

Agenda
Village of Glen Ellyn
Village Board Workshop
Monday, August 15, 2011
7:00 p.m.
Galligan Board Room
Glen Ellyn Civic Center

1. Call to Order
2. Public Comments
3. Hawthorne Boulevard Discussion – Professional Engineer Minix
4. Other Items?
5. Adjournment



To: Mark Franz, Village Manager
From: Jeffrey D. Perrigo, Interim Public Works Director
Date: August 09, 2011
Re: Hawthorne Improvements Project

Background

The reconstruction of Hawthorne will constitute the entirety of the 2012 roadway improvement program. The proposed project includes the complete reconstruction of the existing Hawthorne roadway within the Village and the section of Pleasant Avenue between Cottage and Hawthorne, totaling about one mile of street work, with a concrete pavement to be constructed on Hawthorne.

Hawthorne is designated as a Neighborhood (minor) collector street in the Village. The existing roadway width is 21 ft. back-of-curb to back-of-curb. As a non-local street undergoing complete reconstruction, Hawthorne would be subject to the provisions of Resolution 01-12 that call for a reconstructed street width of 25 ft. back-to-back and new sidewalk where none currently exists. Each end of Hawthorne is anchored by schools: Hadley Junior High School on the west and Glenbard West High School on the east.

Issue

Engineering Resource Associates (ERA) was hired in April 2011 to provide engineering services related to the reconstruction of Hawthorne. Two possible street layouts have been developed by ERA at this stage, one involving no change in footprint (21 ft. from back-of-curb to back-of-curb), the other a widened roadway of 25 ft. back-to-back, representing the probable extremes of roadway width. In addition to these two possible street layouts from ERA, Public Works staff recommends consideration of a roadway width of 22 feet. A compelling factor for this recommendation was that a wider lane width was likely to increase impact on parkway trees.

A public meeting was held on June 28, 2011, with about 60 residents attending where the focus was almost exclusively on the roadway width issue. The meeting concluded with a request for the residents to attend the July 12, 2011 Capital Improvements Commission meeting. The CIC meeting was held with a recommendation to support staff's recommendation of a street width of 22 feet. Resident presentations and comments at these meetings uniformly supported no change in the existing roadway footprint of 21 ft. back-to-back. Factors cited against a wider roadway included safety concerns, no known problems with the current configuration, additional costs, loss of green space, loss of neighborhood character and additional runoff.

Action Requested

Provide direction or concurrence with the Department's and the Capital Improvement Commission's recommendation.

Recommendation

Public Works and the CIC recommend approval of a street width of 22 feet from back-of-curb to back-of-curb for the reconstruction of Hawthorne.

Attachments

Memorandum dated August 09, 2011, from Professional Engineer, Bob Minix which covers the project overview and pertinent information relative to the process by which the recommendation and requested action was determined.

Glen Ellyn Public Works Department

Interoffice Memorandum

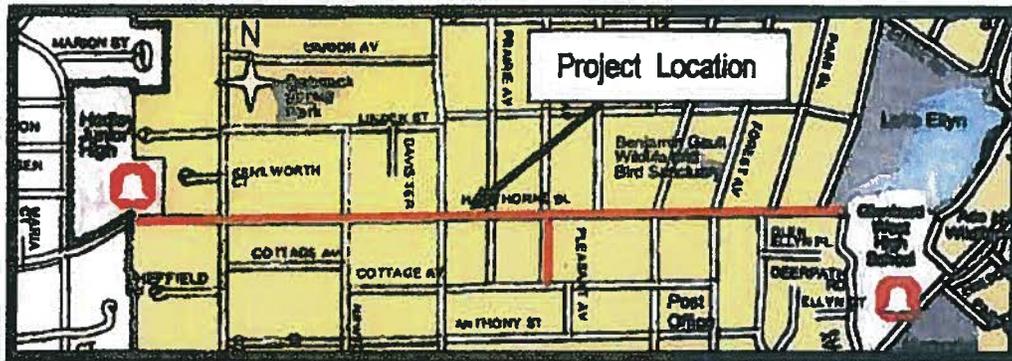
to: Jeff Perrigo, Interim Public Works Director

from: Bob Minix, Professional Engineer 

subject: Hawthorne Improvements Project
Roadway Width Issue:
Capital Improvements Commission Recommendation
Request for Village Board Review and Consideration

date: August 9, 2011

The reconstruction of Hawthorne will constitute the entirety of the 2012 roadway improvement program. The project will be comprehensive in scope, including extensive underground improvements in the water, sanitary sewer and storm sewer systems. The proposed project includes the complete reconstruction of the existing Hawthorne roadway within the Village and the section of Pleasant Avenue between Cottage and Hawthorne, totaling about one mile of street work, with a concrete pavement to be constructed on Hawthorne. Total construction cost of the project is currently projected to be \$4.5 million.



Hawthorne is designated as a Neighborhood (minor) collector street in the Village. The existing roadway width is 21 ft. back-of-curb to back-of-curb. Public sidewalk exists in most locations in the corridor with the exception of a missing segment on the south side of Hawthorne east of Park Blvd. As a non-local street undergoing complete reconstruction, Hawthorne would be subject to the provisions of Resolution 01-12 that call for a reconstructed street width of 25 ft. back-to-back and new sidewalk where none currently exists. Each end of Hawthorne is anchored by schools: Hadley Junior High School on the west and Glenbard West High School on the east. The City of Wheaton borders on the west end of Hawthorne.

Due to early involvement of corridor residents in the process and their clear desires to maintain the current roadway width and not construct additional sidewalk, staff felt compelled to investigate alternative configurations early in the design process, utilizing a preliminary engineering step before embarking on a final, detailed design. Preliminary engineering would focus on developing information to help determine the appropriate roadway width and the feasibility and utility of a new sidewalk. In April 2011 the Village Board approved an agreement with Engineering Resource Associates of Warrentonville to provide both preliminary and detailed design engineering services related to the reconstruction of Hawthorne.

Since the inception of engineering, the consultant team has performed traffic counts in the project area, completed field surveys and created base sheets showing existing features. Two possible street layouts have been developed at this stage, one involving no change in footprint (21 ft. from back of curb to back of curb), the other a widened roadway of 25 ft. back-to-back, representing the probable extremes of roadway width. Both the consultant and Village team have performed other investigations to determine costs, impacts, pros and cons of the various roadway widths. These analyses were essentially completed in late June, culminating in a presentation at a **public meeting** held on June 28, 2011 where the focus was almost exclusively on the roadway width issue. Roadway width is the key project parameter at this time; the new sidewalk issue is still under investigation, with the decision on installation not a corridor-wide or critical-path item. It is anticipated the new walk issue will come before the Village Board in the fall of 2011.

The June 28 meeting was attended by about 60 Village residents, mostly – but not exclusively – from the Hawthorne corridor area. The project team presented the information gathered during preliminary engineering regarding roadway width without making any particular recommendations. Questions and comments were received from the audience with unanimous support for maintaining Hawthorne at its current width of 21 ft. back-to-back. The meeting concluded with a request for the residents to attend the July 12, 2011 Capital Improvements Commission where the Hawthorne roadway width issue would be discussed and a recommendation developed for Village Board consideration.

CAPITAL IMPROVEMENTS COMMISSION MEETING AND RECOMMENDATION

At the July 12, 2011 Capital Improvements Commission meeting, the commissioners heard a staff presentation on the roadway width issue, asked questions and discussed project particulars with staff, received a presentation from the core group of Hawthorne residents that has organized and led the neighborhood, took input from other audience members and began deliberating on the width issue. It should be noted that the PowerPoint based presentation made by the core organizers was very well done and likely will be repeated at the Village Board meeting. Again, about 60 residents attended the CIC meeting. All nine commissioners were present at the meeting. Trustee Henninger filled in for CIC Trustee Liaison Hartweg as Mr. Hartweg's was away on vacation.

The minutes to the July 12 meeting, while not a verbatim transcript, are detailed and complete, and the reader is directed to them for a recap of the meeting. The main points from the meeting include:

The **staff recommendation** was for a street width of **22 ft. from back-of-curb to back-of-curb**. This configuration would provide a 9 ft. driving lane in each direction, and allow for a B6-18 curb and gutter section to be constructed for proper drainage. A compelling factor for not recommending a wider lane width was the likely increased adverse impact on parkway trees.

Resident presentations and comments uniformly supported no change in the existing roadway footprint of 21 ft. back-to-back. Factors cited against a wider roadway included safety concerns, no known problems with the current configuration, additional costs, loss of green space, loss of neighborhood character and additional runoff. There is absolutely no support in the Hawthorne area for a wider roadway.

During the **CIC deliberations**, each commissioner was candid, concise and clear in their thinking on the width issue. A consensus among the commissioners was readily reached as noted below (excerpted from the meeting minutes) for a proposed street width of 22 ft. back-to-back. Most commissioners initially favored a wider street, but were influenced by various factors to arrive at the recommended width:

Chairman Piszczek stated that having a staff recommendation is very important when considering an exception. P.E. Minix concurred that moving poles is the difference between recommending a 22 foot and a 23 foot roadway.

Commissioner Ryne agreed with P.E. Minix and would like to widen the roadway, but the overriding issue is the loss of trees and he supported the 22 foot option.

Commissioner Lindquist noted that the 25 foot width would impact 45 utility poles, but the 22 foot option only 8 poles.

Commissioner Brugh said that he came into the meeting wanting to widen the roadway, but the impact on parkways is too much. Twenty-two feet is a good width.

Commissioner Colliander said that 25 feet seems to be a decent standard for safety and other concerns. He thought of a compromise of 23 feet. Twenty-one feet is too narrow. Although he was leaning toward 23 feet, 22 feet is a happy medium and he now liked the 22 foot recommendation.

Commissioner Popp stated that this is a 40 year decision. The Forester's report swayed him in that removing 25% of the trees was very much a concern. The 22 foot option made sense, and he would support it.

Commissioner O'Carroll noted that the 21 foot width of Sunset (between Roosevelt and Fairview) is just too narrow. It does not slow traffic, it is hard to get out of his driveway, and 21 feet curb-to-curb appears much smaller than one would think. With the additional 6 inches on each side and a bit of additional cost in a \$4 million project, if designed at 22 feet, he would be pleased with it.

Commissioner Thelen said that he came into the meeting leaning toward a 23 foot width. He would like to see more room for bicycles, but that 22 feet is a reasonable number.

Commissioner Pryde said that the width makes a difference in the winter. He does not like 21 feet in that it is not a full width of street in the winter. A six inch increase is a big deal. He originally was set on 23 feet, but could not see how it could be imposed on Hawthorne. He said that 22 feet is an appropriate recommendation and a good compromise, noting that driving in the gutter is not safe.

CIC RECOMMENDATION

Commissioner Colliander moved to accept the staff report recommendation, and Commissioner Ryne seconded the motion. It was approved 9 yeas to 0 nays in the following form:

“While it is the preference of the Capital Improvements Commission to maintain the street widths contained in Resolution 01-12, the Capital Improvements Commission in

taking into consideration the mitigating factors of: (1) unanimous resident support for a narrower street width; (2) property line setbacks; and (3) utility pole movement and projected tree loss with a 25 foot street width, the Commission recommends accepting the staff report recommendation of a 22 foot roadway width for Hawthorne Boulevard as reconstructed in 2012.”

ACTION REQUESTED

The Village Board is requested to review the material included herein and consider the Capital Improvements Commission recommendation for the 22 ft. width of a reconstructed Hawthorne corridor, uniformly applied over its entire length. Area residents have been invited to appear at the August 15, 2011 workshop to provide direct input to the Board, and it is anticipated that the core group of resident organizes again will lead off the public comment period with a formal presentation. Public Works staff will be present at the upcoming Board workshop to provide an overview of the project and roadway width issue and to answer any questions.

BACKGROUND INFORMATION

A series of documents are enclosed that provide most of the essential background on the Hawthorne roadway width question, with significantly more detail. This information includes:

- A memorandum to the Members of the Capital Improvements Commission dated July 8, 2011 providing background information and data, and requesting the CIC to develop a recommendation for roadway width for reconstruction for Hawthorne. The information transmitted to the commissioners is substantially included herewith, including meeting agenda; minutes of the June 21, 2011 CIC meeting that was devoted to sharing Hawthorne project information to the commissioners; staff recommendation memo; consultant report from ERA; traffic study report; Village Forester’s Parkway Tree Assessment (6/23/11); June 28, 2011 public meeting invitation letter and meeting summary; letter dated June 22, 2011 from 319 Hawthorne residents Bob & Maggie Edwards.
- Minutes from the July 12, 2011 Capital Improvements Commission
- Follow-up inspection report from Village Forester Peggy Drescher dated August 3, 2011, including email response to Hawthorne resident Cari Dinneen dated July 12, 2011.
- Letter dated August 5, 2011 to area residents advising them of the planned August 15, 2011 Village Board workshop meeting.

cc: Mark Franz, Village Manager
Kristen Schrader, Assistant to the Village Manager - Administration
Capital Improvements Commission

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Interoffice Memorandum

to: Members of the Capital Improvements Commission
from: Bob Minix, Professional Engineer *Bob Minix*
subject: July 2011 CIC Meeting – Information Transmittal
date: July 9, 2011

The July 2011 meeting of the Glen Ellyn Capital Improvements Commission is scheduled for 7:30 PM Tuesday evening, July 12, 2011 in the Clayton Center (next to the gym) of the Civic Center.

The purpose of this meeting is to develop the CIC recommendation for the appropriate width of the proposed reconstructed Hawthorne roadway. Please note that consideration of the new sidewalk issue for the segment of Hawthorne east of Park will be deferred to a later date. The July CIC meeting follows the public information meeting for the project conducted June 28 that had some 60 signed-in attendees.

In preparation for this meeting, I have developed a staff recommendation for the roadway width. Included with that memorandum are a variety of support documents including the consultant's report, traffic study, tree survey report prepared by the Village Forester and public meeting summary.

You will note on the agenda the proposed format for the meeting. The key core group from the Hawthorne corridor will lead off the public input portion with a presentation that is designed to consolidate and emphasize their comments and concerns in the hopes of making the meeting run as efficiently as possible.

Trustee Henninger will be subbing for Trustee Hartweg for this meeting.

In addition to the agenda and recommendation memo + support information, enclosed herewith are the following items:

- Minutes of the June 21, 2011 (rescheduled) CIC regular meeting
- Project Activity Report dated July 7, 2011
- Letter to the CIC from long-time Hawthorne residents Bob and Maggie Edwards regarding the upcoming reconstruction of the roadway

Please contact me at 630-547-5514 (direct line) or via email (bobm@glenellyn.org) if you have any questions or comments. See you on Tuesday night.

cc: Jeff Perrigo, Interim Public Works Director
Patti Underhill, Administrative Services Coordinator
Phil Hartweg, Trustee Liaison
Carl Henninger, Village Trustee
Karen Blake, Recording Secretary



AGENDA

CAPITAL IMPROVEMENTS COMMISSION

Glen Ellyn Civic Center – Clayton Center
Glen Ellyn, IL 60137

**Tuesday, July 12, 2011
7:30 PM**

- I. Call to Order
- II. Audience Participation (non-agenda items)
- III. Approval of Minutes from the June 21, 2011 Meeting
- IV. Consideration of Roadway Width Issues Associated with the Design of the Reconstruction of Hawthorne and Development of a Recommendation:
 - Village Staff Report (Professional Engineer Bob Minix)
 - CIC Questions to Staff
 - Resident Presentation (Representatives from Hawthorne Corridor)
 - CIC Questions to Representatives
 - Other Audience Comments and Input
 - CIC Deliberations
 - Formulation and Approval of a Recommendation on Roadway Width for the 2012 Hawthorne Reconstruction Project
- V. Other Business (as required)
- VI. Adjournment

MINUTES

(DRAFT)

BOARD OR COMMISSION: Capital Improvements

DATE: 6/21/11

MEETING: Regular X Special _____

CALLED TO ORDER: 7:37 PM

QUORUM: Yes X No _____

ADJOURNED: 9:45 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Piszczek,
Commissioners Brugh, Colliander,
Lindquist, O'Carroll and Pryde

OTHERS: Trustee Liaison Hartweg,
Professional Engineer Bob Minix,

ABSENT: Commissioners Popp, Ryne
and Thelen

AUDIENCE: Residents from the
Hawthorne corridor

CALL TO ORDER:

The June 21, 2011 meeting of the Capital Improvements Commission was called to order by Chairman Piszczek at 7:38 PM. A quorum was present.

AUDIENCE PARTICIPATION:

As the handful of individuals in the audience were in attendance for the Hawthorne improvements Project, it was decided that they would ask questions and interact with Commissioners as appropriate during the meeting.

APPROVAL OF MINUTES:

Chairman Piszczek moved to approve the April 12, 2011 meeting minutes. The motion was seconded by Commissioner Lindquist. The Motion carried unanimously.

CONTINUING BUSINESS:

P.E. Minix stated that the main purpose of this meeting was to share information regarding the status of the Hawthorne project. There will be a public meeting in the gym on June 28, with room for over 100 people. It is not going to be broadcast. The primary purpose of that meeting is informational, and will be led by the Engineering Resources Associates ("ERA") consulting team. The focus will be on the street width issue. There will be some presentations and opportunities to break into smaller groups, with consultants stationed around the gym to explain aspects of the plans. This will afford a better chance to work one-on-one with residents rather than a large group. In response to a question from Chairman Piszczek, P.E. Minix noted

that a representative from the police department will be in attendance. If there are no representatives from the schools in attendance, P.E. Minix will be able to share their take on the issue of roadway width. The District representatives are generally comfortable with the current street configuration and are generally neutral on the width issue. The meeting has been advertised by sending a letter to 300 households on the Hawthorne corridor and a block on either side. There will be an e-blast and mention on the Village website. The Village Forester, Peggy Drescher, will not be at the meeting but will have input on the plans. The plans and reports, including the traffic study, can be viewed at ERA's website for the project: www.eraconsultants.com. P.E. Minix noted that the sidewalk plan is rough, and he will walk the corridor and try to get it more specific. Chairman Piszczek asked whether the sidewalk can be widened to encourage children to walk there and not in the street. P.E. Minix said that the sidewalk is a standard 5 foot width.

