

APPENDIX F

PROJECT NEWSLETTERS

Olympian Drive **Insight**

Issue 1

July 1995

This is the first edition of Olympian Drive Insight, a newsletter prepared by the Champaign County Highway Department and Hanson Engineers Inc. to provide information on the Olympian Drive Location/Design Study. We will publish this newsletter regularly during the study.

Any highway project is sure to generate a lot of questions. We hope that this newsletter will help to answer those questions. We also hope that it will help people affected by the project to understand the study process.

This first issue includes articles on the history and purpose of the study and the first public informational meeting. Future issues will update you on the progress of the study and keep you informed as recommendations and decisions are made.

If you have any questions, suggestions for articles, information for the study team, or would like to be added to the mailing list, contact:

Mr. James W. Moll
Hanson Engineers Inc.
1525 South Sixth St.
Springfield, Ill. 62703-2886
Phone (217) 788-2450

What is the Olympian Drive study?

The Champaign County Highway Department, in cooperation with the City of Champaign, the City of Urbana and the Illinois Department of Transportation, has retained Hanson Engineers Inc., an engineering and scientific firm headquartered in Springfield, to undertake a study for a new east/west roadway north of I-74 in Champaign and Urbana. This study will determine the type of facility and location that will best meet the needs of the community. The proposed road would extend from the interchange of Interstate 57 with Township Road 151 (Olympian Drive) on the west to U.S. Route 45 on the east (see map on following page). The proposed road would connect to the existing road network with at-grade intersections. Intersection locations will be determined during the study.

The purpose of the study is to investigate a variety of alternatives and recommend one that best achieves the purpose of the project with minimal impact to property owners and the environment. The study will result in a recommended course of action, which will be detailed in a Location/Design Report. Impacts will be documented in an Environmental Assessment.

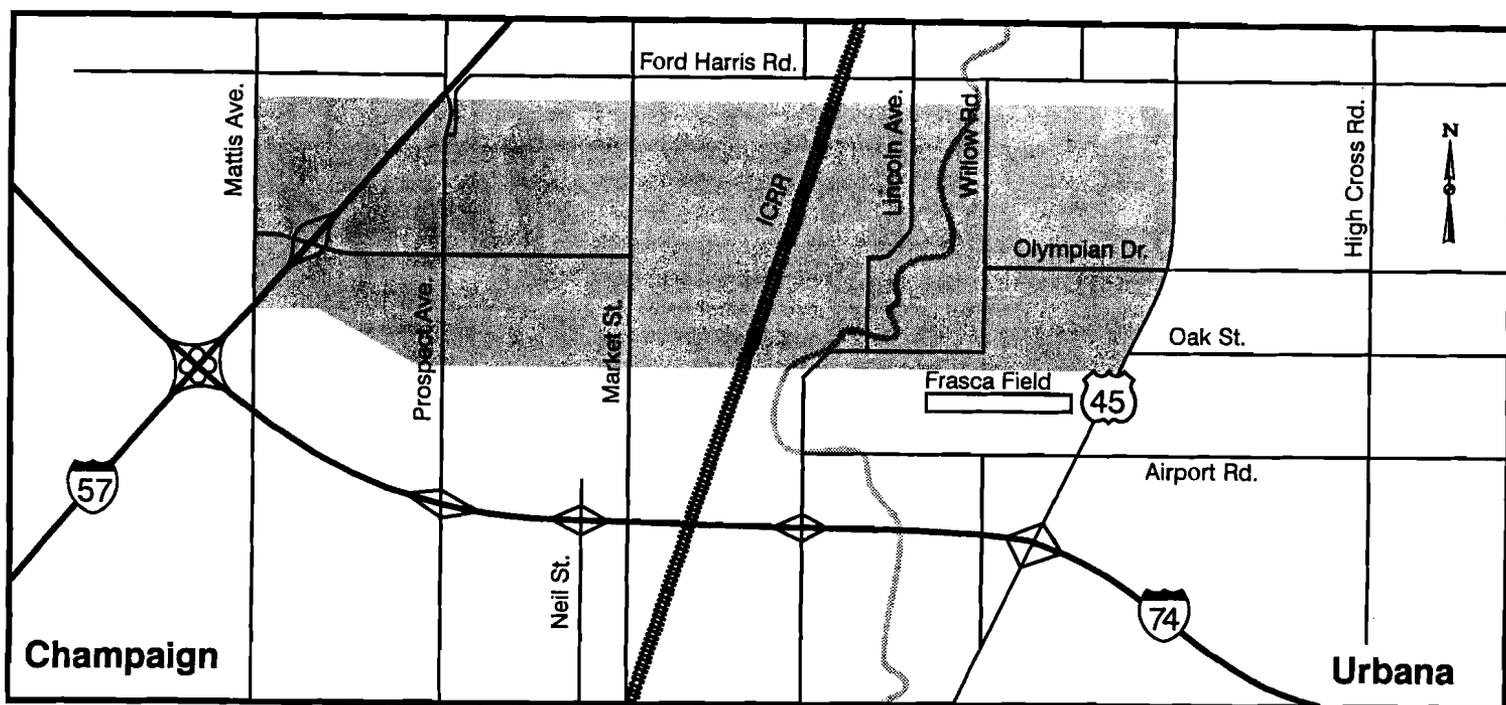
Purpose of the project

The purpose of the project is to improve access for developed and developing land

in the area north of Champaign-Urbana and also to relieve traffic congestion on I-74 and other roads.

