Riverway FP Looking Northeast



East Branch Riverway FP Looking East



Roosevelt Road ComEd Corridor Looking North



Roosevelt Road Substation Looking North



FPDDC Access looking Northeast



## EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD





EBDR Crossing at Roosevelt Rd Looking North



EBDR Crossing at Roosevelt Rd Looking South



Roosevelt Road ComEd Access Looking West



Roosevelt Road Substation Looking Southeast



Roosevelt Road Substation Looking Southwest



Roosevelt Road ComEd Access looking South



## EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

EBDR at Mary Knoll Subdivision South of Roosevelt Road Looking South



EBDR at Mary Knoll Subdivision South of Roosevelt Road Looking North



ComEd Corridor Looking South toward Butterfield Road



Butterfield Road Looking West



Butterfield Road Looking East



Butterfield Road Looking North



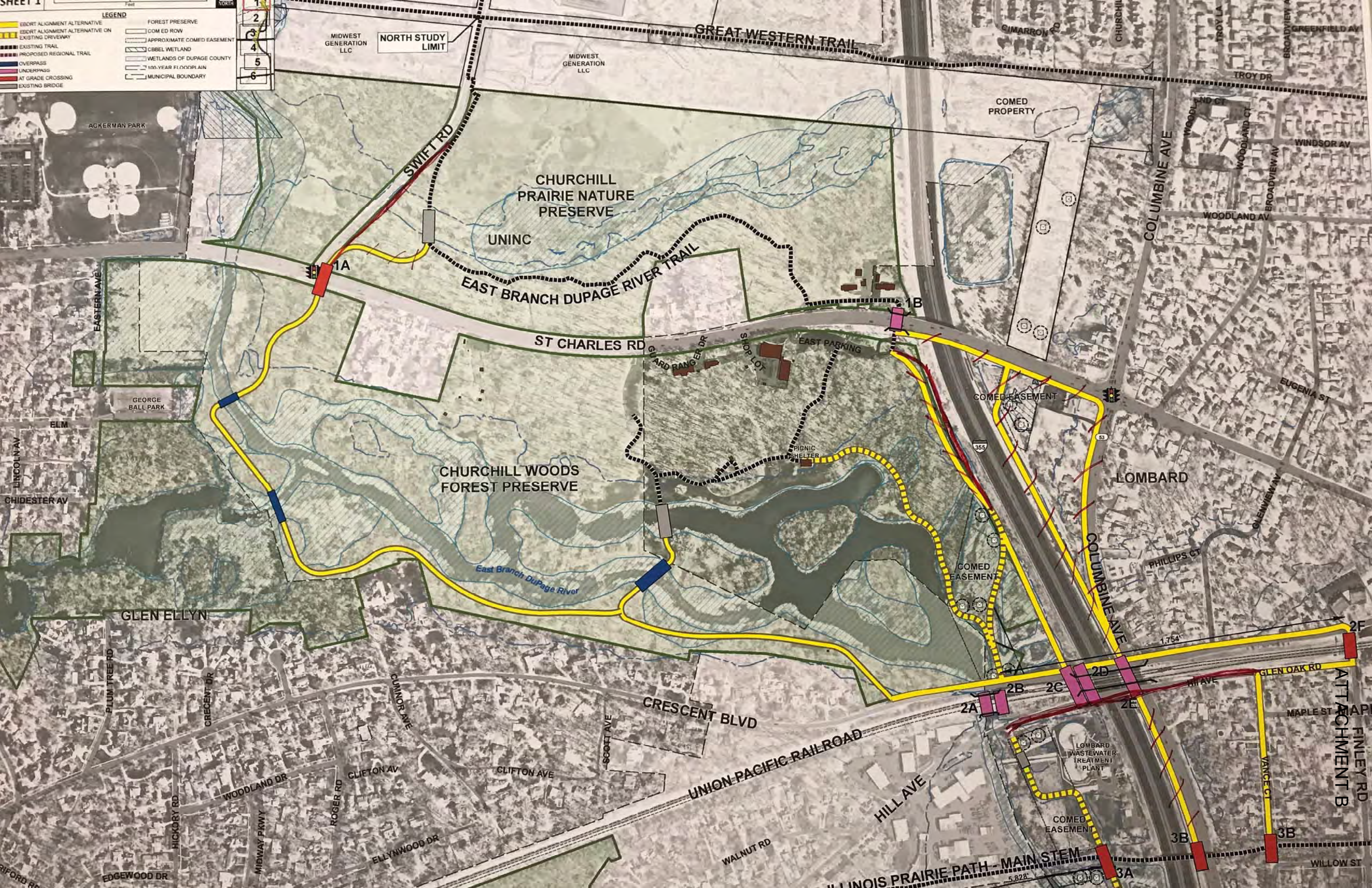
