



January 30th, 2020

East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee

Meeting #3 Summary



Introduction

The third Steering Committee (SC) meeting for the EBDRT Alignment Study was held on Thursday, January 30th, 2020 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 the third meeting was to discuss and confirm the alternatives to be carried forward into the Phase I Engineering Study and Environmental Study. The list of meeting attendees is provided below.

A PowerPoint presentation was given that included a recap of SC Meeting #2 and the results of the additional analysis of alignment alternatives (both Segments and Crossings) and coordination that was completed after SC Meeting #2. 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 #2 to confirm there were no further questions. The following Segments and Crossings included an additional analysis of two or more alignment alternatives and the results of this evaluation were discussed at SC Meeting #3 with the group:

- Segment 3 – Illinois Prairie Path to Fairview Ave (IL-53)
- Segment 4 – Fairview Ave (IL-53) to Roosevelt Road (IL-38)
- Segment 5 – Roosevelt Road (IL-38) to 22nd Street
- Crossing 6 – 22nd Street [dependent on Segment 5 and Segment 6]
- Segment 6 – 22nd Street to Butterfield Road (IL-56)

The PowerPoint presentation was used to guide the group discussion by presenting the alternatives considered within the Segment on a location map, then reviewing comparative evaluation criteria with key takeaways and group discussion. Discussions resulted in identifying one or two finalist alternatives to be carried forward into the Phase I Engineering Study; the outcomes are summarized herein. Further coordination is required for the southern portion of Segment 5 and Segment 6 to investigate an alignment west of the EBDRT that may connect to schools, parks, and other community amenities.

Meeting Participants

Steering Committee (SC) Member Attendance

- Larry Reiner, Butterfield Park District
- Jessica Ortega, Forest Preserve District of DuPage County (FPDDC)
- Jennifer Boyer, DuPage County Stormwater Management (DCSM)
- Carl Goldsmith, Village of Lombard
- Richard Daubert, Village of Glen Ellyn
- Steve Johnson, Friends of EBDRT
- Ginger Wheeler, 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
- Sid Kenyon, DuPage County Division of Transportation
- Mike Barbier, DuPage County Division of Transportation
- Mike Matkovic, Christopher B. Burke Engineering
- Dave Kleinwachter, Christopher B. Burke Engineering
- Emily Anderson, Christopher B. Burke Engineering

Tim Elliott, District 4 County Board Member, welcomed the Steering Committee, and reiterated that 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 #3.

Emily Anderson, from Christopher B. Burke Engineering (CBBEL), presented the PowerPoint and described the agenda for the meeting. The agenda consisted of a recap of SC Meeting #2, a review of the results of additional alternatives evaluated since SC Meeting #2, group discussions to confirm alternatives to be carried forward into the Phase I Study, and Next Steps.

A recap of SC Meeting #2 was presented, which included the outcome of a consensus on the alternatives for several segments and crossings. SC Meeting #2 also identified issues and concerns with the corridor and additional alignment alternatives to consider. Based on SC Meeting #2 discussion, the following crossings and segments gained concurrence:

Crossing 1 – The St. Charles Road existing underpass
Segment 1 – St. Charles Road to Crescent Boulevard
Crossing 2 – Crescent Blvd/ U.P.R.R. / Hill Ave
Segment 2 – Hill Ave to Illinois Prairie Path
Crossing 3 – Illinois Prairie Path at-grade crossing
Segment 3 (north portion) – Illinois Prairie Path to approximately Roslyn Road
Crossing 4 – Fairview Ave (IL-53)
Crossing 5 – Roosevelt Road (IL-38)

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 SC Meeting #2, the following locations were identified for further evaluation and SC Meeting #3 group discussion:

- Segment 3 – Illinois Prairie Path to Fairview Ave (IL-53)
- Segment 4 – Fairview Ave (IL-53) to Roosevelt Road (IL-38)
- Segment 5 – Roosevelt Road (IL-38) to 22nd Street
- Crossing 6 – 22nd Street [dependent on Segment 5 and Segment 6]
- Segment 6 – 22nd Street to Butterfield Road (IL-56)

After the conclusion of SC Meeting #2, 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 FPDDC, IDOT / FHWA, ComEd, the Village of Glen Ellyn, and the Illinois Tollway. 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 #3.

The general format to obtain group consensus on the alternative(s) to be carried forward into the Phase I Study included: displaying alternatives within the Segment or Crossing on an overview map, then reviewing support material such as plan and profile exhibits and the comparative evaluation tables, and finally group discussion.

Flood data presented during SC Meeting #2 was utilized as a talking point for new or existing alternative alignments to consider the acceptable levels of flood protection for the EBDRT. The anticipated elevations of the new or existing alternative alignments were used to estimate extrapolated flooding frequencies at various locations.

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 the finalist alternatives is provided in Attachment B.

Segment 3 (south portion) – Roslyn Road to Fairview Ave (IL 53)

- Alternative A is located at the toe of the I-355 embankment. The existing noise wall is located at the top of the embankment and higher than the proposed trail alignment. Alternative A is anticipated to be located entirely within Tollway right-of-way. Prior conversations with the Tollway revealed that a future add-lanes project is unlikely to impact a trail facility here.
- Alternative A has a 10-year level of flood protection but impacts wetlands. Those wetlands are located in a mitigation facility for I-355.
- Alternative B is an on-road, signed route along Roslyn Road, Scott Avenue, and Oxford Road. The route would transition into a separated side path along Spring Avenue. This route provides a 100-year level of flood protection, but it would require a bridge structure over the EBDR at Roslyn Road. Due to ComEd vertical clearance restrictions, any proposed bridge would only provide a 2-year level of flood protection.
- Glen Ellyn noted that Alternative B may deviate from the alignment shown in the plan. Scott Avenue has several large grade changes that may be difficult for cyclists to navigate.
- The possibility of deviating Segment 3's route was discussed. The proposed deviation would allow the path to continue south across Oxford Road through residential homes and into either the Spring Avenue Recreation Center or the Glen Oak Forest Preserve. Glen Ellyn indicated that may be difficult to find sufficient space between residential lots, also noting that the area south of Oxford is a wet, low-lying area. CBBEL indicated that wetland delineations had not been conducted here, but the area appears to be DuPage County wetlands and would likely require mitigation if a trail was constructed.
- Members reiterated the Committee's preference for an off-street "greenway corridor." It was agreed that the location along the Tollway would be considered preferable for fulfilling that vision.

On the above basis, the group concurred with Alternative A (Tollway ROW) as the Segment 3 (south portion) alternative 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)

- Alternative A was previously discussed at SC Meeting #2. It is an existing user-defined trail on a berm located just west of the EBDR which separates the river from open water lakes. Two culverts hydraulically connect the river to the lakes. The existing berm provides a 2-year level of flood protection, and it is anticipated to have minimal or no boardwalk structures and minimal wetland mitigation.
- A new Segment 4 alignment, shown as Alternative B, was presented on the west side of the East Branch Forest Preserve south of Fairview Avenue (IL 53). The alignment is routed along the west bank of the East Branch Forest Preserve's open water behind the back yards of many residences and has a 10-year level of flood protection.
- North of Roosevelt, Alternative B is proposed to be routed on the top of an existing private detention basin berm in order to avoid open water. The berm is significantly higher than the adjacent low-lying forest preserve, and it may provide a good user experience with views of the

forest preserve along the berm. However, partial or full land acquisition of the detention basin would be necessary to construct and maintain the path. The cost may be significant.

- FPDDC indicated a preference for Alternative A over Alternative B, and offered a variation of Alternative B south of Roosevelt. That variation could utilize Spring Avenue to avoid potential trail switchbacks.
- Glen Ellyn indicated local road routes may be feasible south of Fairview.

On the above basis, the group concurred with Alternative A (Middle Berm) as the Segment 4 alternative to be carried forward into Phase I Engineering for further design development and evaluation.

Segment 5 – Roosevelt Road (IL 38) to 22nd Street

- Alternative A is generally along the ComEd Corridor located west of I-355. Alternative A crosses the East Branch DuPage River just south of Chapel Ct South Dr. The EBDRT remains west of the ComEd corridor until IL 56.
- Alternative B is a local on-road route proposed to be a side path traversing west along the south side of Roosevelt Road, southwest along the northwest side of Pershing Avenue, cross the east leg of Pershing Avenue, south along the east side of IL 53, east along the north side of Glenbard Road, and either an on-road or side path south along Sunnybrook Road. An off-road path would traverse east along the north side of the Glenbard Wastewater Authority property and cross the EBDRT to return to the ComEd corridor.
- Previous conversations with ComEd about their design requirements were summarized for the Steering Committee. The summary included minimum loading requirements, projected cost implications, clearances, height restrictions, and maintenance access requirements.
- Surface elevations within the corridor are low for flood protection. In many cases, the existing ground surface provides a level of flood protection below a 2-year storm level. Further, no raised construction vehicle beds are allowed within the clearance zone, making construction of the trail more costly and less expedient. Any portion of the EBDRT constructed within the ComEd tower clearance zone (17 feet outside the outer-most tower wire) cannot exceed the existing ground elevation. Any part of the EBDRT built within the tower wire clearance zone must be built at-grade or lower.
- The County indicated that due to construction and maintenance constraints, the Division of Transportation would not be considering any alignments within the ComEd clearance zones. That leaves approximately 18 feet of width on the east-most side of the ComEd corridor.
- Alternative A is outside the ComEd clearance zone but presents significant challenges. The existing low-lying area has extensive wetlands, which would require wetland mitigation and compensatory storage mitigation if a trail were constructed on berm. Alternative A features a proposed hybrid boardwalk and berm structure that could be built to minimize wetland impacts, minimize impacts to the floodplain, and provide a cost-effective solution.
- A Steering Committee member suggested altering the route of Alternative B to a route on Maryknoll Circle in order to connect to Glenbard Road via an existing neighborhood private path. It was determined that further coordination with the Maryknoll homeowners' associations would be needed to evaluate the efficacy of that option. Glen Ellyn offered to lead discussions with Maryknoll.

