



East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee Meeting #5

September 23, 2021

Meeting Summary



Introduction

The 5th Steering Committee (SC) meeting for the East Branch DuPage River Trail (EBDRT) Alignment Study was held on Thursday, September 23, 2021 from 10:00 a.m. to 11:30 a.m. virtually via Zoom video conference. The meeting objective was to review the study purpose, key elements of the completed alternatives evaluation, discuss input received since Steering Committee Meeting #4, and confirm the corridors being carried forward. The list of meeting attendees is provided below.

Emily Anderson, from Christopher B. Burke Engineering (CBBEL) gave a PowerPoint presentation that is included as Attachment A.

Meeting Participants

<ul style="list-style-type: none">• Mary FitzGerald Ozog, DuPage County Board Member• Michael Hixenbaugh, Butterfield Park District• Tina Tyson-Dunne, Forest Preserve District of DuPage County (FPDDC) Commissioner• Jeff Gahris, FPDDC Commissioner• Jessica Ortega, FPDDC• Jennifer Boyer, DuPage County Stormwater Management (DCSM)• Sarah Hunn, DCSM• Carl Goldsmith, Village of Lombard• Richard Daubert, Village of Glen Ellyn• Dave Buckley, Village of Glen Ellyn• Karin Daly, Village of Glen Ellyn• Mark Senak, Village of Glen Ellyn• Mark Pfefferman, Village of Glen Ellyn	<ul style="list-style-type: none">• Tim Elliott, Friends of the EBDRT• Ginger Wheeler, Friends of the EBDRT• Libby A'Hearn, Friends of the EBDRT• Chris Snyder, DuPage County Division of Transportation (DuDOT)• Sid Kenyon, DuDOT• Mike Barbier, DuDOT• Mike Matkovic, CBBEL• Emily Anderson, CBBEL• Dave Kleinwachter, CBBEL
--	---

Summary of Presentation

The following provides a summary of the main meeting discussion points and resulting action items.

After initial meeting participant introductions, Chris Snyder (DuDOT) provided a brief overview of the results of EBDRT Alignment Study to date and the anticipated next steps for continuing project development and funding for Phase I Engineering. Beginning at the Great Western Trail (GWT), a crushed limestone path exists heading south through the Churchill Prairie Nature Preserve and ends at St. Charles Road. The EBDRT intends to pick up at this point and will begin at St. Charles Road for its physical northern terminus. From St. Charles Road to Roosevelt Road, a consensus alignment emerged for the proposed path based on discussions at Steering Committee Meetings 1 through 3. This alignment traverses Forest Preserve District of DuPage County (FPDDC) properties, Glenbard Wastewater Authority (GWA) properties, ComEd right-of-way, and Illinois Tollway right-of-way. South

of Roosevelt Road, several challenges were encountered within the EBDRT corridor. In the face of those challenges, alternative alignments were considered for connections to the southern terminus of Butterfield Road (IL 56). The proposed Division of Transportation budget for the next fiscal year includes funding to proceed with Phase I Engineering for the northern section of the EBDRT (St. Charles Road to the Illinois Prairie Path), considered a key link in the larger trail network system.

Emily Anderson (CBBEL) proceeded with the presentation (Attachment A), recapping the previous steering committee meetings to-date. The summary of this study was explained as below:

The focus of the study was to identify a feasible EBDRT corridor from the Great Western Trail on the north to Butterfield Road (IL-56) on the south. The study also aimed to identify any barriers that would impact potential trail corridors.

The study area is bisected by Roosevelt Road. North of Roosevelt Road, one corridor came to the forefront through the engineering and environmental evaluations and collaborative Steering Committee decision-making. The corridor is generally off-road and includes proximity to the East Branch DuPage River (EBDR), a tunnel through the existing UPRR embankment, use of Glenbard Wastewater Authority (GWA) lands and settling lagoons, a key connection to the Illinois Prairie Path, an IL-53 underpass, and connectivity to the Roosevelt Road-Baker Hill Drive commercial area.