Champaign County has experienced intensive commercial and light industrial development in the area north of I-74, between I-57 and the Illinois Central Railroad (ICRR) tracks. This development is expected to continue to the north and east. This area is developing into a regional retail center, attracting traffic from outlying communities. The lack of an east-west road north of I-74 makes it difficult for traffic to drive to the project area. An east-west road would also improve access to the property east of the ICRR from I-57, which would contribute to the development potential of this area and provide for more controlled growth.

Significant traffic congestion problems are developing on the system. With limited access from the north, local traffic is using I-74 to move across town. The recent reconstruction of I-74 has eased congestion somewhat, but the intersections and existing roads are becoming more congested as traffic increases. As development progresses, the increasing traffic will continue to overload roads. It is important that the new roadway be planned before the development of new commercial and industrial sites makes building it more difficult and costly.



Public informational meeting

The Champaign County Highway Department and Hanson Engineers Inc. will host an open house/public informational meeting for the Olympian Drive Location Study on Thursday, July 27, from 5 p.m. to 8 p.m., at the Urbana Civic Center. A color aerial photograph of the project area will be on display showing preliminary alternative alignments being considered.

Representatives from Champaign

County, the City of Urbana, the City of Champaign, the Illinois Department of Transportation and Hanson Engineers will be available at the meeting to hear comments from the public and to answer questions. There will not be a formal presentation or program.

People who attend the meetings will receive a questionnaire regarding the project. The responses to this questionnaire will be

used by the study team to address the suggestions and concerns of the public during the study process. Everyone is welcome and encouraged to attend.

The meeting will be wheelchair accessible. If special accommodations are needed, please contact Jeff Ball at Hanson Engineers Inc., (217) 788-2450, at least three days prior to the meeting.

Project schedule

In August 1990, the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) formed a technical committee to conduct a scoping study of an extension of Township Road 151 from Interstate 57 to U.S. Route 45.

The Township Road 151 Scoping Study Draft Summary Report was submitted in August 1991. As a result of this scoping study, CUUATS decided to proceed with a location study.

The Olympian Drive Location Study began in March 1995. The first public informational meeting will be July 27 and a

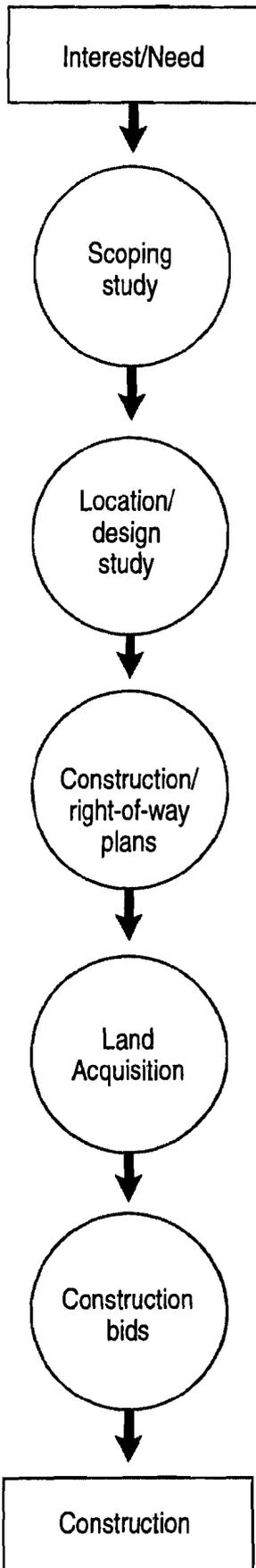
second informational meeting will be held in February 1996. A public hearing will be held in September 1996. We anticipate final design approval by the Federal Highway Administration (FHWA) in December 1996. Design approval by the FHWA would make the project eligible for federal funding. At the present time, no money has been programmed for either land acquisition or the construction of this project. The next step in the process after design approval would be for the supporting agencies to investigate funding sources for the project.

Several preliminary alignments will be

considered as part of the design study process. These will be reduced to two alternative alignments that will be studied in detail. Alignments will be eliminated based upon a review of environmental impacts, ease of construction, and input from the public informational meetings.

Environmental impacts will be documented in an Environmental Assessment and will consist of data collected on wetlands, farmland, threatened and endangered species, hazardous waste sites, cultural resources and other natural resources.

Steps to road construction explained



The following steps are typical of those usually followed for a federally funded project.

Step 1 - Interest/need

Interest or need for the project is expressed.

Step 2 - Scoping study

If significant interest develops for a project, money is appropriated for a scoping study. This study determines if the proposed project is feasible. It also identifies preliminary benefits and impacts of the project.

Step 3 - Location/design study

If the recommendation for the project is positive and funding is available, a location/design study is prepared for the project. This study determines the location of the project if it is to be built. It also specifically identifies the impacts of the project, the right of way required and the geometrics of the proposed road. The final results of this study are an environmental document and design approval.