There will be no decisions at the June 28th meeting. At the July CIC meeting, Commissioners will digest information gleaned from the June 28th meeting and formulate a recommendation for the Village Board. P.E. Minix asked the Commissioners what information they need for a productive meeting in July. Commissioner Pryde asked for some type of resident survey or other mechanism to gauge resident sentiment, perhaps on specific areas where views are different (draining, water service, turning radii) noting that Hawthorne is not the same end-to-end, or the July meeting could run for five hours. Chairman Piszczek shared the concern, and noted that the Commission may need two meetings to arrive at a recommendation. P.E. Minix said that these things are detailed design issues. Once the width, sidewalks and perhaps materials have been established, Commissioners can then go forward and have a public meeting on those other issues. Commissioner Pryde asked if there are other issues that may get lost in the width debate. Commissioner Colliander noted that trees, power poles and schedules seem to be the other matters.

The meeting was suspended at 8:00 PM due to the sounding of the tornado warning siren.

The meeting was reconvened at 8:23 PM in the first floor hallway near Solinski West with Commissioner O'Carroll now in attendance.

In response to a question from the audience, P.E. Minix confirmed that residents would be able to make comments on June 28. There will be notes taken and a meeting summary prepared.

P.E. Minix asked Commissioners if they are looking for a staff "recommendation" or more of a "direction" which staff feels is feasible. Chairman Piszczek noted that he will be looking to P.E. Minix and staff to make a recommendation. He is also looking for input from other "stakeholders": school districts, police and fire, and as much information as possible from the strong citizen group. There will be much digesting of information at the July 12 meeting.

Commissioner Pryde noted that other street design issues cannot be addressed until the width is resolved. In response to a question, P.E. Minix stated that the widening is expected to be balanced on both sides. Commissioner Pryde said that everything would be done to move the poles end-to-end and perhaps the tree situation is not as bad as in other areas of reconstruction. The Forester's report will analyze tree loss for a 21 feet versus 25 feet roadway. Her primary concern is moving poles and its impact on trees on an address by address basis. Her report is expected to be done later in the week.

Commissioners discussed the possibility of parking on Hawthorne if it is wider. It is a section-specific question, and in certain sections it would not be practical. P.E. Minix noted that parking would add an entirely new dimension to the width issue.

Resident John Huston asked if the Forester is going to report on the impact of a sidewalk. Her report may be continued and this question will not be addressed immediately in the report. Regarding the additional sidewalk near Glenbard West, the school district is not against it, but wants to see how it would work at Ellyn. The resident noted that the width and sidewalk issues impact each other. P.E. Minix replied that if the street width can be settled, the sidewalk matter can be reviewed this fall without disruption to the project schedule. Commissioner Pryde noted that it is a component of the overall project. One thing is to be decided at a time. First, the street width, then the sidewalk. This will lead to better decisions than to try to decide everything at once. The sidewalk matter is not as time critical as the street width.

P.E. Minix asked Commissioners how they can be as productive as possible at the July 12 meeting and what they want for that meeting. He noted that someone from ERA and the police department will be in attendance on July 12. Commissioner Pryde would like (1) a definitive response from the police and fire departments; (2) staff and ERA draft recommendations, focusing primarily on street width block by block. In response to questions from Commissioners, P.E. Minix stated that the cost differential between the two proposed widths would be available. He also noted that pricing is going well and that asphalt does not fluctuate with the rapidity of gasoline prices. The street will be concrete all the way. Snow plows can manage the narrower width, but it is a challenge.

The traffic report was discussed. The differences in the counts are not huge along the different sections of the Hawthorne corridor. The traffic engineer will be at the June 28 meeting. Commissioners noted that the different widths on Western and Main did not appear to be controlling factors of speed, and that even with the different volumes, the speeds were very close. Width apparently does not control speed to a significant extent, but other factors such as destination do control it. The report will be posted on the project website.

A resident asked what weight is given to the factors discussed at this meeting: traffic, loss of trees, utilities, costs and elevations. Are some more important than others? Commissioners noted that no one factor typically controls and the Village of Glen Ellyn must be considered as a

whole and more than the residents on Hawthorne are affected by these decisions. Attempts were made to build a matrix when the 20 year project commenced, but it was not possible because there are different issues in different locations. Resident input, safety and transporting residents from point A to point B are all important factors. A justification or reasoning for the Commission's ultimate recommendations will be included, and important factors going into decisions will be noted, i.e., where is traffic coming from and where it is going – the purpose of a street. There are different purposes in different sections. This is a 40-50 year decision.

A resident asked what could change in the Village that could impact Hawthorne. Commissioner Pryde replied that in different economic times, downtown development will impact traffic. To get to downtown, there must be feeder streets. As that changes, it will impact the balance of the Village. Also, District 41 has not made a decision as to the long term future of Hadley School. The Village must be prepared for something happening there 15 years from now.

In dialog with residents, P.E. Minix confirmed that ERA will be represented on July 28th. Two designs will be presented in a "linear" nature showing the physical layout of trees and poles, driveway perspectives. The ERA representatives can point out driving lane widths. For example, a 21 foot wide road has about an 8 foot driving lane; a 25 foot wide road has about a 10 foot lane. Commissioner Pryde noted that his personal observation is the people drive down the middle of Western unless there is an oncoming car, perhaps not a good situation for a collector street.

In response to a resident question, P.E. Minix reiterated that the Forester's report will be an assessment made address-by-address. Commissioner Pryde asked if AT&T and WOW would come in to talk about the pole issue, which will have an impact for many years. P.E. Minix will reach out to them, but expressed concern that they will not cooperate, and that the pole issues start with ComEd. Once the Forester's report is received, additional steps can be taken.

Chairman Piszczek asked P.E. Minix if he has the feedback on what information Commissioners are seeking. Fire and police will be invited to July 12 meeting, and Commissioners want a staff recommendation. Commissioners want crash data, the Forester's report, definitive reports from police and fire and feedback from utilities to mitigate the tree removal. P.E. Minix noted that the impact on trees of pole movement will be a big part of the width issue. He also said that intersection design is not critical for the street width decision. Such matters can be brought forward after the width is decided.

Chairman Piszczek replied to a resident question that the decision to make Prospect 21 feet was a Village Board decision, not a Commission recommendation. Trees were part of the equation. The corner radii are tight at Prospect and Hill and it is a difficult turning corner.

P.E. Minix will try to get requested information to Commissioners as soon as possible, but will probably be close to the July 12 meeting date.

TRUSTEE'S REPORT:

Trustee Liaison Phil Hartweg did not give a report.

NEW BUSINESS:

No discussion.

PUBLIC WORKS:

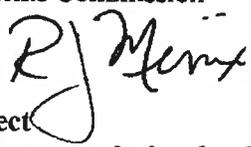
No discussion.

ADJOURNMENT:

Chairman Piszczek moved to adjourn the meeting. Commissioner Pryde seconded the motion, which was carried unanimously. The June 21, 2011 meeting was adjourned at 9:45 PM.

Submitted by Karen Blake, Recording Secretary
Reviewed by R. Minix, Village of Glen Ellyn Public

Interoffice Memorandum

to: Members of the Capital Improvements Commission
from: Bob Minix, Professional Engineer 
subject: Hawthorne Reconstruction Project
Street Width Issues and Staff Recommendation for CIC Consideration
date: July 8, 2011

ISSUE

Glen Ellyn has initiated design of a project to reconstruct Hawthorne within the Village, from the Wheaton border on the west (at Hadley Junior High School) to the terminus on the east (at Ellyn Avenue and Glenbard West High School). Included with the planned work will be the rehabilitation of Pleasant between Cottage and Hawthorne. The overall project will consist of various underground improvements to the water, sanitary sewer and storm sewer systems and complete rebuilding of the Hawthorne roadway with a concrete pavement. Construction of the project is scheduled for the spring and summer of 2012 and it is the intent to rebuild the entire corridor next year.

A total of about one mile of roadways will be improved with the project. The current construction cost estimate for the project is \$4.5 million using strictly Village funds. This will be a very major project and, in fact, will constitute the entirety of the Village's 2012 roadway rehabilitation program.

Hawthorne is currently a curbed street at a constructed width of 21 ft. from back-of-curb to back-of-curb. Except for the very west end of the roadway near Hadley, no parking is allowed on either side of the street. The corridor has public sidewalk on both sides except for the segment on the south side of Hawthorne between Park and Ellyn.

Interest in the project by area residents has been significant, with numerous appearances at recent Capital Improvements Commission meetings. Two items in particular have been the focus of resident concern: roadway width and new sidewalk installation where none currently exists. This memorandum will concentrate on the street width issue, with new sidewalk considerations to be taken up at a later time. The overwhelming sentiment expressed by residents to date on the street width issue has been to maintain the current roadway footprint and not to widen it.

Resolution 01-12, a Resolution To Establish Various Design Criteria and Policies Associated with the Reconstruction of Roadways in the Village of Glen Ellyn, was developed to provide a consistent design basis for streets undergoing major rehabilitation work. Per the Village's Comprehensive Plan, Hawthorne is considered a Neighborhood (or Minor) Collector Street providing access within a neighborhood to local centers. Section Two of Resolution 01-12, Street Width, states that "For

existing collector and arterial streets when reconstructed, the street width should be 25 feet from back-of-curb to back-of-curb." Excerpts from Resolution 01-12 pertaining to street width are enclosed for reference. Given the early and obvious resident concern about the roadway cross section, staff has authorized a preliminary engineering phase for the Hawthorne Project to carefully examine the width issues and to develop information and analyses that will assist in arriving at an informed decision on the matter, rather to rely solely on the guidance of Resolution 01-12 throughout the design phase.

In April the Village retained Engineering Resource Associates of Warrentonville to provide preliminary and detailed engineering services for the Hawthorne Reconstruction Project. Since the inception of engineering, the consultant team has performed traffic counts in the project area, completed field surveys and created base sheets showing existing features. Two possible street layouts have been developed at this stage, one involving no change in footprint (21 ft. from back of curb to back of curb), the other a widened roadway of 25 ft. back-to-back, representing the probable extremes of roadway width. Both the consultant and Village team have performed other investigations to determine costs, impacts, pros and cons of the various roadway widths. These analyses have been ongoing, culminating in a presentation at a public meeting held on June 28, 2011 where the focus was almost exclusively on the roadway width issue.

ACTION REQUESTED

The Capital Improvements Commission is the designated body to provide an initial review and consideration of exception requests to the design criteria policies established by Resolution 01-12. It is proposed that the CIC consider the issue of the appropriate street width for Hawthorne at the July 12, 2011 regular meeting and provide a recommendation to the Village Board; **this recommendation would be in the range of 21 ft. to 25 ft. b-b, with width variations along the Hawthorne corridor considered if appropriate.** All residents within the near-project area received a letter inviting them to the June 28 public meeting and advising them of the July 12 CIC meeting. All participants in the June 28 meeting were encouraged to attend the upcoming CIC meeting.

BACKGROUND

A website has been established by the consultant as a repository for various project reports, plans, meeting summaries and other information. The project information is available at: www.eraconsultants.com. Excerpts from the various reports and data will be appended to this memorandum, with the full data available via the website.

Results from the preliminary engineering phase of the project are contained in a letter report authored by ERA president Rod Beadle and dated July 7, 2011. This information is very important to this discussion and should be examined fully and carefully. The project issues covered in the letter report will also be discussed later in this memorandum.

The website contains an agenda, copy of the PowerPoint presentation and summary of the public meeting that was held on June 28, 2011 at the Civic Center. Primary concerns expressed by residents at the meeting regarding street width related to traffic speeds, pedestrian safety, tree impacts and home values. All attendees appeared to support maintaining the current street footprint when Hawthorne is reconstructed.

STREET WIDTH DECISION FACTORS

There are a number of items that can be considered when discussing the issue of roadway width. The following discussion, in many cases, is supplementary to the ERA preliminary design letter report.

- Precedence -- The Capital Improvements Commission has considered the street width issue on a number of occasions, formally reviewing (and ultimately recommending) design exception requests for slightly wider roadways associated with the 2008 Parkside-Summerdale project and this year's Sunset-Turner project, as well as a more informal discussion on the 2006 Prospect reconstruction project where the CIC supported a wider cross section, but the ultimate Board decision was to maintain a narrow roadway. Parking was a major consideration for the roadways where wider cross sections were sought; the issues with Prospect were related to tree impacts and resident concerns about increased traffic and speeds believed to be anticipated with a wider roadway. The Prospect situation is similar to Hawthorne in that both projects involved collector-type streets and most corridor residents oppose widening. All in all, the CIC has sought to generally uphold the design criteria established by Resolution 01-12 but within a context that considers site-specific factors.
- Stakeholder Input -- Village staff held discussions with representatives from school districts 41 and 87 and reached out for input from the Police Department and Fire Company on the issue of Hawthorne roadway width. In general, all these entities were neutral on street width, citing no overt or compelling difficulties with the current street width and taking a stance neither for or against widening. Both school districts requested consideration of possible design solutions to very localized traffic movement situations at each school site, separate from the general street width issue.
- Parking -- There has been little or no discussion on modifying current parking restrictions throughout the corridor.
- Emergency Access -- With no changes in parking, emergency access would only be marginally improved by a different roadway cross section.
- Traffic and Speed -- It is not anticipated that the selected width of Hawthorne will be a significant factor in the number or speed of vehicles using the roadway.
- Level of Service / Safety -- Existing accident history along the Hawthorne corridor does not show that the existing roadway width is a significant contributing factor other than likely some relationship to the number of fixed object incidents, which constituted 20% of the three-year record examined. Existing sidewalks are generally situated well away from the edge of the roadway; even with a widened roadway, IDOT minimum criteria for setbacks are surpassed.

The League of Illinois Bicyclists (<http://www.bikelib.org/bike-planning/bicycle-level-of-service>) provides a calculator that considers various inputs and delivers a level of service rating for both bicyclists (BLOS) and pedestrians (PLOS). These ratings provides a measure of the apparent compatibility level of a corridor with the proposed use and can be utilized to compare the impacts of various design factors -- such as roadway width, pavement condition and buffering offered by parkways and trees -- on the suitability / safety to bicyclists and walkers. Using this calculator, three scenarios were examined: existing Hawthorne and two

reconstructed Hawthorne sections (21 ft. b-b and 25 ft. b-b). The results are attached hereto and indicate that there is a significant betterment in the BLOS for any reconstruction scenario due to much improved pavement condition (from very low to moderately high compatibility) and only slight degradation in PLOS due to decreased parkway width (very high compatibility in each scenario run).

- ❑ Tree Impacts – The tree survey indicates significant concern with a wider street due to impacts on tree root systems and to collateral impacts on tree shape and form due to pruning resulting from the relocation of utility poles. This is a forceful factor favoring a narrower street.
- ❑ Utility Pole Impacts – Most poles are within three feet of the existing back of curb. Any roadway width beyond 22 ft. b-b will require a significant number of pole relocations.
- ❑ Costs – The cost of widening for the Hawthorne project appears to be about \$26,000 per foot of additional roadway width.
- ❑ Impervious Area – A wider roadway results in a greater impervious area footprint, thus increasing runoff during storm events and reducing green space. The net impervious increase when widening the roadway from 21 ft. to 25 ft. b-b is about 10-15%. There are no known significant flooding problems in the corridor.
- ❑ Driveway Approach Configurations – A change in roadway width from 21 ft. to 25 ft. would worsen driveway slopes on the order of 2-3%. Some driveways in the corridor are already quite steep, greater than the maximum desirable slope of 10%.

RECOMMENDATION

Staff Recommendation – As parking does not appear to be a consideration for the Hawthorne corridor, contemplation of reconstructed roadway widths less than 25 ft. back-to-back is feasible. Possible lane widths per established national design standards vary between 9 and 12 ft. for this type of urban collector street. In consideration of all the various factors discussed above, a narrower street width is recommended. **A 9 ft. lane width coupled with B-6.18 curb and gutter would result in a total roadway width of 22 ft. and this is the recommended cross section. Furthermore, there does not appear to be any compelling reason to modify the width of the roadway along the length of the corridor.** Construction of a 22 ft. wide street would result in a 6-inch widening on each side of the street beyond the current roadway footprint.

The CIC is requested to consider staff and resident input and develop their own recommendation regarding the design street width associated with the reconstruction of Hawthorne. Consistent with the above staff recommendation, a suggested form of a motion is presented below that may be modified at the actual time it is made:

It is the recommendation of the Glen Ellyn Capital Improvements Commission that the street width for the reconstruction of Hawthorne be a uniform 22 ft. from back-of-curb to back-of-curb for the proposed 2012 Hawthorne Reconstruction Project.

Upon approval by a majority of commissioners, the CIC recommendation will then be forwarded to the Village Board for their consideration and final decision.

RESOLUTION NO. 01-12

**RESOLUTION TO ESTABLISH VARIOUS DESIGN CRITERIA AND POLICIES
ASSOCIATED WITH THE RECONSTRUCTION OF ROADWAYS
IN THE VILLAGE OF GLEN ELLYN**

WHEREAS, the Village of Glen Ellyn ("the Village") is now embarking on a Long Term Street and Storm Sewer Improvements Program ("the Program") funded by a combination of General Obligation Bonds (approved by a referendum passed in the November 2000 general election), Utility Tax funds and Real Estate Transfer Tax proceeds; and

WHEREAS, the Program includes 17 major storm sewer improvement projects, and associated street rehabilitation, at locations throughout the Village; and

WHEREAS, the Program provides for the reconstruction of over 10 miles of roadways, of which over 7 miles are currently without curbs and over 3 miles are curbed; and

WHEREAS, numerous design choices and alternative approaches are available for consideration when a roadway is entirely rebuilt; and

WHEREAS, design criteria and policy issues should be developed, discussed and established early in the program for use in future street reconstructions; and

WHEREAS, it is beneficial to establish uniform roadway design parameters and policies so that staff, consulting engineers and Village residents have a documented basis from which to proceed with the implementation of street reconstruction projects and to address inquiries; and

WHEREAS, Village staff developed a list of 12 pertinent issues and policies, provided background information and current practices on those issues, proposed options for future implementation, and provided input and comment on alternatives; and

WHEREAS, the Capital Improvements Commission, at its March 13, 2001, meeting, reviewed the staff information on the issues and policies and provided recommendations; and

WHEREAS, the Village Board discussed roadway project issues and alternatives at its March 19, 2001, workshop meeting and finalized the design parameters and policies presented hereinafter; and

WHEREAS, a detailed compilation and narrative of the issues, alternatives, discussions, recommendations and decisions concerning the roadway construction design criteria and policies is included herewith as Attachment A;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, IN THE EXERCISE OF ITS HOME RULE POWERS, as follows:

SECTION ONE: The issues identified and discussed regarding street rehabilitation designs and policies included (in the general order of importance):

Street Width

Curb and Gutter Construction

New Sidewalk Installation

Driveway Approach Removal and Replacement

Private Property Drainage Considerations

Pavement Material

Contractor Bonus / Penalty Provisions

Street Lighting

Parkway Tree Planting Program

Multi-use Paths

Traffic Calming Devices

Service Walks / Carriage Walks

SECTION TWO: Street Width (see Attachment A-1)

The following design criteria will apply:

- For existing local streets with curbs, the reconstructed street width (from back-of-curb to back-of-curb) should not be changed.
- For existing collector and arterial streets when reconstructed, the street width should be 25 feet from back-of-curb to back-of-curb.
- For existing local streets currently without curbs, the reconstructed street width should be 21 feet from back-of-curb to back-of-curb.