North of Roosevelt Road, approximately 50% of the land consists of Forest Preserve District of DuPage County (FPDDC) holdings. Almost 100% of the land identified is public, consisting of the FPDDC, GWA, Illinois Tollway, and the Illinois Department of Transportation (IDOT). The key private property owner is the Union Pacific Railroad (UPRR).

Relatively more obstacles were encountered South of Roosevelt. The Steering Committee initially looked at the ComEd Corridor adjacent to the EBDR. However, analysis of the ComEd corridor south of Roosevelt revealed significant challenges: frequently inundated lowlands and two river crossings; wetland, floodplain, and floodway impacts; existing utility conflicts such as a large diameter Nicor gas pipeline; and insufficient clearance of high-tension powerlines to build the trail. For these reasons, the ComEd corridor north of 22nd Street was removed from further consideration. In addition, consensus could not be reached with the Maryknoll subdivision on alternatives considered within the subdivision.

The Steering Committee then considered alternatives that utilized public right-of-way. This shift in focus moved the potential crossing of Roosevelt Road to the west near Baker Hill Drive, just east of the IL-53 overpass. This potential alternative would continue as a sidepath south along IL-53, with options to reconnect to the ComEd corridor south of 22nd street or continue as a sidepath along IL-53 to its terminus at Butterfield Road (IL-56). The key considerations for the IL-53 corridor were to improve access to adjacent neighborhoods and to provide opportunities for new regional connections in the future. After the conclusion of Steering Committee Meeting #4, comments were received in support of a greenway corridor but also recognized the benefit of an IL-53 sidepath.

The outcome of the alignment study, up to this point, identified two feasible corridor alternatives south of Roosevelt Road. The two alternatives include 1) the IL-53 sidepath from Roosevelt Road down to Butterfield Road (IL 56), and 2) IL-53 sidepath from Roosevelt Road to Glenbard Road, east on Glenbard Road, south on Sunnybrook Road, an east connection through the GWA property back to the ComEd corridor just north of 22nd Street, and an off-street trail headed south within the ComEd corridor to Butterfield Road (IL-56). It was the consensus of the steering committee to carry both of these alignments forward. The future Phase I Engineering Study will also evaluate an east-west connection to/from 22nd Street via a bridge over the EBDR along the I-88 Central DuPage County Bikeway/22nd Street corridor. The corridor alternatives to be carried forward can be referenced in Attachment B.

Chris Snyder opened the floor for questions and explained that Phase I Engineering funding has been requested to be included in the Division of Transportation 2022 budget to proceed with the northernmost section of the EBDRT from generally the Great Western Trail to the Illinois Prairie Path, with the physical northern terminus being St. Charles Road. As part of Phase I Engineering process, previously dismissed alternatives will be revisited as a secondary measure of scrutiny in the goal towards the ultimate preferred alternative. Chris also reminded the attendees that the remainder of Butterfield Road (IL 56) will be expanded with bike path extensions as part of a planned IDOT reconstruction project, adding the east-west connectivity at the southern terminus of the project.

Summary of Discussion:

Revisiting Barriers south of Roosevelt Road to create a Greenway

The Friends of the EBDRT reiterated their support for the trail alignment focusing on a greenway alignment. They indicated their view that the EBDRT was always meant to be a greenway, based on the initial vision of the trail. The trail would be an amenity and a crown jewel of the area, and every rock should be turned over to keep the trail within the EBDR corridor.

It was discussed that due to the restrictions in the ComEd corridor, crossing the East Branch DuPage River within their ROW was not feasible due to the costs associated with raising each transmission tower required to achieve necessary clearances. To keep the trail near the river in that section, it would require private land acquisition and/or agreements with homeowner associations. It was reiterated that members of the Steering Committee had met with the Maryknoll Homeowners Association and their residents voted against a proposed alignment going through their neighborhood.

