



**Addison Underbridge  
Connection  
North Riverfront Trail**









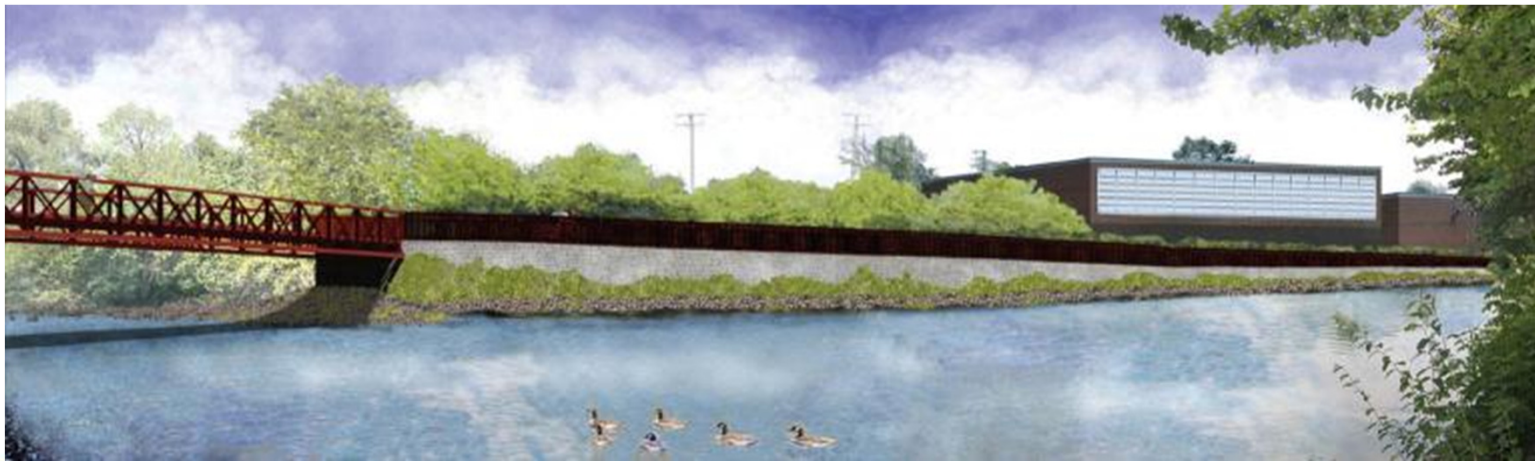


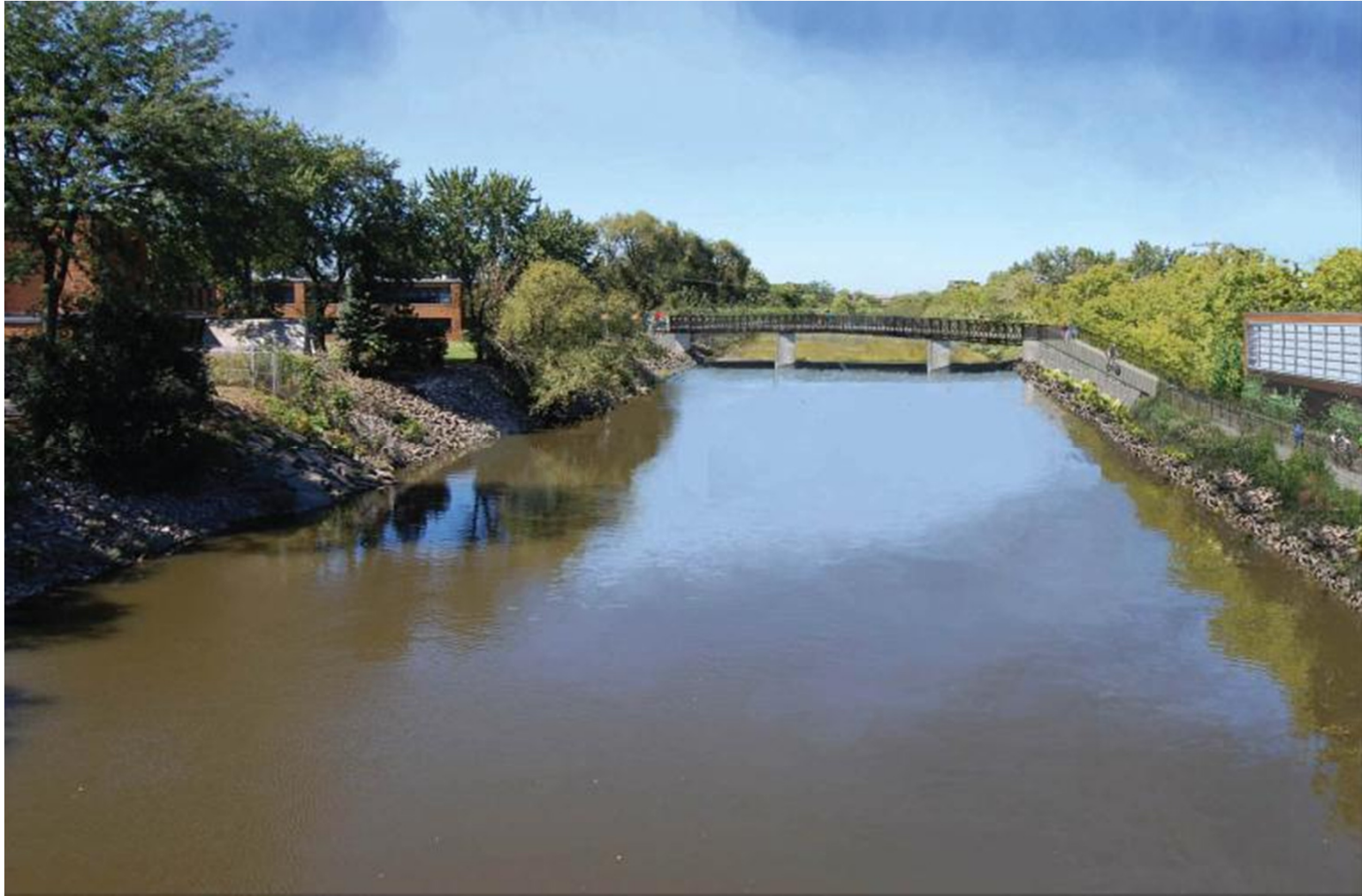












## Feasibility Study







## Feasibility Study



**Safety** – ASHTO design, lighting, railing, width, design speed

**Rowers and other recreational users** – Clear width maintenance, areas of interest, and beautiful shoreline treatment

**Parks** – In concert with the Chicago Park District, coordinate a design that enhances the existing park space at Clark and California, while providing access and necessary compensation for bridge construction.

**Trees, Slope Stability, and Ecology** – CDOT is working with MWRD and the Chicago Park District to determine how to maintain the existing trees on the east slope, stabilize the slope within the project limits, and provide a shoreline that is more ecologically sound and diverse.