SECTION THREE: Curb and Gutter Construction (See Attachment A-2)

A barrier-type curb and gutter should be installed on all streets in order to better define the pavement edge, especially during snow plowing operations; provide better parkway protection when vehicles park on the street; provide lateral support to the pavement; and more effectively control and collect street drainage.

SECTION FOUR: New Sidewalk Installation (See Attachment A-3)

Sidewalks should be constructed on both sides of the street for the general use of all pedestrians.

SECTION FIVE: Driveway Approach Replacement (See Attachment A-4)

The replacement of aprons (that portion of a driveway in the public right-of-way generally located between the sidewalk and the curb) should be provided for all driveways along a street undergoing complete reconstruction or enhanced resurfacing when all existing curb and gutter is being replaced.

SECTION SIX: Private Property Drainage Considerations (See Attachment A-5)

During construction projects, reasonable and appropriate provisions in the public right-of-way should be made to provide property owners with connection points for private drain pipes. Storm sewer improvements on private property remain the responsibility of the residents (as the benefits of the improvement accrue primarily to them), except in cases where stormwater may originate from the public right-of-way.

SECTION SEVEN: Pavement Material (See Attachment A-6)

During the design phase, the consulting engineer should perform analyses to ascertain whether concrete or asphalt should be used in the reconstruction of the roadway. It is anticipated that concrete will be used on most arterial and collector street reconstructions and asphalt on local streets.

SECTION EIGHT: Contractor Bonus / Penalty Provisions (See Attachment A-7)

Bonus provisions (applicable to the substantial completion date), based on a per day rate with a maximum limit, should be incorporated into construction contracts to provide incentive for timely completion of the projects. As a general rule of thumb, 2% of the contract cost should be provided as the maximum available bonus amount, but no less than \$10,000 and probably no more than \$50,000. A corresponding penalty provision – with no maximum limit – will apply for unwarranted delays beyond the prescribed substantial completion date. Liquidated damages will be due for delays beyond the final completion date.

SECTION NINE: Street Lighting (See Attachment A-8)

In accordance with project needs, street lights should be replaced or re-wired on a one-for-one replacement basis. There should be no general change in the current lighting configuration, which generally consists of a single overhead light at intersections with a mid-block light for long blocks.

SECTION TEN: Parkway Tree Planting Program (See Attachment A-9)

Planting efforts during the five year tree program should be coordinated with the street rehabilitation program to the maximum practicable extent . Where street corridors are scheduled for reconstruction in the next five years, tree planting should occur only after roadway work is complete. For corridors scheduled for reconstruction in the next 6 to 10 years, planting should be postponed until those roadway projects are complete.

SECTION ELEVEN: Multi-use Paths (See Attachment A-10)

Multi-use / bike paths generally should not be a design consideration during the roadway reconstruction process at this time. Generally, there is little available right-of-way for the extra-width required (generally at least 10 feet) for multi-use paths. This issue should be deferred until the Village has a well-defined bikeway plan and most potential corridors have been identified.

SECTION TWELVE: Traffic Calming Devices (See Attachment A-11)

A relatively narrow roadway width is a suitable method of reducing vehicle speeds on streets. Physical impediments, such as speed humps and traffic circles, should not be incorporated into the design of roadways as a normal practice. These elements may be appropriate in certain (rare) circumstances and can be retrofitted, if required.

SECTION THIRTEEN: Service Walks / Carriage Walks (See Attachment A-12)

Private sidewalks in the street right-of-way area should be replaced if parking is allowed on the street; in no-parking areas, the walkways should be removed and not replaced, except in special cases such as churches.

SECTION FOURTEEN: The issue of undergrounding overhead utility wires when a street is reconstructed requires additional study to more fully determine costs, scheduling implications,

project priorities and management. Village Boards and staff will continue to discuss the development of a utility undergrounding policy for Glen Ellyn.

SECTION FIFTEEN: The various design criteria and policies described in this Resolution may be modified or adjusted to meet the special circumstances of a particular project, subject to the review and approval of the Village Board.

SECTION SIXTEEN: This Resolution shall be in full force and effect from and after its passage and approval.

PASSED by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 9TH day of APRIL, 2001.

AYES: STRAYER, BLACKLEDGE, KOHNKE, MURPHY, O'BRIEN, PERLSTEIN

NAYS: -0-

ABSENT: -0-

APPROVED by the Village President of the Village of Glen Ellyn, Illinois, this 9TH day of APRIL, 2001.


Village President of the
Village of Glen Ellyn, Illinois

ATTEST:


Village Clerk of the
Village of Glen Ellyn, Illinois

Attachment A

POLICY ISSUES FOR STREET REHABILITATION PROJECTS

Approved as part of Resolution No. _____ dated _____

The following 12 items are issues associated with the rehabilitation of roadways. The format for the presentation and discussion of each item consists of an issue statement; a background/current practice section; an options section; a Public Works opinion section; a Capital Improvements Commission discussion and recommendation section; and Village Board discussion and final determination section.

The items identified and discussed regarding street rehabilitation policies include (in the general order of importance):

1. Street Width (Attachment A-1, p. 2)
2. Curb and Gutter Construction (Attachment A-2, p. 5)
3. New Sidewalk Installation (Attachment A-3, p. 6)
4. Driveway Approach Removal and Replacement (Attachment A-4, p. 8)
5. Private Property Drainage Considerations (Attachment A-5, p. 10)
6. Pavement Material – Asphalt or Concrete (Attachment A-6, p. 12)
7. Bonus / Penalty Provisions (Attachment A-7, p. 13)
8. Street Lighting (Attachment A-8, p. 15)
9. Parkway Tree Planting Program (Attachment A-9, p. 17)
10. Multi-use Paths (Attachment A-10, p. 18)
11. Traffic Calming Devices (Attachment A-11, p. 19)
12. Service Walks / Carriage Walks (Attachment A-12, p. 20)

These items were discussed with the Capital Improvements Commission at their regular March meeting conducted March 13, 2001 and with the Village Board at their workshop meeting held March 19, 2001.

Village of Glen Ellyn
POLICY ISSUES FOR STREET REHABILITATION PROJECTS

Approved as part of Resolution No. _____ dated _____

Attachment A-1

STREET WIDTH

Issue: What should be the width of roadways when significant renovation is planned?

Background / Current Practice:

The issue of street width became a controversial issue when the Village embarked on roadway improvements projects funded by the 1987 bond issues. In particular, the reconstruction of west Hill Avenue in 1988 engendered prolonged discussions on appropriate street widths and the impacts of street widening. West Hill Avenue (west of Prospect) was generally widened from about a 21 ft. back-to-back of curb (b-b) distance to a 25 ft. b-b; the balance of Hill Avenue was already 25 ft. b-b. The 1987 North Main Street project (funded primarily by federal monies) changed the street width from 25 ft. b-b to 28 ft. b-b, with the 28 ft. distance established as a compromise width with state and federal officials who originally wanted a street width well in excess of 30 ft. The 1988 Kenilworth project did not change the street width; the roadway is 21 ft. b-b. The Western Avenue project of 1992 also did not change the street width from 21 ft. b-b, although the Capital Improvements Commission and Village technical staff supported a moderate width increase of 2 to 4 ft.

Within the past 6 years or so, there has been just limited discussion on street widths for reconstruction projects. All major 2-lane road reconstructions have gone in at 25 ft. b-b, including Main Street – Fairview to Hillside (no change); Duane Street – Lorraine to Prospect (from 21 ft. b-b); Lorraine Road – Greenfield (Harwarden) to Duane (Phase I south of Hill was previously 21 ft. b-b; Phase II north of Hill previously was 25 ft. b-b in general, with the most northerly section actually 27 ft. b-b).

On the private development side, approved street widths for newer subdivisions have generally been less than the prescribed standard of 27 ft. b-b, with 21 ft. b-b commonly used (e.g. Baker Hill residential; Glen Arbor). The narrower street width allows for more greenspace and provides a larger planting area for trees. In addition, it is anticipated that the narrower street generally reduces vehicle speeds.

The issue of street width is particularly applicable to situations where there currently are no curbs on the streets. If the shoulders are included, the width of the street may vary significantly as shoulders may range from non-existent to parking-lane width in size.

In the early 1990's, the neighborhood streets in the Lowden – Coolidge – Dawes area west of Park Boulevard were reconstructed to a width of 27 ft. b-b. These streets were previously uncurbed and were originally designed to be constructed at 21 ft. b-b. Because adjacent property owners desired the additional width of street, primarily for parking purposes, and agreed to pay for the extra pavement with a 5 year special services area property tax, the wider street was installed.

Village of Glen Ellyn
POLICY ISSUES FOR STREET REHABILITATION PROJECTS

Approved as part of Resolution No. _____ dated _____

Options:

The minimum street width is 21 ft. b-b. The maximum two lane street width, using the Sub-division code prescribed width, would be 27 ft. b-b. The larger width permits two-way traffic to (carefully) pass a parked car at the same time; street widths smaller than 27 ft. b-b would require one-at-a-time movement past a parked vehicle, with 21 ft. b-b the practicable minimum.

Public Works Staff Opinion:

- For existing local streets with curbs: maintain current width
- For existing collector and arterial streets when reconstructed: 25 ft. b-b
- For currently curbless streets: install the minimum width of street (likely 21 ft.); match nearby streets if that width is appropriate

As the situation warrants, case by case exceptions could be considered based on special needs or approved resident requests.

Capital Improvements Commission Discussion and Recommendation:

The CIC focused primarily on the width of streets currently without curbs. There was general agreement in the merit of having a "standard" street width for reconstruction. Since 25 ft. b-b was appropriate for collector and arterial streets and that, at a minimum, local streets should be at least 23 ft. b-b, a standard street width for streets undergoing reconstruction should be 25 ft. b-b. Parking restrictions may need to be considered so that emergency vehicle passage is always possible.

The Capital Improvements Commission recommended:

- Maintain existing width for local streets with curbs. There was limited interest in narrowing street widths during reconstruction to obtain more green space.
- Construct collector and arterial streets at 25 ft. b-b.
- For currently curbless streets: the pavement width should be at least 20 ft., thus making the back-of-curb to back-of-curb width a minimum of 23 ft. It was agreed that a width of 25 ft. should be the de-facto standard.

Village of Glen Ellyn
POLICY ISSUES FOR STREET REHABILITATION PROJECTS

Approved as part of Resolution No. _____ dated _____

Village Board Discussion and Final Determination:

The Village Board discussion also focused primarily on the appropriate street width for streets to be reconstructed where no curb currently exists. The Trustees favored a relatively narrow street to be built, as many streets in Glen Ellyn (primarily the older local streets) have a width of 21 ft. b-b; the narrower streets promote the slowing of vehicles due to a general feeling of "tightness" and the presence of parked vehicles; and the width of parkway areas is maximized.

The Board determined that:

- For existing local streets with curbs, reconstruct at current width.
- For existing collector and arterial streets when reconstructed, the street width should be 25 feet from back of curb to back of curb.
- For existing local streets currently without curbs, the reconstructed street width should be 21 feet from back of curb to back of curb.

(end)

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	10 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	3125 (veh/day)
Posted speed limit:	30 mph
Heavy vehicle percentage:	1%
FHWA's pavement condition rating:	2
% of segment with occupied parking:	0%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	14 ft
Buffer/parkway avg tree spacing:	50 ft

	Score	Level-of-service	Compatibility Level
BLOS:	4.72	E (4.51-5.50)	Very Low
PLOS:	1.53	B (1.51-2.50)	Very High

Hawthorne - Existing
21' b-b

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	8.5 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	3125 (veh/day)
Posted speed limit:	30 mph
Heavy vehicle percentage:	1%
FHWA's pavement condition rating:	5
% of segment with occupied parking:	0%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	14 ft
Buffer/parkway avg tree spacing:	50 ft

	Score	Level-of-service	Compatibility Level
BLOS:	3.38	C (2.51-3.50)	Moderately High
PLOS:	1.55	B (1.51-2.50)	Very High

Hawthorne - Reconstructed
21' 6-6

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	10.5 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	3125 (veh/day)
Posted speed limit:	30 mph
Heavy vehicle percentage:	1%
FHWA's pavement condition rating:	5
% of segment with occupied parking:	0%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	12 ft
Buffer/parkway avg tree spacing:	66 ft

	Score	Level-of-service	Compatibility Level
BLOS:	3.19	C (2.51-3.50)	Moderately High
PLOS:	1.72	B (1.51-2.50)	Very High

Hawthorne - Reconstructed

25' b-b



ENGINEERING RESOURCE ASSOCIATES, INC.

Consulting Engineers, Scientists & Surveyors

July 7, 2011

Mr. Robert Minix
Professional Engineer
Village of Glen Ellyn
30 South Lambert Road
Glen Ellyn, IL 60137

**SUBJECT: Hawthorne Improvements Project
Roadway Width Design Considerations**

Dear Bob:

In accordance with your request, Engineering Resource Associates, Inc. (ERA) has reviewed the primary design considerations associated with selection of a roadway width for the proposed reconstruction of Hawthorne Boulevard from the western village limits to Ellyn Avenue. The following is a summary of each element reviewed.

Existing Conditions

According to the Village of Glen Ellyn's Comprehensive Plan, Hawthorne Boulevard is designated as a minor collector street from the western village limits to Ellyn Avenue. The corridor serves as primary access to adjacent residences along its entire 5,200 feet length. The corridor also provides access to schools at each end and connection to other streets at 11 intersections. Hawthorne terminates on the east end at Glenbard West High School. Hawthorne continues west into the City of Wheaton about 2,900 feet where it terminates at President Street. Hawthorne conveys an average daily traffic volume of about 3,000 vehicles.

The existing roadway is generally 21 feet wide from back of curb to back of curb with a bituminous surface and curb and gutter on both sides. The existing gutters have been paved over so that the perceived existing driving lane width is 10 feet in each direction. Except for the south side of the corridor from Park Boulevard to Ellyn Avenue, there are existing sidewalks on both sides. The existing parkways vary between about 14 feet to 16 feet wide from back of curb to the edge of sidewalk.

Proposed Conditions

The current Village of Glen Ellyn standard typical section for the reconstruction of a minor collector street includes a 25 feet wide concrete roadway with curb and gutter on both sides. The current Village of Glen Ellyn standard for the reconstruction of a local street includes a 21 feet wide section. To accommodate drainage and to minimize street flooding, the curb and gutter would include a 6 inch wide curb and an 18 inch wide gutter.

Trees and Power Pole Impacts

Both parkways contain numerous mature, large diameter trees which are generally in good to excellent condition. There are also overhead electric, cable and telephone wires along the entire corridor. There are 61 poles within the parkways carrying these wires. Many of the poles are located close to the back of the existing curbs.

www.eraconsultants.com

Warrenville
36701 West Avenue, Suite 150
Warrenville, IL 60555
T 630.383.3080
F 630.383.2152

Geneva
501 West State Street, Suite 203
Geneva, IL 60134
T 630.262.8889
F 630.262.8898

Chicago
10 South Riverside Plaza, Suite 1800
Chicago, IL 60606
T 312.683.0110
F 312.474.8099

Champaign
3002 Crossing Court
Champaign, IL 61822
T 217.351.8268
F 217.355.1902

The Village's Forester completed an assessment of existing trees and potential impacts from the reconstruction of Hawthorne in June, 2011. The assessment included a review of the type, size and condition of parkway trees and an evaluation of the potential impact widening the road to 25 feet could have on the trees. The assessment identified 201 parkway trees along the corridor. Potential impacts to the trees include issues caused by root and canopy pruning to accommodate widening, canopy pruning to accommodate moving overhead wires and grading issues associated with potential profile modifications.

The assessment identified approximately 53 trees that may need to be removed due to utility or widening issues if the roadway is widened to 25 feet. It should be noted that even if the existing street width remained at 21 feet, there would still be impacts to the trees caused by construction operations although it is anticipated that the extent of damage would be reduced.

The location of power poles along the alignment was also surveyed and ERA has met with representatives of Commonwealth Edison to discuss utility pole conflicts. Commonwealth Edison and the Village of Glen Ellyn would prefer that all power poles should be offset a minimum distance of 1.0 feet from the back of curb. Moving the poles back further into the parkways generally wouldn't conflict with existing trees. However, moving the overhead wires, especially electric wires, further back could require extensive canopy pruning and cause damage to many existing trees. It is anticipated that, to enable relocation of power poles without significantly moving the overhead wires, cantilevered arms could be used on the new poles.

Using the minimum offset distance of 1.0 feet from back of curb, the following is a summary of the minimum number of poles that would need to be relocated to accommodate various proposed roadway widths.

Roadway Width (Back of Curb to Back of Curb)	Minimum Total Number Of Poles to Be Relocated
21' (8.5' Driving Lanes)	3
22' (9.0' Driving Lanes)	8
23' (9.5' Driving Lanes)	29
24' (10.0' Driving Lanes)	38
25' (10.5' Driving Lanes)	45

Traffic Study

A traffic study was completed by Sam Schwartz Engineering for the Hawthorne corridor in June, 2011 while school was still in session. The study included collection of average daily traffic (ADT), average daily truck traffic and travel speed data at several locations along the corridor and along Western Avenue and Main Street. Main Street includes a 25 feet wide roadway section. Western Avenue includes a 21 feet wide roadway section. All three streets have posted speed limits of 30 miles per hour at the locations studied. In general, the travel volumes, percentage of heavy vehicles and pavement widths did not materially influence travel speeds along study area roadways. It is not, therefore, anticipated that widening Hawthorne up to 25 feet would have a significant impact on traffic speeds along the corridor.

ERA also acquired and reviewed reported accident data from the Village of Glen Ellyn Police Department and DuPage County's Transportation Data Management System. For the period from January, 2007 through February, 2011 there were 25 reported accidents along the corridor. 12 of the accidents were related to intersections, 3 were related to improper backing, 3 involved rear end collisions, 5 involved fixed object collisions (mostly poles) and 2 were of undetermined causes. The fixed object collisions could be related to narrow roadway widths or the close proximity of power poles to the roadway. There did not appear to be any accidents related to sideswipe or lane departure accidents between vehicles.