The finalized corridor study will reflect the two corridors shown in Exhibit B, but does not preclude evaluation of other alternatives in this area. During the Phase I study, we can re-engage in discussions with private property owners.

22nd Street Bridge Connection

Butterfield Park District expressed their support of the 22nd Street bridge connection. It not only connects neighborhoods but also connects into many Butterfield Park District parks in both Glen Ellyn and Lombard.

The 22nd Street bridge connection is planned to be included in the Phase I project scope.

Phase I Public Involvement

Glen Ellyn requested additional information regarding the public involvement in Phase I, emphasizing that the public may have opinions for a particular alignment which should be heard.

It was explained that public involvement will be an integral part of the Phase I Engineering process and will include public outreach at multiple points during the process.

Project Staging

Glen Ellyn asked if the project can be implemented in stages or parts to keep the current progress moving forward. The project team discussed there are what appear to be three major sections of the project: St. Charles Road to the Illinois Prairie Path (IPP), the IPP to Roosevelt Road, and Roosevelt Road to Butterfield Road (IL 56). Each individual section standing independently and not affecting the next. One segment can be focused on at a time, and progress can be made up to each logical terminus.

The County responded that Phase I funding in the proposed Division of Transportation 2022 budget recommended initiation of the segment from St. Charles Road to the Illinois Prairie Path. This funding must be secured prior to beginning the Phase I Engineering.

UPRR Crossing

Another discussion point included the use of the existing cells of the UPRR bridge rather than create a new crossing via boring a tunnel.

It was explained that creating a new crossing of UPRR is a time consuming and difficult process. Whether the new crossing is an at-grade crossing or boring a tunnel under their tracks, there is a lot of coordination and reviews that need to be completed.

This will be a focus area on the next steps of the project. The Phase I Study will further investigate use of the UPRR bridge cells. A detailed hydraulic and utility study is planned to be completed in the Phase I Study to confirm whether utilizing one of the two existing EBDT cells is feasible for the EBDT.

EBDT Extension South by Others

Friends of the EBDT, requested clarification on the IDOT project on Butterfield Road. It was explained that the Butterfield Road project is in IDOT's 5-year plan. Part of this plan includes a non-motorized connection from Butterfield Road into the Hidden Lakes Forest Preserve. However, there is no current plan to connect Hidden Lakes Forest Preserve to the Morton Arboretum further towards the south.

Friends of the EBDRT stated this project has been in the long-range plans for over 20 years, and this is the opportunity to continue progress for the path.

Next Steps

The pre-Phase I EBDRT Alignment Study report will be finalized, and a copy will be uploaded to the project website. With support having been expressed for further investigation of concept alternatives, both routes have been identified to be carried forward into Phase I Engineering. Neither will be precluded as a result of the Alignment Study.

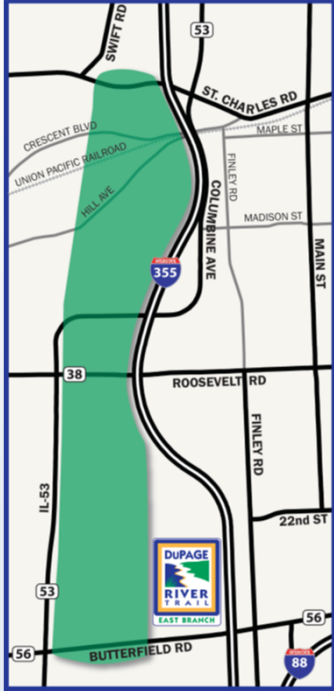
Phase I Engineering will follow federal project development procedures in coordination with IDOT and FHWA to ensure eligibility for and to take advantage of future federal construction funding opportunities. For the north section of the EBDRT, extensive coordination will also be required with the UPRR and the Illinois Commerce Commission (ICC) regarding the proposed UPRR underpass and to achieve preliminary design concurrence. Phase I Engineering includes completion of preliminary design engineering and environmental studies that are subject to IDOT and FHWA review and approval. Phase I Engineering is anticipated to take approximately 2 years to complete.