Step 4 - Construction/right of way plans

If the location/design study recommends to build the road, then construction and right of way documents need to be prepared. Large projects are usually broken down into smaller construction sections. Documents are developed for each section.

Step 5 - Land acquisition

Using the right of way documents, representatives can then negotiate land acquisition with landowners. Money must be appropriated to acquire the needed right of way.

Step 6 - Construction bids

After the needed right of way has been acquired, construction segments are advertised for bids from contractors.

Step 7 - Construction

After a contractor has been selected and money appropriated, construction begins.

Transportation terminology defined

Alignment - The path a road follows.

At-grade intersection - Two intersecting roads with stop signs or signals for traffic control.

Cultural resources - Any prehistoric or historic district, archaeological or historic site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places.

Easement - An acquired right to use land by someone other than the legal owner for a specific purpose, either for a specified period of time or permanently.

Frontage road - Public streets located somewhat parallel to a limited access road built to maintain local road continuity.

Grade separation - A road that goes up and over a railroad or other road. The railroad or other road being crossed is left open to traffic, but does not have access to the overpass road. In contrast to an at-grade intersection.

Limited access control - Access from commercial property onto the roadway is not permitted. Access is allowed onto a crossroad, but is restricted to 300-500 feet from the intersection of the crossroad with the facility.

Median crossover - A break in the median to allow an at-grade intersection. All turning movements (directions) are allowed. Desired spacing between crossovers is one mile. The minimum spacing allowed is 1/2 mile.

Right of way - The land secured and reserved to the public for road purposes, sidewalks, utilities, etc.

Service drive - A road that connects with a public road at one end only, built for the purpose of providing access to properties that would otherwise be landlocked or denied access.

Wetland - An area that is wet for a period long enough to support vegetation adapted for saturated soil conditions. Wetlands are important for stormwater retention, threatened and endangered species' habitat, soil retention, and removing harmful chemicals from surface and ground water supplies.



1525 South Sixth St.
Springfield, Ill. 62703-2886

Olympian Drive Insight

Issue 2

November 1995

This is the second edition of Olympian Drive Insight, a newsletter prepared by the Champaign County Highway Department and Hanson Engineers Inc. to provide information on the Olympian Drive Location Study. We will publish this newsletter regularly during the study.

Any highway project is sure to generate a lot of questions. We hope that this newsletter will help to answer those questions. We also hope that it will help people affected by the project to understand the study process.

This issue contains articles on environmental studies for the road project. It also contains information on the two alignments chosen for further study, and the results of the questionnaire distributed at the first public informational meeting.

If you have any questions, suggestions for articles, or information for the study team, or would like to be added to the mailing list, contact:

Mr. James W. Moll
Hanson Engineers Inc.
1525 South Sixth St.
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Phone (217) 788-2450

Residents comment on proposed roadway

The Champaign County Highway Department and Hanson Engineers Inc. held a public informational meeting on July 27 at the Urbana Civic Center; 81 people attended.

Citizens were given literature explaining the purpose and need for the proposed road. They also received a comment sheet, to which 45 people responded.

Some respondents were worried about the proposed roadway's impact. Main concerns were: access to adjacent property; effects on wildlife; effects on property values; farm severances; effects on family farms; cost of construction; relocation and right-of-way compensation; drainage; and loss of prime farmland.

Others supported the project, saying it would provide an alternative east-west route to Interstate 74 and would help improve the local economy.

Some comments:

"A by-pass north of Urbana is desperately needed!"

"We would like to see no road at all."

"It should not be ignored that not everyone is interested in growth and exchanging farmland for money."

"I suggest you build the roadway where there is an existing roadway."

"I favor the road being placed out far enough to not disrupt or alter the residents or businesses already built."

Of the people responding at the Urbana meeting:

- 27 favored Alignment 1
- 8 favored Alignment 2
- 13 favored Alignment 3
- 8 favored Alignment 4
- 11 favored the no-build option

The total exceeds 45 because some people selected more than one option.

Sodemann and Associates on study team

A Champaign-based engineering firm is working as a subconsultant to Hanson Engineers on the Olympian Drive location-design study.

Sodemann and Associates Inc., headquartered at 340 N. Neil St. in Champaign, serves customers throughout Illinois.

Sodemann is responsible for a variety of assignments on the Olympian Drive

study, including data collection, intersection design studies, and all drainage and topographical surveying. The firm has completed preliminary drainage studies to provide a basis for determining drainage costs and right of way requirements. Once an alignment is chosen, Sodemann will also prepare a hydraulic report and waterway information table for the Saline Branch.

