

## ***Trail Alternative Walk-through Tuesday, Nov. 4, 2008 11:30 a.m. – 1:15 p.m.***

Present: Jim Rogers, Deputy Director of Parks and Recreation Services, Rich Grodsky, Executive Director, EPD; Petra Hoffman, Ted Sward, Jim Gros, Sharon Hermach, Woman (an un-named local resident), Nancy Hoel, Bob Hoel, Sue Montgomery, Don Whistler

Rich and Jim brought a large map of the various route options & recapped events to date:

### **Phase I**

(Complete. Cost was a little less than \$20,000.)

In July '08, Committee was formed to determine alternate routes that would keep the greenway off of residential streets from Rex to Spring and from the Prairie Path to Madison Street. Membership included Bob Hoel, area residents and representatives of URS (a Chicago engineering firm specializing in *rails to trails*).

Jim, Rich and the engineers walked the proposed trails many times. 3 routes were cited as best possibilities. 2 remain viable after Kieft Brothers said they will not permit a path on their property, which extends down to the edge of the creek.

For any of the alternatives to happen, IDOT needs to grant permission for the construction of a 10-12 ft. trail on their right of way.

IDOT permitting process could take 12-18 months. No news expected to from IDOT before next summer.

If IDOT permission is denied, no path can be built on the east side of Rte. 83.

If IDOT approves, but determines wetland mitigation will be needed, we'd need to request a permit from the Army Corps of Engineers.

Army Corps of Engineers' permitting process could take up to 18 months. Therefore, the earliest any construction could even begin is "no less than" 2 years from now.")

If permits are granted (and if funding is recommended by the Park Board), the new trail could extend along the east side of Rte. 83 from the Prairie Path-Rte. 83 Bridge to a bridge somewhere in the vicinity of the Elmhurst Water Treatment Facility (exact location to be determined) taking riders back east across the creek.

### Route Alternatives Examined:

All routes would begin with a curved ramp at the northeast side of the Prairie Path -Rte. 83 Bridge to connect the Prairie Path with a trail built on the east edge of IDOT's right of way.



That trail would run under the existing Prairie Path viaduct & Rte 83's eastern right of way as far from traffic/as close to the Salt Creek Water treatment fence as possible.



Small landscape trees would be removed to accommodate the new trail.



The trail would continue on the Right of way of Rte. 83.

At the point where the Salt Creek Water Treatment Plant abuts the Elmhurst Water Treatment Plant, the trail would angle eastward (fenced on both sides by tall fences for the security of the treatment plants).

### Option 1:

- Trail continues straight east across the creek, then turns south along the east side of the creek to connect to the (current) woodchip trail..
  - The Park District owns the land (a width of 15 to 30 feet) immediately adjacent to the creek at the west-end of all the back yards on Rex from this point southward. The deeds for this property came from the IDOT in 1965 for the express purpose of “creating a greenway trail.”
  - There is not currently a trail behind those homes and the owners would prefer it remains undeveloped, as they have fairly small back yards.
  - Privacy fences or berms with landscaping could be built.

### Option 2's variations:

- Trail turns south at the creek and continues along the eastern edge of the Elmhurst Waste Water Plant (which would be fenced off where it is adjacent to the trail.)
  - A bridge could be built to take path users across the creek in a couple of different places farther south:



- Closer to the north end of Sleepy Hollow Park (at the intersection of Rex and Crescent Blvd.)
- At the north end of Sleepy Hollow Park
- At the south end of Sleepy Hollow Park. (as pictured here)

Not Mentioned: Having the trail on the west side of the creek continue farther south than Sleepy Hollow Park.

Is that because Kieft Bros. is in the way?

### Phase II: Price-out the various options.

- Expected completion: six to twelve months.
- Expected estimated costs range from \$19,000 to \$360,000.
- Considerations:
  - \$2.7 million has been spent in the construction of the Roosevelt Rd underpass and the St. Charles Rd. underpass and paving of those areas, and of the greenway south of Madison St. Of that, about \$500,000 came from Elmhurst, and \$2.2 Million came from the State of Illinois Grants. If no connector is built within a certain (undetermined) number of years there is a chance we'd have to pay back the \$2.2 million. This is not for sure... we just don't know yet whether or not we would be liable to return the funding we were given by the state of Illinois for the purpose of completing our portion of the trail.