Public outreach will be a key element of the Phase I Engineering Study and will occur throughout the Phase I Engineering process. Key elements of the Phase I Study include finalizing the trail alignment, completing the preliminary trail design, completing all environmental survey and evaluations, and ultimately Phase I Design Approval. Continued stakeholder coordination and public involvement is planned throughout the process, including IDOT and FHWA coordination for approval of studies and reports.

Subsequent to passage of the proposed Division of Transportation FY 2022 budget, Phase I Engineering will be initiated for the northern section of the EBDRT project (St. Charles Road to IPP). Phase I Engineering for segments of the trail south of the IPP is contingent upon identification of a revenue source. Phase I Engineering funding has been requested as part of a new Federal Transportation Bill, which remains under-development.

Attachment A


Power Point Presentation



East Branch DuPage River Trail

Great Western Trail to Butterfield Road

Steering Committee Meeting #5 September 23rd, 2021



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

1

Steering Committee Meeting #5 Agenda



Meeting Objective

Review the study purpose, key elements of the completed alternatives evaluation, discuss input received since Steering Committee Meeting #4, and confirm the corridors being carried forward.

Meeting Agenda

- 1) Review Study Key Elements
- 2) Next Steps

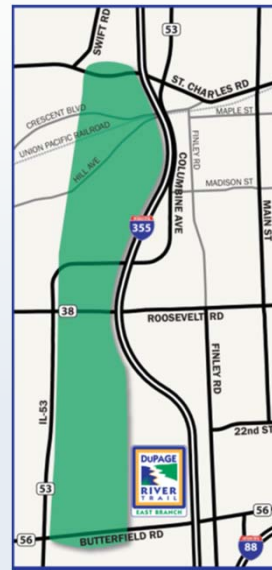


East Branch DuPage River Trail; Great Western Trail to Butterfield Road

2

Study Purpose

- The focus was to identify a feasible EBDRT corridor from Great Western Trail to Butterfield Road (IL-56) and any barriers that would impact potential corridors.



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



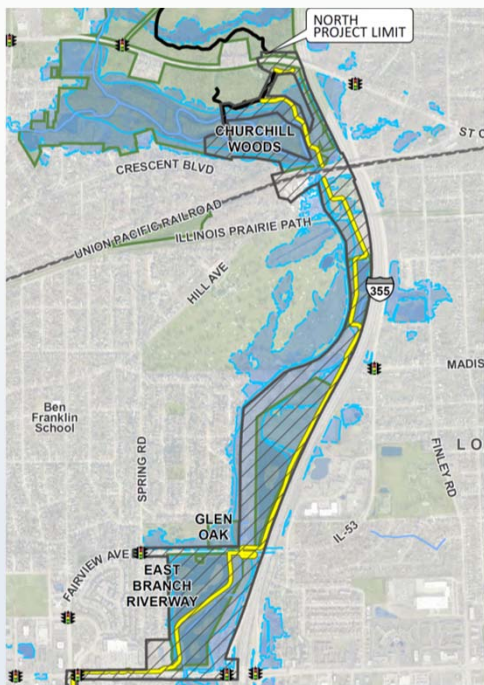
3

3

Study Key Elements

North of Roosevelt Road (Half the Study Area)

- Worked collaboratively to identify a greenway corridor.
- Corridor features:
 - ❖ Proximity to the river
 - ❖ A tunnel through the UPRR embankment
 - ❖ GWA property and lagoons
 - ❖ A key connection to the IPP
 - ❖ IL 53 underpass
 - ❖ IL 38/Baker Hill connection
- 50% on Forest Preserve Property
- Majority is public lands