Lane Width Safety Standards

For new roadways, including local, collector and arterial streets, the standard design minimum driving lane width is 12 feet. This provides adequate space for vehicles traveling at a wide range of speeds and along a variety of alignment configurations to minimize sideswipe and lane departure accidents. However, for reconstruction of existing roadways to avoid conflicts with other existing facilities, narrower lane widths are often selected. The Federal Highway Administration and the American Association of State Highway and Transportation Officials recommend driving lane widths between 10 feet to 12 feet for collector roadways and 9 feet to 12 feet for local roadways. Both agencies recognize that narrower lane widths in urban settings cause fewer lane departure accidents than along rural roadways because of reduced travel speeds. Lane departure accidents can also be affected by narrower widths caused by drifting along horizontal curves. Hawthorne's urban setting, low posted speed limit and lack of curves, except at the far western end could justify narrower driving lane widths.

Pedestrian Separation

As discussed above, there are sidewalks along the entire corridor except for the south parkway from Park Boulevard to Elyn Avenue. The sidewalks are generally separated about 14 feet to 16 feet from the existing back of curb. Widening the roadway width to 25 feet would reduce the normal parkway width to about 11.5. According to the Illinois Department of Transportation, their recommended minimum separation between a roadway's edge and a sidewalk or path is 5 feet. IDOT recognizes that curb and gutter serves as a traffic barrier so the minimum width is often reduced to 0 feet when curb and gutter is used.

Construction Cost

We have evaluated the relative impact to construction costs for various roadway widths. A detailed engineer's opinion of probable construction cost has not been developed yet. However, based upon unit price bids for similar recent projects in the vicinity a construction cost budget of approximately \$4.5 million has been established including a 25 feet wide roadway section and improvements to stormwater, water and sanitary facilities within the corridor. Reducing the proposed roadway width could reduce the overall project construction cost by approximately the following amounts.

Roadway Width (Back of Curb to Back of Curb)	Approximate Construction Cost Reduction	Percentage Construction Cost Reduction
21' (8.5' Driving Lanes)	\$104,000	2.3%
22' (9.0' Driving Lanes)	\$78,000	1.7%
23' (9.5' Driving Lanes)	\$52,000	1.2%
24' (10.0' Driving Lanes)	\$26,000	0.6%
25' (10.5' Driving Lanes)	\$0	0%

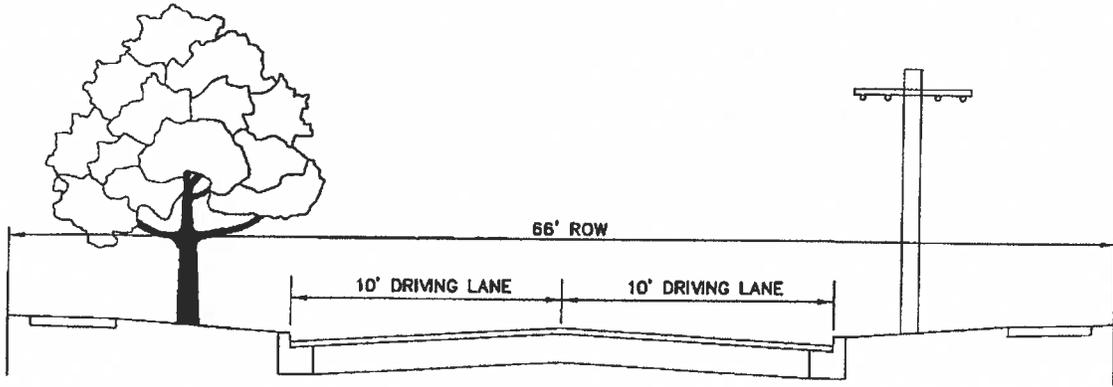
We appreciate the opportunity to provide this information and we trust that it meets with your approval. Please contact me at (630) 393-3060 if you have any comments or questions.

Sincerely,
ENGINEERING RESOURCE ASSOCIATES, INC.

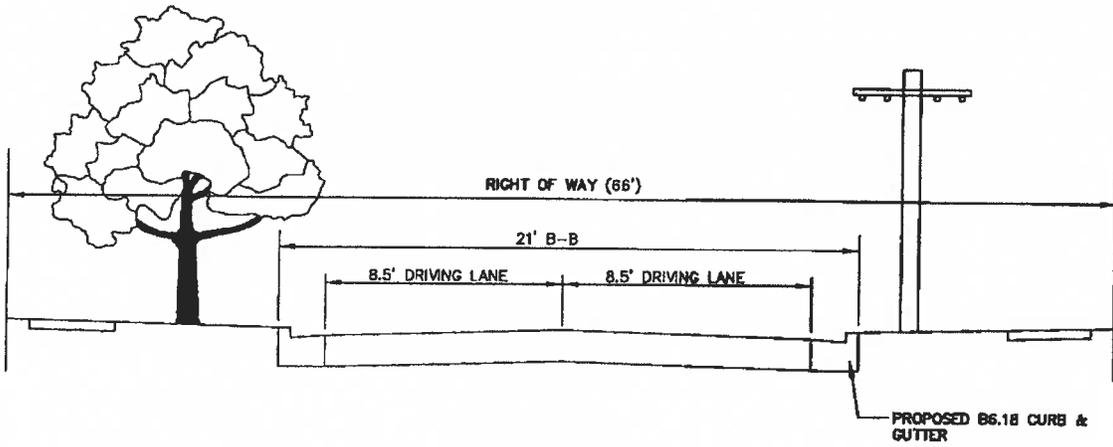


Rodney A. Beadle, PE
President

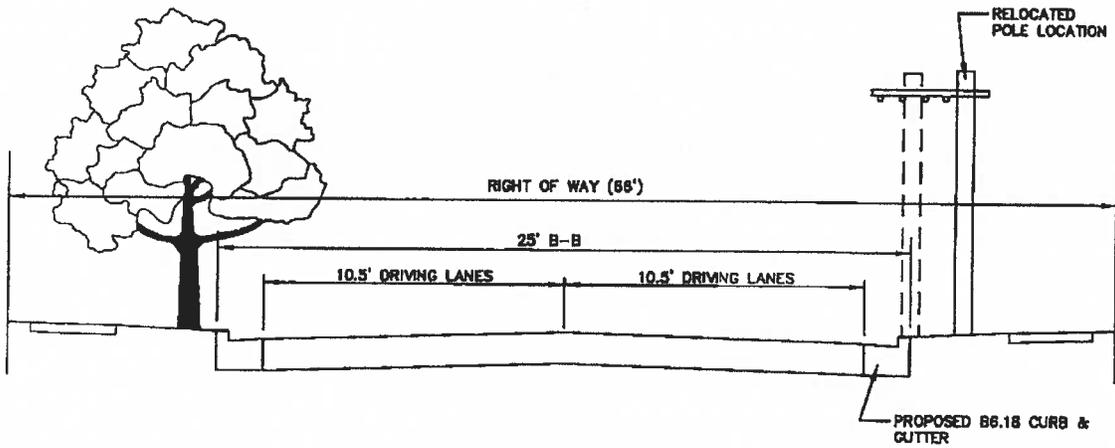




EXISTING HAWTHORNE BLVD.
NOT TO SCALE



PROPOSED 21' B-B
NOT TO SCALE



PROPOSED 25' B-B
NOT TO SCALE



**ENGINEERING
RESOURCE
ASSOCIATES, INC.**
CONSULTING ENGINEERS, SCIENTISTS
& SURVEYORS

Hawthorne Corridor
Power Pole Locations

I = Straight Pole	11
T = Tee Top Pole	39
☒ = Upper Alley Arm Pole	3
* = Tee in Two Directions	3
F = Upper and Lower Alley Arms	1
☒ = Straight Pole Lower Alley Arm	3
TL = Upper Tee and Lower Alley Arm	1

61

Station	Side	Dist. To BC	Pole Type
Western Village Limits			
106+85	R	3.2	I
108+25	R	0.7	T
109+45	L	1.7	I
110+85	L	2.6	*
112+00	L	1.7	T
112+70	L	4.0	*
Kenilworth Avneue			
113+70	L	3.2	T
115+00	L	1.9	T
116+20	L	1.7	T
117+65	L	1.7	T
118+90	L	3.2	T
119+85	L	1.7	T
120+85	L	1.7	T
121+50	L	3.7	☒
Newton Avenue			
122+65	L	2.1	T
123+80	L	2.1	☒
125+20	L	2.1	T
126+30	L	2.0	T
126+85	L	1.7	T
127+60	L	2.9	T
Western Avenue			
200+20	R	3.0	☒
201+25	R	0.9	T
201+35	L	1.7	I
202+45	R	1.0	T
203+35	L	0.9	☒
203+35	R	2.2	T
Prairie Avenue			
204+30	R	1.7	T
204+50	L	1.3	I
205+30	L	2.0	☒
205+45	R	2.2	T

206+35	R	1.1	T
206+45	L	1.6	I
Pleasant Avenue			
207+55	R	2.9	T
207+60	L	2.3	F
208+40	R	3.1	T
208+55	L	1.6	I
209+15	R	1.0	T
209+30	L	1.6	I
210+20	R	1.9	T
210+40	L	1.5	I
Euclid Avenue			
211+45	L	5.0	Ø
211+50	R	3.2	T
212+75	R	1.7	*
212+80	L	1.8	T
213+90	R	3.0	T
214+90	R	3.6	T
Main Street			
215+65	R	6.4	T
216+60	R	2.9	T
217+25	R	1.7	T
218+25	R	3.6	T
219+40	R	1.6	T
Forest Avenue			
220+30	R	1.8	T
221+25	R	1.7	T
222+50	R	2.5	T
Park Boulevard			
223+45	R	3.0	TL
224+50	R	2.2	T
225+50	R	3.2	T
226+20	R	2.7	T
226+95	R	1.0	I
Lenox Road			
227+85	R	3.2	I
22+90	L	2.5	I
Ellyn Avenue			
Total Poles		61	
0'<0.5'		0	
0.5'<1.0'		3	
1.0'<1.5'		5	
1.5'<2.0'		21	
2.0'<2.5'		9	
2.5'<3.0'		7	
≥3.0'		16	



S A M S C H W A R T Z
E N G I N E E R I N G

Memorandum

To: Mr. John F. Mayer, P.E., CFM, Principal, Engineering Resource Associates, Inc.
From: Lynn M. Means, P.E., PTOE, Senior Transportation Engineer
Date: June 16, 2011
Re: Hawthorne Boulevard Data Collection

Sam Schwartz Engineering, PLLC (SSE), formerly Metro Transportation Group, Inc., was retained by Engineering Resource Associates, Inc. to conduct transportation engineering services in connection with the Hawthorne Boulevard Roadway Improvement Project in Glen Ellyn, Illinois. Average daily traffic (ADT), average daily truck traffic (ADTT), and travel speed data were collected for the study area roadway segments. The count methodology, data collection results, and summary analysis are presented following.

Per the request of the Village of Glen Ellyn staff, daily count data was collected at the following eight locations and as shown on **Figure 1**:

- Hawthorne Boulevard west of Kenilworth Avenue (near Hadley Junior High School)
- Hawthorne Boulevard east of Kenilworth Avenue
- Hawthorne Boulevard east of Pleasant Avenue
- Hawthorne Boulevard east of Park Boulevard (near Glenbard West High School)
- Main Street south of Oak Street
- Main Street south of Hawthorne Boulevard
- Western Avenue south of Oak Street
- Western Avenue south of Hawthorne Boulevard

Counts were conducted by the use of automatic traffic recorders (tubes) that have the capability not only to quantify the number of vehicles moving along a certain roadway, but also to perform vehicle classification and travel speed. The vehicle classification provides the ability to differentiate between vehicle types such as private automobiles, school buses, and multi-axle tractor-trailers, while the travel speed data provides 50th and 85th percentile speeds. While the 50th percentile speed depicts the average speed of a street, the 85th percentile speed (the speed below which 85% of the vehicles travel on a given highway) is the basic factor for establishing speed limits according to the Federal Highway Administration (FHWA).

Data was collected over a 72-hour time period (Tuesday through Thursday) at each location during the months of April and May, and the results averaged to offset the impact of daily traffic

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Chicago IL 60654
T 630.213.1000 F 630.213.3227

variations. The counts were coordinated with the Glen Ellyn School District 41 (Hadley Junior High) and District 87 (Glenbard West High School) to ensure that the days the data was collected did not occur on a day of which the typical school hours were deviated from. Also, the Glen Ellyn Police Department, Village of Glen Ellyn Public Works Department and Village Administration, and Hawthorne Corridor Residents were notified of the data collection efforts. This allowed all agencies to appropriately address any public concern that was received on the data collection days.

It should be noted, the Prairie State Achievement Examination (PSAE) testing was conducted on Wednesday April 27 and Thursday April 28, 2011, while the counts were performed along Hawthorne Avenue. The District 87 schedule for the PSAE and related tests is attached. A review of the count data indicated that the testing did not significantly impact the data, with ADT's on Wednesday and Thursday representing, on average, 90 to 100 percent of the Tuesday ADT, which is well within an acceptable daily variation of traffic. The ADTT and travel speed data were similarly within an acceptable range.

The ADT, ADTT, and travel speed data was compiled and is presented on *Figure 2* through *Figure 4*, respectively. A summary of the data compiled and analysis for each studied roadway is presented in *Table 1*. Summaries of the traffic and travel speed counts are contained in the Appendix of this memorandum.

Table 1: Data Collection Summary

Road	Count Location	ADT	% Trucks	Posted Speed (MPH)	85 th % Speed (MPH)	50 th % Speed (MPH)	Pavement Width ¹ (Feet)
Hawthorne Blvd.	West Kenilworth Ave. Eastbound Westbound	3,124	3%	30	25 27	22 23	20
	East Kenilworth Ave. Eastbound Westbound	2,215	3%		30 30	26 26	
	East Pleasant Ave. Eastbound Westbound	3,029	3%		34 33	29 28	
	East Park Blvd. Eastbound Westbound	2,285	5%		34 30	28 25	
Main St.	South Oak St. Northbound Southbound	11,220	6%	30	38 35	32 32	24
	South Hawthorne Blvd. Northbound Southbound	9,633	5%		30 33	27 28	
Western Ave.	South Oak St. Northbound Southbound	6,541	3%	30	35 35	32 31	20
	South Hawthorne Blvd. Northbound Southbound	6,457	3%		32 35	27 29	

¹ Typical pavement width measured from face of curb to face of curb. Areas along Main Street and Western Avenue also contain a concrete gutter.

As shown in Table 1, the ADT on Hawthorne Boulevard ranged from 2,215 to 3,124 vehicles per day (vpd) with a heavy vehicle percentage of 3 to 5 percent, from 9,633 to 11,220 vpd on Main Street with a heavy vehicle percentage of 5 to 6 percent, and from 6,457 to 6,541 vpd on Western Avenue with a heavy vehicle percentage of 3 percent.

In summary, the 50th percentile speeds ranged from 22 to 32 miles per hour (MPH) and the 85th percentile speeds ranged from 25 to 36 MPH within the study area. The lower speeds along Hawthorne Boulevard west of Kenilworth Avenue may be attributed to the proximity to the all-way stop control (AWSC) at the intersection of Kenilworth Avenue and Hawthorne Boulevard (approximately 150 feet to the east), as well as the proximity to the Hadley Junior High School (approximately 400 feet to the west). On-street parking is also provided along Hawthorne Boulevard in the immediate vicinity of the Hadley Junior High School. On-street parking is not provided along any other sections of the roadways within the study area.

Similarly, the AWSC condition at Hawthorne Boulevard and Main Street and Western Avenue, may have also influenced travel speeds along Main Street and Western Avenue south of Hawthorne Boulevard. The data was collected at a location approximately 275 feet south of Hawthorne Boulevard on both Main Street and Western Avenue.

The travel speeds along Hawthorne Boulevard east of Park Boulevard are representative of the downward sloping grade in the eastbound direction (higher in the eastbound direction/lower in the westbound direction). All other roadway sections studied had relatively flat roadway slopes.

All roadway sections studied, in general, have uniform characteristics with regard to trees and utility poles located within a close proximity to the roadway.

The travel speeds along the study area sections of roadway with uniform and distinct characteristics were compared to the daily traffic volumes, percentage of heavy vehicles, and overall pavement widths. In general, the travel volumes, percentage of heavy vehicles, and pavement width did not materially influence the 50th and 85th percentile travel speeds on the study area roadways. The travel speeds were generally consistent, regardless of the volume of traffic. The 50th and 85th percentile speeds were on average 30 MPH and 35 MPH, respectively, while the daily traffic volumes ranged from approximately 3,000 to 11,200 vpd. The travel speeds along the wider pavement cross-section of Main Street (24 feet) were similar to that along the narrower study area roadways (20 feet) of Western Avenue and Hawthorne Boulevard.

