

**VILLAGE OF LOMBARD
REQUEST FOR BOARD OF TRUSTEES ACTION
For Inclusion on Board Agenda**

DISTRICT 4

Legistar #090393

Resolution or Ordinance (Blue)	_____
Waiver of First Requested	_____
Recommendations of Boards, Commissions & Committees (Green)	_____
Other Business (Pink)	_____

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: David Hulseberg, Village Manager *DH*

DATE: August 4, 2009 (COW) (B of T) **Date: August 20, 2009**

**TITLE: Parker Drive Cul-De-Sac Improvements
Special Assessment 217C**

SUBMITTED BY: David A. Dratmol, P.E., Village Engineer *DAE*

BACKGROUND/POLICY IMPLICATIONS:

Board direction concerning creating a cul-de-sac at the north end of Parker Drive by Reskin Road

FISCAL IMPACT/FUNDING SOURCE:

SPS Project: 0902
PW Project#: ST-10-01

Review (as necessary):

Village Attorney	X	_____
Finance Director	X	_____
Village Manager	X	_____

NOTE:

All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the Agenda Distribution.

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Interoffice Memo

To: David Hulseberg, Village Manager
 Through: Carl Goldsmith, Director of Public Works
 From: David A. Dratmol, P.E., Village Engineer
 Date: August 4, 2009
 Subject: Parker Drive Cul-De-Sac Improvements
 Special Assessment 217C



In reviewing the improvements associated with Special Assessment 217C (Kramer, Reskin, Parker & Kaplin) Community Development made a recommendation to Public Works that a cul-de-sac at the north end of Parker Drive is warranted. Please refer to the attached drawing of the proposed cul-de-sac and the surrounding area. A side benefit of this action is a reduction in the amount of pavement within the right-of-way as Reskin Road is essentially eliminated.

The proposed Parker Drive cul-de-sac is in compliance with the distance requirements set forth in Section 154.503 (I) of the Village Code which limits the length of such streets to 660 feet. Furthermore, the proposed cul-de-sac meets code requirements set forth in Section 154.503(D) of the Subdivision and Development Ordinance. Specifically, this section requires the cul-de-sac right-of-way turnaround diameter to be 124 feet for residential streets. The required pavement width for all streets shall be measured from the backs of curbs and the cul-de-sac turnaround diameter for residential streets shall be 90 feet. The increased diameter is required to provide for the ability of emergency vehicles and other larger-sized vehicles to safely turn around without going onto adjacent private properties.

Public Works Operations and Maintenance Divisions, Community Development, Police and Fire have concurred with the attached cul-de-sac plan. To enhance fire protection to the cul-de-sac, an additional hydrant will be installed at the former intersection of Reskin Road and Kramer Avenue. The Fire Department has also requested that a fire hydrant be installed in the right-of-way on the north side of the bulb. The water main that serves the cul-de-sac is part of Illinois-American Water Company's (ILAWC) system. Installation of this hydrant would require ILAWC approval. In all likelihood if approved, it would be at Village cost.

As part of the design, a plat of survey dedicating the entire cul-de-sac as right-of-way would be prepared, taking part of the former V.F.W. site that is already Village property. The Reskin Road right-of-way would be retained. The reconfiguring of the right-of-way and new plat of dedication would require the use of a licensed land surveyor for preparation of the documents. Upon Board approval of moving forward with the cul-de-sac, Public Works would contract with a Registered Land Surveyor to develop the plat of dedication. Once the surveyor completes the plat of dedication, a resolution adopting the plat of dedication would be brought to Board of Trustees.

The Board of Local Improvements (BOLI) recommended creating the Parker Drive cul-de-sac via a phone poll of the July 9th agenda. Please present this to the Board of Trustees at their regular meeting on August 20, 2009.



In addition to the design standards established herein, all public improvements, Plats of Subdivisions, and development shall comply with the following:

(A) All other sections of this ordinance including but not limited to Section Three, Required Public Improvements (Subsections 301-308).

(B) All applicable provisions of the Illinois Revised Statutes.

(C) The Lombard Zoning Ordinance (Chapter 155 of the Code of Lombard) and all other applicable laws of the Village.