## EAST BRANCH DUPAGE RIVER TRAIL; GREAT WESTERN TRAIL TO BUTTERFIELD ROAD

## Attachment B

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Board Exhibit Mark-Ups and Issues and Concerns Notes





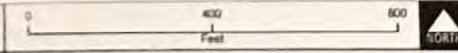




STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 1 EVALUATION	INPUT
<p><b>CROSSING 1</b> 1A - 1B</p>	<p>- SWIFT RD (EXPLORE ALIGNMENT ADJACENT TO ROADWAY) SENSITIVE ECOSYSTEM IN THIS AREA, THEREFORE MAY NOT BE FEASIBLE.</p>
<p><b>SEGMENT 1</b> ST. CHARLES RD TO CRESCENT BLVD</p>	<p>- TOLLWAY ROW ALIGNMENT SOUTH OF ST. CHARLES ROAD, NOT FOREST PRESERVE</p> <p>- FOREST PRESERVE LEVEL OF PROTECTION</p> <p>- JURISDICTION/MAINTENANCE OF PATH</p>
<p><b>CROSSING 2</b> 2A - 2E</p>	<p>- COMED VERT/HORIZ. CLEARANCE TO BE CONFIRMED.</p> <p>- 2A: IMPEDENCE OF FLOW, STRUCTURALLY SOUND (EXISTING CRESCENT RD + UPRR STRUCTURES) TO BE VERIFIED IN PHASE I.</p>
<p><b>SEGMENT 2</b> HILL AVE TO ILLINOIS PRAIRIE PATH</p>	<p>- POTENTIAL ADDITIONAL ALIGNMENT ALONG HILL AVE (FROM CROSSING 2F AT FINLEY RD)</p> <p>- ALL ALIGNMENTS EAST OF I-355 ARE UNDESIREABLE</p>