- Glen Ellyn indicated safety concerns about Alternative B, specifically related to steep grade changes and poor sight distance. It was recommended to be a separated side path facility in some locations such as Glenbard Road. Other local on-road routes could be considered, though.
- It was noted that the Glenbard Wastewater Authority may be open to dedicating property for the proposed EBDRT to traverse east over the EBDR. A new structure would be necessary to cross the EBDR.
- General topics were brought up during the discussion that apply to the entire corridor. Further research was completed on types of boardwalks or pedestrian bridges. Several boardwalk manufacturers were contacted and confirmed that “top-down” construction of HS-20 boardwalks was possible, although time consumptive. This method greatly reduces the construction footprint, and essentially eliminates all temporary wetland impacts normally part of the construction process. The approximate costs of the boardwalk structures were confirmed and presented as \$200/SF for the HS-20 loading, as well as lesser design costs. Boardwalks can be made out of concrete slabs, Corten steel, or other very robust materials.

Segment 6 – 22nd Street to Butterfield Road (IL 56)

- Alternative A utilizes the ComEd corridor.
- Alternative B is an on-road alternative. Like other on-road options, Alternative B could be a side path or a signed on-street route. It would provide a 100-year level of flood protection.
- South of 22nd Street, the ComEd right-of-way available width is reduced even further with distribution poles on the east side of the corridor to 6-feet wide.
- Alternative B along Valley Road was discussed for its efficacy for detailed analysis in Phase I. It was acknowledged that the alignment shown within the ComEd right-of-way from Glen Park to Butterfield presents even greater challenges than Alternative A of Segment 5 with regards to clearance zones, constructability, and maintenance constraints.

Additional Segment 5 and 6 Alignments Discussed

- Another option that was discussed was a side path facility along IL 53 from Roosevelt to Butterfield. Any side path would require consideration of a future IL 53 widening project, steep grade changes within the corridor, and drainage facility improvements.
- Several Committee members expressed potential concerns about a IL 53 side path option. Some of the concerns that were raised include availability of right of way, the possibility of a future widening project, safety, grade changes, and drainage improvements.
- The discussion pivoted to a potential new alignment directly west of the EBDR. Board Member Elliott suggested engaging Community Consolidated School District 89, Lombard Park District, and the Butterfield Park District to identify opportunities for future regional trail connections. Steering Committee members concurred that these agencies may be able to accommodate a regional trail, noting that some recreational properties appeared to have existing paths that could be repurposed. The EBDRT could utilize those paths and continue south through local streets or adjacent to the golf course, connecting to Butterfield Park District properties and terminating at Butterfield Road.
- Butterfield Park District indicated openness to dedicating some of its property to the EBDRT.

- It was concluded that an additional western alignment alternative would be explored, and additional coordination is needed with affected agencies which may include the Lombard Park District and Community Consolidated School District 89.

On the above basis, the project team will evaluate an alternative Segment 5 and 6 western alignment and coordinate with the appropriate agencies for review.

Next Steps

Chris Snyder stated that the objective going forward is to coordinate with affected agencies on the Segment 5 and 6 western alignment to carry forward into the Phase I Engineering and Environmental Study. The County intends to initiate the Phase I Study later this spring in order to be eligible for CMAQ, TAP-L, and/or ITEP funding sources.

The next steps for the project were discussed. A potential coordination consultation or additional SC Meeting may be necessary to finalize the Segment 5 and 6 alignment corridors. Updates will be announced after further coordination on a western alignment is complete.



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 #3
January 30th, 2020 at 1:00 p.m.
Glen Ellyn Police Department Community Room
65 S. Park Boulevard, Glen Ellyn, IL 60137**

Meeting Agenda

- 1) Welcome and Meeting Objectives
- 2) Steering Committee (SC) Meeting #2 Recap
 - a) Preliminary consensus on Termini, Crossing & Segment 1, Crossing & Segment 2, and Crossings 3, 4, 5, and 6
 - b) Additional analysis for Segments 3, 4, 5, and 6
- 3) Results of Additional Alternatives Evaluation
 - a) One-on-One Coordination Meetings since SC #2
 - b) Segment #3 & Segment #4 (IPP to Roosevelt Rd)
 - c) Segment #5 (Roosevelt Rd to 22nd St)
 - d) Segment #6 (22nd St to Butterfield Rd)
- 4) Confirm Alternatives to be carried forward into the Phase I Study
- 5) Next Steps
 - a) Initiate Phase I Engineering and Environmental Study (February 2020)
 - b) CMAQ and TAP-L Funding Applications (March 2021)
 - c) Phase II Engineering and Construction (TBD, dependent on funding)



East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee Meeting #3
January 30th, 2020

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



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SC Meeting #3 Agenda



- 1) Welcome and Meeting Objectives
- 2) Steering Committee (SC) Meeting #2 Recap
- 3) Results of Additional Alternatives Evaluation
- 4) Confirm Alternatives to be carried forward into Preliminary Engineering (Phase I)
- 5) Next Steps

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



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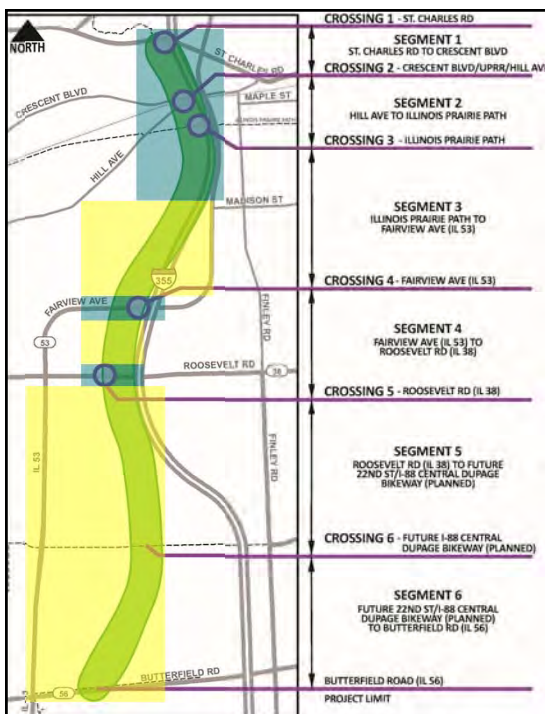
Meeting Objective

- Discuss and Confirm Preferred/Finalist Alternatives to be Carried Forward into the Phase I Engineering and Environmental Study



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

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SC Meeting #2 Recap

- Developed preliminary consensus on the preferred alternatives for:
 - ☐ Crossing & Segment 1 (Churchill Woods)
 - ☐ Crossing & Segment 2 (Crescent Blvd to IPP)
 - ☐ Crossings 3 (IPP), 4 (IL 53), and 5 (IL 38)
- Left SC #2 with Additional Alignments to Evaluate
 - ☐ Segment 3 & 4 (IPP to IL 38)
 - ☐ Segment 5 (IL 38 to 22nd Street)
 - ☐ Segment 6 (22nd Street to IL 56)



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One-on-One Coordination Since SC #2

Coordination

FPDDC, 11/14/19

IDOT/ FHWA, 11/19/19

ComEd, 12/10/19

Glen Ellyn, 12/16/19

Tollway, 1/2/20

Alternatives Evaluated

Segment 3 (N of IL 53)

- Tollway ROW
- Local Route
- ComEd ROW

Segment 4 (IL 53 to IL 38)

- Middle Berm
- West FP Property

Segment 5 (IL 38 to 22nd)

- Local Route
- ComEd ROW
- Level of Flood Protection

Segment 6 (22nd St to Glen Park Rd)

- ComEd ROW
- Local Route



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

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Segment 3



Evaluation Criteria		Tollway	Local Route
		Alt. 3.3: 1355 West Embankment	Alt. 3.3: Onroad No Widening (Remain 20' to 24'W)
Recreational Benefit			
Proximity to River	distance	Less than 50 ft	Greater than 1,500 ft
Adjacent Land Use ²	scale 1-5	5	3
Transportation Benefit			
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion)	scale 1-5	5	2
Level of Flood Protection/ # Days Path is Unusable	# days unusable	1	1
Safety			
Bicycle Level of Service (BLOS) ³	scale A-F	A	C - D
Environmental and Socioeconomic Impacts⁵			
Floodplain Impacts	acre-ft	0	0
Direct Wetland/ WOUS Impacts	acres	0.23	0.08
T&E Species Impacts	acres	0	0
Parkway Tree Impacts	#	0	0
Probability of Private Land Acquisition ⁶	probability	None	Low
Cost Effectiveness			
Boardwalk/Bridges Length	ft	0	35
Structures Cost	\$	0	\$98,000
Total Trail Length	miles	0.48	0.83
Asphalt Path Length	miles	0.48	0.17
Asphalt Path/ Roadway Improvements Cost	\$	\$573,864	\$205,909
Relative Initial Construction Cost	\$	\$1,279,990	\$569,102
Relative Long Term Maintenance Cost	\$-\$\$\$	\$	\$

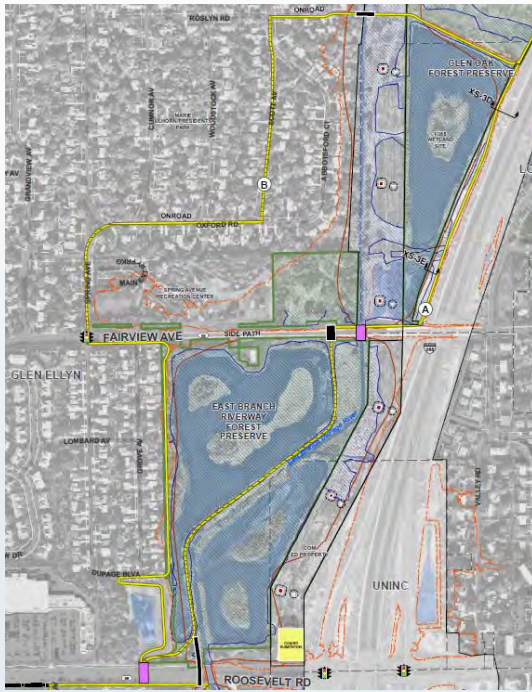
- Local Route Alternatives Evaluation coordinated with FHWA, IDOT, and Glen Ellyn
- Off-road alternative coordinated with Tollway



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

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Segment 3 & 4 Linkage



- Segment 3 alignment linked with Segment 4 alignment (to be discussed)
- East alignment along Tollway and FP Berm "Option A"
- West alignment along Local Route and FP west property line "Option B"

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



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Segment 3 Summary

Tollway ROW

- 10-year Flood Protection
- Potential I-355 Future SB Add-Lanes with Low Risk of Trail Impact
- The Path remains off-road
- Grade separated crossing at IL-53
- Linked with Segment 4 Berm Option

Local Route

- On-Road portion 100-year Flood Protection
- Will require structure over river at Roslyn (2-year Flood Protection)
- On-Road Roslyn to Spring with Sidepath at Spring to IL -53
- Crosses IL-53 at Spring Ave. Intersection
- Linked with Segment 4 Western FP Property Option