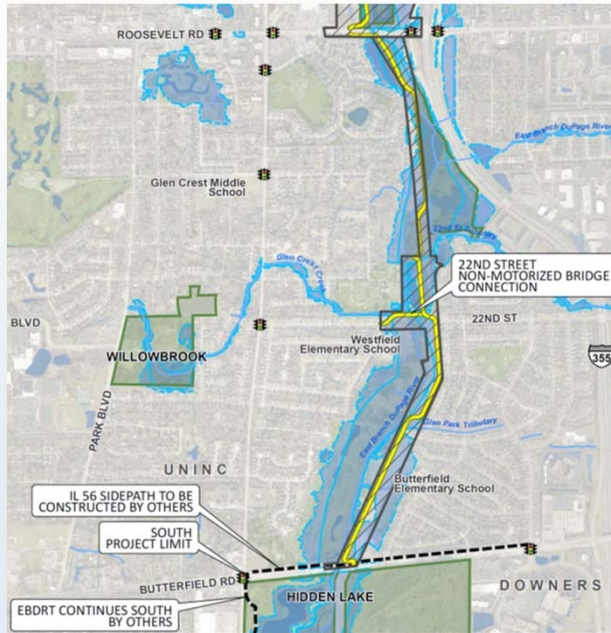
East Branch DuPage River Trail; Great Western Trail to Butterfield Road



4

4

Study Key Elements



South of Roosevelt Road

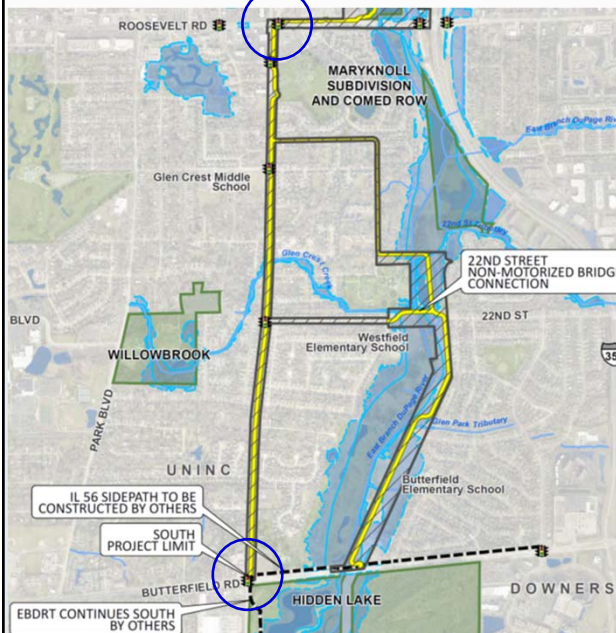
- Initially looked at the ComEd Corridor, adjacent to the East Branch DuPage River.
- The ComEd corridor from Roosevelt Road to 22nd Street has multiple challenges including wetland, floodplain, and floodway impacts, existing utility issues, and insufficient clearance of high-tension powerlines to build the trail.