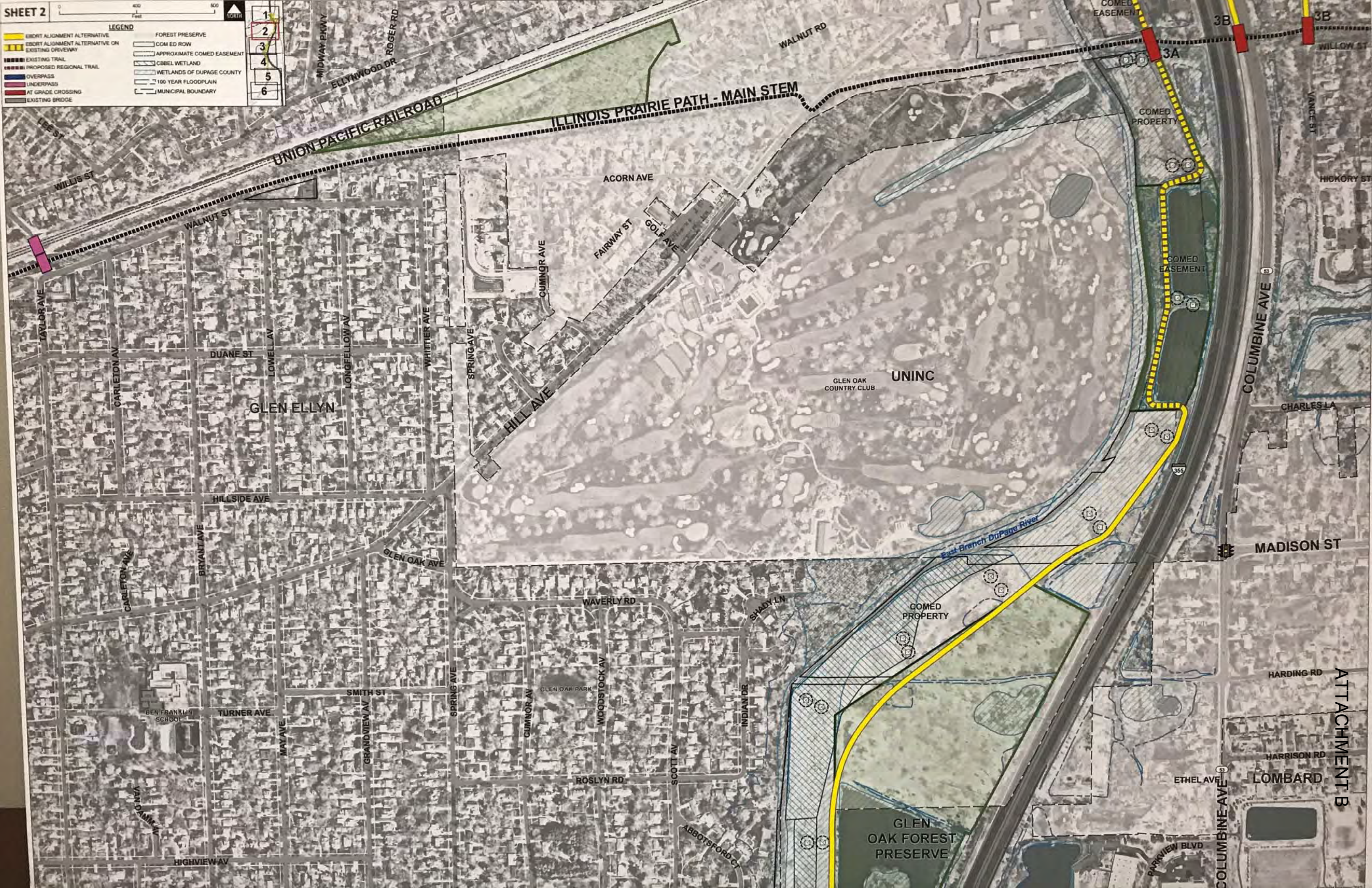




LEGEND

- |   |                            |
|---|----------------------------|
| EBRT ALIGNMENT ALTERNATIVE                      | FOREST PRESERVE            |
| EBRT ALIGNMENT ALTERNATIVE ON EXISTING DRIVEWAY | COM ED ROW                 |
| EXISTING TRAIL                                  | APPROXIMATE COMED EASEMENT |
| PROPOSED REGIONAL TRAIL                         | CBREL WETLAND              |
| OVERPASS  | WETLANDS OF DUPAGE COUNTY  |
| UNDERPASS                                       | 100-YEAR FLOODPLAIN        |
| AT GRADE CROSSING                               | MUNICIPAL BOUNDARY         |
| EXISTING BRIDGE                                 |                            |