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



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Segment 4



Evaluation Criteria	Middle Berm		FPD West ROW
	Alt. 4.1: Existing "User Path" Requiring Berm		Alt. 4.2: Western FP Property West of EBR
Recreational Benefit			
Proximity to River	distance	Less than 50 ft	Less than 50 ft
Adjacent Land Use	scale 1-5	5	4
Transportation Benefit			
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion)	scale 1-5	4	4
Level of Flood Protection if Days Path is Unusable	# Days unusable	12	0
Safety			
Bicycle Level of Service (BLOS)	scale A-F	A	A
Environmental and Socioeconomic Impacts			
Floodplain Impacts	acre-ft	0.10	0
Direct Wetland/ WOUS Impacts	acres	0.07	0.03
T&E Species Impacts	acres	0.00	0.00
Tree Impacts	acres	0.00	0.97
Private Land Acquisition	# parcels/ acres	0.00	1 / 4.12
Cost Effectiveness			
Boardwalk/Bridges Length	ft	0	0
Structures Cost	\$	\$0	0
Total Trail Length	miles	0.52	0.69
Asphalt Path Length	miles	0.52	0.69
Asphalt Path Cost	\$	\$619,091	\$827,273
Relative Initial Construction Cost	\$	\$804,818	\$1,075,455
Land Acquisition Cost (\$15/sf)	\$	\$0	\$2,692,008
Relative Long Term Maintenance Cost	\$-\$\$\$	\$	\$

*Cost does not include grade separation at IL-53



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

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Segment 4 Summary

Middle Berm

- Below 2-year flood protection level
- Anticipate minimal or no boardwalk
- Anticipate minimal wetland mitigation/ comp storage required
- Preferred by FPDDC
- Linked to Segment 3 Tollway ROW Option

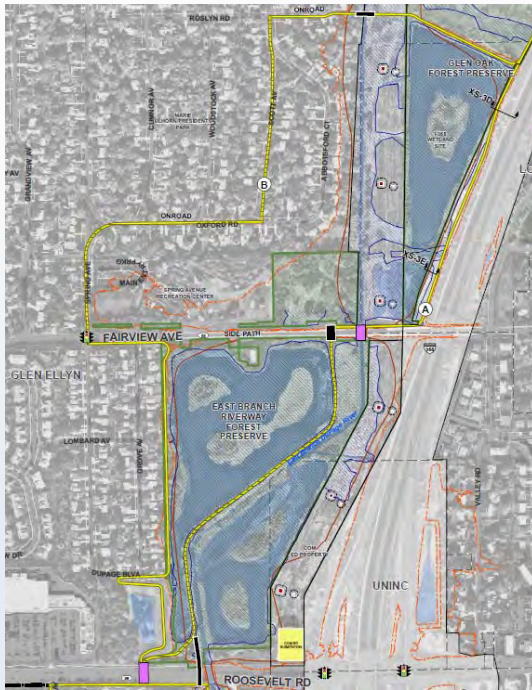
West Forest Preserve Boundary

- 10-year flood protection
- Adequate space along majority of FP west boundary
- Land acquisition or easement from private townhomes for use of detention basin berm
- Linked to Segment 3 Local Route Option



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

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North of Roosevelt Group Discussion and Consensus

Segments 3 & 4

- East Alignment to Berm
 - ☐ Preferred?
- On-road Roslyn to West Edge of Forest Preserve Property
 - ☐ Carried Forward or
 - ☐ Eliminated?



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

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South of Roosevelt Challenges

Segments 5 & 6

- Boardwalks and Structures
 - ☐ Loading
 - ☐ Location
 - ☐ Constructability
- ComEd Power Line Clearances
 - ☐ Limited space available for Trail
 - ☐ Height limitations on Berms & Boardwalks
- Flood Protection and Berming
 - ☐ Conveyance of water across berm
 - ☐ Trade offs between berm & boardwalk
- Local Route Alternatives

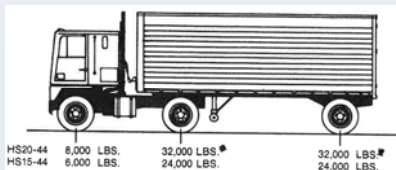


East Branch DuPage River Trail; Great Western Trail to Butterfield Road

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Boardwalks

Bridge/ Boardwalk Design Guidelines		
Pedestrians and Maintenance Vehicles	90 psf H5 – Pickup Truck	\$100/sf
Larger Maintenance Vehicles	H10 – Single Unit Truck	\$110/sf
Emergency Vehicles on Ped Bridges Loading	Type I, II, and III Ambulances	\$135/sf
Vehicular Bridges Loading	H20 – Full Dump Truck HS20 – Truck with Trailer	\$200/sf



*Per AASHTO Standard Specifications for Highway Bridges

- HS-20 loading required on any trails and boardwalks built within ComEd ROW
- **Increases planning level boardwalk cost**
- Cannot block tower access
- No part of trail may be raised higher than required vertical clearance within 17' of tower wires



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

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Boardwalks Opportunities

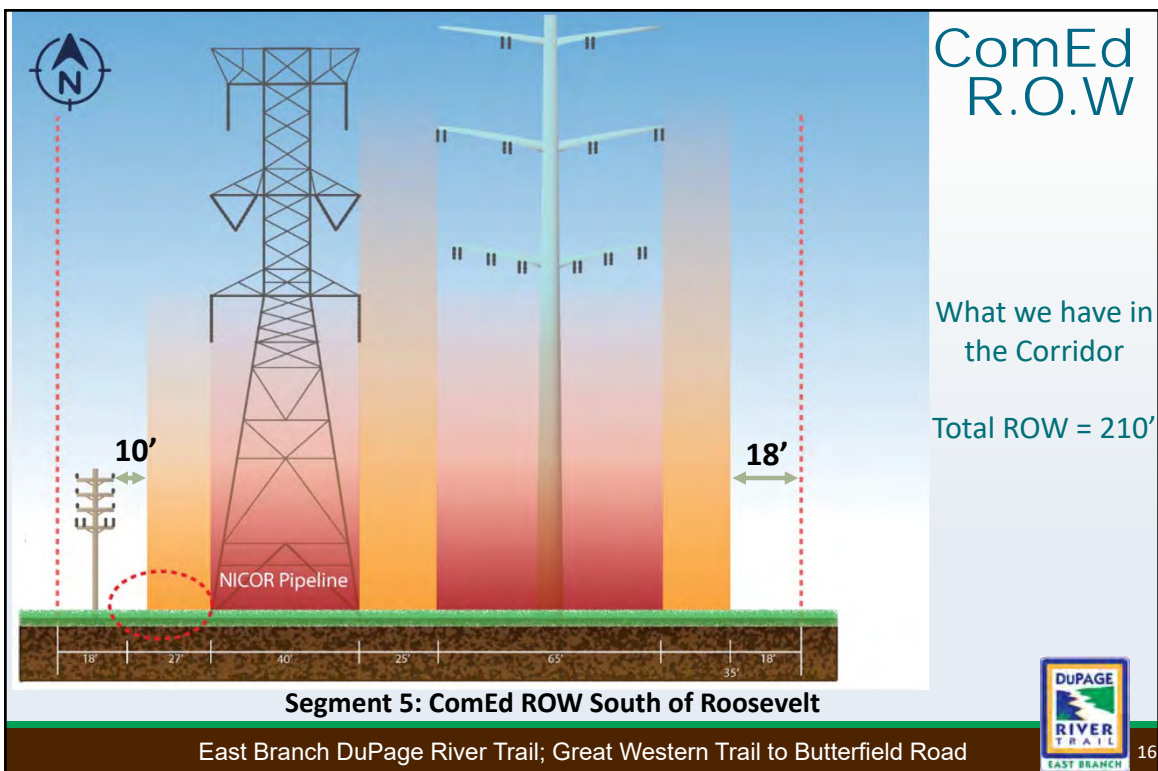
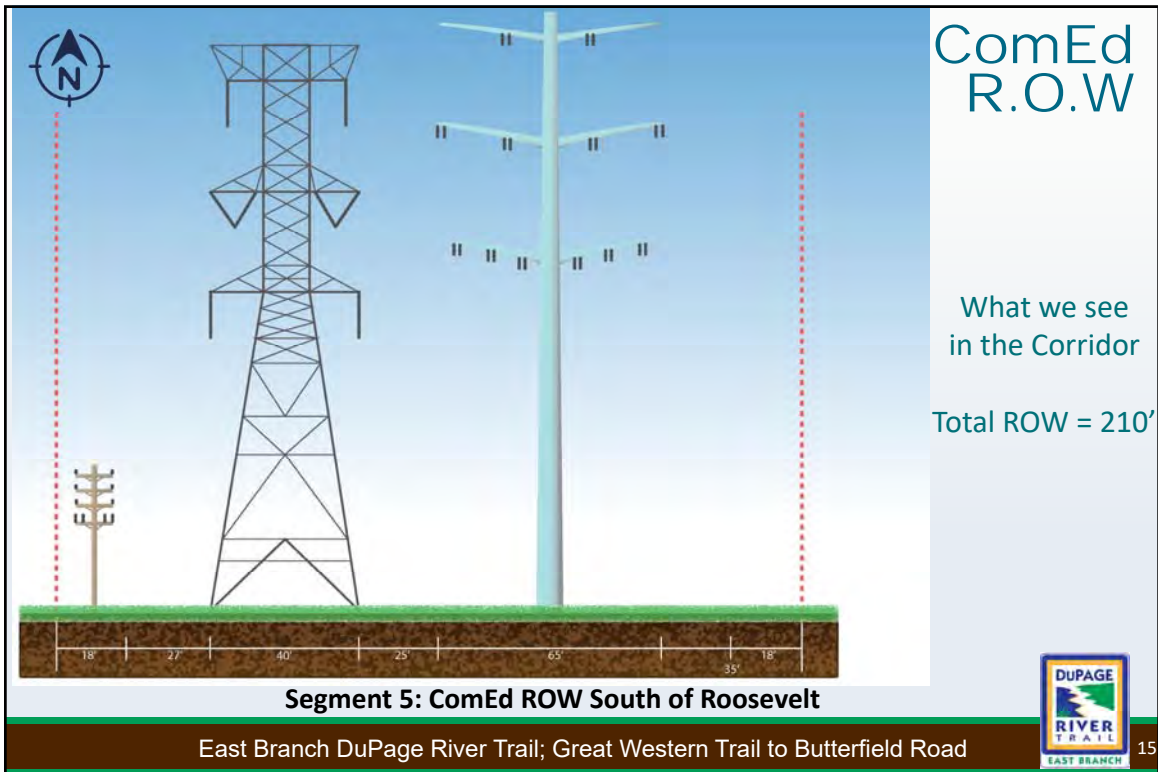