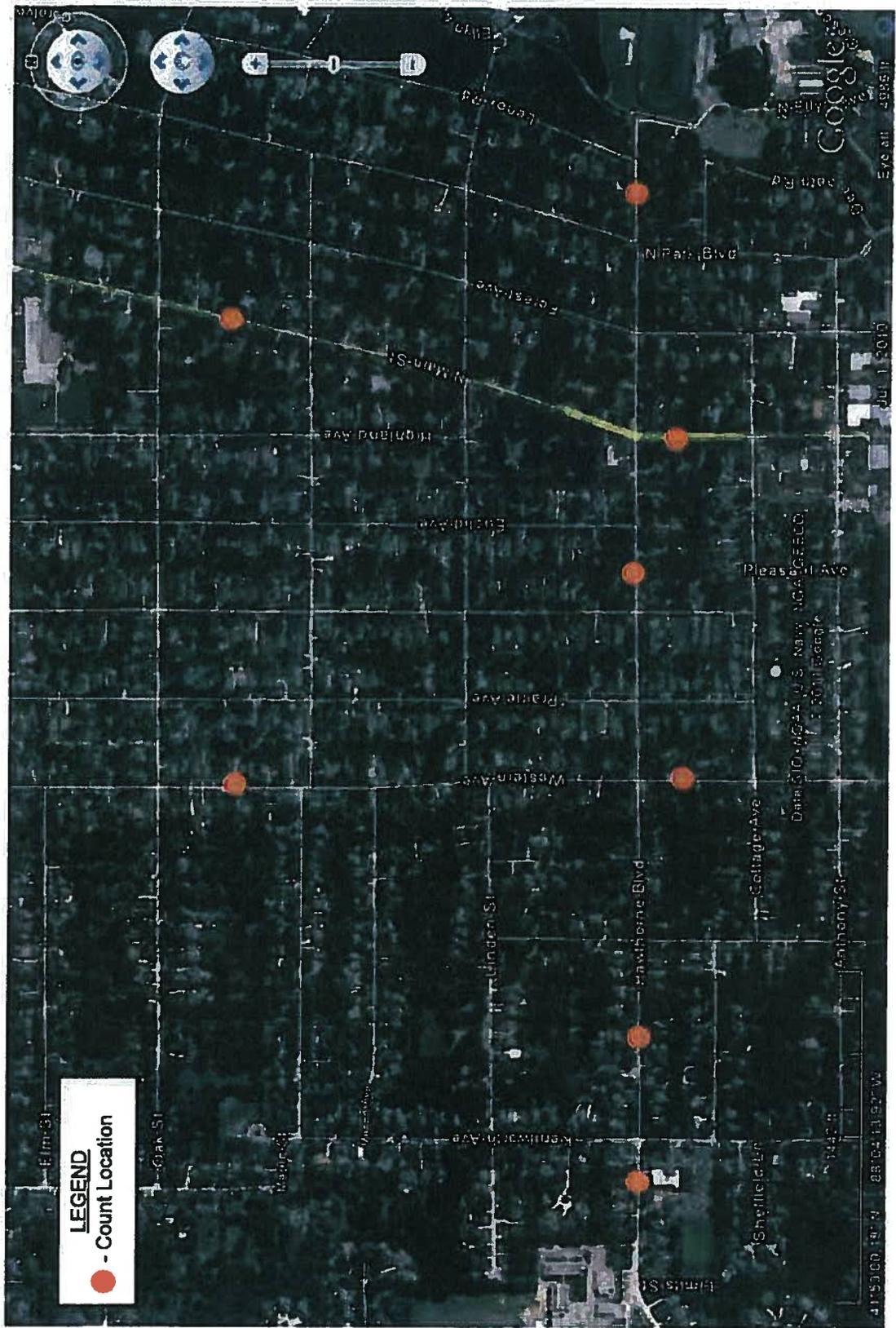
Should you have any questions, please do not hesitate to contact SSE at (630) 213 -1000.

APPENDICES

Figures
PSAE Schedule
Traffic Counts
Travel Speed Counts

Figures





**SAM SCHWARTZ
ENGINEERING**

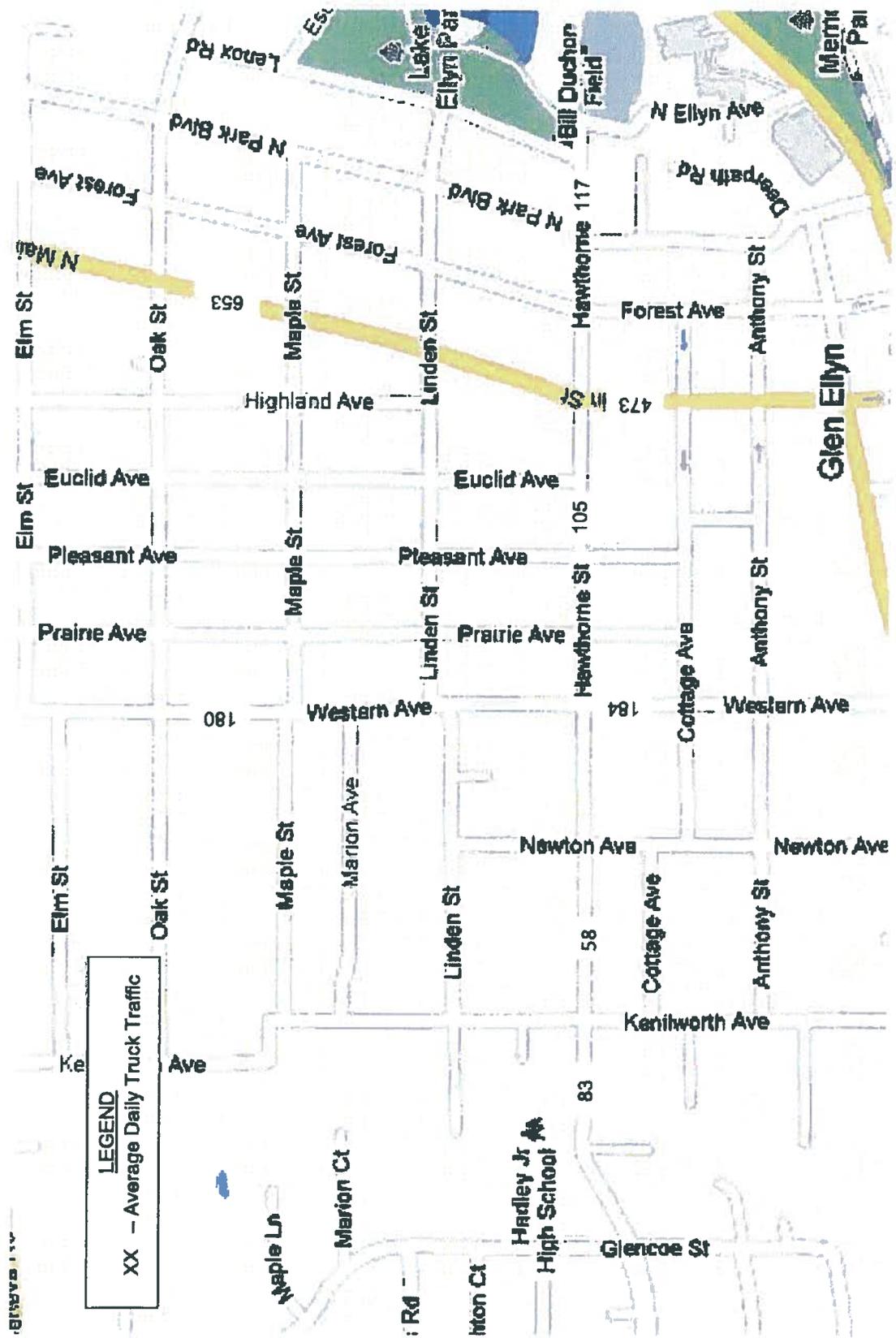
STUDY LOCATION MAP

FIGURE 1



FIGURE: 2

2011 AVERAGE DAILY TRAFFIC (ADT)



LEGEND
 XX - Average Daily Truck Traffic



**SAM SCHWARTZ
 ENGINEERING**

2011 AVERAGE DAILY TRUCK TRAFFIC (ADTT)

FIGURE: 3

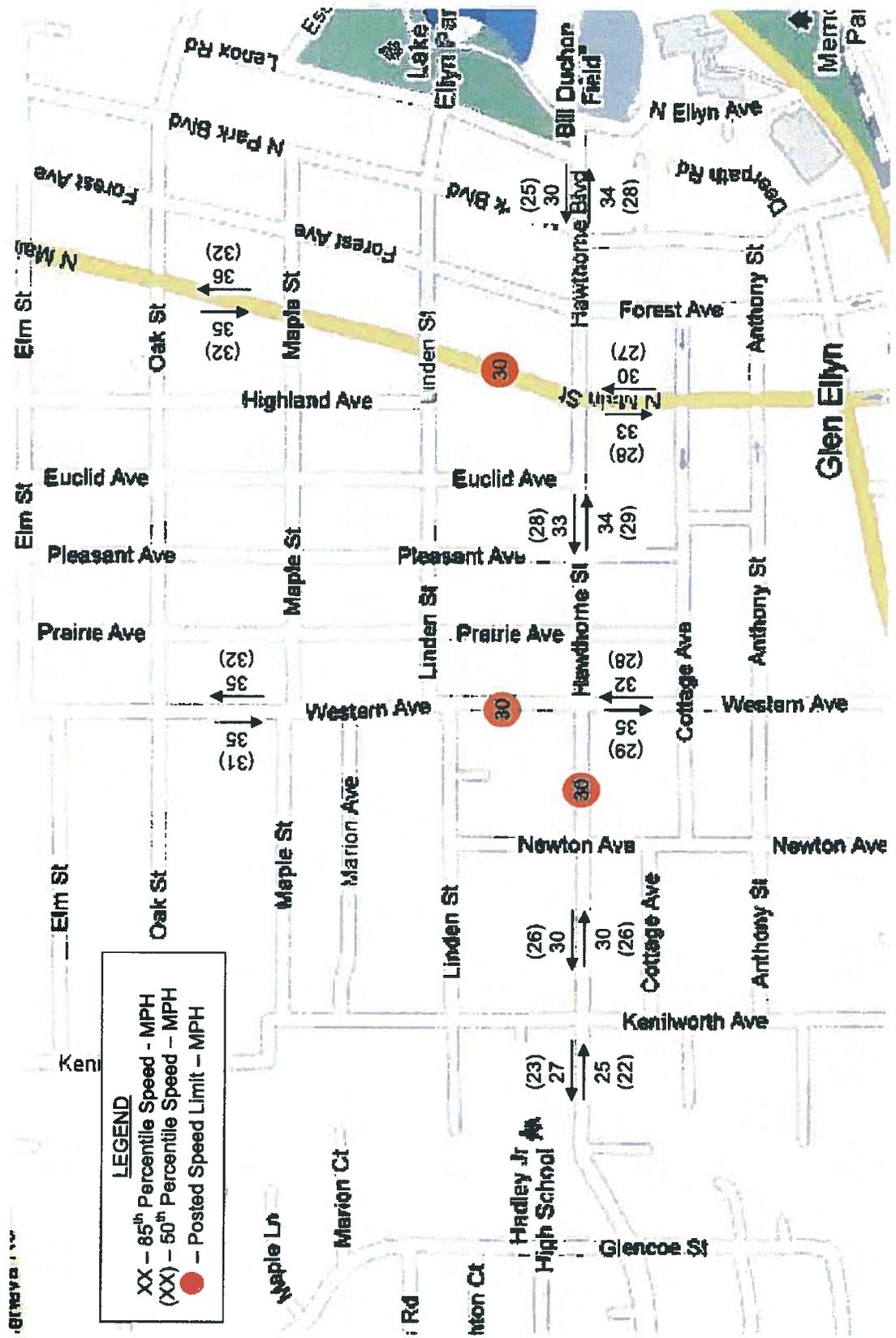


FIGURE 4

SPEED SUMMARY

PSAE Schedule



District 87 Schedule for the PSAE and related tests

WEDNESDAY, APRIL 27, 2011

FRESHMEN	SOPHOMORES	JUNIORS	SENIORS – See reverse for AP Review Schedule
<p><u>As all sophomores and juniors will be taking the ACT on this day, freshman will not attend school on Wednesday, April 27</u></p>	<p><u>Retired ACT Test</u></p> <p>7:30 a.m. Check-in to assigned room 7:45 a.m. Instructions 7:55 a.m. Testing begins 11:45 a.m. Students dismissed 12:00 p.m. Busses depart</p> <p>STUDENTS MUST BRING PHOTO ID, CALCULATOR, AND PENCILS</p>	<p><u>PSAE Day 1 – ACT Test</u></p> <p>7:30 a.m. Check-in to assigned room 7:45 a.m. Instructions 7:55 a.m. Testing begins 11:45 a.m. Students dismissed 12:00 p.m. Busses depart</p> <p>STUDENTS MUST BRING PHOTO ID, CALCULATOR, AND PENCILS</p>	<p><u>Wednesday, April 28 is a non-attendance day for seniors. However, they are encouraged to choose among the following activities:</u></p> <ul style="list-style-type: none"> • AP review sessions offered at their high school; • College visits; • Career exploration.

THURSDAY, APRIL 28, 2011

FRESHMEN	SOPHOMORES	JUNIORS	SENIORS
<p><u>Retired PLAN Test</u></p> <p>7:30 a.m. Check-in to assigned room 7:45 a.m. Testing Begins 10:50 a.m. Busses depart</p> <p>STUDENTS MUST BRING PHOTO ID, CALCULATOR, AND PENCILS</p>	<p><u>All freshman and juniors are engaged in assessment activities, sophomores are not in attendance on April 28.</u></p>	<p><u>PSAE Day 2 – Work Keys Test</u></p> <p>7:30 a.m. Check-in to assigned room 7:45 a.m. Instructions 7:55 a.m. Testing begins 10:50 a.m. Busses depart</p> <p>STUDENTS MUST BRING PHOTO ID, CALCULATOR, AND PENCILS</p>	<p><u>Thursday, April 29 is a non-attendance day for seniors. However, they are encouraged to choose among the following activities:</u></p> <ul style="list-style-type: none"> • AP review at Glenbard North; • College visits; • Career exploration.

BUS SCHEDULE: Busses will pick-up freshmen, sophomores, and juniors at the regular time on Wednesday and Thursday. Activity busses will depart at 2:45 pm and 4:00 pm.

NOTE: FRIDAY, APRIL 29, IS A REGULAR SCHOOL DAY FOR ALL STUDENTS.

Interoffice Memorandum

to: Bob Minix, Professional Engineer
from: Peggy Drescher, Village Forester
subject: Parkway Tree Assessment on Hawthorne
date: June 23, 2011

In regards to the potential widening of Hawthorne, I have reviewed all parkway trees along the corridor. I assumed that the street would be widened on each side by two feet. I took into consideration the current health and size of the parkway trees and how the widening would affect the future condition of the tree.

I did not provide recommendations I only identified the affect that the widening would have on the parkway trees. This does not take into consideration the other construction that will normally occur as part of the project (drive approach, water and sewer replacement).

I would like to note that the parkway tree diameters are larger in the field than the attached spread sheets note. The diameter information was taken from our existing inventory which has not been updated in 3-4 years.

I would also like to explain some of the comments you will see on the spreadsheet.

1. "Stress due to root pruning" – If the street is widened by two feet, the root pruning will be closer to the trunk of the tree causing much more stress on the tree. In addition I identified some trees where the street will now be within 3-5' of the trunk which will also cause more stress to the tree.
2. "Removal due to utility" or "Removal due to utility pole" – If the utility poles need to be move back from their current position, the trees will need to be removed because of the pruning that will be necessary to accommodate the wires or the pole proximity
3. "Removal due to widening" – In some cases the street will be to close to the parkway tree and the tree must be removed. Approximately 53 trees may need to be removed for utility issues or widening.
4. "Grading issue" – There are some parkways that have a higher grade than the street. I am assuming that if the street is widened this will cause a grading issue with the parkway trees.
5. "Raising" – It is a common maintenance practice that we raise parkway trees over the street to accommodate for construction but the widening will cause some trees to have larger branches removed or many branches that would not normally need to be removed.
6. "Major Pruning or pruning" – Pruning that would not normally need to occur for utility line clearance will now be necessary.

I would be happy to discuss any of these comments or do further inspection if needed.

TREE SURVEY AND ASSESSMENT OF STREET WIDENING IMPACTS ON HAWTHORNE CORRIDOR

Street No.	Street Name	Quad	Common Name	DBH	Condition	Comments - Projected Impact of Roadway Widening
600	EUCLID	F1	HORSECHESTNUT	20	Excellent	Possible removal due to topping and raising
600	EUCLID	L1	PEAR; FLOWERING	11	Excellent	Removal due to utility
600	EUCLID	L2	MAPLE; FREEMAN	5	Excellent	No Issue
600	EUCLID	L3	MAPLE; NORWAY	26	Good	No Issue
601	EUCLID	R1	LILAC; JAPANESE TREE	6	Excellent	Utility pruning
601	EUCLID	R2	MAPLE; SILVER	24	Good	Removal due to utility pole and lines
589	FOREST	L1	OAK; WHITE	23	Good	Removal due to utility pole
589	FOREST	L2	MAPLE; SUGAR	21	Excellent	No Issue
589	FOREST	L3	OAK; WHITE	35	Good	Removal of 1/2 of tree due to utility
589	FOREST	L4	HICKORY; SHAGBARK	18	Good	Removal due to utility
590	FOREST	R1	LILAC; JAPANESE TREE 'IVORY	4	Excellent	No Issue
590	FOREST	R2	HICKORY; SHAGBARK	17	Excellent	No Issue
590	FOREST	R3	HICKORY; SHAGBARK	11	Good	Raise/topout due to utility and widening
600	FOREST	L1	HICKORY; SHAGBARK	15	Good	No Issue
600	FOREST	L2	HICKORY; SHAGBARK	21	Good	No Issue
600	FOREST	L3	OAK; BUR	31	Good	No Issue
601	FOREST	R1	CRABAPPLE	6	Excellent	Grading? / raising necessary?
601	FOREST	R2	CRABAPPLE	14	Excellent	Grading? / raising necessary?
601	FOREST	R3	CRABAPPLE	12	Excellent	Grading? / raising necessary?
243	HAWTHORNE	F1	MAPLE; SUGAR	18	Good	Utility line issue?
249	HAWTHORNE	F1	MAGNOLIA; STAR	10	Good	Removal due to moving sidewalk and utility
253	HAWTHORNE	F1	DAWN REDWOOD 'GOLD	2	Excellent	No Issue
254	HAWTHORNE	F1	SYCAMORE	16	Excellent	Major stress due to root pruning
254	HAWTHORNE	F2	SYCAMORE	16	Good	Major stress due to root pruning
257	HAWTHORNE	F1	ELM; SIBERIAN	35	Good	Stress due to root pruning
258	HAWTHORNE	F1	CRABAPPLE 'RED JEWEL'	2	Excellent	No Issue
262	HAWTHORNE	F1	SERVICEBERRY; APPLE 'ATMN	2	Excellent	No Issue
262	HAWTHORNE	F2	SERVICEBERRY; APPLE 'ATMN	2	Excellent	No Issue
262	HAWTHORNE	F3	PEAR; FLOWERING 'KOREAN	4	Excellent	No Issue
266	HAWTHORNE	F1	MAPLE; FREEMAN	16	Good	Stress due to root pruning
270	HAWTHORNE	F1	MAPLE; SILVER	30	Excellent	Stress due to root pruning/ removal due to utility lines
277	HAWTHORNE	F1	ASH; WHITE	13	Good	Remove Now
277	HAWTHORNE	F2	MAPLE; SUGAR	8	Good	No Issue
277	HAWTHORNE	F3	GINKGO 'PRINCETON SENTRY'	2	Excellent	No Issue

