

# **PROPOSED IMPROVEMENT PLAN FOR THE EXISTING DU PAGE COUNTY TRAIL SYSTEM ILLINOIS PRAIRIE PATH AND GREAT WESTERN TRAIL**



**JULY 2003**

**DuPage County Department of Economic Development  
and Transportation Planning**

**TY·LIN** INTERNATIONAL · **BASCOR**

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Approved by the DuPage County Board Environmental Committee on June 17, 2003 and  
by the DuPage County Board Transportation Committee on July 8, 2003

# DuPage County Trail System Improvement Plan

## INTRODUCTION AND BACKGROUND

Since the mid-1960s, DuPage County, working with The Illinois Prairie Path not-for-profit corporation, has been developing a County Trail System beginning with the abandoned railroad right-of-way which the County acquired to start the Illinois Prairie Path. The DuPage County Division of Transportation (DuPDOT) took over maintenance of the Illinois Prairie Path in 1985 as a County Highway at the request of the Illinois Prairie Path not-for-profit group. Since that time, the County has been working to improve and expand the system. The County Trail System now includes the Illinois Prairie Path (IPP) and its four branches, and the Great Western Trail (GWT).

Since the County assumed maintenance, we have initiated and completed several major projects to expand and improve the system. Major projects include:

1987, IPP Geneva Spur Construction (\$300,000)  
1987, IPP Batavia Spur Construction (\$150,000)  
1989, IPP Carlton Avenue-Aurora Branch Construction (\$190,000)  
1990, IPP Geneva Spur Bridge at Reed-Kepler Park (\$1,340,000)  
1990-92, Great Western Trail Construction (\$460,000)  
1991, Great Western Trail Right-of-Way, Schmale to Illinois Route 59 (\$1,000,000)  
1993, Great Western Trail Intersection Improvements (\$200,000)  
1995, IPP Aurora Branch Bridge over Eola Road (\$750,000)  
1995, GWT-IPP Elgin Branch Connector (\$180,000)  
1996, IPP Geneva Spur Extension in Winfield Mounds (\$280,000)  
1998, GWT Bridge over I-355 (\$1,700,000)  
1999, GWT Bridge over West Branch DuPage River (\$490,000)  
2001, IPP Taylor Avenue Bridge (\$760,000)

The County over the last 17 years has spent a total of \$7,800,000 on these capital improvement projects along with annual maintenance costs estimated at \$500,000 for equipment, personnel, insurance, screenings, signage, tree trimming, drainage, etc. In total, the County estimates it has spent approximately \$16,300,000 to expand and maintain the trail system.

## Trail System Improvement Plan

In the Summer of 2000, the DuPage County Division of Transportation (DuPDOT) began a new effort to create a more comprehensive Trail System Improvement Plan to even further develop the county's facilities. The services of T.Y. LIN International Bascor were added to assist in analyzing problem areas and evaluating alternatives and potential projects for improvement. This work was coordinated by planning staff from the DuPage County Department of Economic Development and Transportation Planning.

The following data and analyses were used to evaluate potential improvement projects:

- Interviews with 27 municipalities, park districts, county agencies, and trail advocacy organizations regarding problem areas and suggested potential improvements
- Field surveys and field reviews conducted by DuPDOT staff and T.Y. Lin International Bascor in 2000-2003
- Input received from the September 7, 2000 public forum (see the separate report entitled “Summary of Comments Submitted at the September 7, 2000 Public Forum”; copies are available from the Division of Transportation)
- The August 19, 2000 trail count of users by type (see separate report entitled Trail User Count Summary for DuPage County Trail System Improvement Plan; copies are available from the Division of Transportation)
- A 2000 survey of local law enforcement agencies concerning trail-related accidents and suggestions for improvements
- Analysis of twelve specific site locations completed by T.Y. Lin International Bascor

## **TRAIL SYSTEM IMPROVEMENT PLAN – PHASE 1**

In March, 2001, an interim report was prepared summarizing the first phase of improvement projects. The purpose of this interim report was to identify improvements which could be started immediately while larger and more complex projects were being studied.

A description of these initial projects is included in Appendix A. The Phase 1 report was approved by the DuPage County Board’s Transportation and Environmental Committees and project implementation began in the Spring, 2001.

The current status and estimated cost of the twelve projects identified in this Phase 1 report is summarized in the table below (plus an additional project added later). The total cost also includes engineering and planning services to assist in preparing the plan and implementing the projects.

All trail improvement projects in this phase are either completed or will be completed in 2003.

