

**CITY OF WARRENVILLE****MEMO**

TO: Mayor, City Council, and City Administrator Coakley  
FROM: Senior Civil Engineer Hocking *KH*  
SUBJECT: MACK ROAD PROJECT UPDATE  
DATE: November 3, 2021

**Purpose of Memo**

The purpose of this memo is to provide an informational update on the Mack Road Bridge and Multi-Use Path project. Please note a detailed discussion will be at a future Committee meeting in 2022 after preliminary Design Approval is given by IDOT.

**Public Information Meeting**

A public information meeting for the project was held virtually and in person on October 14, 2020. Approximately eight residents attended in person and approximately ten people attended virtually. Staff and the City's consultant presented the project design and comments were received from seven people in person and two virtually. After this meeting, staff met in person with each affected resident to describe the improvements and to discuss their concerns. A summary of these notes is included as Exhibit A.

**Revised Engineering Plans and Section 4(f) Concurrence**

Revised engineering plans based upon initial IDOT comments and from affected resident comments were resubmitted to IDOT on April 22, 2021. Review comments were received from the IDOT in September and a resubmittal for design approval is anticipated for mid-November 2021.

Due to the use of a federal grant, the City is required to evaluate the project in relation to impacts to Section 4(f) resources. Section 4(f) requires the consideration of:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public;
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge; or
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public.

The County property is not a park or recreational area and is not a historic site. The City and Engineering Resource Associates (ERA) met with IDOT on July 28, 2021, at which time CBLRS provided a FHWA policy paper on Section 4(f) determinations. CBLRS noted that a wetland

mitigation site on its own does not qualify it as wildlife refuge covered under Section 4(f). The County, City, and IDOT agreed that it is not considered a Section 4(f) property (see Exhibit B).

The Forest Preserve District of DuPage County (FPDDC) property on the south side of Mack Road and on the north side of Mack Road east of the bridge are considered Section 4(f) properties. A Section 4(f) report was submitted to the District for review of the proposed project enhancements in relation to the natural and recreational resources of the preserve as well as District land use and land management policies. The District concurred that the improvement as shown will provide the least impact to the District's Section 4(f) facilities and that no adverse impacts to the use and character of the property are anticipated. The FPDDC Board approved this letter at their October 19 meeting (see Exhibit C).

### **Project Costs and Grant Funding**

The City has Surface Transportation Program funding for the construction of the multi-use path and related street improvements as a 75/25 federal/local split. The Forest Preserve has agreed to pay for the portion of the path improvements on their property, which amount to approximately 30% of the costs. Temporary and permanent easement will be required for this portion of the project as well and are not covered under STP funding. The City also has Surface Transportation Program Bridge funding for the bridge reconstruction, easement/row acquisition and engineering as an 80/20 split. All of the local share for the Final Engineering, Construction and Construction Engineering will be funded by the Motor Fuel Tax REBUILD Illinois or normal MFT funding that the City has been accumulating. A current estimated breakdown of project costs are included in Exhibit D.

### **Remaining Schedule and Next Steps**

It is anticipated a Design Approval will be given by IDOT in early 2022. The City must wait until Design Approval is given by IDOT to begin Phase II Final Engineering. During Final Engineering, the easement negotiations will begin with the affected residents, DuPage County, and the Forest Preserve District. However, after Design Approval is given, staff will come back to a Committee meeting to go over next steps and have a detailed discussion regarding the project before moving forward into Final Engineering.

## Mack Road Bridge and Multi-Use Path

City of Warrenville

Resident Meetings

Week of 11/18/2020

Meeting Notes

Attendees at all meetings: Kristine Hocking, Phil Kuchler, John Mayer, Abby Zielinski

### Property 1: 29W700 Mack Rd

Allison and James Snell (residents)

ERA and City staff placed flags in the approximate location of the proposed path and easements.

Allison reiterated that she would like the oak tree stump to be saved and used as a free library.

Allison and James asked for the reasoning that the proposed path is 10' wide. ERA explained that it is an IDOT/AASHTO requirement. ERA later confirmed that per the BDE Manual in 17-2.03(b), only where a substantial physical constraint or environmental feature to be avoided, reductions to an 8' width for short distances may be allowed. Furthermore, the slope of the path (due to the slope of Mack Road) and the relatively close proximity of utility poles along the path, support the need for a 10' wide path to accommodate safe passing.

### Property 2: 29W660 Mack Rd

ERA and City staff placed flags in the approximate location of the proposed path and easements.

Patti Velcich (resident) and William Yacktman (owner), 847-334-5070

Patti and William explained their preference that the path is placed on the south side of the road to avoid crossing through driveways and because there is a clear open area on the south side of the road for a trail. Kristine Hocking explained the reasoning for path placement on the north side of the road due to the sensitive nature of the Forest Preserve Property and the volume of traffic along Mack Road that the trail users would need to cross. See a Detailed Summary of Public Comments and Staff Response for the October 14, 2020 public meeting.