**Design considerations**

# Current Phase 1 Study and Alternatives Analysis





ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3





Path alignment constructed midway down existing channel slope

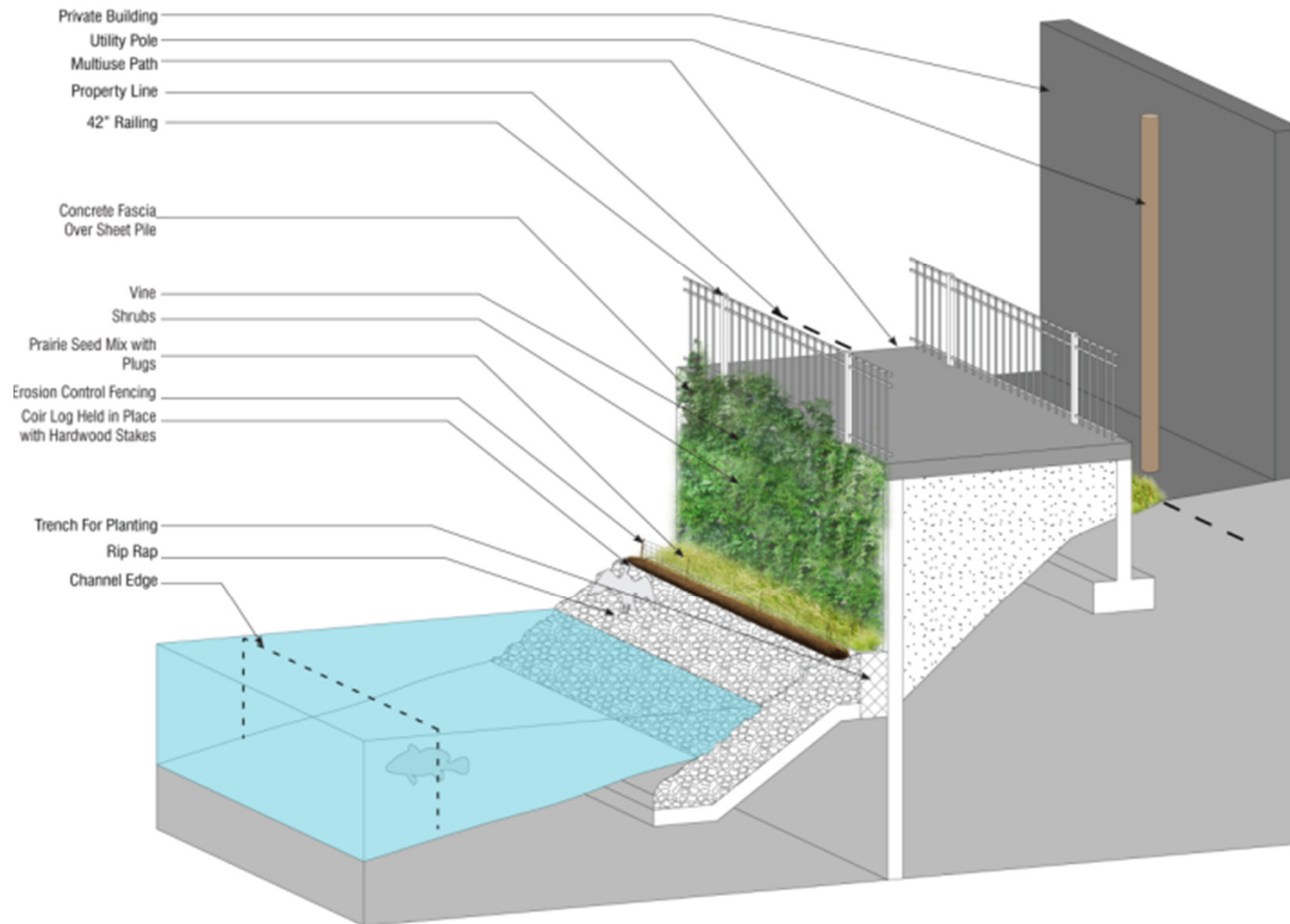
No Private Property Acquisition Necessary