- 1
- 2
- 3
- 4
- 5
- 6



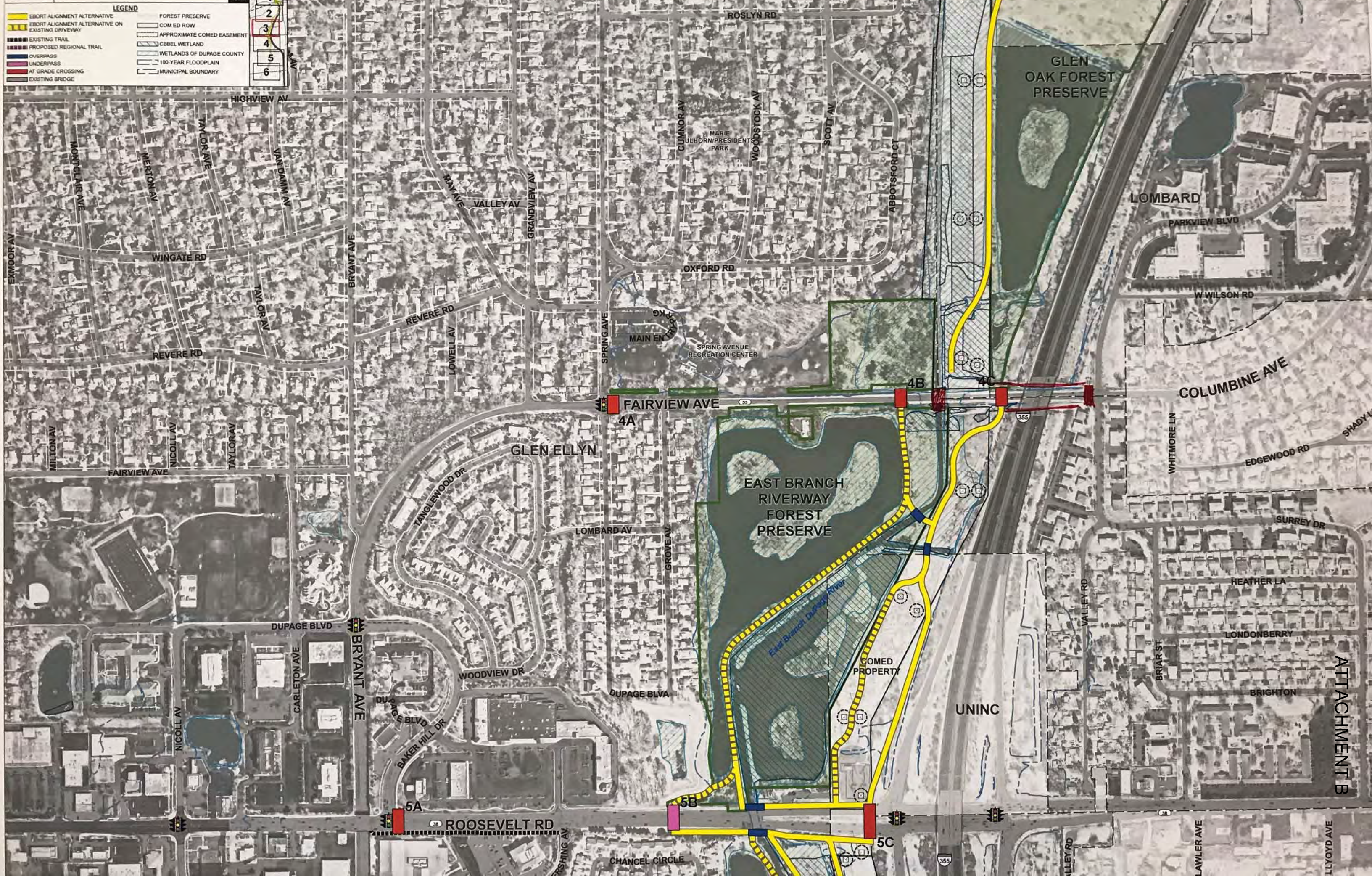




STEERING COMMITTEE MEETING #1  
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CRITERIA DISCUSSION

SHEET 2 EVALUATION	INPUT
<p><b>CROSSING 3</b> 3A - 3B</p>	<p>- SECURITY OF GLENBARD WASTEWATER PLANT MUST BE MAINTAINED.</p>
<p><b>SEGMENT 3</b> ILLINOIS PRAIRIE PATH TO IL-53</p>	<p>- H<sub>2</sub>O LOADING (COMED) FOR SHARED TRAIL + MAINTENANCE PATH</p> <p>- CLOSING FOR MAINTENANCE MAY BE AN ISSUE.</p> <p>- BOARDWALK STRUCTURES ARE FEASIBLE TO REDUCE WETLAND AND FLOODPLAIN IMPACTS.</p>