**Table 1  
Trail System Improvement Projects, 2000-2003**

<b>Name</b>	<b>Implementation Status</b>	<b>Estimated Cost</b>
New Signage and Wayfinding System Demonstration Project	Completed	\$ 6,500
IPP Main Stem-Hill Avenue Crossing Improvement	Completed	\$ 10,000
GWT Gary Avenue Pedestrian Improvements (sidewalks)	Construction 2003	\$ 91,000
IPP Main Stem-East Elmhurst Widening	Completed	\$ 100,000

IPP Elgin Branch-Lincoln Marsh Bicycle Parking	Completed	\$ 4,000
IPP Elgin Branch-North Avenue Underpass Graffiti Problem	Completed	\$ 1,000
GWT Glendale Heights/Glen Ellyn Pedestrian Access Improvements (sidewalks)	Construction 2003	\$ 160,000
GWT Pedestrian Connection to Churchill Prairie (sidewalks)	Construction 2003	\$ 12,000
GWT Vegetative Screening, Glen Ellyn	50% Completed*	\$ 25,000
Bollard Replacement/Improvement Project, System-wide	Completed	\$ 96,000
IPP Batavia Spur Widening	Completed	\$ 30,000
IPP Elgin Branch-EJ&E Bridge Study, Phase 1 and 2 engineering	Completed	\$ 209,000
Bloomingtondale Road (N. of North Avenue)	Construction 2003	35,000
Engineering Services - Trail Plan and Project Implementation	Underway	\$ 70,500
<b>TOTAL</b>		<b>\$ 850,000</b>

\*Implementation delay due to encroachment of surrounding property owner on County trail right-of-way

## TRAIL SYSTEM IMPROVEMENT PLAN – PHASE 2

Described below are those projects to be implemented in the second phase of the County Trail System Improvement Plan. These projects are expected to be completed over the next 5 years depending upon the County's success in securing grant funding to construct the projects.

Several of the projects listed below have been discussed by the County Board's Environmental and Transportation Committees over the last two years and planning and engineering for most of these projects is already underway. Almost all involve cooperative efforts with municipalities and park districts with several projects led by these local agencies.

The purpose of this document is to summarize those projects which are to be undertaken to improve the trail system in a single report. The implementation of these projects assumes that funding becomes available. At this time, grant applications are pending for several of the larger projects.

This report is intended for our municipalities; park districts; trail user and advocacy groups; state and regional planning agencies; and interested citizens who would like to learn more about future improvements to the Illinois Prairie Path and the Great Western Trail. The report should also be useful for local agencies that need to coordinate their activities with these projects.

There are 7 improvement projects outlined in Phase 2 of the Trail System Improvement Plan. Each project is discussed separately below.

## 1. Wheaton Teen Park - IPP Main Stem at National Louis University, Wheaton

Public input received in developing this trail improvement plan included many comments regarding deficiencies in the existing trail between Cross and Washington Streets on the eastern edge of downtown Wheaton.

Several development options were considered and in May, 2002, the County and Wheaton Park District entered into an intergovernmental lease agreement to improve the path and develop a Teen Park on adjacent property owned by the County.

A final development plan is in preparation by Wheaton Park District but the general elements of the new development include:

- a relocated Prairie Path
- development of approximately a third of the remaining balance of the property for a skate park
- development of approximately a third of the remaining balance of the property for a miniature golf course
- development of approximately a third of the remaining balance for a native landscaped natural area with picnic tables



**Existing Prairie Path to be Relocated and Improved in Wheaton**

Coordinating Agencies: Wheaton Park District (lead agency), DuPage County, City of Wheaton  
Rounded Preliminary Cost Estimate: \$1,350,000

Funding Sources and Percentage Share: Wheaton Park District (as needed for planning and engineering and non-grant costs: \$437,352 to date), Illinois 1<sup>st</sup> State Grant (100% for construction)

Implementation Time Frame: 2003-2004

## **2. Great Western Trail and Illinois Prairie Path Eastern Connection and Great Western Trail Widening and Lighting Addition, Villa Park**

In September, 2001 the County Board and Villa Park entered into an intergovernmental agreement to construct improvements along the trail system in Villa Park. This project is a cooperative effort between DuPage County and the Village of Villa Park to widen and resurface the Great Western Trail and install lighting along the entire length from Villa Avenue to Addison Road (the first lighting to be installed on the Great Western Trail). A second part of this project is to construct a connector path between the Great Western Trail eastern terminus and the Illinois Prairie Path. This new connector path will provide a safe off-road link between these two regional trails.