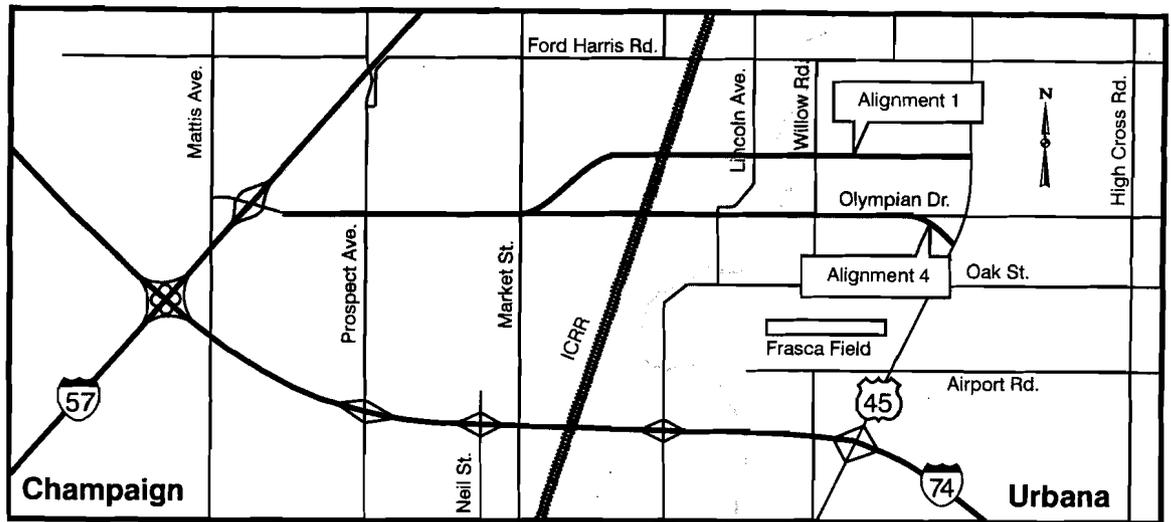
Sodemann representatives will also attend public meetings and hearings on the project, and will attend bimonthly liaison meetings with representatives of Champaign County, the City of Urbana, the City of Champaign and the Illinois Department of Transportation.

Planners studying alignments 1 and 4

After the first public informational meeting, alignments 1 and 4 emerged as the two choices for further study. Ability to meet the purpose and need for the project and an evaluation of environmental impacts and construction costs influenced the decision.

Planners eliminated alignment 2 because of its potential negative impact on farms and the many curves that could make it less safe than the other alternatives.

High construction costs, displacement of businesses and homeowners, and problems with access led to the elimination of alignment 3.



Planners will now compare the merits of alignments 1 and 4 and will determine

approximate right of way requirements, proposed profiles, structure lengths and more detailed cost estimates.

Location-design team continues work

The location-design study team is now working on detailed *geometric studies* for the two selected alignments. Planners are considering environmental and engineering factors, as well as comments given by residents during the July public informational meeting.

Planners are also working out details of the two proposed alignments, as well as considering their potential effects on traffic and drainage. The roadway will be raised in areas where water might accumulate.

The team is also working on access issues such as location of median crossovers

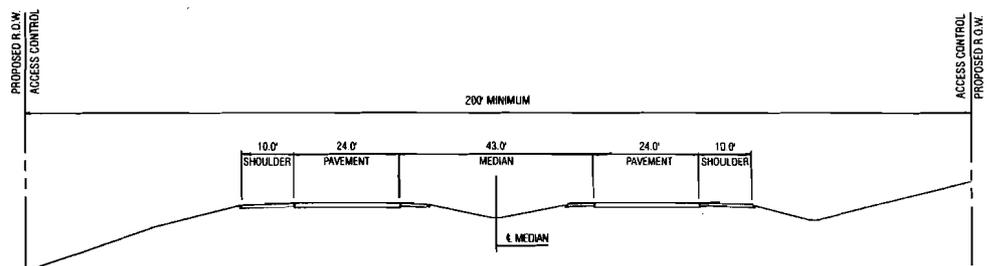
and access to adjacent properties.

The alignments, approximate rights of way, access points and median openings will be shown at the next public informational meeting on Dec. 7 at the Champaign Public Library Auditorium.

Typical section determined

As part of the study process, engineers determine the type of *cross section* to be built. The cross section includes the number of traffic lanes, width of shoulders, median type, and type of drainage. The team presented three alternative cross sections at the first public informational meeting.

After careful review, planners determined that the section with the depressed grass median and open ditch drainage was most suitable for this project. This section would provide a wide grass median to help



maintain access control, have lower construction cost than a curb-and-gutter section, provide additional safety to motorists,

and provide the opportunity for future expansion, such as additional through lanes or dual turn lanes.

Environmental studies a necessary part of process

Hanson Engineers is continuing work on the Olympian Drive Location Study for Champaign County. Scientists were in the field this summer collecting information for the study's Environmental Report.

These studies will identify important local environmental and historical resources so the new roadway can be planned with as little disruption as possible to the natural environment and historic character of the area.

Studies are currently focused on natural resources which are protected by law, including wetlands; threatened and endangered species of plants and animals; and historic structures and archaeological resources.

Wetlands

Wetlands are areas that are frequently saturated by water and have developed plant life adapted to wet soil conditions. There are three elements an area must contain to be classified as wetlands:

- Wetland vegetation, which includes plants that usually occur in wet environments;

- Hydric soils, which are soils that have been saturated over a long period of time and have developed unique characteristics such as a grey color, a rotten-egg odor and various mineral deposits; and
- Wetland hydrology, which is indicated by high-water marks on trees, drift lines of flood debris, and other signs of frequent flooding.