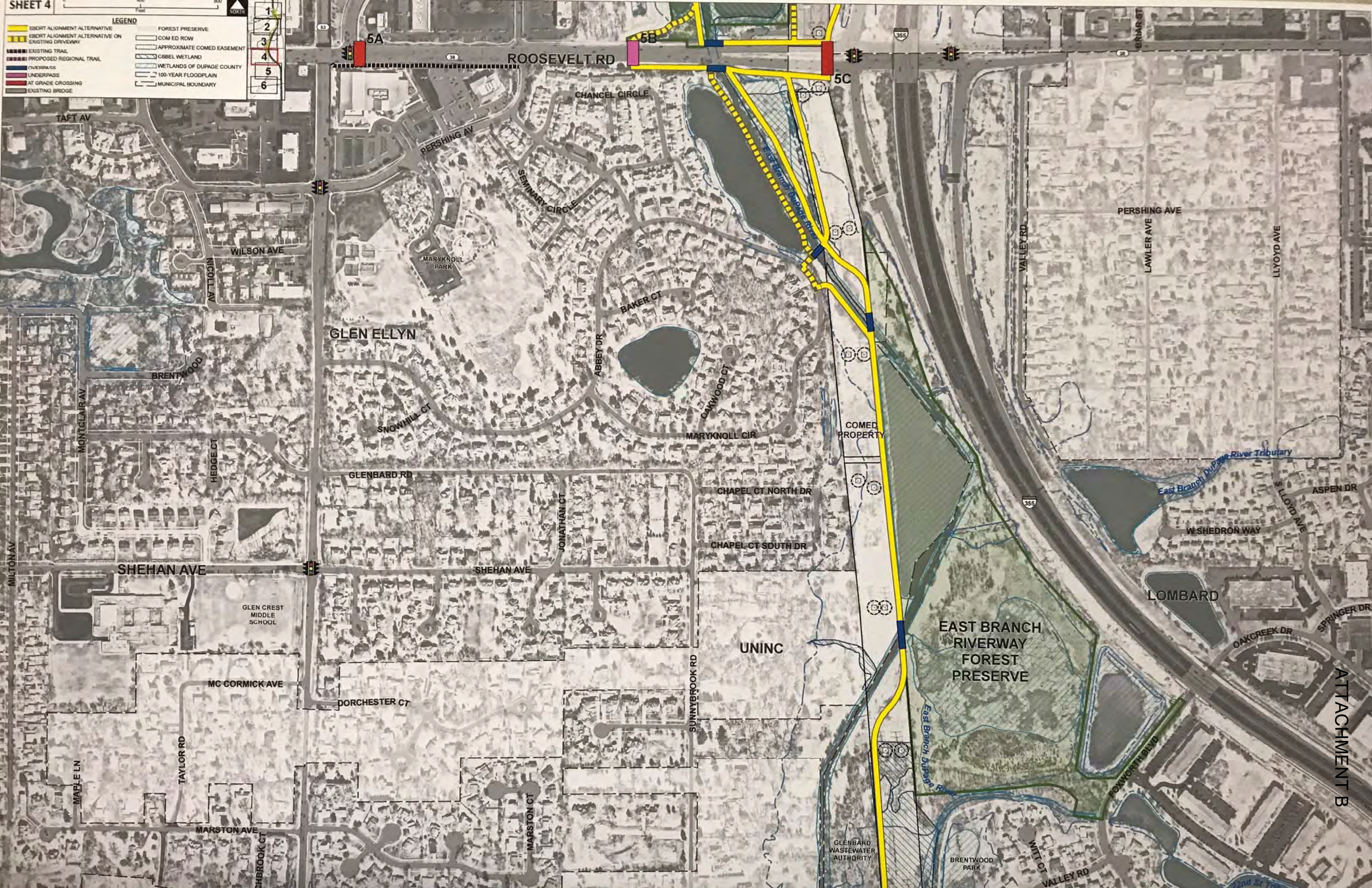




STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 3 EVALUATION	INPUT
<p>SEGMENT 3 (CONTINUED)</p>	
<p>CROSSING 4 4A - 4C</p>	<p>- VERIFY USE OF CULVERT EXPANSION UNDER IL-53, OR USE OF EXISTING STRUCTURE.</p>
<p>SEGMENT 4 IL-53 TO ROOSEVELT RD</p>	<p>- POTENTIAL OPTION FOR CROSSING IL-53 AT SURREY DR AT-GRADE, IF I-355 BRIDGE ABUTMENTS ARE WIDE ENOUGH.</p>