- Coordinated with concrete boardwalk manufacturer that “top-down” construction of HS-20 boardwalks is feasible
- No raised construction vehicle beds within 17 horizontal feet of outside-most tower wire, therefore trail/boardwalk proposed to be built outside of wire clearance zone

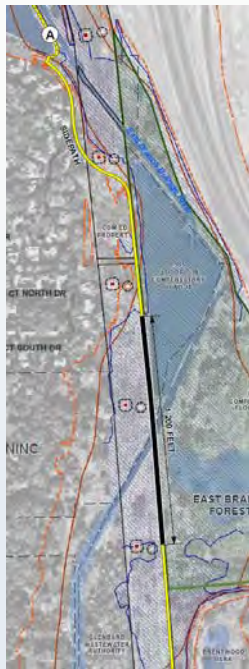


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Segment 5 Flood Protection Boardwalk vs. Berm



Evaluation Criteria		Boardwalk		At-Grade/Berm Option					
		Alt. 5.4: ComEd Boardwalk 2-year Flood Protection	Alt. 5.4: ComEd Boardwalk 100-year Flood Protection	Alt. 5.5: ComEd Corridor At-Grade	Alt. 5.5: ComEd Corridor 2-year Flood Protection	Alt. 5.5: ComEd Corridor 5-year Flood Protection	Alt. 5.5: ComEd Corridor 10-year Flood Protection	Alt. 5.5: ComEd Corridor 100-year Flood Protection	
Direct Wetland/ WOUS Impacts	acres	0	0	0.48	0.63	0.86	1.06	1.57	
Wetland/ WOUS Mitigation Cost	\$	\$0	\$0	\$840,000	\$1,102,500	\$1,505,000	\$1,855,000	\$2,747,500	
Floodplain Impacts	acre-ft	0.00	0.00	0.00	0.54	1.44	2.65	6.47	
Compensatory Storage Required (1.5:1)	acre-ft	0.00	0.00	0.00	0.81	2.16	3.98	9.71	
Floodplain Fill and Comp Storage Cost	\$	\$0	\$0	\$0	\$197,100	\$525,600	\$967,250	\$2,361,550	
Days of Inundation	#	0-3	<1	0-6	3	1	<1	<1	
Boardwalk/Bridges Length	ft	1500	2800	60	60	60	60	60	
Structures Cost	\$	\$4,200,000	\$7,840,000	\$168,000	\$168,000	\$168,000	\$168,000	\$168,000	
Asphalt Path Length	miles	0.45	0.21	0.74	0.74	0.74	0.74	0.74	
Asphalt Bike Path Cost	\$	\$545,455	\$250,000	\$886,364	\$886,364	\$886,364	\$886,364	\$886,364	
Relative Initial Construction Cost ³	\$	\$6,169,091	\$10,517,000	\$2,462,673	\$3,060,153	\$4,010,400	\$5,039,500	\$8,012,438	
Relative Long Term Maintenance Cost	\$-\$\$\$	\$\$\$	\$\$\$	\$	\$	\$	\$	\$	

Difficult to Construct

Difficult to Permit (Wetland & Floodplain Impacts)



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

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Segment 5 ComEd ROW Summary

Requirements within ComEd ROW

- Raised trail at least 17' away from outside-most wire
- NICOR Gas Line along west side of ROW
- 18' of width available on east side of ROW
- HS-20 Structure Loading

Boardwalk within ComEd ROW

- 1,500' for 2-yr Protection = \$4.2M
- 2,800' for 100-yr Protection = \$7.8M
- **Cannot block Tower access**
- "Top Down" construction may be required to minimize wetland impacts

Berm within ComEd ROW

- Any berm embankment encroaches within 17' vertical clear zone on east side of ROW
- Difficult permitting Wetland/WOUS and floodplain impacts for 2- to 100-yr protection
- **Berms cannot block stormwater conveyance**



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

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Segment 5 Local Route (vs. Hybrid)



Evaluation Criteria	Local Route			ComEd
	Alt. 5.4: Local Route Side path	Alt. 5.5: Onroad No Widening (remain 20' to ROW)	Alt. 5.9: Hybrid 5.4/5.5 w/ 2-year Flood Protection	
Recreational Benefit				
Proximity to River	distance	200 to 1600 ft	200 to 1600 ft	0 to 350 ft
Adjacent Land Use	scale 1-5	3	3	5
Transportation Benefit				
Ease of Operations (minimize switchbacks, difficult grades, alignment, or confusion)	scale 1-5	3	3	5
Level of Flood Protection/ # Days Path is Unusable	# if days unusable	0	0	0 to 6
Safety				
Bicycle Level of Service (BLOS)	scale A-F	A	C - D	A
Environmental and Socioeconomic Impacts				
Floodplain Impacts	acre-ft	0.13	0.13	0.31
Compensatory Storage Required	acre-ft	0.20	0.20	0.47
Direct Wetland/ WQUS Impacts	acres	0.10	0.10	0.42
T&E Species Impacts	acres	0	0	0
Parkway Tree Impacts	#	42	0	0
Probability of Private Land Acquisition	probability, # parcels	High, 6	High, 6	0
Cost Effectiveness				
Floodplain Mitigation Cost	\$	\$48,566	\$48,566	\$113,150
Wetland/WQUS Mitigation Cost	\$	\$181,107	\$181,107	\$742,537
Boardwalk/Bridges Length	ft	120	120	1200
Structures Cost	\$	\$336,000	\$336,000	\$3,360,000
Total Trail Length	miles	1.58	1.58	0.74
Asphalt Path Length	miles	1.58	0.49	0.51
Asphalt Path/Roadway Improvements Cost	\$	\$1,891,136	\$593,864	\$613,636
Relative Initial Construction Cost	\$	\$3,193,852	\$1,507,397	\$6,278,120
Relative Long Term Maintenance Cost	\$-\$\$\$	\$	\$	\$



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

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Segment 5 Summary

ComEd ROW

- Hybrid berm and boardwalk near river
- Likely to be only 2-year flood protection level
- Difficult construction and permitting = time
- **Recommend to be carried forward for further analysis**

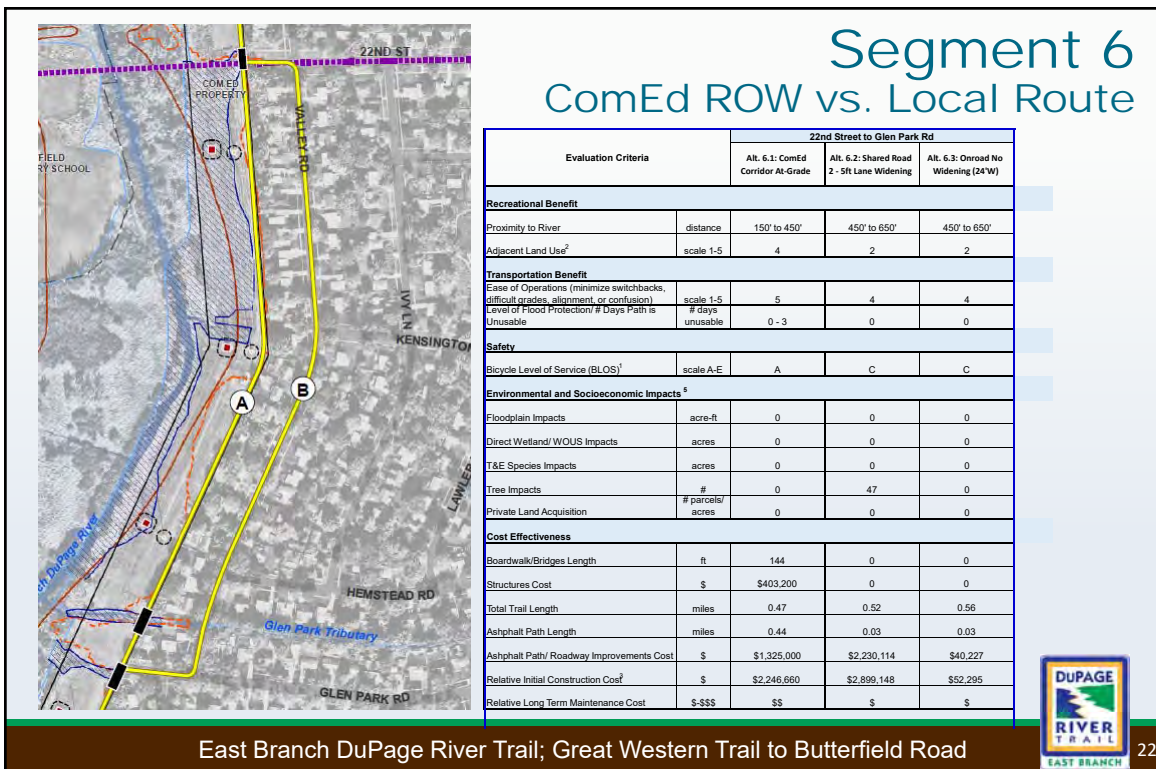
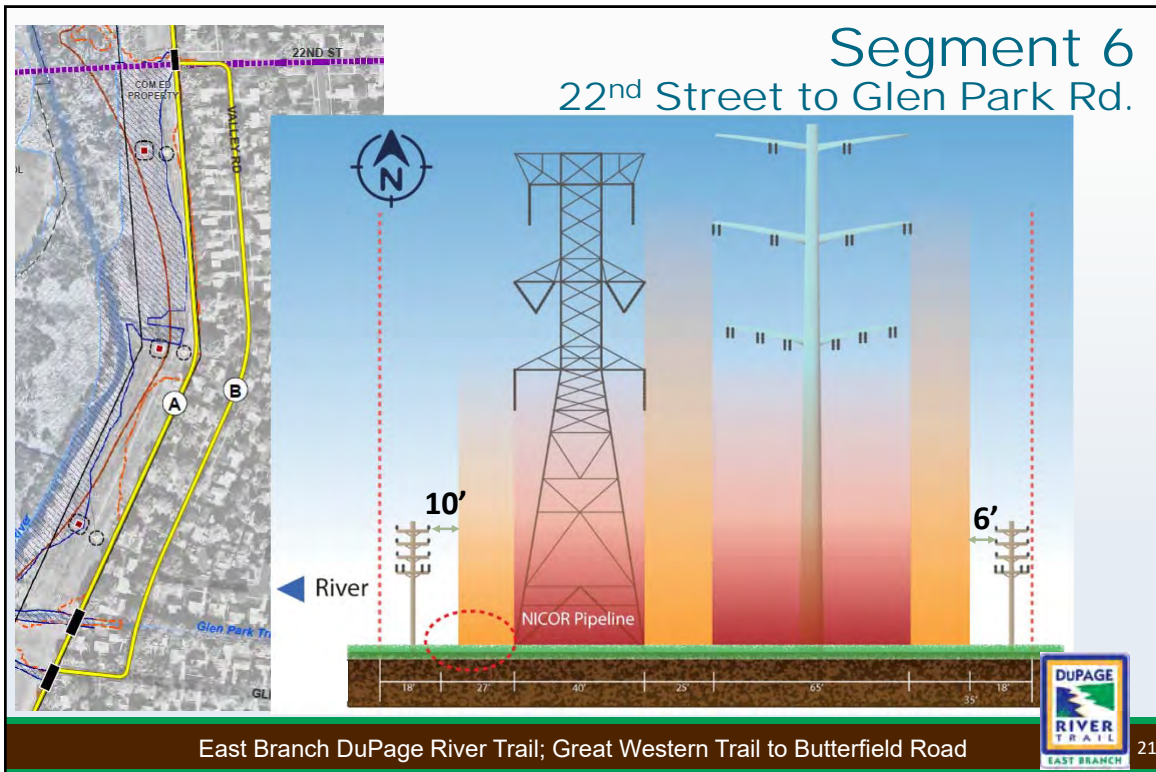
Local Route