ERA and City staff explained that the existing decorative light monument will need to be removed and replaced.

### Property 3: 29W630 Mack Rd

Pam Spevak (resident)

ERA and City staff placed flags in the approximate location of the proposed path and easements.

Pam expressed concern that drainage may worsen due to the proposed path. ERA and City staff explained that the proposed design will improve drainage. The path will be pitched towards the road, and runoff from the road will be directed by curb and gutter into storm sewer. As such, runoff from the road will not flow towards the properties on the north side of the road. Additionally, an inlet will be placed in the low point of the property, north of the existing stone. Water will flow by gravity towards the river, and a backflow preventer may be installed in the structure to prevent backflow during floods.

Pam explained her preference that the path is placed on the south side of the road to avoid crossing through driveways and because there is currently clear open area on the south side of the road. Kristine Hocking explained the safety and environmental reasoning for path placement on the north side of the road. See Summary of Public Comments and Staff Response for the October 14, 2020 public meeting.

**Property 4: 29W606 Mack Rd**

Susan Terwedow and Mitch Adamus (residents)

ERA and City staff placed flags in the approximate location of the proposed path and easements.

Susan and Mitch expressed concerns that the proposed path will damage the natural landscaping on their property. ERA explained that during final engineering, arrangements will be made to replace the landscaping in a new location.

Susan and Mitch explained their preference that the path is placed on the south side of the road to avoid crossing through driveways and because there is a clear area on the south side of the road. Kristine Hocking explained the reasoning for path placement on the north side of the road. Susan indicated that a lot of milkweed plants grow within the existing roadway ditch and are concerned that the new improvements would destroy the milkweeds. City and ERA noted the comments and will take into consideration when restoring this area. See Summary of Public Comments and Staff Response for the October 14, 2020 public meeting.

**Property 5: (DuPage Property – see 10-15-2020 meeting minutes)**

**Property 6: 29W530 Mack Rd**

Francine Manilow (resident)

The meeting occurred on December 3, 2020. Kristine Hocking and Abby Zielinski were present.

ERA and City staff placed flags in the approximate location of the proposed path and easements.

Francine requested that the location of the path through the McKee Marsh Forest Preserve is reconsidered in order to reduce impacts to the forest preserve and the deer habitat. She suggests keeping the trail along Mack Road and turning north at the point where there is currently a mowed path. The City and ERA will discuss this further with the FPDDC. Francine was also concerned that having the trail cross through McKee Marsh in the currently proposed location is too close to her property and will be a threat to her safety and her property.

Francine also requested that easement widths and impacts to her property are reduced as much as possible, and that flooding isn't worsened as a result of the project. ERA will review the design to potentially pitch the trail towards the road across this property.

Francine asked how many people would benefit this project, and particularly how many people currently use the road crossing for the path that is located farther east down Mack Road. The City will request this information from the FPDDC.





City of Warrenville (630) 836 3050 tel  
3S258 Manning Avenue (630) 393 1531 fax  
Warrenville, IL 60555 www.warrenville.il.us

## EXHIBIT B

August 30, 2021

Ms. Marilyn Solomon, P.E.  
Bureau of Local Roads and Streets  
Illinois Department of Transportation – District 1  
201 West Center Court  
Schaumburg, IL 60196

RE: MACK ROAD BRIDGE AND TRAIL PROJECT  
SECTION NO. 17-00036-00-BT  
SECTION 4(F) LAND DETERMINATION – DUPAGE COUNTY

Dear Ms. Solomon,

DuPage County (County) owns property located at the northwest corner of the Mack Road bridge over the West Branch DuPage River (PIN 04-22-303-007, 29W570 Mack Road). The County notified the City of Warrenville (City) that this property had been purchased and restored as buffer and wetland mitigation for a separate County project. Based on mitigation plans for the property, the mitigation begins approximately thirty feet (30') north of the northern property line. Due to the width of the existing ROW and addition of the path on the north side of Mack Road, work within the DuPage County property will be required. Impacts to the mitigation portion of the property are not anticipated.

During the Phase 1 project development process for the Mack Road bridge replacement and multi-use path project, the City is required to evaluate the project in relation to impacts to Section 4(f) resources. Section 4(f) requires the consideration of the following resources:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public;
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge; or
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public.

The County property is not a park or recreational area and is not a historic site. The City and Engineering Resource Associates (ERA) met with IDOT on July 28, 2021, at which time CBLRS provided a FHWA policy paper on Section 4(f) determinations. CBLRS noted that a wetland mitigation site on its own does not qualify it as wildlife refuge covered under Section 4(f), and designating this property as such could create a precedent that does not currently exist. IDOT asked the County to review the following points noted in the policy paper.