The Village has been successful in obtaining a grant from the Illinois Department of Natural Resources and a federal grant from the Surface Transportation Project to pay for the majority of the \$433,284 cost for these improvements. The County and Villa Park are cost-sharing the local match required to receive these grants.

Coordinating Agencies: Village of Villa Park (lead agency), DuPage County

Projected Cost Estimate: \$433,284

Funding Sources and Percentage Share: Village of Villa Park (24%), DuPage County (7.5%), Illinois Department of Natural Resources State Grant (13.5%), Surface Transportation Program Federal Grant (55%)

Implementation Time Frame: 2003 Construction



**Villa Park and DuPage County Break Ground for Trail Connector, 2003**

### **3. Great Western Trail Grace Street Bridge, Lombard**

This intergovernmental project, led by the Village of Lombard, will construct a new grade separation that will allow the Great Western Trail to bridge Grace Street, the Union Pacific Railroad and St. Charles Road. A \$40,000 Feasibility Study was completed by the Village of Lombard in 2002 with State of Illinois funding assistance through the Illinois First program.

The estimated cost of this project \$2,000,000. The Village is currently seeking grant funds to implement this project.

Coordinating Agencies: Village of Lombard (lead agency), DuPage County

Rounded Preliminary Cost Estimate: \$2,000,000

Funding Sources and Percentage Share: State and Federal grant applications are pending with the Illinois Commerce Commission and Federal Congestion Mitigation and Air Quality Program for construction funding. Total local matching funding requirements are unknown at this time. Other grant funds are also being investigated by the village to fund this project and/or the local matching share.

Implementation Time Frame: 2004-2006 depending upon successful receipt of grant funding

### **4. Monte Clair Commuter Parking Lot and Illinois Prairie Path Improvement Project, Glen Ellyn**

The Village of Glen Ellyn is planning to pave and add lighting and landscaping to the commuter parking lot located on County property adjacent to the Illinois Prairie Path south of the Union Pacific Railroad. The County is proposing to work with the Village to improve the Prairie Path through this area at the same time and add a small landscaping strip with low growing, low maintenance bushes that will separate the trail from the parking area.

The Village has started the engineering design phase of this project.

Coordinating Agencies: Village of Glen Ellyn (lead agency), DuPage County

Rounded Preliminary Cost Estimate: \$325,000

Funding Sources and Percentage Share: Village of Glen Ellyn (98.5%), DuPage County (1.5%)

Implementation Time Frame: 2003-2004

### **5. Great Western Trail Meyer Materials Re-Route – Landscape Improvements, Carol Stream**

The Great Western Trail just west of Main Place in Carol Stream is adjacent to an industrial business called Meyer Materials. The County trail right-of-way through this area is narrow when compared to other parts of the County system. Heavy trucks must cross the trail and equipment and materials are stored adjacent to the trail.

Working with the company, Milton Township and the Village of Carol Stream, this project is a proposed re-routing of the Great Western Trail to the north around the industrial property. In



order to accomplish this re-route, we are proposing a land swap with Meyer Materials that will provide for the trail relocation and provide funding for fencing and other improvements.

The property swap will also allow the company to upgrade facilities on its property that will improve company operations. Project funding is for landscape improvements at the site.



**Great Western Trail Through Meyer Materials Industrial Business, Carol Stream**

Coordinating Agencies: DuPage County (lead agency), Milton Township, Village of Carol Stream

Cost Estimate: Even exchange for property swap and improvements; up to \$20,000 for landscaping improvements

Funding Sources and Percentage Share: DuPage County for additional landscaping improvements not included in exchange (100%)

Implementation Time Frame: 2003-2004 dependent upon company negotiations

## **6. Illinois Prairie Path Elgin Branch EJ&E Bridge, Wayne**

This project would construct a new bridge at this location along the Elgin Branch of the Prairie Path in Wayne. This area is a particularly rough crossing with steps placed down a hill to reach

the railroad tracks. Approximately \$209,000 has been expended by the County Division of Transportation for Phase 1 and 2 engineering on this project to date. Grant funds are needed for the construction of this bridge estimated to cost \$1,200,000. The County has a grant application pending for funding to complete this project.

Coordinating Agency: DuPage County

Rounded Preliminary Cost Estimate: \$1,200,000

Funding Sources and Percentage Share: Grant application pending with Illinois Commerce Commission for construction funding. If successful, this grant would cover 60% of construction costs. Approximately \$480,000 matching funds would be required to execute this grant agreement.