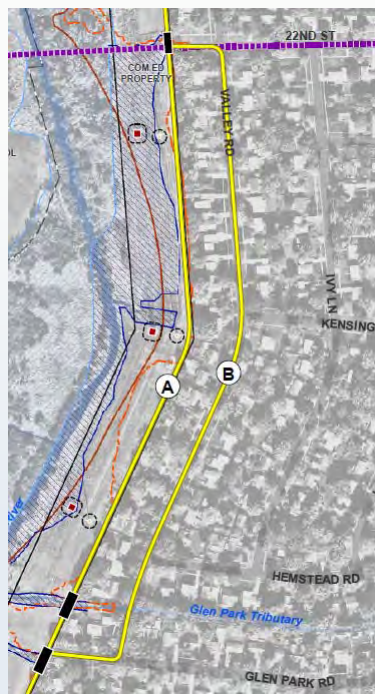
- Sidepaths along Pershing, IL 53, and Glenbrook Rd
 - Sunnybrook Rd TBD
- Glenbard Wastewater Property north of facility can accommodate trail and ped bridge crossing
- **Recommend to be carried forward**



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

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Segment 6 Summary

ComEd ROW

- 10-yr Flood Protection
- Minimal structures, culverts likely adequate
- Still questions on Design & Constructability
- **Recommended to be Carried Forward for further analysis**

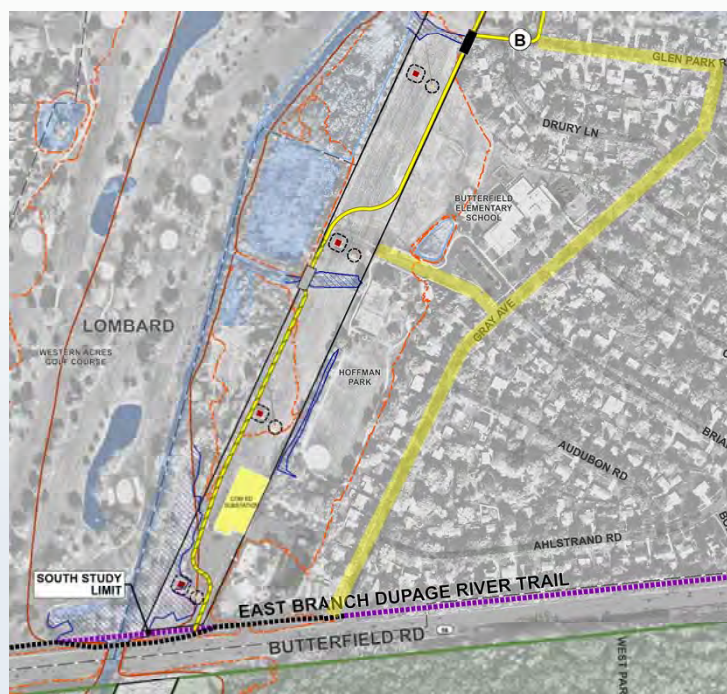
Local Route (Valley Road)

- 100-yr Flood Protection
- On-Road: Signage Only
- Minimal construction
- **Recommended to be Carried Forward**



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

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Segment 6 Glen Park To Butterfield


- Will require more analysis for the final section to connect with Butterfield
- Opportunities on School District and Park District Property or Local Routes




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

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South of Roosevelt IL 53 Sidewalk






IL 53 (Near Bemis)

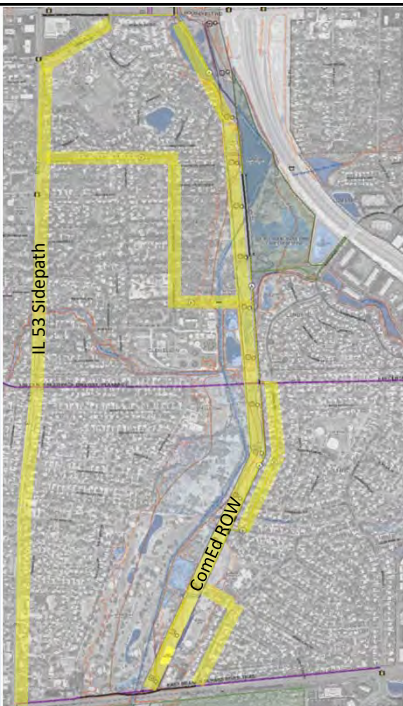
Total Right of Way
100'

- Design to accommodate potential future IL 53 widening
- Enclosing vs. relocating east ditch
- Steep grades and new sidewalk near Glen Crest Creek

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


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South of Roosevelt Group Discussion and Consensus




- Segment 5: Roosevelt to 22nd Street

<u>ComEd ROW</u>	<u>Local Route</u>	<u>IL 53</u>
<input type="checkbox"/> Preferred	<input type="checkbox"/> Preferred	<input type="checkbox"/> Preferred
<input type="checkbox"/> Carried Forward	<input type="checkbox"/> Carried Forward	<input type="checkbox"/> Carried Forward
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<input type="checkbox"/> Added?	<input type="checkbox"/> Added?	<input type="checkbox"/> Added?
- Segment 6: 22nd Street to Butterfield Road

<u>ComEd ROW</u>	<u>Local Route</u>	<u>IL 53</u>
<input type="checkbox"/> Preferred	<input type="checkbox"/> Preferred	<input type="checkbox"/> Preferred
<input type="checkbox"/> Carried Forward	<input type="checkbox"/> Carried Forward	<input type="checkbox"/> Carried Forward
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East Branch DuPage River Trail; Great Western Trail to Butterfield Road


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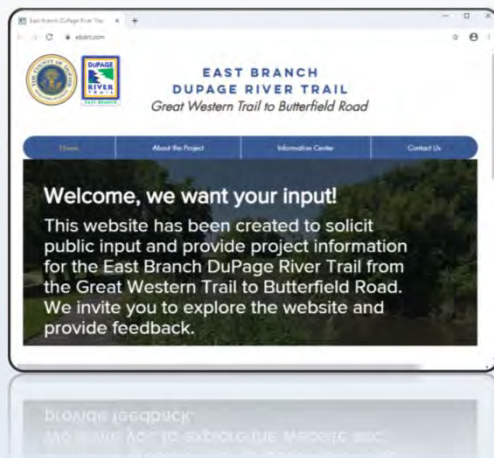
Next Steps

1. Circulate Meeting #3 Summary
2. Alignment Study Tech Memo (Early 2020)
3. Initiate Phase I Engineering and Environmental Study (Spring 2020)
4. CMAQ, TAP-L, and/or ITEP Funding Opportunities
5. Phase II Engineering and Construction (TBD)



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Thank You!



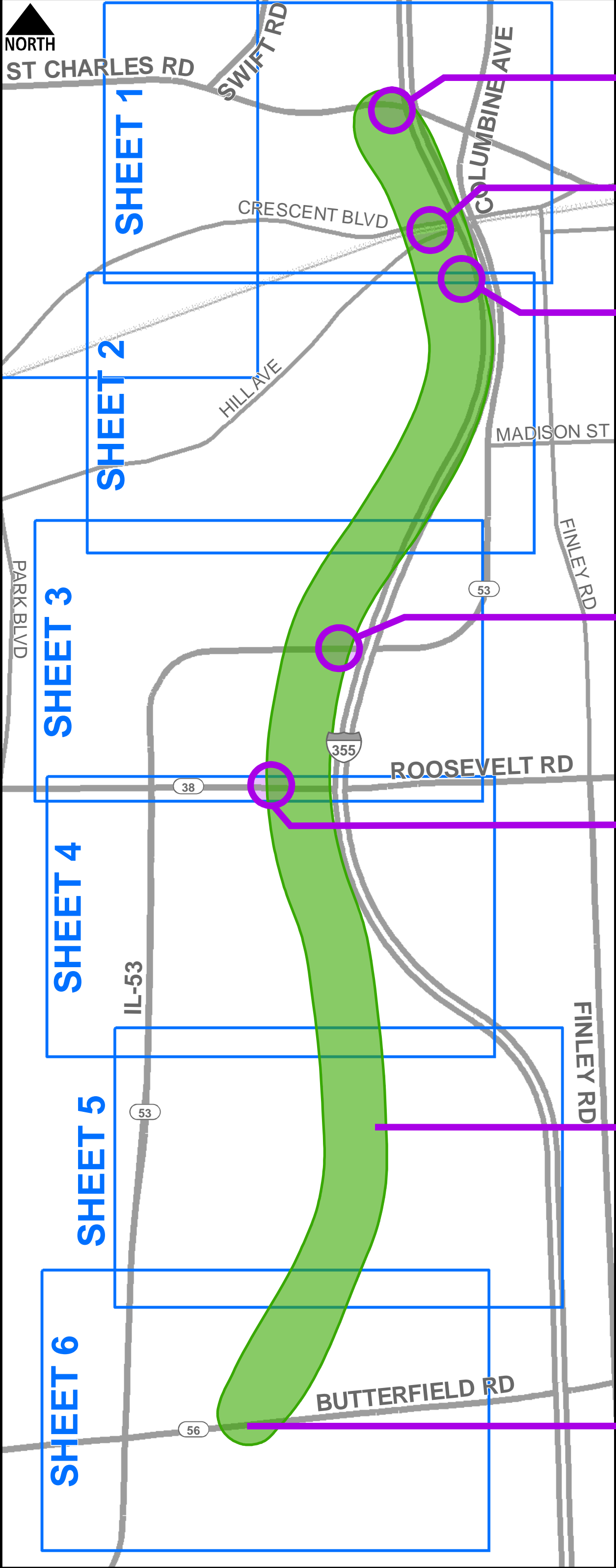
Please have any of your constituents provide their questions, comments, or concerns about the project.