1. The authority under which the land was acquired;
2. Lands with special national or international designations;
3. The management plan for the land; and,
4. Whether the land has been officially designated, by a Federal, State, or local agency with jurisdiction over the land, as an area whose primary purpose and function is the conservation, restoration, or management of wildlife and waterfowl resources including, but not limited to, endangered species and their habitat.

While the land is managed as a wetland and buffer complex, the purchase and restoration of the property was not for conservation, restoration, or management of wildlife and waterfowl resources. Additionally, the land does not have national or international designations. **Therefore, based on this policy paper, the City and County agree that the property does not appear to qualify as Section 4(f) land.**

Sincerely,

Handwritten signature of Kristine Hocking in black ink.

Kristine Hocking, PE, CFM  
City of Warrenville  
Senior Civil Engineer

Handwritten signature of Sarah Hunn in black ink.

Sarah Hunn, P.E, CFM  
DuPage County  
Director of Stormwater Management



**Forest Preserve District  
of DuPage County**

35580 Naperville Road  
P.O. Box 5000  
Wheaton, IL 60189

630.933.7200  
Fax 630.933.7204  
TTY 800.526.0857  
dupageforest.org

October 12, 2021

Ms. Marilyn Solomon, P.E.  
Bureau of Local Roads and Streets  
Illinois Department of Transportation – District 1  
201 West Center Court  
Schaumburg, IL 60196

RE: MACK ROAD BRIDGE AND TRAIL PROJECT  
SECTION NO. 17-00036-00-BT  
SECTION 4(F) DE MINIMIS APPROVAL

Dear Ms. Solomon:

The Forest Preserve District of DuPage County supports the above-mentioned project and has partnered with the City of Warrenville on an Intergovernmental Agreement that sets forth the responsibilities and financial obligations for each agency.

As such, the District has been actively involved in all stages of the development of the Mack Road Trail and Bridge project throughout the project's lifetime. District representatives have participated directly with project planning, design, attendance at public meetings and review of public comments for the work and are satisfied with all efforts to address the District's concerns with any impacts to the Blackwell Forest Preserve

The District is in receipt of the Section 4(f) report and has reviewed the proposed transportation facility enhancements in relation to the natural and recreational resources of the preserve as well as District land use and land management policies. The District concurs with the assessment that the improvements as planned and future mitigation efforts to be developed will provide the least impact to District facilities and that no adverse impacts to the use and character of the property are anticipated.

Please contact our office with any questions or concerns.

Sincerely,

Dan Hebreard  
President

Cc: Dan Zinnen, Director of Resource Management and Development, FPDDC  
Kevin Horsfall, Manager of Planning, FPDDC  
Ron Mentzer, Community Development Director, City of Warrenville  
Kristine Hocking, Senior Civil Engineer, City of Warrenville

**MACK ROAD ESTIMATED PROJECT COST**

Last updated 11/3/2021 KH

Phase	Federal Share	Local Share		Total	Funding Sources		Notes
		City Share	FPDDC Share		Federal Grant	City Funds	
Preliminary Engineering (Path)	\$ -	\$ 52,500.00	\$ 22,500.00	\$ 75,000.00	N/A		FPDDC Share 30%
Preliminary Engineering (Bridge)	\$ 24,000.00	\$ 6,000.00		\$ 30,000.00	STP-Bridge (80/20)		
Final Engineering (Path)	\$ -	\$ 56,000.00	\$ 24,000.00	\$ 80,000.00	N/A	REBUILD ILLINOIS	FPDDC Share 30%
Final Engineering (Bridge)	\$ 212,000.00	\$ 53,000.00		\$ 265,000.00	STP-Bridge (80/20)	REBUILD ILLINOIS	
Easement Acquisition (Path)	\$ -	\$ 120,000.00		\$ 120,000.00	N/A	REBUILD ILLINOIS	
Easement Acquisition (Bridge)	\$ 128,000.00	\$ 32,000.00		\$ 160,000.00	STP-Bridge (80/20)	REBUILD ILLINOIS	
Construction (Path)	\$ 375,000.00	\$ 87,500.00	\$ 37,500.00	\$ 500,000.00	STP-Local (75/25)	REBUILD ILLINOIS	FPDDC Share 30%, STP-Local Max \$416,677
Construction (Bridge)	\$ 3,200,000.00	\$ 800,000.00		\$4,000,000.00	STP-Bridge (80/20)	REBUILD ILLINOIS/MFT	
Construction Eng (Path)	\$ 37,500.00	\$ 8,750.00	\$ 3,750.00	\$ 50,000.00	STP-Local (75/25)	REBUILD ILLINOIS	FPDDC Share 30%, STP-Local Max \$416,677
Construction Eng (Bridge)	\$ 320,000.00	\$ 80,000.00		\$ 400,000.00	STP-Bridge (80/20)	REBUILD ILLINOIS	
<b>TOTALS</b>	<b>\$ 4,296,500.00</b>	<b>\$ 1,295,750.00</b>	<b>\$ 87,750.00</b>	<b>\$ 5,680,000.00</b>			