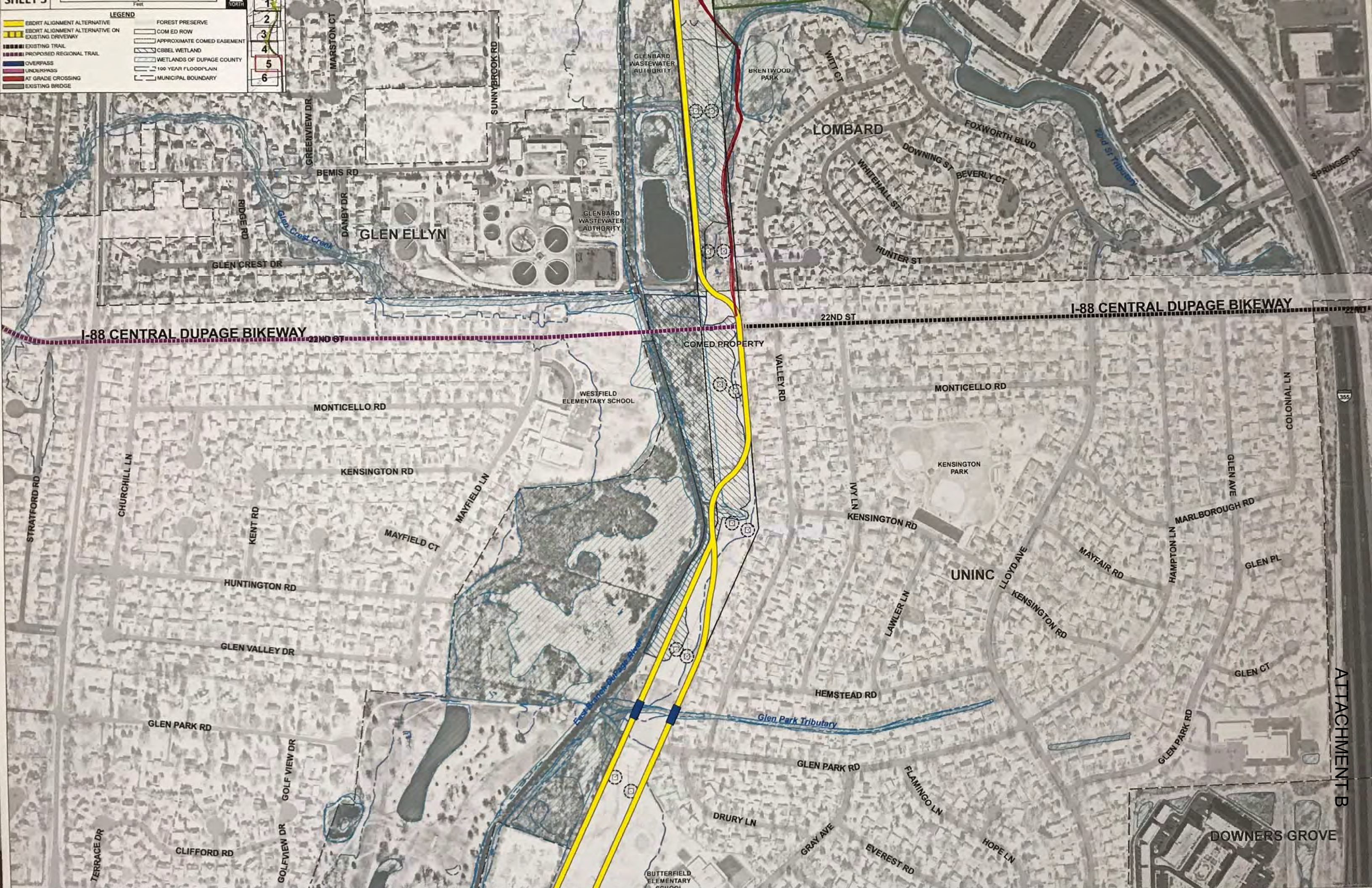




STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 4 EVALUATION	INPUT
<p><b>CROSSING 5</b> 5A - 5C</p>	
<p><b>SEGMENT 5</b> ROOSEVELT RD TO 22ND ST</p>	