An area is classified as a regulatory wetland only if all three indicators are present. Wetlands include naturally occurring areas such as backwater swamps; man-made areas where surface flow has been blocked and ponds form for a few to several weeks during the growing season; and silted-in farm ponds with vegetation growing in them.

Hanson Engineers' scientists conducted wetland studies within the corridor during the summer. Wetland areas were identified along the Saline Branch. These wetlands included areas with ponded water near the stream and other low areas.

Threatened and endangered species

A key aspect of the field studies was the search for animals and plants on either the federal or state Endangered and Threatened Species List. Studies included a review of records of previous sightings of threatened or endangered species within the study corridor or in other areas of similar habitat in eastern Illinois.

Areas where the animals or plants are likely to live are identified on project aerial photos. These areas were then field surveyed using special methods to locate the plants or animals.

No state or federally listed threatened or endangered species were identified within the Olympian Drive project corridor. However, the U.S. Fish and Wildlife Service reported that the federally endangered Indiana bat may inhabit portions of

the project corridor.

Scientists studied forested areas within the corridor that could be used by Indiana bats. The bats use large mature trees with peeling bark for protection from the weather to raise their young. They prefer areas along permanent streams so that they can feed on insects emerging from the water. Suitable habitat for the Indiana bat was not located along any of the selected alternatives.

Archaeological/historic sites

Hanson Engineers will also survey historic structures and archaeological sites for the study. Scientists will inventory all buildings over 50 years old that could be affected by the Olympian Drive project, determining if they are eligible for placement on the National Register of Historic Places.

One of the following criteria qualifies a site for placement on the register:

- It is linked to a historic person or event.
- It is typical or representative of a particular historical era.
- It contains significant scientific information.

Scientists will visit potential historic sites and study a variety of documents and records. Structures such as houses, barns and sheds will be studied to determine if they are historically significant. Prehistoric and historic archaeological sites will be identified through surface observations of plowed fields and shallow soil probes in areas of grass or forest cover.

Potentially significant cultural resources will be included on aerial mapping of the project, and if possible, roadway designs will not disturb the sites. Planners will work closely with the State Historic Preservation Agency when it is necessary to disturb a site.



Hanson scientists gather data for the environmental study.

Public informational meeting to be held Dec. 7

The Champaign County Highway Department and Hanson Engineers Inc. will host an open house/public informational meeting for the Olympian Drive Location Study on Tuesday, Dec. 7, from 5 p.m. to 8 p.m. at the Champaign Public Library Auditorium located at 505 South Randolph Street. A color aerial photograph of the project area will be on display showing the two alignments.

Representatives from Champaign County, the City of Urbana, the City of Champaign, the Illinois Department of Transportation and Hanson Engineers will be available at the meeting to hear comments from the public and to answer questions. There will not be a formal presentation or program.

People who attend the meetings will receive a questionnaire regarding the project. The responses will be used by the study team to address the suggestions and concerns of the public during the study process. Everyone is welcome and encouraged



Champaign county engineer Terry Gardner answers questions during the first public meeting.

to attend.

The meeting will be wheelchair accessible. If special accommodations are

needed, please contact Jeff Ball at Hanson Engineers Inc., (217) 788-2450, at least three days prior to the meeting.



1525 South Sixth St.
Springfield, Ill. 62703-2886

Olympian Drive Insight

Issue 3

February 1996

This is the third edition of Olympian Drive Insight, a newsletter prepared by the Champaign County Highway Department and Hanson Engineers Inc. to provide information on the Olympian Drive Location Study. One more newsletter will be published during the study.

Any highway project is sure to generate a lot of questions. We hope that this newsletter will help to answer those questions. We also hope that it will help people affected by the project to understand the study process.

This issue contains articles on the recommended alignment, agricultural considerations, field tile replacement and the results of the questionnaire distributed at the second public informational meeting.

If you have any questions, suggestions for articles, or information for the study team, or would like to be added to the mailing list, contact:

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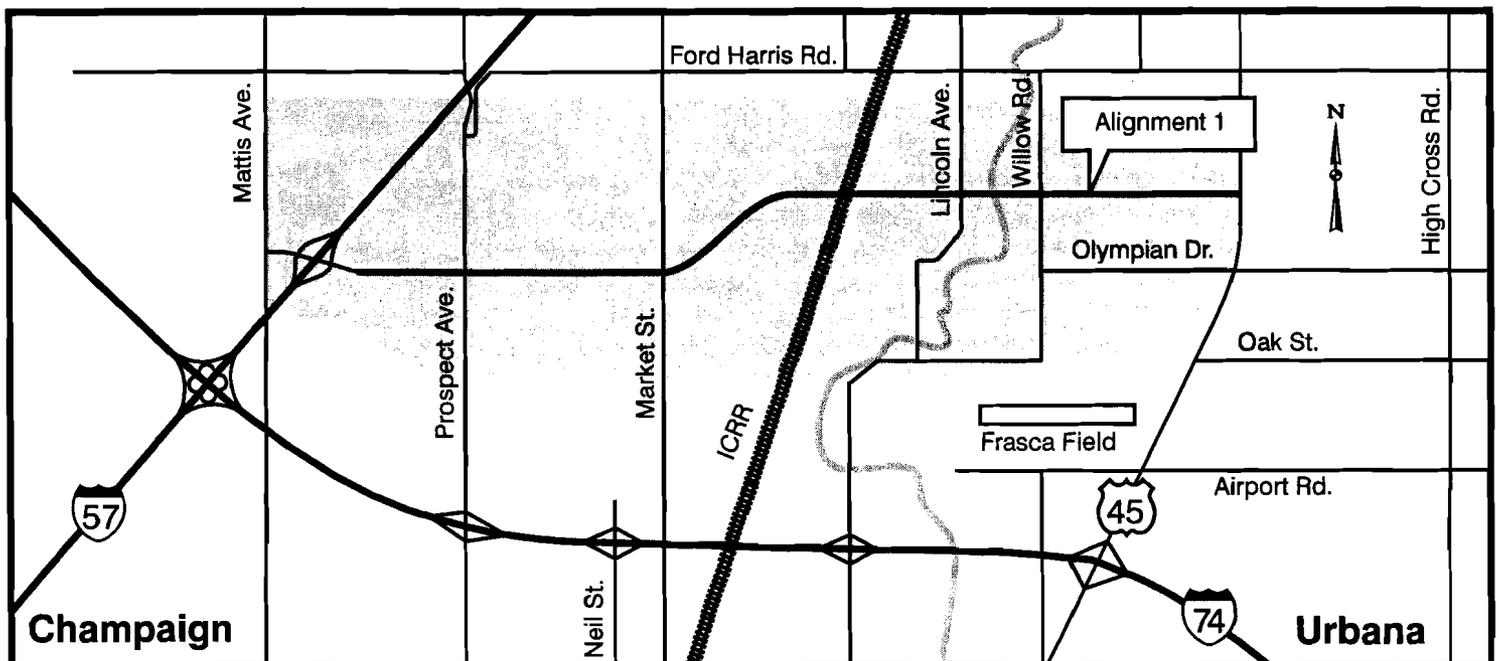
Alignment 1 seen as best alternative

The study team presented four alignments at the first public informational meeting in July of 1995. Based on comments from citizens who attended this meeting, and engineering and environmental studies, a recommendation was made to eliminate Alignments 2 and 3 and to retain Alignments 1 and 4 for further study. These two alignments were then presented at a second public informational meeting in December of 1995.

The study team has completed alignment, profile and cross section studies, and comparative cost estimates for the two alignments, and has reviewed the responses received from the second public informational meeting. Based on this information, the study team has recommended eliminating Alignment 4 and choosing Alignment

1 as the recommended alignment. The comparative impacts, public input and cost estimates clearly support this course of action. Alignment 1 impacts fewer properties, results in fewer residential displacements and is less expensive to build than Alignment 4.

The study team will now develop plan and profile sheets, intersection design studies, a drainage report that includes a hydraulic report for the Saline Branch, and environmental documentation for the recommended alignment. The environmental documentation will include a noise survey, cultural resource (archaeological) survey and the assessment of other environmental consequences. The recommended alignment will be presented at a public hearing in September of 1996.



Agricultural resources an important issue

The State of Illinois, along with the remainder of the country, has experienced a significant loss of natural resources due to urbanization, conversion, fragmentation, and degradation. An earlier *Insight* article focused on forests, rivers, wetlands, prairies and other protected natural resources that may be impacted by a highway project. Farmland is also an important natural resource that has suffered from urbanization and development.

Prime farmland is defined by the United States Department of Agriculture (USDA) as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops. It may exist as cropland, pastureland, rangeland, forestland or other land, but is not designated in urbanized areas. Prime farmland produces the highest yields when treated and managed according to acceptable farming methods. *Important farmland* is land that is also valuable for agricultural production, but lacks some physical or chemical attribute.

Prime farmland protected

Since the 1980s, an increased emphasis has been placed on the protection of prime and important farmland within Illinois and across the country. State and federal policies have been enacted to help preserve the integrity of Illinois farmland.

The federal Farmland Protection Policy Act (FPPA), enacted in 1981, directs federal agencies, like the Federal Highway Administration, to identify and take into account the effects of federal programs on the preservation of farmland. It directs federal agencies to consider alternative actions that could lessen such adverse effects and it seeks to ensure that all federal programs affecting farmland are carried out in a manner that is compatible with state and local programs and policies to protect farmland.

Farmland that is already in or committed to urban development is exempt from the FPPA review process, however. Since

the Olympian Drive project is located within the 1½ mile planning jurisdiction of Champaign, it is not subject to the provisions of the FPPA.

The Illinois Farmland Preservation Act, enacted in 1982, requires state agencies to carry out their programs and responsibilities in a manner that minimizes potential adverse impacts to farmland. The Act required the agencies to adopt policy statements on the preservation of farmland. These policy statements formalized the agencies' commitment to protect the agricultural resources base of Illinois. IDOT's policy states:

Recognizing that its transportation objectives must be in concert with the overall goals of the state, it is the policy of the DOT, in its programs, procedures and operations, to preserve Illinois farmland to the extent practicable and feasible, giving appropriate consideration to the state's social, economic and environmental goals.