TREE SURVEY AND ASSESSMENT OF STREET WIDENING IMPACTS ON HAWTHORNE CORRIDOR

Street No.	Street Name	Quad	Common Name	DBH	Condition	Comments - Projected Impact of Roadway Widening
277	HAWTHORNE	F4	MAPLE; SILVER	32	Poor	Remove Now
277	HAWTHORNE	F5	MAPLE; SILVER	36	Fair	Stress from root pruning/ grading
277	HAWTHORNE	L1	MAPLE; SILVER	15	Excellent	No Issue
277	HAWTHORNE	L2	MAPLE; SILVER	20	Good	No Issue
277	HAWTHORNE	L3	MAPLE; NORWAY	11	Good	No Issue
277	HAWTHORNE	L4	MAPLE; HEDGE	4	Excellent	No Issue
277	HAWTHORNE	L5	CRABAPPLE 'ADIRONDACK'	5	Excellent	No Issue
280	HAWTHORNE	F1	CRABAPPLE 'RED PEACOCK	3	Excellent	No Issue
280	HAWTHORNE	R1	CRABAPPLE 'RED JEWEL'	5	Good	No Issue
280	HAWTHORNE	R2	MAPLE; NORWAY 'CRIMSON	11	Excellent	No Issue
280	HAWTHORNE	R3	CRABAPPLE 'RED JEWEL'	2	Excellent	No Issue
288	HAWTHORNE	F1	HONEYLOCUST	22	Good	Stress due to root pruning
288	HAWTHORNE	L1	LINDEN; LITTLELEAF	7	Excellent	No Issue
288	HAWTHORNE	L2	ASH; GREEN	17	Good	No Issue
288	HAWTHORNE	L3	MAPLE; NORWAY	21	Good	No Issue
292	HAWTHORNE	F1	MAPLE; NORWAY	25	Good	Removal due to utility lines
295	HAWTHORNE	F1	MAPLE; SILVER	27	Fair	No Issue
296	HAWTHORNE	F1	CRABAPPLE 'PRAIRIFIRE'	2	Excellent	No Issue
296	HAWTHORNE	F2	CRABAPPLE 'PRAIRIFIRE'	2	Excellent	No Issue
299	HAWTHORNE	F1	MAPLE; SILVER	33	Poor	Remove Now
302	HAWTHORNE	F1	CRABAPPLE 'PRAIRIFIRE'	2	Excellent	No Issue
303	HAWTHORNE	F1	ELM; SIBERIAN	34	Good	Root pruning of major roots possible
303	HAWTHORNE	F2	ELM; SIBERIAN	32	Good	Root pruning of major roots possible
307	HAWTHORNE	F1	MAPLE; PURPLEBLOW	5	Excellent	Removal of two major branches
310	HAWTHORNE	F1	CRABAPPLE 'ROYAL	2	Excellent	No Issue
310	HAWTHORNE	F2	MAPLE; SUGAR	12	Good	Possible removal due to utility lines
311	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	3	Excellent	No Issue
315	HAWTHORNE	F1	ELM SPECIES	6	Excellent	Street will be within 5 feet of tree
316	HAWTHORNE	F1	LILAC; JAPANESE TREE 'IVORY	5	Excellent	Possible removal due to utility lines
316	HAWTHORNE	F2	LILAC; JAPANESE TREE 'IVORY	3	Excellent	No Issue
316	HAWTHORNE	F3	SERVICEBERRY; SHADBLOW	4	Excellent	No Issue
316	HAWTHORNE	F4	SERVICEBERRY; APPLE 'ATMN	2	Excellent	No Issue
316	HAWTHORNE	F5	LILAC; PEKING 'CHINA SNOW'	5	Excellent	Disfigure from utility line
319	HAWTHORNE	F1	MAPLE; NORWAY	22	Good	Stress from root prune

TREE SURVEY AND ASSESSMENT OF STREET WIDENING IMPACTS ON HAWTHORNE CORRIDOR

Street No.	Street Name	Quad	Common Name	DBH	Condition	Comments - Projected Impact of Roadway Widening
323	HAWTHORNE	F1	MAPLE; SUGAR	9	Excellent	No Issue
324	HAWTHORNE	F1	MAPLE; RED	13	Poor	No Issue
327	HAWTHORNE	F1	MAPLE; NORWAY	18	Good	Stress from root prune/ removal of 10 inch branch over street
327	HAWTHORNE	F2	MAPLE; NORWAY	16	Good	Stress from root prune
333	HAWTHORNE	F1	LINDEN; SILVER 'STERLING'	4	Excellent	Raising necessary
334	HAWTHORNE	F1	LILAC; JAPANESE TREE	5	Excellent	Removal due to utility wires / grading issues
334	HAWTHORNE	F2	CRABAPPLE 'RED JEWEL'	7	Excellent	Removal due to utility wires/ grading issues
335	HAWTHORNE	F1	HONEYLOCUST	17	Excellent	Stress from root pruning
337	HAWTHORNE	F1	LINDEN; AMERICAN	24	Good	Stress from root pruning
338	HAWTHORNE	F1	MAPLE; SUGAR	25	Excellent	Utility line conflict
341	HAWTHORNE	F1	HONEYLOCUST	14	Good	Stress from root pruning/ grading issue
342	HAWTHORNE	F1	PEAR; FLOWERING	14	Excellent	Removal due to utility lines/ raise for street
343	HAWTHORNE	F1	LINDEN; AMERICAN	26	Good	Street within 4-5 feet of tree will cause stress
343	HAWTHORNE	F2	LINDEN; AMERICAN	25	Excellent	Street within 4-5 feet of tree will cause stress
343	HAWTHORNE	L1	BUCKEYE; OHIO	7	Excellent	No Issue
343	HAWTHORNE	L2	LINDEN; AMERICAN	15	Good	No Issue
343	HAWTHORNE	L3	LINDEN; AMERICAN	22	Good	No Issue
346	HAWTHORNE	F1	CRABAPPLE 'BEVERLY'	4	Excellent	Raise branches
346	HAWTHORNE	F2	MAPLE; NORWAY 'CRIMSON	10	Excellent	Removal due to utility lines
346	HAWTHORNE	R1	LINDEN; LITTLELEAF	25	Good	if utility pole is moved may cause removal
346	HAWTHORNE	R2	LINDEN; LITTLELEAF	20	Excellent	No Issue
354	HAWTHORNE	F1	HONEYLOCUST	16	Excellent	Removal due to street and utility lines
354	HAWTHORNE	F2	MAPLE; SUGAR	12	Fair	Possible removal due to utility lines
354	HAWTHORNE	F3	SYCAMORE	22	Good	Removal due to utility lines
354	HAWTHORNE	F4	OAK; WHITE	7	Excellent	Removal due to utility lines
354	HAWTHORNE	L1	MAPLE; NORWAY 'CRIMSON	24	Excellent	No Issue
359	HAWTHORNE	F1	WALNUT; BLACK	16	Excellent	Grading Issue?
359	HAWTHORNE	F2	LOCUST; BLACK	21	Excellent	Grading Issue?
359	HAWTHORNE	F3	MAPLE; NORWAY	16	Excellent	Grading Issue?
359	HAWTHORNE	F4	ASH; GREEN	18	Poor	Grading Issue?
359	HAWTHORNE	F5	PINE; WHITE	15	Excellent	No Issue
362	HAWTHORNE	F1	MAPLE; RED	9	Excellent	Removal due to utility
362	HAWTHORNE	F2	MAPLE; RED	12	Fair	Removal due to utility lines
362	HAWTHORNE	F3	MAPLE; SUGAR	9	Excellent	Removal due to utility lines

TREE SURVEY AND ASSESSMENT OF STREET WIDENING IMPACTS ON HAWTHORNE CORRIDOR

Street No.	Street Name	Quad	Common Name	DBH	Condition	Comments - Projected Impact of Roadway Widening
368	HAWTHORNE	F1	CRABAPPLE 'GOLDEN	2	Excellent	Major grading issue/ lines will be low and in center of trees
368	HAWTHORNE	F2	CRABAPPLE 'GOLDEN	2	Excellent	Major grading issue/ lines will be low and in center of trees
374	HAWTHORNE	F1	SERVICEBERRY; APPLE 'ATMN	2	Excellent	No Issue
374	HAWTHORNE	F2	ELM; SIBERIAN	37	Good	Major stress from root prune
375	HAWTHORNE	F1	MAPLE; NORWAY	11	Poor	No Issue
380	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	10	Excellent	Removal due to utility lines
380	HAWTHORNE	F2	MAPLE; NORWAY 'CRIMSON	9	Excellent	Removal due to utility lines
382	HAWTHORNE	F1	OAK; BUR	13	Excellent	Removal due to utility lines
383	HAWTHORNE	F1	ASH; GREEN	14	Good	Street within 4 feet of tree
383	HAWTHORNE	F2	ASH; GREEN	13	Good	Street within 4 feet of tree
383	HAWTHORNE	F3	ASH; GREEN	13	Excellent	Street within 4 feet of tree
387	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	8	Good	Street will be within 3 feet of tree and cause to much stress
387	HAWTHORNE	F2	MAPLE; NORWAY	15	Excellent	Street will be within 3 feet of tree and cause to much stress
400	HAWTHORNE	F1	MAPLE; AMUR	4	Good	Removal due to street widening
400	HAWTHORNE	R1	MAPLE; SUGAR	15	Excellent	No Issue
400	HAWTHORNE	R2	MAPLE; SUGAR	14	Excellent	No Issue
434	HAWTHORNE	F1	MAPLE; NORWAY	26	Good	No Issue
434	HAWTHORNE	F2	MAPLE; SUGAR	11	Excellent	Possible removal of many branches causing disfiguration
434	HAWTHORNE	L1	LOCUST; BLACK 'CHICAGO	3	Excellent	No Issue
434	HAWTHORNE	L2	HACKBERRY; COMMON	2	Excellent	No Issue
453	HAWTHORNE	F1	LINDEN; AMERICAN	17	Excellent	Removal due to utility wires
453	HAWTHORNE	F2	HONEYLOCUST	16	Good	Removal due to utility wires
457	HAWTHORNE	F1	LINDEN; AMERICAN	18	Good	Removal due to utility wires
457	HAWTHORNE	F2	HONEYLOCUST	21	Good	Removal due to utility poles
457	HAWTHORNE	L1	MAPLE; SUGAR	13	Excellent	No Issue
465	HAWTHORNE	F1	HAWTHORN; WASHINGTON	11	Good	No Issue
465	HAWTHORNE	R1	HONEYLOCUST	25	Good	No Issue
465	HAWTHORNE	R2	HONEYLOCUST	20	Good	No Issue
466	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	16	Excellent	Major pruning due to utility
466	HAWTHORNE	F2	MAPLE; SUGAR	9	Excellent	Major pruning due to utility
466	HAWTHORNE	F3	HONEYLOCUST	32	Good	Removal of large branch due to utility
466	HAWTHORNE	L1	HONEYLOCUST	31	Good	No Issue
466	HAWTHORNE	L2	MAPLE; NORWAY	6	Excellent	No Issue
466	HAWTHORNE	L3	HONEYLOCUST	22	Good	No Issue

TREE SURVEY AND ASSESSMENT OF STREET WIDENING IMPACTS ON HAWTHORNE CORRIDOR

Street No.	Street Name	Quad	Common Name	DBH	Condition	Comments - Projected Impact of Roadway Widening
469	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	16	Fair	Removal due to utility
469	HAWTHORNE	F2	MAPLE; NORWAY 'CRIMSON	15	Fair	Removal due to utility
475	HAWTHORNE	F1	MAPLE; RED 'AUTUMN BLAZE'	9	Excellent	Raise
481	HAWTHORNE	F1	MAPLE; NORWAY	12	Excellent	Removal due to utility
485	HAWTHORNE	F1	MAPLE; NORWAY	25	Good	Removal due to utility
487	HAWTHORNE	F1	MAPLE; NORWAY	16	Good	Removal due to utility and street within 4-5 feet
495	HAWTHORNE	F1	LILAC; JAPANESE TREE 'IVORY	3	Excellent	Removal due to utility
501	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	9	Good	Possible removal due to utility / Grading?
533	HAWTHORNE	F1	MAPLE; NORWAY	7	Good	No Issue
539	HAWTHORNE	F1	HONEYLOCUST	21	Good	Removal due to utility
539	HAWTHORNE	F2	HONEYLOCUST	21	Good	Removal due to utility
560	HAWTHORNE	F1	MAPLE; NORWAY 'CRIMSON	9	Excellent	Raising
560	HAWTHORNE	F2	MAPLE; NORWAY 'CRIMSON	9	Excellent	Raising
571	HAWTHORNE	F1	MAPLE; MIYABE 'STATE	2	Excellent	Utility line will be directly over tree
571	HAWTHORNE	F2	MAPLE; MIYABE 'STATE	2	Excellent	Utility line will be directly over tree
571	HAWTHORNE	F3	ASH; GREEN	10	Good	No Issue
571	HAWTHORNE	F4	MAPLE; NORWAY	14	Excellent	Utility pole issue possible removal
571	HAWTHORNE	L1	CRABAPPLE 'RED JEWEL'	2	Excellent	No Issue
571	HAWTHORNE	L2	ELM; AMERICAN	29	Good	No Issue
571	HAWTHORNE	L3	MAPLE; NORWAY 'CRIMSON	10	Excellent	No Issue
585	HAWTHORNE	F1	OAK; BUR	33	Good	Removal due to utility pole
585	HAWTHORNE	F2	CRABAPPLE 'RED JEWEL'	2	Excellent	No Issue
588	HAWTHORNE	F1	LILAC	4	Good	Grading?
588	HAWTHORNE	F2	CRABAPPLE	13	Good	Grading?
588	HAWTHORNE	F3	CRABAPPLE	7	Excellent	Grading?
588	HAWTHORNE	L1	OAK; RED	39	Good	No Issue
593	HAWTHORNE	F1	HAWTHORN; COCKSPUR;	6	Excellent	Raise 1/2 of tree and tip back
604	HAWTHORNE	F1	MAPLE; NORWAY	25	Good	Grading issue if street is closer
604	HAWTHORNE	F2	OAK; BUR	28	Good	Grading issue?
604	HAWTHORNE	R1	MAPLE; SUGAR	15	Excellent	No Issue
605	HAWTHORNE	F1	OAK; RED	11	Good	Possible removal due to pruning for utility
605	HAWTHORNE	F2	LINDEN; AMERICAN	12	Good	No Issue
605	HAWTHORNE	F3	MAPLE; NORWAY 'CRIMSON	9	Good	No Issue
609	HAWTHORNE	F1	SERVICEBERRY; APPLE 'ATMN	2	Excellent	No Issue

TREE SURVEY AND ASSESSMENT OF STREET WIDENING IMPACTS ON HAWTHORNE CORRIDOR

Street No.	Street Name	Quad	Common Name	DBH	Condition	Comments - Projected Impact of Roadway Widening
609	HAWTHORNE	F2	ASH; GREEN	10	Good	Possible removal due to utility
591	KENILWORTH	L1	MAPLE; NORWAY	10	Excellent	Raise
591	KENILWORTH	L2	MAPLE; NORWAY	10	Good	Raise
591	MAIN	L1	ASH; GREEN	15	Good	No Issue
591	MAIN	L2	LINDEN; LITTLELEAF	18	Good	Possible removal due to topping and raising
601	MAIN	R1	MAPLE; NORWAY 'CRIMSON	11	Excellent	Removal due to curb location
601	MAIN	R2	MAPLE; NORWAY 'CRIMSON	10	Excellent	Raise
601	MAIN	R3	ELM SPECIES 'HOMESTEAD'	6	Excellent	No Issue
601	MAIN	R4	ELM SPECIES 'HOMESTEAD'	5	Excellent	No Issue
591	NEWTON AV	L1	TREE OF HEAVEN	35	Good	Removal due to street
591	NEWTON AV	L2	ASH; WHITE 'AUTUMN	10	Excellent	No Issue
600	PARK	L1	MAPLE; SUGAR	22	Excellent	Raising/ Grading?
600	PARK	L2	HONEYLOCUST	15	Good	Grading?
600	PARK	L3	HONEYLOCUST	12	Good	Grading?
600	PARK	L4	ASH; GREEN	12	Good	Grading?
600	PLEASANT	L1	MAPLE; NORWAY	23	Excellent	Removal due to utility
600	PLEASANT	L2	MAPLE; NORWAY	35	Good	Possible utility wire issue
600	PLEASANT	L3	MAPLE; NORWAY	26	Good	Removal due to utility
590	PRAIRIE	R1	MAPLE; NORWAY	8	Excellent	Removal due to utility
590	PRAIRIE	R2	MAPLE; SUGAR	16	Good	Removal due to utility
590	PRAIRIE	R3	MAPLE; NORWAY	9	Good	Removal due to utility
593	PRAIRIE	L1	CRABAPPLE 'ADAMS'	2	Excellent	No Issue
593	PRAIRIE	L2	HORNBEAM; JAPANESE	4	Excellent	No Issue
602	PRAIRIE	L1	MAPLE; NORWAY	25	Good	No Issue
602	PRAIRIE	L2	MAPLE; NORWAY	28	Good	No Issue
602	PRAIRIE	L3	MAPLE; NORWAY	26	Good	Possible removal of branch over street
589	WESTERN	L1	LINDEN; AMERICAN	12	Good	Removal due to utility
589	WESTERN	L2	LINDEN; AMERICAN	10	Good	Removal due to utility
590	WESTERN	R1	MAPLE; SUGAR 'GREEN	2	Excellent	No Issue
590	WESTERN	R2	MAPLE; SUGAR	22	Good	No Issue
601	WESTERN	R1	ALDER; EUROPEAN BLACK	9	Good	Possible utility issue

June 8, 2011



INFORMATION LETTER NO. 2 HAWTHORNE IMPROVEMENTS PROJECT

Dear Corridor Residents, Institutions and Other Interested Parties:

I would like to take this opportunity to update you on the project and to invite you to a public information meeting that will kick off the process of deciding project issues such as roadway width and new sidewalk where none currently exist.

Here is a quick project overview: Glen Ellyn has recently begun design work for a major project to reconstruct Hawthorne within the Village, from the Wheaton border on the west (at Hadley Junior High School) to the terminus on the east (at Ellyn Avenue and Glenbard West High School). Included with the planned work will be the rehabilitation of Pleasant between Cottage and Hawthorne. The overall project will consist of various underground improvements to the water, sanitary sewer and storm sewer systems and complete rebuilding of the Hawthorne roadway with a concrete pavement. Construction of the project is scheduled for the spring and summer of 2012 and it is the intent to rebuild the entire corridor in one construction season. A total of about one mile of roadways will be improved with the project at a currently estimated cost of \$4.5 million.