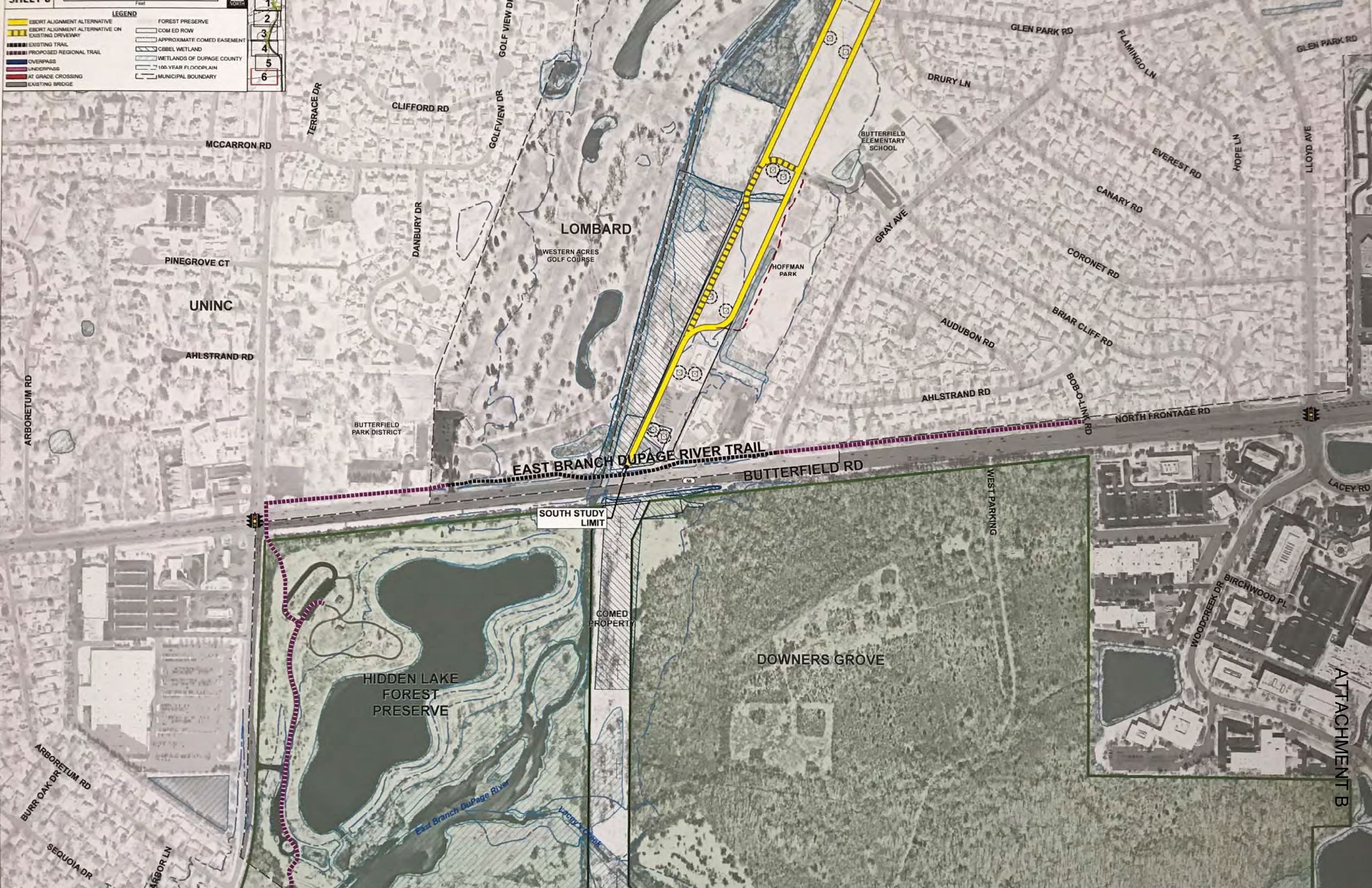




STEERING COMMITTEE MEETING #1  
JULY 24, 2019  
ALTERNATIVES EVALUATION  
CRITERIA DISCUSSION

SHEET 5 EVALUATION	INPUT
<p>SEGMENT 5 (CONTINUED)</p> <p>CROSSING 6 22ND ST</p> <p>SEGMENT 6 22ND ST TO BUTTERFIELD RD</p>	<p>— POTENTIAL TO ROUTE PATH TO EAST SIDE OF COMED PROPERTY TO MINIMIZE FLOODPLAIN IMPACTS AND ALLOW EASIER CONNECTION TO BRENTWOOD PARK.</p>









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SHEET 6 EVALUATION	INPUT
<p>SEGMENT 6 (CONTINUED)</p> <p>PROJECT LIMIT BUTTERFIELD RD</p>	<p>— INVESTIGATE IDOT PLANS FOR BUTTERFIELD ROAD IMPROVEMENTS AND EXISTING TRAIL EXTENSION.</p>