WWW.EBDRT.COM



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

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CROSSING 1 - ST. CHARLES RD

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

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

SEGMENT 3
ILLINOIS PRAIRIE PATH TO
ILLINOIS ROUTE 53

CROSSING 4 - ILLINOIS ROUTE 53

SEGMENT 4
ILLINOIS ROUTE 53 TO
ROOSEVELT RD

CROSSING 5 - ROOSEVELT RD

SEGMENT 5
ROOSEVELT RD 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

CROSSING 7 - BUTTERFIELD ROAD
PROJECT LIMIT

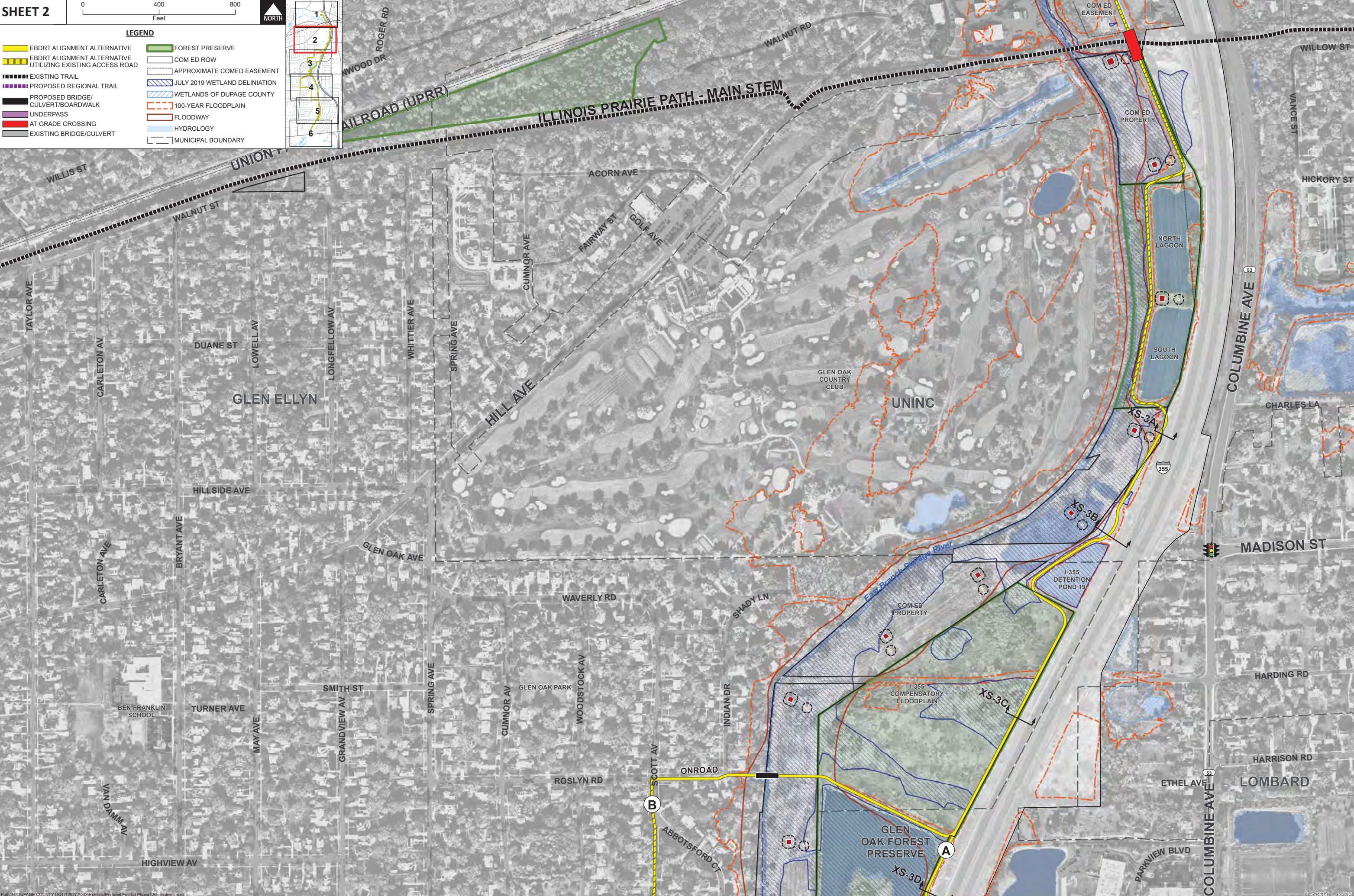
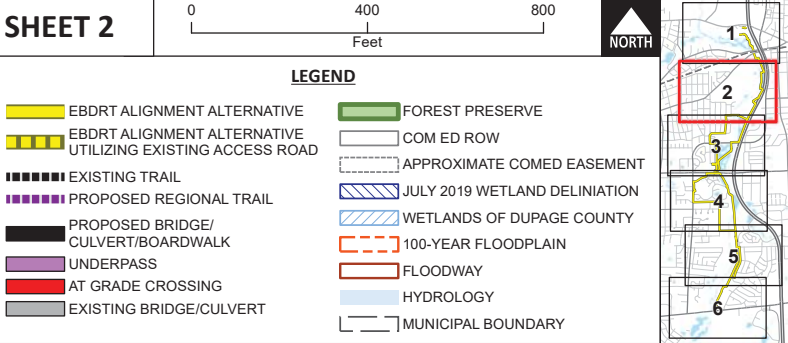


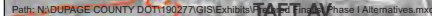
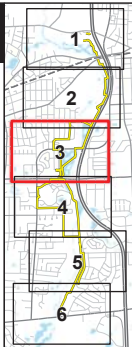
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| EXISTING TRAIL | APPROXIMATE COMED EASEMENT |
| PROPOSED REGIONAL TRAIL | JULY 2019 WETLAND DELINIATION |
| PROPOSED BRIDGE/CULVERT/BOARDWALK | WETLANDS OF DUPAGE COUNTY |
| UNDERPASS | 100-YEAR FLOODPLAIN |
| AT GRADE CROSSING | FLOODWAY |
| EXISTING BRIDGE/CULVERT | HYDROLOGY |
| | MUNICIPAL BOUNDARY |





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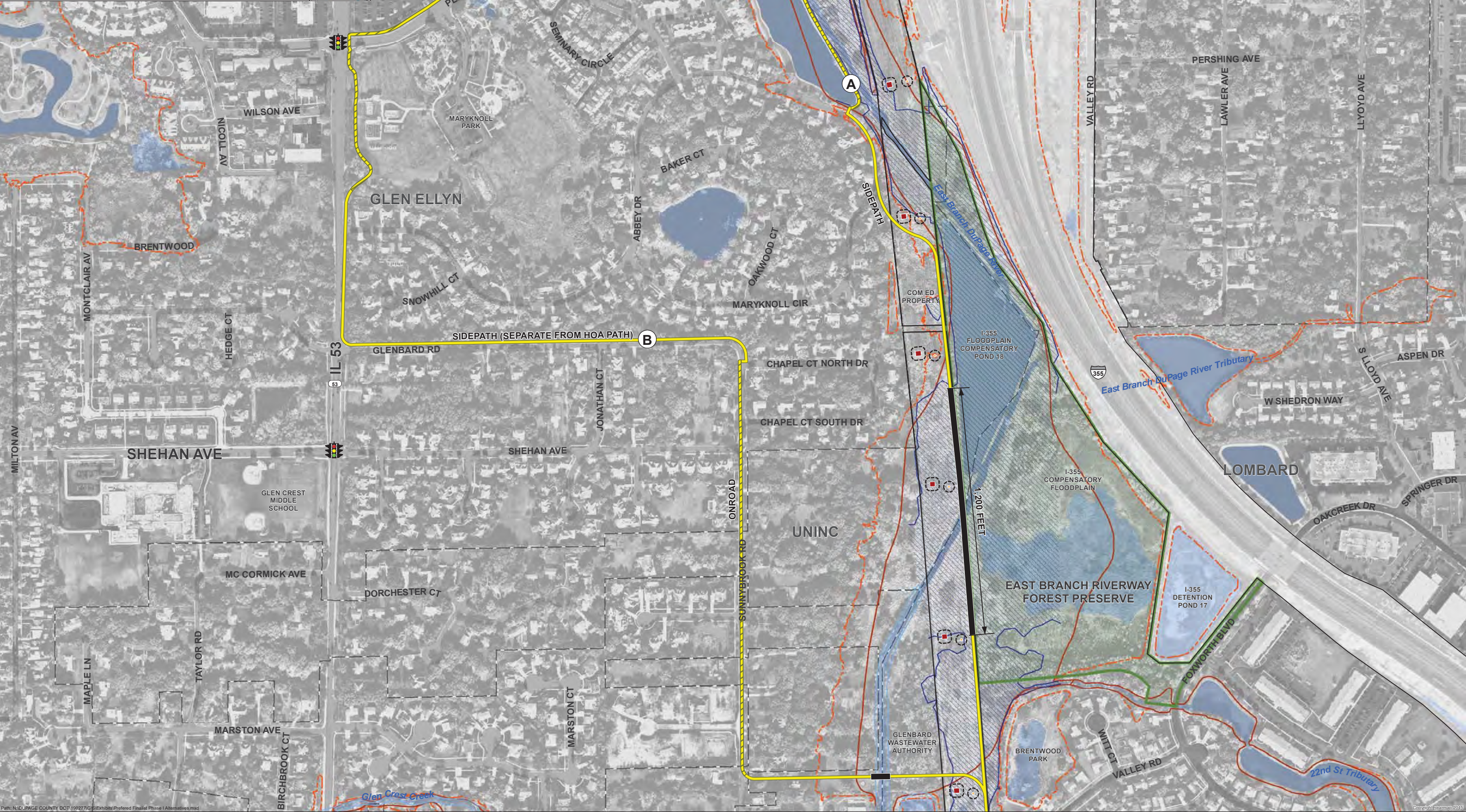