IDOT, IDOA working together

In compliance with the Farmland Preservation Act, IDOT also developed a cooperative working agreement with the Illinois Department of Agriculture describing the administrative process that IDOT would follow in implementing its agricultural land preservation policy. The agreement contains exemptions for small projects and for projects that are located in areas targeted for urban growth, such as the Olympian Drive project corridor.

Even though the Olympian Drive project is not subject to the requirements of the state and federal acts protecting agricultural land, IDOT and Champaign County are committed to ensuring that all adverse agricultural impacts are minimized to the extent practical and feasible.

Agricultural impacts may not be limited to acquisition of property. Other impacts that may occur include creation of uneconomical farmland remnants, severed

farms, landlocked farmland parcels, adverse travel, and drainage impacts:

- An *uneconomical farmland remnant* is an agricultural parcel that is not necessary for project construction and is too small or irregularly shaped to be farmed economically.
- A *severed farm* is a farm operation that has been dissected either laterally or diagonally by a project, thus dividing the farm into two separate parcels.
- A *landlocked farmland parcel* is defined as a portion of farmland that has been isolated by project construction and is inaccessible by public road, existing easement or proposed access roads.
- *Adverse travel* is the amount of additional miles that must be traveled by a farmer to reach a severed or other land parcel.
- *Drainage impacts* are caused by a project activity that changes existing drainage patterns.

Methods can lessen farmland impacts

Some methods that are currently employed to lessen farmland impacts from highway projects include:

- Using existing right of way, wherever practicable.
- Following existing property lines to lessen the number of severed or landlocked farm parcels.
- Providing new access points to minimize adverse travel.
- Locating borrow areas or mitigation areas on landlocked parcels, uneconomical parcels on public land, and not on prime farmland.
- Conducting exploratory trenching prior to construction to identify existing field tiles, and restoring severed tiles.
- Minimizing right of way requirements by reducing curve radii, steepening slopes and reducing median widths as much as

possible within the constraints of safety and cost.

Olympian Drive team studied local impacts

Most of the Olympian Drive study corridor is currently in agricultural production on prime farmland. Studies to determine which alignment would cause the fewest impacts to the farming community played a role in selecting the recommended alignment.

Several alignments from the original 12 were removed from further study because they caused a large number of diagonal farm severances. The existing Olympian Drive right of way is to be used west of the Illinois Central Railroad, but could not be used east of the rail line because of the number of residences that would be displaced by upgrading that portion of the road. Roadway curves were designed to minimize farm severances and were placed in areas that were likely to be removed from agricultural production in the foreseeable future. Also, field access from

the new roadway will be provided to reduce the amount of adverse travel.

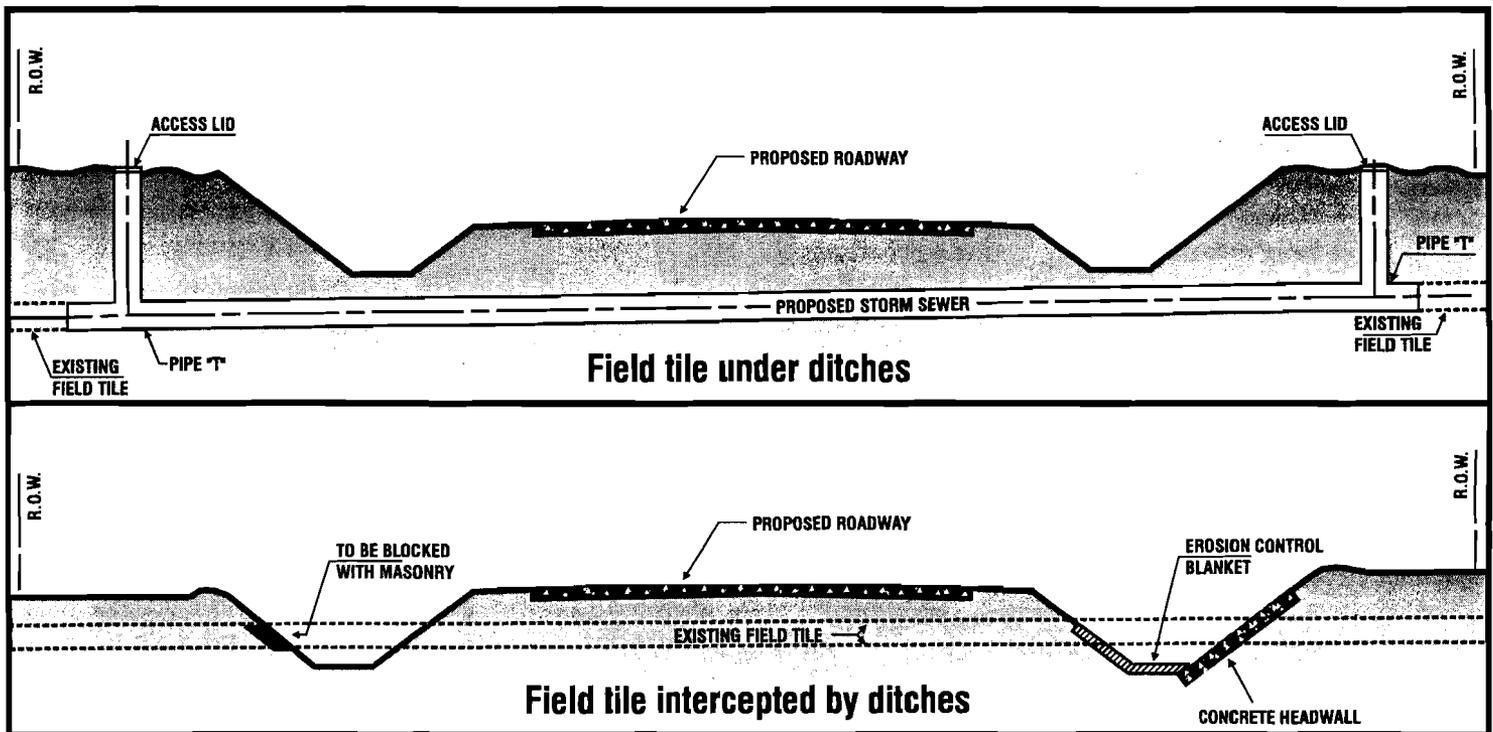
Local farmers' concerns have been identified from input that we have received during the public meetings. The Champaign County Farm Bureau conducted a public meeting to brief local farmers on the highway planning process and to encourage and facilitate interaction between affected farmers and the study team. All of the comments received have been considered in determining the proposed alignment location.