ComEd Poles May Remain

Existing Vegetation Stripped



Alternatives 1&2 Option B  
Planting Option 1: Landscape Trench



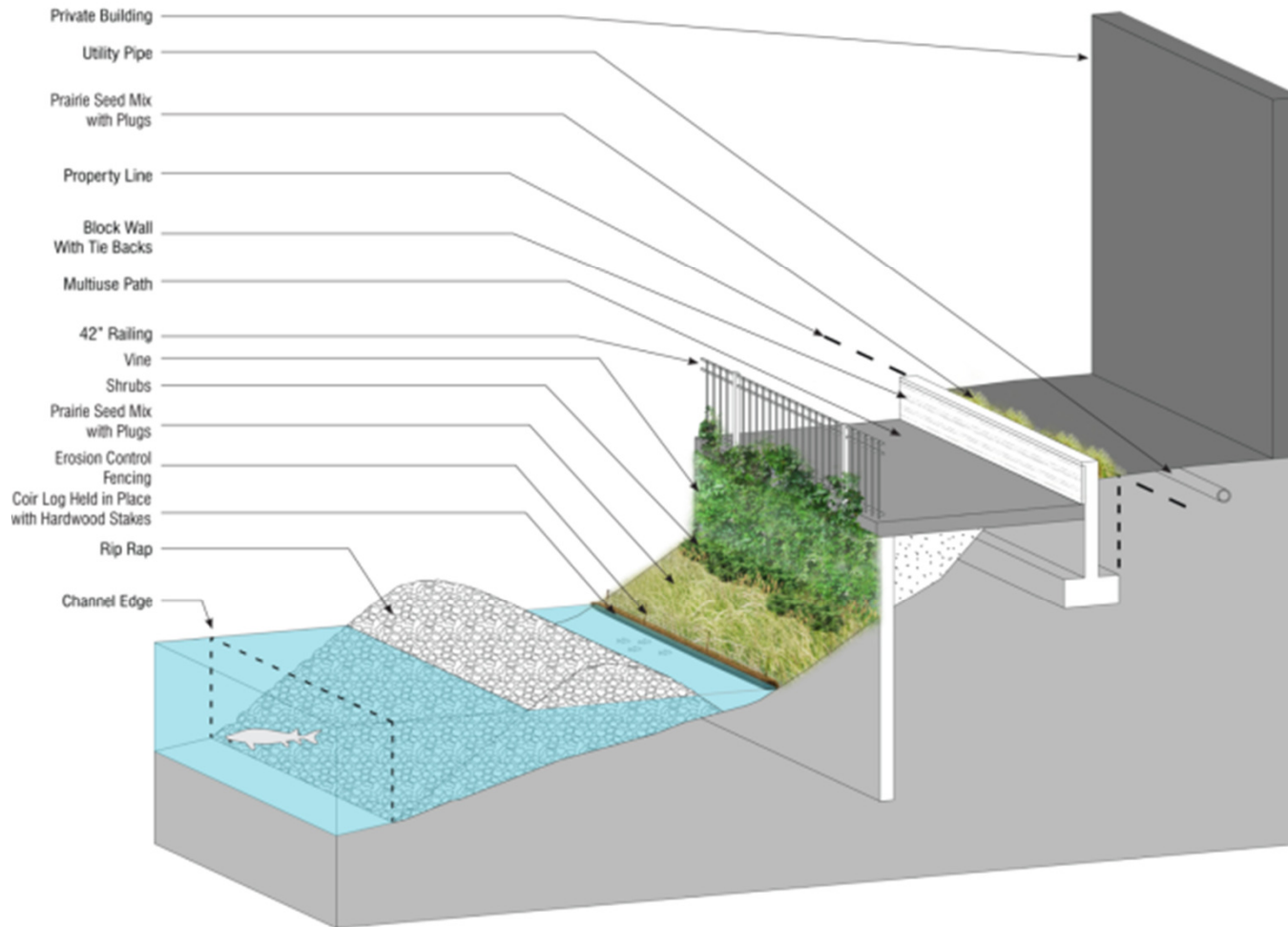


Path alignment constructed on top of existing channel slope  
Private Property Acquisition Necessary (about a 5-foot strip)  
ComEd Poles must be removed, lines buried  
Existing Vegetation Stripped