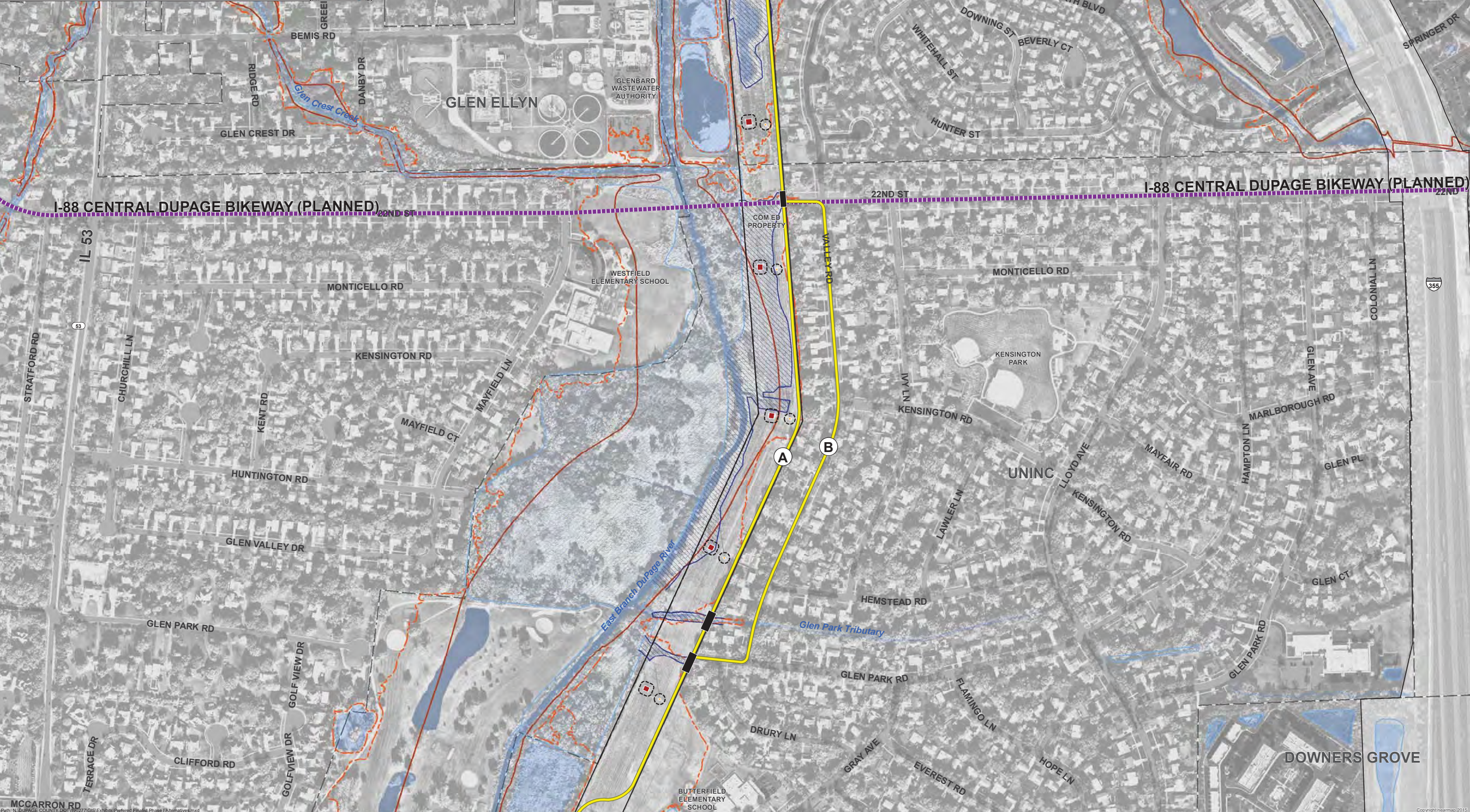
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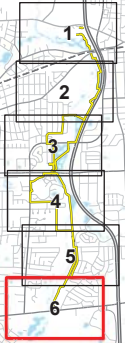
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Attachment B

Alternatives to Carry Forward into the Phase I Engineering Study for further design
development and evaluation

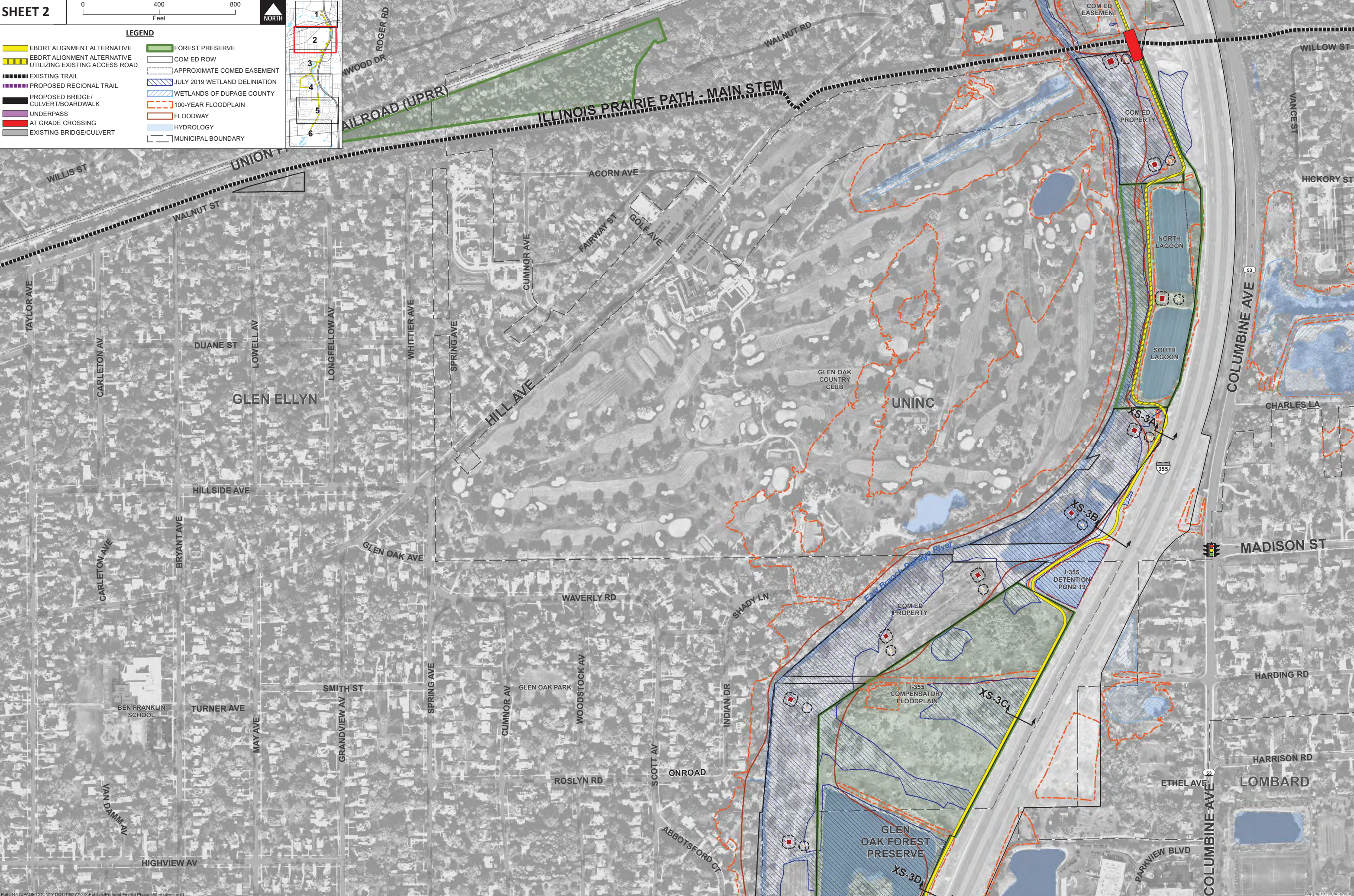
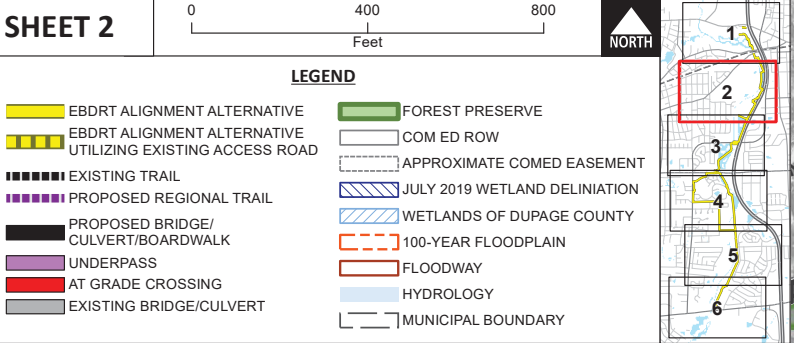