(D) The rules of the Illinois Department of Transportation (IDOT) and the DuPage County Highway Department relating to safety of access and the preservation of the public interest and investment in the streets if the subdivision or development, or any lot contained therein, abuts a State or County highway or connecting street.

(E) The Lombard Specifications Manual and all other standards, regulations and specifications adopted and maintained by the Department of Public Works or the Director of Community Development.

(F) All standards, regulations, and specifications required by the Illinois Accessibility Code (410 ILCS 25/1).

(G) All conditions of plat or development approval recommended and approved by the Plan Commission and Village Board.

(H) The Village of Lombard Flood Control Ordinance (Chapter 151 of the Code of Lombard, Illinois).

(I) The current applicable standards of the Illinois Environmental Protection Agency concerning water quality and distribution and sewage collection and treatment.

§154.503 STREETS AND RIGHTS-OF-WAY

(A) General Considerations

Proposed new streets shall be designed and located in relation to existing and planned streets, and topographical conditions and natural terrain features such as streams and existing tree growth, to

public convenience and safety, and in appropriate relation to the proposed uses of land to be served.

(B) Design and Arrangement

(1) All streets shall be properly integrated with the existing and proposed system of thoroughfares and dedicated rights-of-way as established on the Village Street Classification Map or on any current Village streets or thoroughfare plan.

(2) All thoroughfares shall be properly related to special traffic generators such as industries, business districts, schools, churches and shopping centers; to population densities; and to the pattern of existing and proposed land uses.

(3) Local and collector streets shall be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.

(4) Existing street patterns should be continued and enhanced by new subdivisions. Where appropriate to accommodate existing conditions or to otherwise improve the subdivision design, curvilinear streets and cul-de-sacs may be used.

(5) Proposed streets shall be extended to the boundary lines of the tract to be subdivided or developed unless prevented by topography or other physical conditions, or unless in the opinion of the Director of Community Development such extension is not necessary or desirable for the coordination of the subdivision or development with existing subdivisions or developments or the most advantageous future development of adjacent tracts.

(6) In business and industrial developments the streets and other means of access shall be planned in connection with the grouping of buildings, location of rail facilities, truck loading and maneuvering areas, and walks and parking areas so as to minimize conflict of movement between the various types of traffic including pedestrian.

(C) Intersection of Local and Arterial Streets

The number of residential or local streets entering a major arterial shall be kept to a minimum. Where a subdivision or development borders on or contains an existing or proposed arterial, the Plan

Local Street Residential	28 feet
Cul-de-sac Turnaround Diameter:	
Non-Residential	94 feet
Residential	90 feet

(E) Minimum Sight Distances

The minimum horizontal and vertical sight distances shall be as follows:

(1) If the average vehicle speed on the street is projected to be 30 miles per hour or less, the minimum horizontal and vertical sight distances shall be two-hundred (200) lineal feet.

(2) If the average speed is projected to be 31 to 40 miles per hour, a minimum sight distance of two-hundred-seventy-five (275) lineal feet is required.

(3) If the average speed is projected to be 41 to 50 miles per hour, a minimum sight distance of three-hundred-fifty (350) lineal feet is required.

(F) Street Grade

(1) Maximum allowable street grade, in percent of gradient, shall be five percent (5%) maximum for collector and arterial streets and at seven percent (7%) maximum for local streets.

(2) The minimum allowable street grade, in percent of gradient, shall be five-tenths (0.5) or one (1) percent for all arterial, collector, and local streets.

(G) Vertical Curves

(1) All changes in street grades shall be connected by vertical curves of a minimum length in feet as prescribed below:

(a) Local street -- One-hundred-fifty (150) feet, but not less than thirty (30) feet for each percent difference in grade.

(b) Collector -- Three-hundred (300) feet, but not less than sixty-five (65) feet for each percent difference in grade.

(2) If the difference in street grade does not exceed one (1) percent, no vertical curve is necessary. If the average running speed is projected to exceed forty (40) miles per hour, vertical curves in

Commission may require that access to such streets be limited by one of the following means:

(1) The subdivision of lots so as to back on the arterials and front onto a parallel local street; no access shall be provided from the arterials, and screen planting shall be provided in a strip of land along the rear property line of such lots. If used, fencing shall be coordinated to provide for a unified design character.