**EJ&E Railroad Crossing along IPP Elgin Branch, Wayne**

if successful. Other grant funds are also being investigated to fund this project and/or the local matching share.

Implementation Time Frame: 2004-2005 depending upon successful receipt of grant funds for construction

## **7. Illinois Prairie Path East Branch DuPage River Bridge Replacement, Glen Ellyn**

This project would replace the existing trail bridge at this location with one which is wider and meets current trail development standards. The existing bridge is approximately 6 feet wide with

an effective width for the trail of approximately 5 ½ feet. New bridges installed to current standards are at least 12 feet wide. Trail users frequently complain that the existing width is not sufficient to accommodate bicyclists travelling in opposite directions.

A \$50,000 Phase 1 engineering study was completed by the County in 2000 for a new bridge at this location but additional engineering would be required for this project. The engineers evaluated the existing bridge to be in poor/fair condition.

Coordinating Agencies: DuPage County

Rounded Preliminary Cost Estimate: \$415,000

Funding Sources and Percentage Share: State grant application pending with Illinois Department of Natural Resources Bike Path Program. If successful, the grant would require matching funds of \$215,000 (52%). Other grant funds are also being investigated to fund this project and/or the local matching share.

Implementation Time Frame: 2005-2006 depending upon successful receipt of grant funds for construction



**Existing Illinois Prairie Path Bridge Proposed for Replacement**

The below table summarizes the project's outlined in this phase with the current implementation status and a preliminary estimated cost.

**Table 2  
Illinois Prairie Path and Great Western Trail Proposed Improvement Projects, 2003-2008**

<b>Name</b>	<b>Implementation Status</b>	<b>Preliminary Estimated Cost</b>	<b>Requested or Approved Grant Funding</b>	<b>County Funding Portion</b>	<b>Other Agency Funding Portion</b>	<b>New Grant Funding Required</b>
Wheaton Teen Park (Wheaton Park District lead agency)	Design Underway	\$ 1,437,352	\$ 1,000,000	\$ 0	\$ 437,352	
GWT-IPP Eastern Connector and GWT Widening and Lighting Project (Village of Villa Park lead agency)	Under Construction	(1) 433,284	(1) 298,645	(1) 32,313	(1) 102,326	
GWT Grace Street Bridge (Village of Lombard lead agency)	Planning Underway	2,028,000	1,614,000	0	(3) 414,000	x
Monte Clair Commuter Parking Lot and Prairie Path Improvement Project (Village of Glen Ellyn lead agency)	Engineering Underway	325,000	0	(2) 5,000	320,000	
GWT Meyer Materials Re-Route-Landscape Improvements	Planning Underway	20,000	0	(2) up to 20,000	0	
IPP Elgin Branch EJ&E Bridge	Engineering Underway	1,200,000	720,000	(3) 480,000	0	x
IPP East Branch DuPage River Bridge Replacement	Engineering Underway	415,000	200,000	(3) 215,000	0	x
<b>TOTAL</b>		<b>\$ 5,771,284</b>	<b>\$ 3,832,645</b>	<b>\$ 752,313</b>	<b>\$ 1,273,678</b>	

(1) Funding is committed and construction is currently underway

(2) Grant funds are not involved in this project; funding pending County Transportation Committee approval

(3) County portion is dependent upon grants being approved.

## **CONCLUSION**

This report summarizes projects which the County and local agencies would like to complete over the next 5 years to improve the Illinois Prairie Path and the Great Western Trail. Almost all of these projects are intergovernmental efforts partnering with other agencies such as our municipalities and park districts which border the trail.

County-sponsored projects will be contingent upon receipt of grant funds to complete construction of major improvements such as new bridges.

Over the next 5 years, the projects outlined in this plan (both Phases 1 and 2) will result in addressing all of the areas where there was significant citizen concern and demand in 2000 for improvement.

The implementation of this plan will result in over \$5,771,000 of enhancements to the Illinois Prairie Path and the Great Western Trail from combined funding provided by DuPage County, local agencies such as our municipalities and park districts, and grant funds from State of Illinois and federal grant programs.

## **Appendix A**

# **Trail System Improvement Plan – Phase 1 Summary of Projects**

## **PHASE 1 PROJECTS**

### **1. New Signage and Wayfinding System Demonstration Project**

The greatest number of comments regarding potential trail improvements from all groups at the 2000 public input meeting was a request for improved signage. This suggestion related to signage for increased trail safety, trail usage, and wayfinding.