In April the Village retained Engineering Resource Associates of Warrenville to provide preliminary and detailed engineering services for the Hawthorne Improvements Project. Since the inception of engineering, the consultant team has performed traffic counts in the project area, completed field surveys and created base sheets showing existing features. Two possible street layouts are being developed at this stage, one involving no change in footprint (21 ft. from back of curb to back of curb), the other a widened roadway of 25 ft. back-to-back. Both the consultant and Village team are performing other investigations to determine costs, impacts, pros and cons of the various roadway widths. These analyses will be ongoing for the balance of June, culminating in a public meeting to present the findings. Please note the following regarding that meeting:

Hawthorne Improvements Project – Preliminary Design Phase

PUBLIC INFORMATION MEETING

TUESDAY – JUNE 28, 2011

7:00 – 9:00 PM

**Glen Ellyn Civic Center - 535 Duane Street
Second Floor – Wiedner Auditorium (Gymnasium)**

The purpose of the June 28 meeting will be primarily informational in nature. We will be sharing the available data, but there will be no specific recommendations in hand going into the meeting.

Following the June 28 meeting, preparations will begin for the July 12th Capital Improvements Commission Meeting. This public meeting will be devoted to developing specific recommendations on project issues. These recommendations will be forwarded to the Village Board for approval or modification, with the Board making the final decisions. It is currently anticipated that the Village Board will consider the CIC recommendations at the Board workshop scheduled for August 15, 2011.

The near-term project schedule is thus:

Project Milestone	Date
Public Information Meeting to Review Preliminary Engineering Results	June 28, 2011
Capital Improvements Commission Meeting to Formulate Recommendations	July 12, 2011
Village Board Workshop to Finalize Project Design Criteria	August 15, 2011 (tentative)

A number of corridor residents have attended recent Capital Improvements Commission meetings. The CIC wants to meet this June; however due to anticipated absences, they will not convene on the normal date of the second Tuesday evening of the month (June 14). Please monitor the Glen Ellyn website for a re-scheduled June meeting of the CIC. I will also notify my corridor liaison group of the date when the arrangements have been made for an alternate June meeting date.

I am looking forward to seeing you at the June 28, 2011 meeting. Thank you for your interest in the project. If there are any questions, please contact me at 630-547-5514 or bobm@glenellyn.org.

Very truly yours,



Bob Minix
Professional Engineer
Glen Ellyn Public Works Department

Agenda

Hawthorne Corridor Improvements Project Public Information Meeting – Tuesday, June 28, 2011

- 1. Introductions and Project Background**
Robert Minix | Professional Engineer – Village of Glen Ellyn

- 2. Proposed Alignments and Traffic Study**
Rodney Beadle, P.E., CFM | President – ERA
Lynn Means, P.E., PTOE | Senior Transportation Engineer – SSE

- 3. Additional Considerations**
Robert Minix | Professional Engineer – Village of Glen Ellyn

- 4. Next Steps for the Project**
Robert Minix | Professional Engineer – Village of Glen Ellyn

- 5. Questions**

- 6. Plan Viewing in Groups**
Robert Minix | Professional Engineer – Village of Glen Ellyn
Rodney Beadle, P.E., CFM | President – ERA
Steve Wegner, P.E. | Project Manager – ERA
Brian Dusak, P.E., CFM | Project Engineer – ERA

Project Website – www.eraconsultants.com

Link located on lower right hand side of the homepage

Meeting Summary

Hawthorne Corridor Improvements Project

Public Information Meeting – Tuesday, June 28, 2011

The purpose of the meeting was to provide an opportunity for Village of Glen Ellyn staff and the design engineering consultants, Engineering Resource Associates, Inc. (ERA) and Sam Schwartz Engineering (SSE), to review progress on the project, discuss potential design alternatives and receive input from residents and other project stakeholders. Meeting began at 7:13 p.m.

1. Introductions and Project Background

Robert Minix | Professional Engineer – Village of Glen Ellyn

- a. Mr. Minix provided some background including an overview of the proposed project scope and schedule, discussed the purpose of the meeting, introduced design team members and discussed the process by which the design alternatives would be evaluated by the design team, the Capital Improvements Commission (CIC) and Village of Glen Ellyn Village Board. Since the street would be undergoing complete reconstruction, certain design parameters – particularly roadway width – would be considered, reviewed and ultimately decided upon.

2. Proposed Alignments and Traffic Study

Rodney Beadle, P.E., CFM | President – ERA

Lynn Means, P.E., PTOE | Senior Transportation Engineer – SSE

- a. Mr. Beadle discussed existing conditions and primary design considerations along the project alignment. He discussed the number of mature trees in the parkways, the existing pavement widths, the existing power poles and other project elements. He stated that Hawthorne is classified as a minor collector street. He reviewed two potential proposed typical sections for the project.
 - i. The first included a 21' wide (back of curb to back of curb) concrete street with B6.18 curb and gutter on both sides. This section would provide two 8.5' wide driving lanes. This section conforms to the Village's standard for local residential roadways and would match the width of most of the existing pavement.
 - ii. The second included a 25' wide concrete street with B6.18 curb and gutter on both sides. This section would provide two 10.5' wide driving lanes. This section conforms to the Village's standard for minor collector streets.
- b. Mr. Beadle discussed the fact that most power poles are very close to the existing back of curb. Most of the power poles would need to be moved if the roadway is widened. If the power lines also moved, there may need to be extensive pruning and cutting of parkway trees along the entire alignment. He discussed using cantilevered arms on the poles to accommodate moving the poles back but keeping the power lines in the same location.
- c. Mr. Beadle stated that a detailed tree inventory has been completed by the Village Arborist. The inventory includes a preliminary evaluation of potential impacts to the trees caused by widening and moving of power lines. ERA will be meeting with the arborist to review the inventory and discuss ways to minimize tree damage.
- d. Mr. Beadle discussed the potential location of new sidewalk in the south parkway east of Park Boulevard. To avoid impacts to existing, mature trees, portions the sidewalk would need to wind throughout the parkway.
- e. Ms. Means discussed the results of the traffic study. The traffic study included collection of average daily traffic and travel speeds along sections of Hawthorne, Western Avenue and Main Street. Western Avenue has a 21' wide typical section and Main Street has a 25' wide typical section. The results of the study were presented in tabular and graphic formats. Average daily traffic on Hawthorne ranged from 2,215 to 3,124 vehicles per day. Average daily traffic on Main ranged from 9,633 to 11,220 vpd. Average daily traffic on

Western ranged from 6,457 to 6,541 vpd. The results of the study indicated that travel speeds are similar along each roadway and they do not appear to be significantly influenced by street width or traffic volumes.

- f. The following is a summary of questions and responses (in italics) during and after the presentation:
- i. Why would driving lanes for a 21' wide new roadway be narrower than existing 21' wide roadway? – *The existing asphalt surface roadway is paved up to the face of curb on both sides. The existing gutters have been overlaid and are no longer visible. This creates two 10' wide driving lanes. To accommodate drainage, the new roadway will have 24" wide curb and gutter on both sides. This results in 8.5' wide driving lanes.*
 - ii. If the power poles needed to be moved, how deep will the poles need to be buried? Will it disturb a large area of the parkway? – *Utility poles are usually directly buried in holes about the same size as the pole diameter. It is not anticipated that this will cause significant disturbance.*
 - iii. Since there will be sewer and water improvements, why not bury the power lines? *Mr. Beadle suggested that placing power lines next to the sewer would be dangerous. Burying the power lines would be extremely expensive and could introduce more conflicts with the existing trees.*
 - iv. Do you have accident data for Hawthorne? *Mr. Beadle briefly discussed the data that is available going back to 2007. A detailed review of the data hasn't been completed yet, but there have been about 25 accidents, mostly related to intersection conflicts.*
 - v. Was pedestrian traffic considered as part of the traffic study? There are schools and a park along Hawthorne. - *The traffic study was conducted to evaluate vehicular volumes and speeds. Pedestrian traffic was not evaluated as part of the study.*
 - vi. Several residents expressed concern over the potential for any widening to cause damage and removal of many trees. Given the high number of ash trees requiring removal, they do not want to see more trees lost. - *Mr. Minix explained that no decisions have been made regarding the project. The purpose of this meeting is to inform and discuss potential options. He stressed that this is an opportunity to improve Hawthorne for the next 40 or 50 years and the Village wants to be sure that the improvements consider numerous factors including trees, utility conflicts, pedestrian safety, vehicular safety, schedule and cost.*
 - vii. Speeds – what is significant? – *The vehicular speeds measured along Main, Hawthorne and Western were close enough and consistent enough to be considered essentially similar.*
 - viii. How many accidents are due to the width of the roadway? – *A detailed analysis hasn't been performed yet. It is difficult to accurately determine this number though. The Police Chief stated that he was not aware of any sideswipe accidents related to lane widths along Hawthorne.*
 - ix. What impact will the roadway improvements have on home values? – *That would be very difficult to accurately analyze and determine although, often, improvement of the condition of roadways result in a perception of increased property values.*
- g. A resident questioned the traffic analysis and accident data. Have they looked at similar roadways (schools and parks) in different communities? – *Western and Main were chosen because of their street widths, traffic volumes and proximity to Hawthorne.*

- h. There was a concern that, with a wider roadway, children and pedestrians may go into the street? *The average parkway along the project alignment is currently 16.5' wide with sidewalks located at the right of way limits. Widening the roadway to 25' would reduce the average parkway to 14.5' wide. IDOT recommends a minimum separation of about 6' from back of curb to sidewalk edge. There are some areas where existing sidewalks get closer to the back of curb to avoid trees.*
- i. A resident mentioned that school children walk in hordes. She is worried more about the kids on the sidewalk rather than at the intersections. – *See response above.*
- j. A resident mentioned that his friend drives slower on Western Avenue due to the narrower lanes. He doesn't touch his phone while driving on Western. – *The Police Chief stated that given the relatively narrow street width and higher traffic volumes, it may be reasonable that many drivers are more cautious when travelling Western.*
- k. What happened to the sign at Park and Pennsylvania stating truck limits? – *The Police Chief stated that he will look into this.*
- l. An 8-year-old child read a note to the attendees. She stated that she likes to ride her bike and doesn't want anything to happen to her siblings.

3. Additional Considerations

Robert Minix | Professional Engineer – Village of Glen Ellyn

- a. The Village arborist's tree analysis is still being assessed by the project team.
- b. Based on discussions with various project stakeholders – including District 41, District 87, the Fire Company and Police Department – there was generally a neutral stance taken on the issue of roadway width. No one reported significant or particular difficulties with the existing roadway of Hawthorne.
- c. All of tonight's attendees were encouraged to attend the CIC planning meeting on July 12.

4. Next Steps for the Project

Robert Minix | Professional Engineer – Village of Glen Ellyn

- a. Mr. Minix provided a brief recap of the process. The next CIC meeting is scheduled for July 12. Village staff was asked to craft a recommendation for the committee. They will take into consideration street width and design issues. Depending on the agenda, there will likely be a Village Board workshop scheduled for mid-August (possibly August 15).
- b. Mr. Beadle discussed the project's website; the traffic study and tree analysis are currently available online. The agenda and meeting presentation will be uploaded in the morning.

5. Plan Viewing in Groups

Robert Minix | Professional Engineer – Village of Glen Ellyn

Rodney Beadle, P.E., CFM | President – ERA

Steve Wegner, P.E. | Project Manager – ERA

Brian Dusak, P.E., CFM | Project Engineer – ERA

- a. Attendees met with the engineering team and reviewed plan sets and asked one-on-one questions

HAWTHORNE IMPROVEMENTS PROJECT

PUBLIC INFORMATION MEETING
PRELIMINARY ENGINEERING PHASE

GLEN ELLYN CIVIC CENTER – WIEDNER AUDITORIUM
GLEN ELLYN, ILLINOIS

Tuesday, June 28, 2011 – 7:00 PM to 9:00 PM

SIGN-IN SHEET

NAME	ADDRESS	Optional: PHONE or Email
PATRICK & DOBBIS/HOFFMAN	622 NEWTON	PJHOFFMAN@WOWWAY.COM
Margaret DeLaRosa	612 Newton	mdelearosa@ameritech.net
Michael MacDONALD	589 FOREST AVE.	MMACDONALD@HOTMAIL.COM
Elaine Nordahl	589 Western Ave.	W: 630-942-2622
Mary Allsopp	575 Pleasant Ave	H: 630-858-6602
Maureen McEnath	421 Greenfield Ave	—
Renee Stephan	592 N. Main St.	stephanb@comcast.net
Brenda Knapp	495 Hawthorne	brendaknapp@comcast.net
Dave Knapp	" "	" "
CARI DINNEEN	602 PRAIRIE AVE	cdinneen@tdhadvertising.com
Kelly Keogh	457 HAWTHORNE	kellykeogh@gmail.com
Steve Keogh	457 HAWTHORNE	STEVEKEO@gmail.com
Stephen Pordes	501 Hawthorne	pordes@ameritech.net
Ruth Porden	501 Hawthorne	"
John Huston	558 N. Ellyn Ave	630-790 847-887-8782 1849 houstonfolks@yahoo.com
BOB/BARB WARD	591 NEWTON AVE	630-858 2449 POP.SOW@SBCGLOBAL.NET
Sue + Mark Allgier	262 Hawthorne	smallgier@sbcglobal.net
Howard + Linda Thiele	639 N. Park Blvd.	ALBIN26@ATT.NET
Mary + Tracy Stallberg	560 Hawthorne	MSTOLLBERG@SBCGLOBAL.NET
Marion King	605 Hawthorne	630 469-8345
Jim King	605 HAWTHORNE	" " "
JUDY MARKS	475 HAWTHORNE	judymarks@earthlink.net
LEE MARKS	475 HAWTHORNE	630/858-1568
BOB EDWARDS	319 HAWTHORN	469-6567

HAWTHORNE IMPROVEMENTS PROJECT

PUBLIC INFORMATION MEETING
PRELIMINARY ENGINEERING PHASE

GLEN ELLYN CIVIC CENTER – WIEDNER AUDITORIUM
GLEN ELLYN, ILLINOIS

Tuesday, June 28, 2011 – 7:00 PM to 9:00 PM

SIGN-IN SHEET

NAME	ADDRESS	Optional: PHONE or Email
MAGGIE EDWARDS	319 HAWTHORN ST.	469-6567
JACK FITZPATRICK	600 FOREST AVE	(630) 942-1398
JUDY FITZPATRICK	600 FOREST AVE	jfitz-1120@spcglobal.net
SHAWN LEWIS	590 WESTERN AVE	LEW52E@GMAIL.COM
BOB CISREK	735 Main St	bcisrek@aol.com 710-6400
Amy Hohulin	486 Cottage Ave	amy@amyhohulin.com
Lee Neary	697 Oak St.	lmar28@aol.com
Dawn Kwiatkowski	302 Hawthorne	dluck.kent@iit.edu
Jennifer Poland	311 Hawthorne	Jennifer.Poland@spcglobal.net
Gloria Grace Poland	311 Hawthorne	630-790-4831
Luke Poland	311 Hawthorne	↓
Elliot Poland	311 Hawthorne	
Micabelle Poland	311 Hawthorne	
Jean Roser	588 Hawthorne	jdrosier@americitech.net
TIM MANNING RESP. GLEN ELLYN COVENANT CHURCH	277 HAWTHORNE	
PAUL GARDNER	276 HAWTHORNE	BEARSWAKER@GMAIL.COM
MARK MORLEY	539 HAWTHORNE	MMORLEY539@COMCAST.NET
Mike Church	626 Newton	
Mark Ryskamp	292 Hawthorne	primaver1957@spcglobal.net
Brian Wright	609 Kenilworth	BEPKAWright@wowway.com
DAVE EVERSON	296 HAWTHORNE	dave.everson@opus-group.com
Samantha Liss		patch.com Reporter
Cheri Shonkwiler	423 Main Street	
Gloria Shonkwiler	646 N PARK	630-469-5314

June 22, 2011

Capital Improvement Commission
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, Illinois 60137

Dear Commission Members:

My husband and I have lived at 319 Hawthorne Street for over 50 years. Actually, I lived on this street longer. In 1947 my parents bought a house at 280 Hawthorn (yes, the street was spelled differently then) and I grew up in this town. Needless to say, we go back a bit.

Along with many of our neighbors, we would like to voice our concern and opposition to the proposed widening of Hawthorne Street. Speeding has long presented a problem. Drivers view stop signs at Kenilworth and Newton as starting gates, hit the accelerator, race down Hawthorne, full speed, thus endangering children, bicyclists, and joggers. Widening Hawthorne would further encourage the temptation to speed.

Glen Ellyn has, also, long prided itself on its' quaint New England village quality. You know, slightly rolling hills, tall trees, lots of flowers, etc. Years ago we watched as our beautiful mature elm trees were cut down due to Dutch elm disease. We dutifully replanted new trees and watched them grow, ever so slowly, during ensuing years. It is our feeling that if the widening of Hawthorne Street proceeds, it is quite possible root systems of our trees will be damaged endangering their very existence. As you are well aware, trees today are fighting a battle just to survive. Why encourage and add to the destruction of a most precious village asset?

People move to and live in Glen Ellyn for a special reason. My parents moved here years ago when the population was less than half what it is today. Although the town has grown over the years; it has, for the most part, retained its' special charm. Progress/change is ongoing and should be given careful consideration, but it should not be implemented when change nullifies what truly gives a town character. Once this is lost, it cannot be regained.

In our opinion, the width of Hawthorne Street is just fine as it is!

Sincerely,



Bob and Maggie Edwards
319 Hawthorne Street
Glen Ellyn, IL 60137
(630) 469-6567

MINUTES

(DRAFT)

BOARD OR COMMISSION: Capital Improvements

DATE: 7/12/11

MEETING: Regular X Special _____

CALLED TO ORDER: 7:38 PM

QUORUM: Yes X No _____

ADJOURNED: 10:53 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Piszczek,
Commissioners Brugh, Colliander,
Lindquist, O'Carroll, Popp, Pryde,
Ryne and Thelen

OTHERS: Trustee Liaison (pro-tem)
Henninger (subbing for Trustee
Hartweg), Professional Engineer Bob
Minix,

ABSENT: None

AUDIENCE: Residents from the
Hawthorne Boulevard corridor

CALL TO ORDER:

The July 12, 2011 meeting of the Capital Improvements Commission was called to order by Chairman Piszczek at 7:38 PM. A quorum was present.

APPROVAL OF MINUTES:

Commissioner Lindquist moved to approve the June 21, 2011 meeting minutes. The motion was seconded by Commissioner Pryde. The Motion carried unanimously.

CONSIDERATION OF ROADWAY WIDTH ISSUES ASSOCIATED WITH THE DESIGN OF THE RECONSTRUCTION OF HAWTHORNE AND DEVELOPMENT OF A RECOMMENDATION:

P.E. Minix asked that those in the audience interested in speaking please sign in with name and address, and also state name and address when speaking. He also noted that this meeting was concerning street width only. Sidewalks will be considered at a later date.