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

5

Study Key Elements



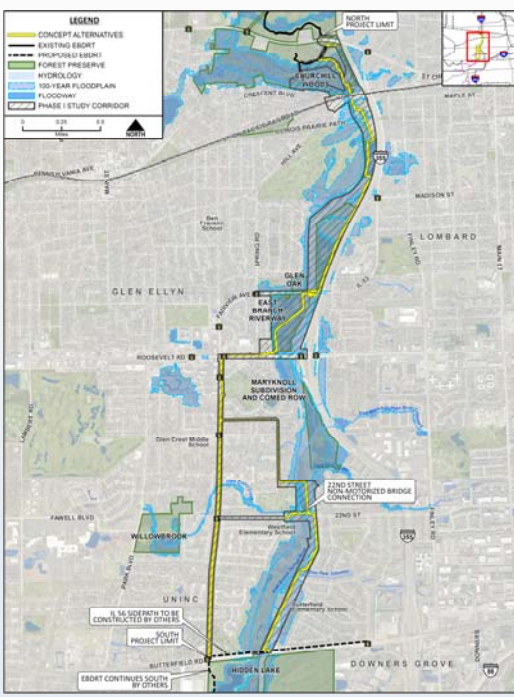
South of Roosevelt Road

- Considered alternatives that utilized public rights-of-way.
- Corridor features:
 - ❖ Avoids northern ComEd ROW and adjacent Maryknoll subdivision shifts north termini to Baker Hill Drive and Roosevelt Road.
 - ❖ Accessibility and Connectivity
 - ❖ 22nd Street Connection
 - ❖ Retains options south of 22nd Street



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

6




Study Conclusions

After Steering Committee Meeting #4, comments were received in support of a greenway corridor but also recognized benefits of a side path.

The hatched area generally depicts the corridors to be carried forward.

- Corridor identified north of Roosevelt Road generally follows existing Forest Preserve and other public lands
- Corridors identified south of Roosevelt Road generally use transportation or utility corridors

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



7

Next Steps

1. Initiate Phase I Engineering and Environmental Study
 - Great Western Trail to Illinois Prairie Path: Funding included in DOT recommended FY 2022 Budget
 - Illinois Prairie Path to Butterfield Road: Awaiting final decision on potential of federal funding through Infrastructure Bill
2. Continue Pursuing CMAQ, TAP-L, and/or ITEP Funding Opportunities

PRE-PHASE I

Concept Alternatives Evaluation

(Complete)

➔

PHASE I

Preliminary Engineering & Environmental Studies

(To Be Determined)

➔

PHASE II

Contract Plan Preparation & Land Acquisition

➔


PHASE III

Construction

(Likely exceed one construction season)

WE ARE HERE

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



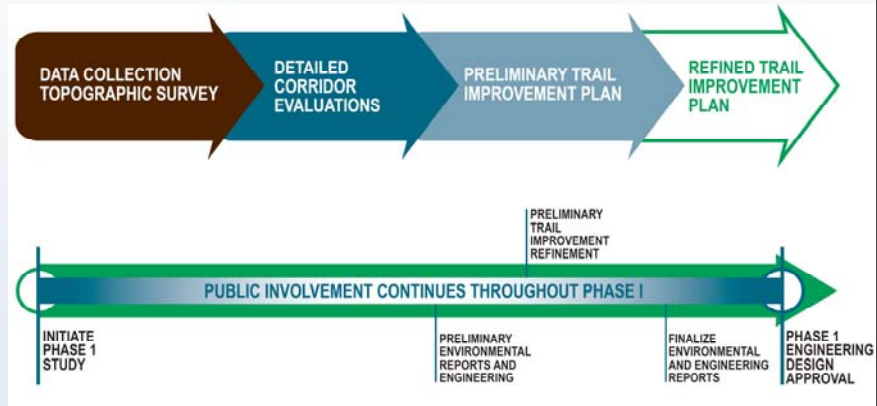
8

Next Steps

Phase I Engineering and Environmental Study

Key Elements

- Finalize Trail Alignment
- Preliminary Design
- Environmental Surveys
- Continued Stakeholder Coordination
- Public Involvement
- IDOT and FHWA Coordination
- Phase I Engineering Reports for IDOT Approval



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

9

9

Questions/Comments

Thank-You

[dupageco.org/EDP/Bikeways and Trails/1224/](http://dupageco.org/EDP/Bikeways_and_Trails/1224/)



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

10

10

Attachment B

Corridor Alternatives to be Carried Forward

LEGEND

- CONCEPT ALTERNATIVES
- EXISTING EBDRT
- PROPOSED EBDRT (BY OTHERS)
- FOREST PRESERVE
- HYDROLOGY
- 100-YEAR FLOODPLAIN
- FLOODWAY
- PRE PHASE I STUDY CORRIDOR

0 0.25 0.5
Miles