This project installed new signs at selected cross streets along both the IPP and the GWT. For trail users approaching a roadway, the panels contain the following:

Panel A – Roadway Name Panel and Logo

Panel B – Directional Information and Wayfinding Panel

Sample: Fox River Trail – 4 miles  
Brewster Creek – 1.5 miles  
Kane County Line – 2 miles

Panel C – Trail Use Rules

(rules as developed by an Illinois Department of Transportation steering committee for multi-use trail signage)

For sign face along the roadway (facing motorists), the panels contains the following:

Panel A – Roadway Name and Trail Logo Panel

Panel B – Share the Trail Panel

Panel C – No Motorized Vehicles/Sheriff’s Emergency Number

Twelve signs were installed at the following 6 locations:

- IPP Main Stem at Spring Road, Elmhurst
- GWT at West Street Lombard, Lombard
- IPP Main Stem at President Street, Wheaton
- IPP Aurora Branch at Winfield Road, Warrenville
- IPP Elgin Branch at Army Trail Road, Wayne
- GWT at Prince Crossing Road, West Chicago

This project also included design and approval of a new logo for the Great Western Trail. New trail logo signs have been installed at all key crossing locations along the Great Western Trail.

Lastly, the signage improvements also included installing new roadway name signs at different crossing locations throughout the entire system. These signs were either new installations or replaced older signs which were installed in the 1960’s and had fallen into disrepair.

The estimated cost for completion of this project was \$6,500 excluding labor provided by DuPage County Sheriff's Office Juvenile Training Program and County staff.

## **2. IPP Main Stem – Hill Avenue Crossing Improvement, Glen Ellyn**

The IPP previously crossed Hill Avenue at-grade on a skew angle. This was a location with limited sight distance in both directions along Hill Avenue due to a hill and dense underbrush. This condition made this portion of the path potentially hazardous.

This improvement constructed a separated paved side path along the east side of Hill Avenue between the two path roadway connections and a perpendicular crossing was installed at the point where the path to the north approaches Hill Avenue. This allows users to look both ways when crossing Hill Avenue and provides a greater sight distance from the crest of the hill for southbound motorists. As part of this project, the underbrush on either side of the path was cleared and the berm partially removed on the west side of Hill Avenue to further improve sight distance for both trail users and motorists.

The estimated cost for completion of this project was \$10,000.

## **3. GWT Gary Avenue Pedestrian Improvements, Carol Stream**

This project is a proposal to add sidewalks along Gary Avenue to increase access to the Great Western Trail. Engineering is currently underway and construction is expected to start in 2003.

Because of right-of-way and environmental constraints, the improvement includes a sidewalk along one side of the street from Doris (providing access to Gary Avenue Gardens subdivision) northward to North Avenue.

The purpose of this pedestrian connection is to:

- Provide access from the trail to the hotels and commercial businesses along North Avenue for workers (this route is often used by residents of the Schmale Road area who walk to work using the GWT) and trail users
- Provide a means for hotel guests to access the trail
- Provide a connection for Gary Avenue Gardens residents to the south to access the GWT
- Provide a connection for GWT users to get to Carol Stream's Day Lily Park as a rest stop containing amenities and a small loop trail

A pedestrian crosswalk with push button signal will be added as part of improvements planned for St. Charles Road.

The current cost estimate for construction of this project is \$91,000.



#### **4. IPP Main Stem – Path Widening to 10' IC Tracks East to Cook County Line, Elmhurst**

This project widened the existing path in Elmhurst through an area that is heavily traveled and has seen increased usage since the Cook County portion of the IPP opened eastward to 1<sup>st</sup> Avenue in Maywood. Based on bicycle counts taken on the Illinois Prairie Path at York Road in Elmhurst in August, 2000, the number of cyclists using this portion of the path is among the highest in DuPage County.

The path was widened to 10' from the County line west to the railroad tracks. The remainder of the trail was resurfaced from the railroad west to the Elmhurst border at Illinois Route 83.

The cost for completing this work was estimated at \$100,000.

#### **5. IPP Elgin Branch – Lincoln Marsh Bicycle Parking, Wheaton**

The Illinois Prairie Path Elgin Branch passes through Lincoln Marsh just west of downtown Wheaton. The marsh has been developed with nature trails and marsh viewing opportunities. Because of the delicate environment of the marsh, no bicycles are permitted on the interior nature trails and there was no place for bicyclists to lock up their bicycles so that they can enjoy this unique site.



**New Bicycle Parking Deck and Rack at Lincoln Marsh**

This project installed an extension off the existing wooden deck and steps leading to the nature trail. A wave rack was also installed.