(2) A series of cul-de-sacs, U-shaped streets, or short loops entered from and designed generally at right angles to a street parallel to the arterial with the rear lines of lots backing onto the arterial and with no access provided from the arterial.

(3) A marginal-access, service road, or frontage road (separated from the major arterial by a planting or grass strip, and having access thereto at suitable points.)

(D) Required Street and Right-of-Way Widths

(1) The required width of rights-of-way shall comply with the following:

Regional, Major, and Minor Arterials	100 feet
Collector Street Non-Residential	80 feet
Collector Street Residential	74 feet
Local Street Non-Residential	66 feet
Local Street Residential	66 feet
Frontage Roads, Marginal Access Streets, etc.	50 feet
Cul-de-sac Turnaround Diameter:	
Non-Residential	128 feet
Residential	124 feet

(2) The required pavement width for all streets shall be measured from the backs of curbs and shall comply with the following:

Collector Street Non-Residential	48 feet
Collector Street Residential	36 feet
Local Street Non-Residential	36 feet

excess of those specified above may be established by determination of the Village Engineer.

(H) Horizontal Curves

All horizontal curves shall have a minimum radius, measured at the centerline of the street. Local street minimum radius shall be one-hundred-and fifty (150) feet and collector street minimum shall be three-hundred (300) feet.

(I) Cul-de-sac Streets

(1) Limited Use of Cul-De Sac Streets

Cul-de-sac streets shall only be used where necessary due to topographical conditions, existing development patterns, or other existing physical conditions and only with the express approval of the Director of Community Development or the Board of Trustees.

(2) Maximum Length of Cul-De-Sac Streets

The maximum length of cul-de-sac streets shall be based on the land use character of the adjoining property (as determined by the Director of Community Development based on existing development, zoning, and the Comprehensive Plan) and shall comply with the following:

Serving a maximum of 25 dwelling units	660 feet
Serving more than 25 dwelling units	500 feet
Industrial Street	660 feet
Commercial and Office Street	500 feet

(J) Street Intersections

(1) Streets shall be laid out so as to intersect as nearly as possible at right angles. Not more than two (2) streets shall intersect at any one (1) point unless otherwise specifically approved by the Village Board.

(2) Proposed new intersections along one (1) side of an existing street shall, wherever practicable, coincide with any existing intersections on the opposite side of such street. Street jogs with center-line offsets of less than two-hundred (200) feet shall not be permitted, except where the intersected street has separated dual drives without median breaks at either intersection. Where streets

intersect major streets, their alignment shall be continuous.

(3) Minimum curb radius at the intersection of two (2) local residential streets shall be at least fifteen (15) feet; and minimum curb radius at an intersection involving a collector street or non-residential street shall be at least twenty-five (25) feet.

(4) Intersections shall be designed with a minimum grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided, having no greater than a two percent (2%) grade, a distance of sixty (60) feet, measured from the nearest right-of-way line of the intersecting street.

(5) Where any street intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the developer shall cut such ground and/or vegetation (including trees) in connection with the grading of the public right-of-way to the extent deemed necessary to provide at least minimum sight distance.