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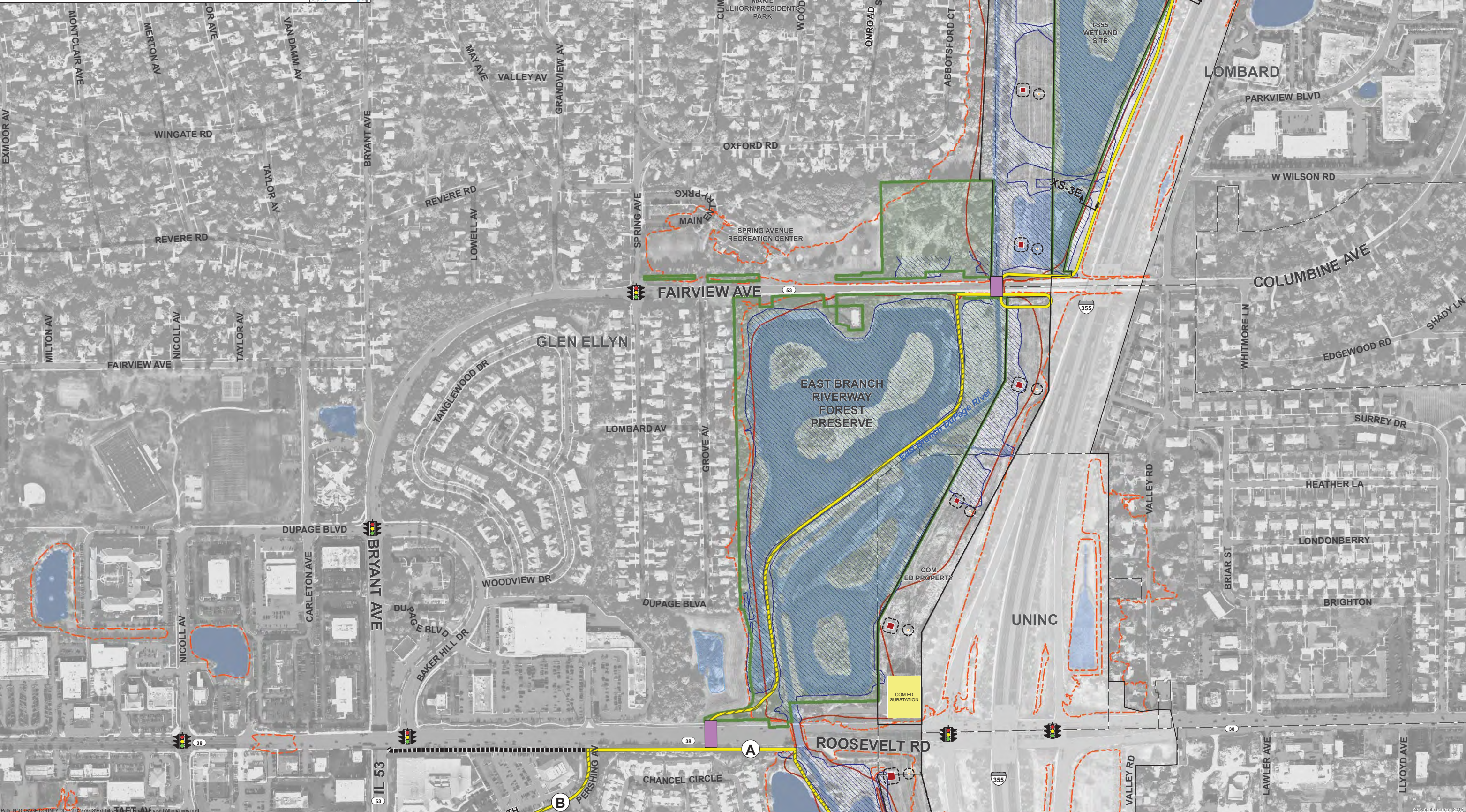


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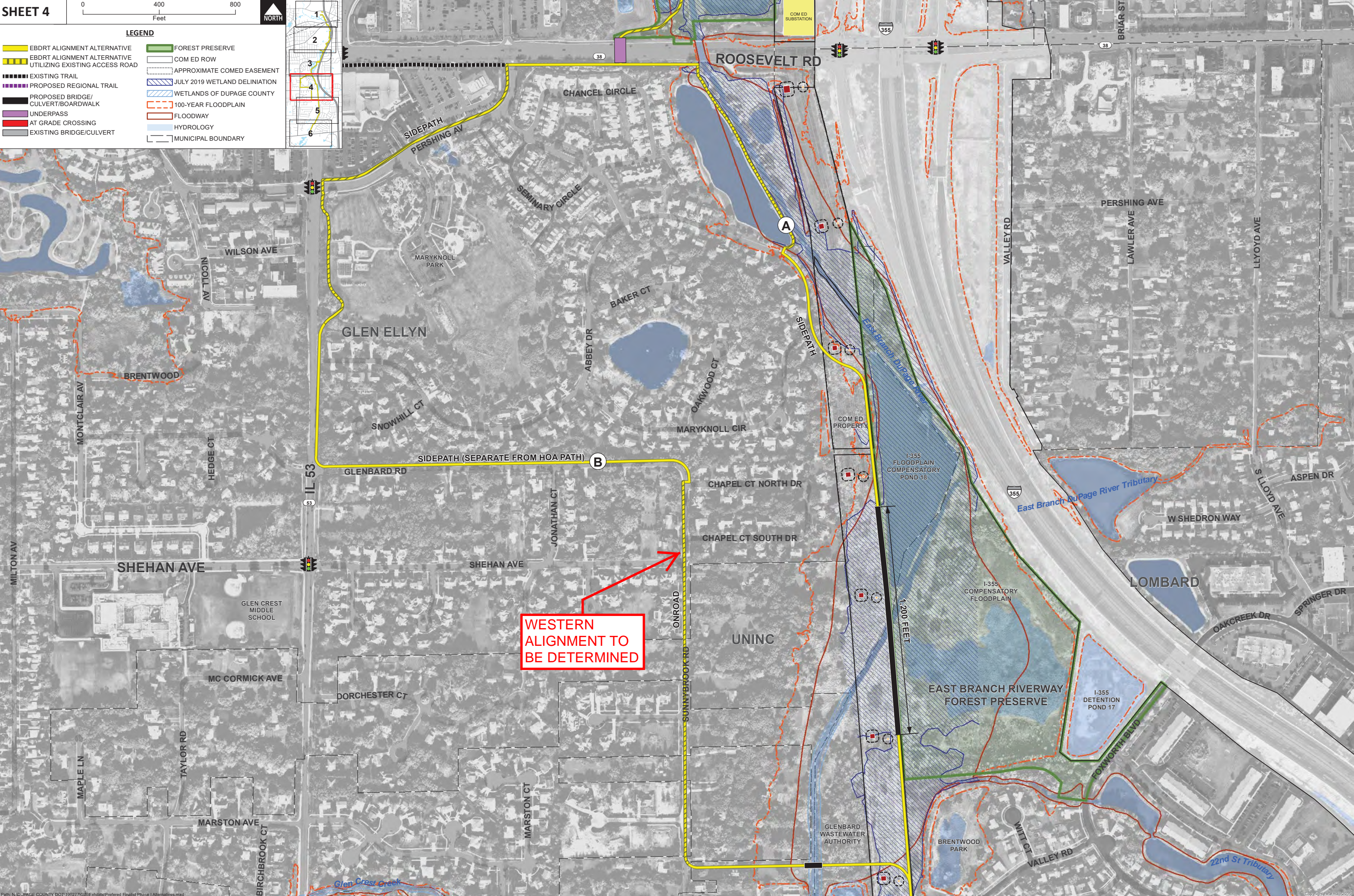
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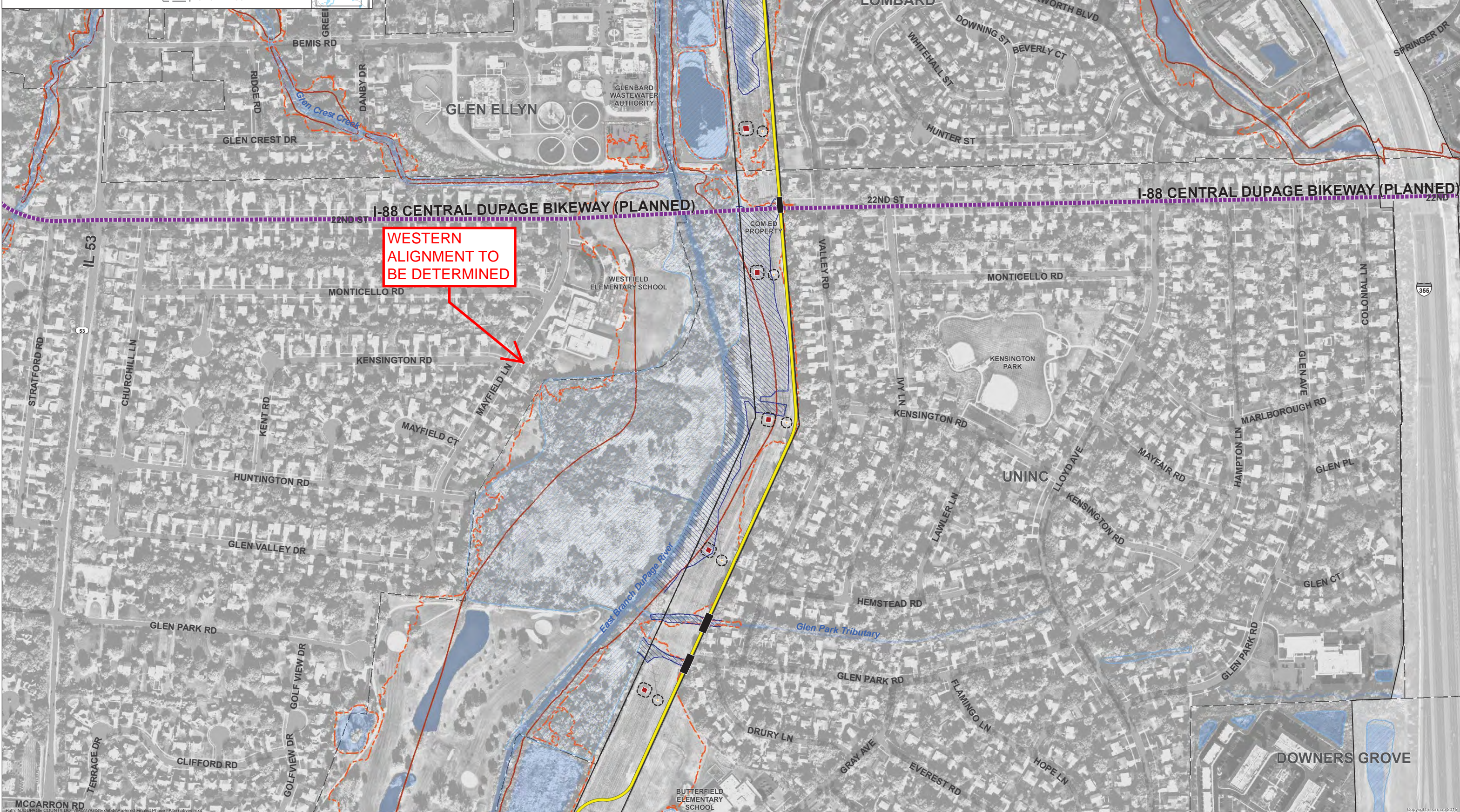


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WESTERN
ALIGNMENT TO
BE DETERMINED





LEGEND	
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	EBDRT ALIGNMENT ALTERNATIVE UTILIZING EXISTING ACCESS ROAD
	EXISTING TRAIL
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