The estimated cost of this project was \$4,000.

## **6. IPP Elgin Branch – North Avenue Underpass Graffiti Problem, West Chicago**

In order to control the graffiti problem on the walls of the Illinois Prairie Path-Elgin Branch underpass beneath North Avenue, this project was undertaken to re-paint the inside walls and install ivy plantings at either end of the wing walls of the underpass.

The estimated cost of this project was \$1,000.



**New Plantings Along Wing Walls at North Avenue Underpass**

## **7. GWT Glendale Heights/Glen Ellyn Pedestrian Access Improvements (Main Street Glen Ellyn)**

The purpose of this project is to provide a pedestrian link that will allow Glendale Heights and unincorporated Milton Township residents north of North Avenue to safely access the Great Western Trail and also allow Glen Ellyn residents south of Geneva Road to safely access the

trail. No such link now exists which restricts a number of people who live relatively close from accessing the path.

This project will:

- Provide safe access to the GWT for area residents
- Help school children who travel to schools near St. Charles Road
- Allow trail users easy access to commercial businesses along Main Street Glen Ellyn and the historical museum located near Main and Geneva Road. Glen Ellyn has approved a new historic district redevelopment at this location surrounding Stacey's Tavern museum. This area could become an interesting side trip for trail users.
- Allow trail users to access the commercial area at Glen Ellyn Road and North Avenue.

Engineering is underway for this improvement which is planned for construction in 2003. The estimated construction cost for sidewalk on one side of the street (due to right-of-way and environmental constraints) is \$160,000.

## **8. GWT Pedestrian Connection to Churchill Prairie**

One of the nicest prairie areas in DuPage County is located only a few feet from the GWT along Swift Road. Churchill Prairie, part of Churchill Woods Forest Preserve, includes a 1.5 mile loop trail and trail access to preserve amenities and activities located south of St. Charles Road. One of the frequent comments we hear from trail users is they would like more loop trails and short diversion trips with things to see and do along the trail.

This project would provide a pedestrian link between the edge of the existing Churchill Prairie at Churchill Woods to the GWT that would allow trail users to take advantage of one of the county's most unique preserves. New signage will inform trail users of this new link.

The current cost estimate for construction of this project is \$12,000.

## **9. GWT Vegetative Screening of Selected Industrial Uses in Glen Ellyn**

The GWT travels through a number of industrial areas in the central part of the county. However, in many of these areas, the surrounding vegetation provides screening or prairie restoration projects have started along the trail. There are some areas where additional screening is recommended. This project will plant full vegetative screening in one such area that is located 650 feet along the south side of the GWT just east of Main Street in Glen Ellyn.

This project is approximately 50% completed at this time due to encroachment issues with the surrounding property owners.

## **10. Bollard Replacement/Improvement Project, System-wide**

This project replaced existing bollards at 66 locations with newly designed bollards that are higher, more visible and include safety striping. They replaced worn bollards that were installed along the path decades ago. Bollards were removed at some locations where they were no longer needed and new bollards were installed at locations which previously did not have bollards (principally along the Great Western Trail).

The total cost of the completed project, including manufacture and installation of the new bollards, was \$96,000.



**New Bollards Installed at 76 Locations Along the Trail System**

## **11. IPP Batavia Spur Widening to 10' from Kane County line to Bilter Road**

As with the east end of the county, the western entry to the trail system has seen increased usage due to new residential development along and near the trail system in far western DuPage County and Kane County. This project widened the existing path at this location.

The estimated cost of this project was \$30,000.

## **12. IPP Elgin Branch EJ&E Crossing Bridge, Phase 2 Engineering Study**

This area is a particularly rough crossing with steps placed down a hill to reach the railroad tracks. A Phase 1 engineering study for a new trail bridge at this location has been completed. This task completed Phase 2 engineering at a cost of \$138,000.

Interim improvements were made at the site with additional grading and improved signage until the new bridge is constructed.

## **13. Coordination with Local and County Planning Efforts for County Trail Improvements**

There are a number of intergovernmental efforts underway in which the County works closely with other agencies to develop or implement improvements along the path system. Listed below are those projects completed by local agencies from 2000-2002

- GWT and IPP Amenity Improvement Project – Village of Lombard
- Villa Park Downtown Redevelopment Plan – Village of Villa Park
- Glendale Heights Community Bikeway Plan – Village of Glendale Heights
- Grace Street Bridge Feasibility Study – Village of Lombard

## Thank You

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