## Alternative 2 - Stabilization Option A

Section 4





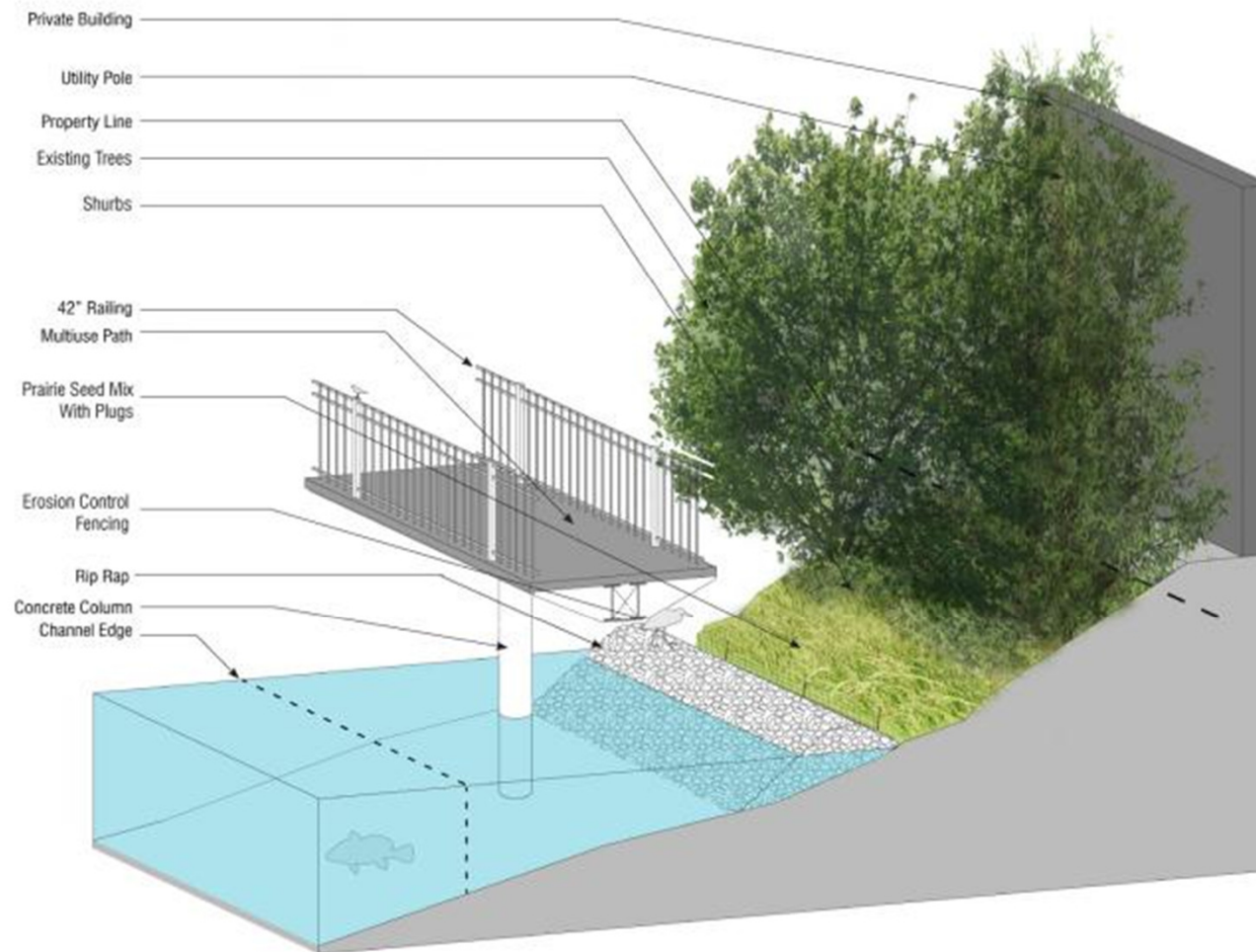
Path Alignment Primarily on Bridge Structure

No Private Property Acquisition Necessary

Existing Vegetation and Slope May Remain (assuming condition is safe)