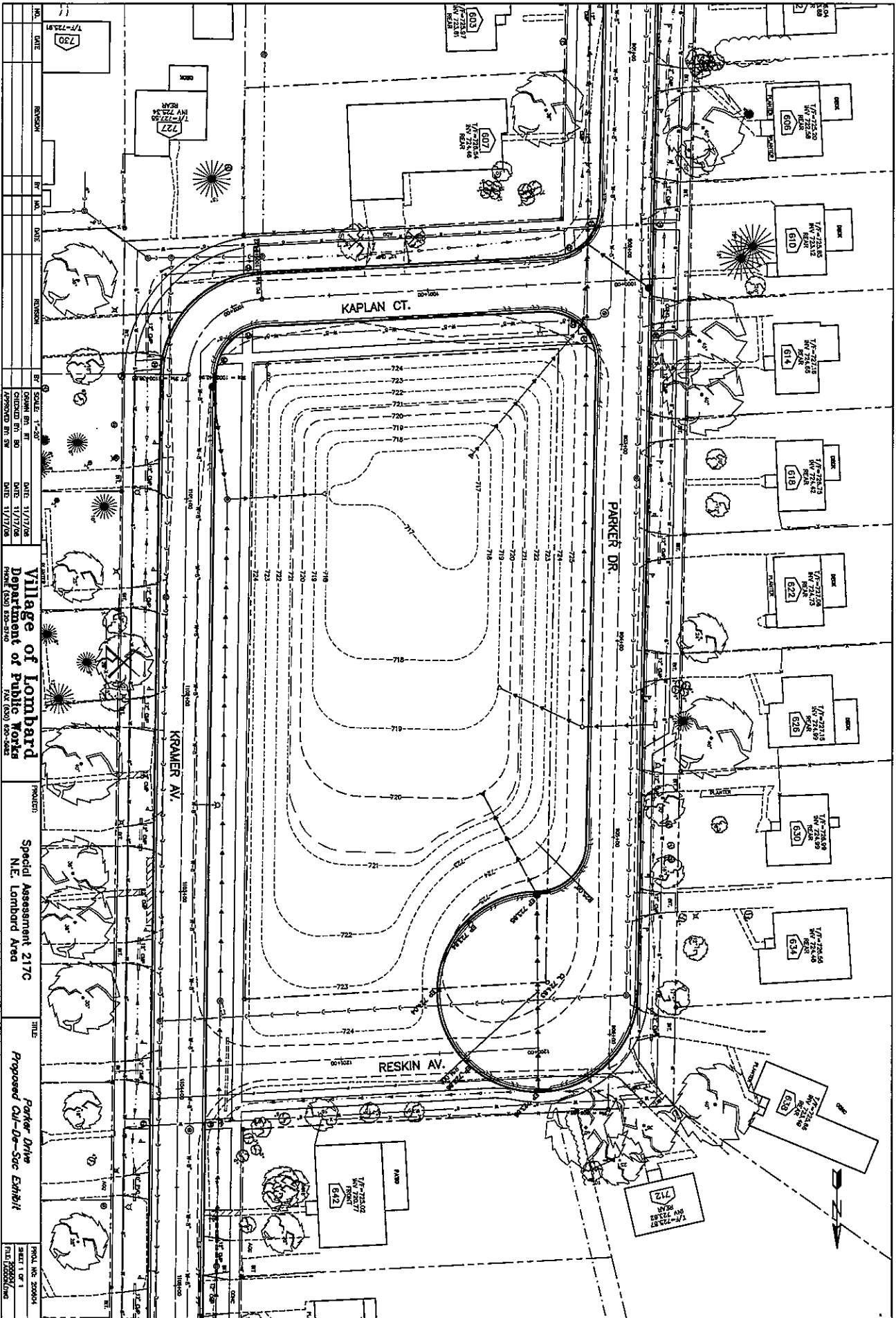
(6) The cross-slopes (earth slopes) on all streets including intersections, shall be two percent (2%).

(K) Half Streets

Half-streets shall not be permitted. Street systems in new subdivisions shall be laid out so as to eliminate half-streets. Where an existing half-street is adjacent to a new subdivision, the other half of the street shall be dedicated by the subdivider. Where a new subdivision abuts an existing street of inadequate right-of-way width, additional right-of-way width may be required to be dedicated by the subdivider. Where a new subdivision abuts an existing street of inadequate right-of-way width, dedicated by the subdivider to meet the requirements of this section.

(L) Street Curbs

All street curbs shall have a vertical face six (6) inches in height and conform with the Illinois Department of Transportation (IDOT) standards. Roll-type street curbs shall not be used unless specifically allowed by the Director of Community Development.



Village of Lombard
 Department of Public Works
 Planning (353) 225-5100

Product: **Special Assessment 217C**
 N.E. Lombard Area

Title: **Parker Drive
 Proposed Cul-De-Sac Exhibit**

Project No. 20064
 Sheet 1 of 1
 Date: 11/17/06

NO.	DATE	REVISION	BY	CHK.	DATE
1	11/17/06	DATE: 11/17/06 DRAWN BY: [blank] CHECKED BY: [blank] PROJECTED BY: [blank]			