Village Staff Report:

P.E. Minix presented the Village Staff Report. Design work has started on reconstruction of Hawthorne. Work is scheduled to begin in 2012 with the goal of finishing as much as possible by September 1, 2012. Street width is a decision with a 40-50 year impact. Resident interest

has helped staff formulate a project that takes resident desires into account. Hawthorne is a minor collector street, which has broader transportation functions in addition to allowing residents to get into their driveways. In this case the schools on each end of Hawthorne are the main reasons for the collector street designation. Under criteria established in 2001, the design of a collector street undergoing reconstruction calls for a width of 25 feet back-of-curb to back-of-curb. The Capital Improvements Commission has generally sought to uphold the 2001 criteria, but also attempts to take into consideration site specific issues.

Since April, ERA Associates has conducted field studies and traffic studies looking at roadways of both 21 and 25 feet. Posted on ERA's website is the staff recommendation, the Village Forester's report and the traffic study, along with the results of the engineering study which is informational without making a recommendation. At the June 28, 2011 resident meeting, it was clear that all resident attendees wanted to keep the width at 21 feet.

Many considerations went into the staff report. Other interested entities were contacted: both schools, the police and fire departments. In all cases, they did not oppose or support a particular width, with the existing 21 feet working reasonably satisfactorily. Aside from a few spaces near Hadley School, there is no parking now nor will there be in the future. Based on the traffic study, width will not be a significant factor impacting the number or speed of cars using Hawthorne. As for pedestrian safety, there will not be an appreciable change in the parkway width between a 21 and 25 foot road. IDOT designated minimum separations between sidewalks and roadways would be maintained either way. The Forester conducted an extensive assessment of the consequences of widening the roadway to 25 feet emphasizing the damage to the root zones and impact of moving utility poles. The engineers reported that the number of utility poles to be moved went from 3 (no width change) to 8 (22 ft. wide street) up to over 40 for a full 25 foot wide roadway. Widening would create a 10-15% increase in water runoff. Some driveway slopes would increase beyond the maximum desirable of 10% with a wider roadway.

Give the above considerations, the staff recommends a 22 foot wide road through the entire corridor. This allows for the minimum accepted standard of a nine foot driving lane in each direction plus two feet on each side to utilize a B6-18 curb and gutter, a necessity for proper drainage performance on a concrete roadway.

Commissioner Questions to Staff:

Chairman Piszczek asked how the wider road will impact the apparent setback of the existing homes. P.E. Minix said that a narrower parkway may result in a slightly "tighter" looking appearance, although no actual setbacks would be impacted as right-of-way will be not required to construct the project.

Commissioner Colliander asked if the Village has talked to ComEd about bracket or alley arms on the utility poles to lessen the impact on trees. There was discussion noting that the cable and telephone wires are attached lower on the poles. A tree assessment was not done for every foot of additional roadway; rather the widest possible roadway was examined in detail by the Village Forester in June. However, the staff conclusion was that moving poles would have an some impact on the tree canopy regardless of whether or not alley arms are used (alley arms would be of some value though). The point was emphasized that there will be significant tree impacts along the Hawthorne corridor because of the construction (due to services, sidewalks and driveways) even if the road is not widened at all.

Commissioners discussed the traffic report. P.E. Minix responded to questions by reviewing the speed statistics; confirming there will be no parking except for a few spaces at Hadley School; the nine foot driving lane is within standard guidelines, and that there will be some catch basins in the roadway. At the proposed 22 foot width, Hawthorne will be six inches wider on each side than Western. If the decision is to keep the roadway at 21 feet, the curb and gutter will remain the same size, thus reducing the driving lanes to 8.5 feet.

Resident Presentation and Other Audience Comments and Input:

Brenda Knapp of 495 Hawthorne gave a presentation as "resident liaison" giving the residents' positions, which included cost, green space, trees, safety and "charm and character". An assessment of resident views resulted in her request that the Commissioners recommend a roadway width of 21 feet.

Cari Dinneen of 602 Prairie noted that studies say narrow streets make drivers pay attention, and that any narrowing of the parkway will put children on sidewalks at risk by being closer to the street. She also made note of the unknown cost of removing trees and moving utility poles. While Western will have new development on either end of it, she felt that Hawthorne will always be used to get to the schools on either end and for pedestrians. She said that 74 of the 93 residents on Hawthorne are on board for a 21 foot road width.

Renee Stephen of the corner of Main and Hawthorne referred to the plaque at her corner listing Glen Ellyn as a national historic town. Glen Ellyn has the character of a quaint New England village with narrow streets and tree canopies. Any street widening will affect the charm of the Village. As there is no potential for development on either end, the roadway should remain 21 feet.

Michael McDonald of 589 Forest commented on the traffic study by presenting other statistics. Increasing the width from 21 to 22 feet he feels opens the door, and he wants to continue a "hemmed in feel" for drivers to make them drive slower.

Kelly Keogh of 457 Hawthorne stated that children do not pay attention when walking. She has talked to other parents of students at Hadley who do not want the roadway widened.

Shawn Lewis of 590 Western feels that there is great charm to the Village and narrower streets are positive. Increasing the width a foot makes it that much more for children to cross. He is concerned about property values and that \$26,000 can be used better elsewhere.

Lee Marks of 475 Hawthorne said that there has always been speeding on Hawthorne, and always will be speeding. If it is wider, common sense says there will be even more speeding. He is also concerned with tree and neighborhood preservation.

Kathy Cornell of 678 Forest stated that widening Hawthorne would decrease the beauty of the community and property values. She is also concerned about stormwater runoff and additional flooding of Lake Ellyn. The decision affects all citizens.

Julie Nephew of 628 Prairie noted that every square foot that becomes impermeable and every tree that is lost contributes to the flooding of Lake Ellyn.

John Huston of 588 N. Ellyn said that everything he was going to say had been said, and asked when sidewalks would be discussed, to which P.E. Minix replied that he did not know at that time. He also said that Hawthorne has worked for 30 years and not to fix anything except the pavement. Mr. Huston was also very complimentary of P.E. Minix for the transparency of the process.

Elaine Nordahl of 589 Western felt that the straight-aways on Western are fine, it is the turning radii at corners that affect trucks and buses. P.E. Minix said that there are ways of designing the intersections regardless of roadway width. Chairman Piszczek noted that the Commission considers these types of issues in the design process.

CIC Questions to Representatives:

Commissioner Colliander asked Ms. Knapp and Ms. Dinneen if there were any residents who were not in favor of leaving the width at 21 feet. There was one couple that would not sign, but no "no" responses. He asked Michael McDonald if the traffic studies he referenced take into account turns, hills, etc. Mr. McDonald did not know. Commissioner Colliander recommended that they be ready with these answers when presenting to the Board of Trustees.

Commissioner Pryde commended the residents on their presentation and noted that they are obviously passionate. He asked Chief Norton for comments on speeders in the Village. Chief Norton had no thoughts to lower speed limits, and that would just result in more speeders. Traffic laws are to prevent accidents. It's not up to the police or the schools to teach children how to walk to school.

In response to additional questions, P.E. Minix said that the driving lane on Hawthorne presently is ten feet. In order to keep a ten foot driving lane, the road would have to be widened to 24 feet. He stated that if the same street is built now at 21 feet, there will be a greater perception of narrowness than there is presently because of the higher curb and wider gutter. There will be no striping down the center of the street, although cross walks will be marked.

Chairman Piszczek asked whether the 22 foot recommendation mitigates the driveway slope changes. P.E. Minix said that it would keep driveways within the preferred maximum for the most part. In response to a resident question, P.E. Minix said that the elevation of the new road has not yet been fully determined, and it is very lot-specific as to how each driveway meets the road.

Commissioner Pryde asked about placing the wires underground, particularly the telephone and cable more than the electric. P.E. Minix stated he could look into the possibility, but it would burden the schedule, add cost and he would like to discourage it.

Commissioner Popp asked if the new curb and gutter will facilitate a more even movement of water. P.E. Minix said that this is the most effective way of collecting water, and that ERA would be sure to meet all storm water requirements.

Resident Mark Allgauer of 262 Hawthorne asked commissioners how wide a road is needed for the size of cars 50 years from now. Commissioner Pryde responded that there could also be a better mass transit system with larger vehicles travelling Hawthorne by that time. So vehicles could be larger or smaller. Also, Hadley school may expand or move in that time, and this decision needs to take into account that possibility.

Other residents expressed concern for the trees. P.E. Minix noted that it is a balancing act. The best for the trees would be to not reconstruct the roadway at all, and any construction will have some impact. Even a 21 foot width will cause the roadway to be widened because of the machinery used in construction. The staff is committed to doing as thorough a job as possible to protect the trees and six inches is a doable width with minimal impact on trees.

Commissioner Pryde noted that 40 miles of streets have been reconstruction so far and that attention has been paid to the trees on every project. The Commission is sensitive to the issue and it controls how projects are viewed and designed. P.E. Minix said that there was no question that a major construction project takes its toll on the trees. The Forester usually cannot unequivocally assess the reason for a particular tree dying 4-5 years after construction as the general age and condition of a tree is also a consideration.

CIC Deliberations:

Chairman Piszczek stated that having a staff recommendation is very important when considering an exception. P.E. Minix concurred that moving poles is the difference between recommending a 22 foot and a 23 foot roadway.

Commissioner Ryne agreed with P.E. Minix and would like to widen the roadway, but the overriding issue is the loss of trees and he supported the 22 foot option.

Commissioner Lindquist noted that the 25 foot width would impact 45 utility poles, but the 22 foot option only 8 poles.

Commissioner Brugh said that he came into the meeting wanting to widen the roadway, but the impact on parkways is too much. Twenty-two feet is a good width.

Commissioner Colliander said that 25 feet seems to be a decent standard for safety and other concerns. He thought of a compromise of 23 feet. Twenty-one feet is too narrow. Although he was leaning toward 23 feet, 22 feet is a happy medium and he now liked the 22 foot recommendation.

Commissioner Popp stated that this is a 40 year decision. The Forester's report swayed him in that removing 25% of the trees was very much a concern. The 22 foot option made sense, and he would support it.

Commissioner O'Carroll noted that the 21 foot width of Sunset (between Roosevelt and Fairview) is just too narrow. It does not slow traffic, it is hard to get out of his driveway, and 21 feet curb-to-curb appears much smaller than one would think. With the additional 6 inches on each side and a bit of additional cost in a \$4 million project, if designed at 22 feet, he would be pleased with it.

Commissioner Thelen said that he came into the meeting leaning toward a 23 foot width. He would like to see more room for bicycles, but that 22 feet is a reasonable number.

Commissioner Pryde said that the width makes a difference in the winter. He does not like 21 feet in that it is not a full width of street in the winter. A six inch increase is a big deal. He originally was set on 23 feet, but could not see how it could be imposed on Hawthorne. He said that 22 feet is an appropriate recommendation and a good compromise, noting that driving in the gutter is not safe. P.E. Minix has done a good job a balancing a difficult construction project.

Formulation and Approval of a Recommendation on Roadway Width for the 2012 Hawthorne Reconstruction Project:

Commissioner Colliander moved to accept the staff report recommendation, and Commissioner Ryne seconded the motion. It was approved 9 yeas to 0 nays in the following form:

“While it is the preference of the Capital Improvements Commission to maintain the street widths contained in Resolution 01-12, the Capital Improvements Commission in taking into consideration the mitigating factors of: (1) unanimous resident support for a narrower street width; (2) property line setbacks; and (3) utility pole movement and projected tree loss with a 25 foot street width, the Commission recommends accepting the staff report recommendation of a 22 foot roadway width for Hawthorne Boulevard as reconstructed in 2012.”

Chairman Piszczek addressed the residents expressing the hope that they felt they got a fair shake. The Village Board will address the issue the third Monday in August at the workshop. The recording secretary will be preparing the minutes and P.E. Minix will draft a report to the Board. Residents will be able to obtain a copy of the package going to the Board for consideration. He also noted that the Board will be considering policy, as opposed to passing an ordinance that evening. Commissioner Pryde noted that the Village Board needs to decide on the roadway width issue before the Commission can begin consideration of sidewalks or other design matters.

OTHER BUSINESS:

Commissioner Thelen asked P.E. Minix about the status of Essex Court. The engineer's estimate was for \$2.25 million; however, the low bid from Pirtano was under \$1.75 million.

ADJOURNMENT:

Commissioner Brugh moved to adjourn the meeting. The motion was seconded by several Commissioners, and was carried unanimously. The July 12, 2011 meeting was adjourned at 10:53 PM.

Submitted by Karen Blake, Recording Secretary
Reviewed by R. Minix, Village of Glen Ellyn Public Works

Glen Ellyn Public Works Department

Interoffice Memorandum

to: Bob Minix, Professional Engineer
from: Peggy Drescher, Village Forester
subject: Hawthorne Street Widening and Parkway Trees
date: August 3, 2011

I have performed a follow-up inspection on the eight addresses which you have provided to me in regards to the utility poles that will need to be moved due to potential widening. (249 Hawthorne, 253 Hawthorne, 434 Hawthorne, 457 Hawthorne, 469 Hawthorne, 605 Hawthorne,, 590 Prairie, 589 Western).

Although the potential widening went from two feet to six inches, it still seems that widening the street six inches may still cause the same issues with the parkway trees. If an alley arm is used then these concerns may not be an issue at all, except for 457 Hawthorne. The utility pole may still be close to the parkway tree.

The only way to be sure is to request the utility company review these locations.

Bob Minix

From: Peggy Drescher
Sent: Tuesday, July 12, 2011 12:45 PM
To: 'Cari Dinneen'
Subject: RE: Hawthorne Avenue

Hi Cari,

I have not submitted a new report but Bob and I did walk the site.

1. As far as root pruning goes, of course it would be best to stay as far away as possible from the tree but 6" shouldn't pose any more of an issue than just root pruning for a curb in the existing location. There are large trees by Lenox that will be negatively impacted due to widening any amount but I do not know if they would need to be removed.
2. The trees I identified for removal due to utility lines was because the pole would need to be moved two feet back from the current location. If the lines can stay in the current location with use of alley arms then there would not be the need of additional pruning. However, there are alley arms already at some of the locations. The bigger issue was the cables below the primaries – I do not know if they can be installed on alley arms.
3. I cannot provide a removal cost without knowing exact diameters and do not have the time at the moment to look that up and figure it out. We could estimate \$600/tree for removal of tree and stump.

I hope this answers your questions. If not you can leave a message on my work phone and I will try to get back to you. I leave today at 4:00. 630-547-5505.

Peggy Drescher, Village Forester
30 S. Lambert Rd
Glen Ellyn, IL 60137
Work 630-547-5505
Fax 630-469-3128
peggyd@glenellyn.org

From: Cari Dinneen [mailto:cdinneen@tdhadvertising.com]
Sent: Tuesday, July 12, 2011 10:53 AM
To: Peggy Drescher
Subject: Hawthorne Avenue

Hello Peggy-

My name is Cari Dinneen. I'm one of the ladies leading the initiative to maintain Hawthorne at 21 ft and I introduced myself to you a few weeks back when you were out taking measurements along the side of my house.

Bob has been kind enough to share his CIC recommendation with our team and we have a few questions we'd love to get your perspective on. If possible before tonight's meetings.

1. Have you discussed or submitted any new report regarding Bob's proposal to take the street to 22 ft? Curious as to how this new width would impact the trees.

2. There seems to still be confusion regarding the impact to the trees due to utility pole movement. Did your report assume that the poles would move back the recommended amount and thus incur the damage or have to be removed OR were you basing any of your decision on the potential use of alley arm poles which may result in less tree impact? If those are even possible, which we don't know.
3. It would be very, very helpful to have a ballpark cost for tree removal. I realize that it's likely to vary based on tree size, position, etc. But I'm guessing the cost implications of removing 50 trees and/or the amount of pruning required is going to increase the overall project costs significantly. Can you share any sort of a rough estimate?

I can't thank you enough for all you've done as a part of this process. You have been a great help and our adopted "partner" in working to retain the road at its current width and maintain the gorgeous tree line we're blessed to have along Hawthorne Avenue. Thank you!!!

Sincerely,
-Cari Dinneen

August 5, 2011



INFORMATION LETTER NO. 3 HAWTHORNE IMPROVEMENTS PROJECT

Dear Corridor Residents, Institutions and Other Interested Parties:

Following the project public meeting conducted on June 28, 2011 that focused on the roadway width issue, the Village Capital Improvements Commission considered the question of the appropriate width for Hawthorne at their July 12, 2011 regular meeting, with all nine commissioners attending. The CIC received a staff report, took public comment, discussed the issue and formulated and approved a recommendation for the roadway width. The unanimous recommendation of the Capital Improvements Commission was to construct the new Hawthorne roadway at a consistent width of 22 ft. from back-of-curb to back-of-curb over the entire corridor, or one foot wider (six inches on each side) than the current street footprint. The exact wording of the recommendation is:

“While it is the preference of the Capital Improvements Commission to maintain the street widths contained in Resolution 01-12, the Capital Improvements Commission in taking into consideration the mitigating factors of: (1) unanimous resident support for a narrower street width; (2) property line setbacks; and (3) utility pole movement and projected tree loss with a 25 foot street width, the Commission recommends accepting the staff report recommendation of a 22 foot roadway width for Hawthorne Boulevard as reconstructed in 2012.”

The next formal step in the process will be the final consideration of the street width issue by the Village Board as they review the CIC recommendation. This review will occur at the August Board Workshop, scheduled for **Monday evening, August 15, 2011**. The meeting will take place in the Galligan Board Room, located on the third floor of the Civic Center, 535 Duane Street. All interested parties are requested to be present at the start of the meeting at 7:00 PM.

Following a short staff presentation, those present at the meeting will be invited to express their views on the street width issue. I understand that the core resident group will once again lead off the public participation portion, making a presentation similar to the very fine one provided at the July 12 CIC meeting. Full participation by all is encouraged and while each viewpoint is important, it is requested that each subsequent speaker make a good faith effort to raise new or different issues / considerations / opinions and avoid repeating previously stated items as much as possible. In this manner the discussions and overall meeting can be effectively conducted.

If you have any questions regarding the upcoming Board workshop meeting, please contact me at 630-547-5514 or at bobm@glenellyn.org. Thank you for your continued interest in the project.

Very truly yours,

A handwritten signature in cursive script that reads "Bob Minix".

Bob Minix
Professional Engineer
Glen Ellyn Public Works Department