Alternative 3 - Stabilization Option A





## Alternative 3 Selected for Further Phase 1 Evaluation

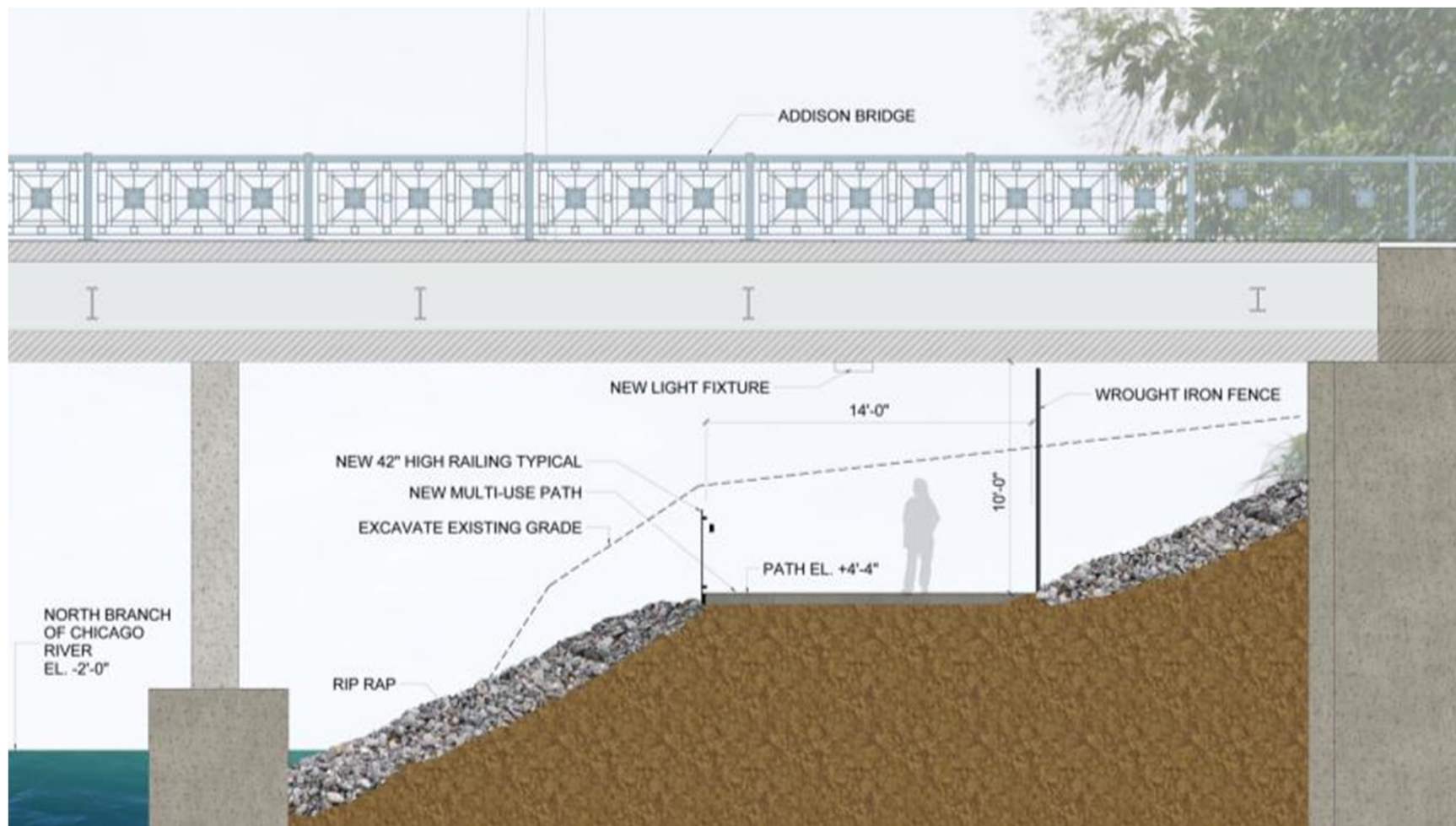




View on Path Past Outfall  
South of Addison Bridge













Maintenance of clear  
path in river

















**Cost** – Engineer's estimate is around \$9.5M.

Impacts to cost may include:

- The cost of steel remaining stable and near the current cost;
- Obtaining permits from MWRD, IDNR, USCG, USACE and DOWM with no major changes to the design required from the agencies; and
- Possible temporary or permanent easements which may be required.

# Public Meeting

## North Branch Trail - Addison Underbridge Connector

**When: Tuesday, December 4**

**Open House 6:00 to 9:00 pm**

**Where: Revere Park Fieldhouse Auditorium**

**2509 W. Irving Park Road**

**Chicago, Illinois 60618**

CDOT and the Chicago Park District cordially invite you to attend this public meeting, which will include an open house, project presentation, and an opportunity for questions and feedback. CDOT is currently designing a new segment of the North Branch Trail, which would link existing segments in Clark Park to the south and California Park (and onward to Horner Park) to the north. The new trail segment would run under the Addison Street Bridge for safe crossing, along the east embankment of the North Branch of the Chicago River, and cross the river on a multi-use pedestrian bridge. The creation of this publicly accessible open space will link major existing parks, create pedestrian and bicycle access that would otherwise be difficult and dangerous, and fulfill objectives of the Chicago Trails Plan and the Chicago River Corridor Development Plan.

