Des Plaines River Trail Rail Crossing Between Golf Road and Central Road

Alternatives Review

November 29, 2018
STEERING COMMITTEE

1. Cook County Forest Preserves
2. Friends of the Forest Preserve
3. Cook County DOT
4. Illinois DOT
5. Des Plaines Bike & Ped Advisory Committee
6. City of Des Plaines
7. Northwest & North Shore Council of Mayors
8. Active Transportation Alliance
9. Oakton Community College
STEERING COMMITTEE MEETINGS

• June 7, 2018
  1. Summary of Project Overview
  2. Reviewed Existing Conditions & History
  3. Potential Alternatives Reviewed
  4. Project Schedule

• November 29, 2018
  1. Wetland Delineation & ESR Completed
  2. Reviewed Des Plaines River Trail Survey
  3. Reviewed Alternatives and Recommended Preferred
  4. Discussed Equestrian Accommodation Status
Proposed Alternatives

- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative F
Alternative A - Recommended

- Bridge going over railroad tracks and under the ComEd High Voltage Wires.
- Minimum 23’-4” vertical clearance above the railroad tracks.
- Placement is close to ComEd high voltage line towers on the east side of preserve and extends north towards the railroad tracks.
- Minimum 15’ horizontal clearance from the ComEd towers.
- Tree impacts.
**Alternative B**

- Underpass under UP tracks.
- A rail runaround or bridge insertion would be required which is extremely expensive, if even permitted by the UP.
- Drainage structures and a pump station will be required due to the floodplain and depressed trail condition.
- Tree impacts or extensive use of retaining walls.
- Cost
Alternative C

• Trail is re-routed to the west along Golf Road under the UP railway then routed to the northeast.
• Golf Road roadway work required.
• Significant environmental impacts at Kloempken Prairie.
• Cost
Alternative D

• Trail is routed north to Central Road from the intersection of Bender/East River Road and Golf Road.
• Trail is located on the west side of East River Road.
• New at-grade crossing adjacent to East River Road required.
• Significant right of way issues along much of East River Road.
• Significant tree removal in front of residences.
• Abandons the more scenic existing trail route.
Alternative E

- New at-grade rail crossing with signals and gates at Des Plaines River Trail.
- Would never be approved by the UP Railroad.
- Closing of other existing crossings may not help since it is a private crossing.
Alternative F

- Des Plaines trail re-routed along Golf, then north along College Road, then either turn into the woods or continue north to Central Road to the existing on-street bike lanes.
- This route takes the trail users further away from the existing alignment.
- Does not meet Purpose and Need.
PROPOSED TYPICAL SECTION @ COMED LINES
DES PLAINES RIVER TRAIL
RAIL CROSSING BETWEEN
GOLF AVENUE AND
CENTRAL AVENUE

PROTECTIVE FENCING

PEDESTRIAN TRUSS
SUPERSTRUCTURE

1.5%

1.5%

10'

1' TYP.

23' - 9''

VERTICAL CLEARANCE
(23' - 6'' MIN.)

EXISTING UNION PACIFIC RAILROAD TRACKS TOP OF RAIL

PROPOSED TYPICAL SECTION
@ UNION PACIFIC RAILROAD