Field tile is key issue during construction

A common concern voiced by farm owners along a new road project is, "What will be done about the field tile on our property?" This is a legitimate concern given the amount of time, effort and expense involved in installing field tile. In order to identify the locations of field tile during construction of a road improvement, the contractor is required to dig

an exploratory trench. The exploratory trench is dug along the proposed right of way to a depth of approximately four to five feet. When a field tile is discovered, another trench is excavated on the opposite side of the new road to establish the line and grade of the tile. If the tile is at an elevation that will be intercepted by the road ditch, then it is fitted with

a concrete headwall and allowed to discharge into the ditch. If the tile is low enough that it will not be intercepted by the ditch, it is replaced with a pipe of adequate size, durability and strength to support the roadway. Inspection risers are then installed at the right of way lines. Typical field tile replacements are shown below.



Second public informational meeting held in Champaign

The Champaign County Highway Department and Hanson Engineers Inc. held a second public informational meeting on December 7, 1995, at the Champaign Public Library; approximately 41 people attended.

The study team presented the two alignments retained for further study, along with approximate right of way and proposed median crossover locations. Twenty-four people submitted completed comment sheets.

Some of these comments included:

"Choosing Alignment 4 would be a big mistake because of all the water problems they already have in that area."

"I very strongly favor Alignment 1 — I would really hate to see Alignment 4 go in as it would affect too many people."

"We need a through road north of

Urbana-Champaign!"

"It is always difficult to see prime farmland used, but until food becomes a higher priority than roads I suppose we will build on it."

"Straight is the most logical alignment. No farms are split up."



Citizens discuss proposed alignments at a public informational meeting.

Of the people responding at the Champaign meeting:

- 17 favored Alignment 1
- 6 favored Alignment 4
- 2 favored the no-build alternative
- 1 favored construction of the project but did not have a preference of alternatives.

The total exceeds 24 because some people selected more than one option.



1525 South Sixth St.
Springfield, Ill. 62703-2886

Olympian Drive Insight

Issue 4

September 1996

Public hearing scheduled for October 10

The Champaign County Highway Department will hold a public hearing to discuss the Olympian Drive project at the Urbana Civic Center. A map of the study area and the preferred alignment is shown on the following page. The preferred alignment would best fulfill the purpose and need for the project. It would improve access to developing and undeveloped land in the area north of Champaign and Urbana, and also reduce future traffic loads on the existing transportation system. The preferred alignment would provide system continuity between Interstate 57 and U.S. Route 45 by providing a crossing of the Illinois Central Railroad tracks.

Maps, drawings, aerial photography, the Corridor Protection Map, the Draft Environmental Class of Action Determination Document, and other information will be available for review at the public hearing. There will be no formal presentation during the public hearing. For further information, contact Mr. James W. Moll at the address below.

Interested persons can submit written or oral comments at the public hearing or can mail written comments until October 20, 1996, to:

Hanson Engineers Inc.
1525 South Sixth St.
Springfield, Ill. 62703-2886
Attn: Mr. James W. Moll

The hearing site is wheelchair accessible. If special accommodations are needed, please contact Mr. James W. Moll at (217) 788-2450 or fax: (217) 788-2503 at least three days prior to the hearing.

Mark your calendar!

Notice is hereby given that the Champaign County Highway Department will hold a public hearing concerning the proposed location of Olympian Drive in Champaign County from Interstate 57 to U.S. Route 45. The hearing will be held at the Urbana Civic Center, 108 East Water Street, Urbana, Ill. on Oct. 10, 1996, from 5 - 7 p.m.

This is the fourth and final edition of Olympian Drive Insight, a newsletter prepared by the Champaign County Highway Department and Hanson Engineers Inc. to provide information on the Olympian Drive Location Study.

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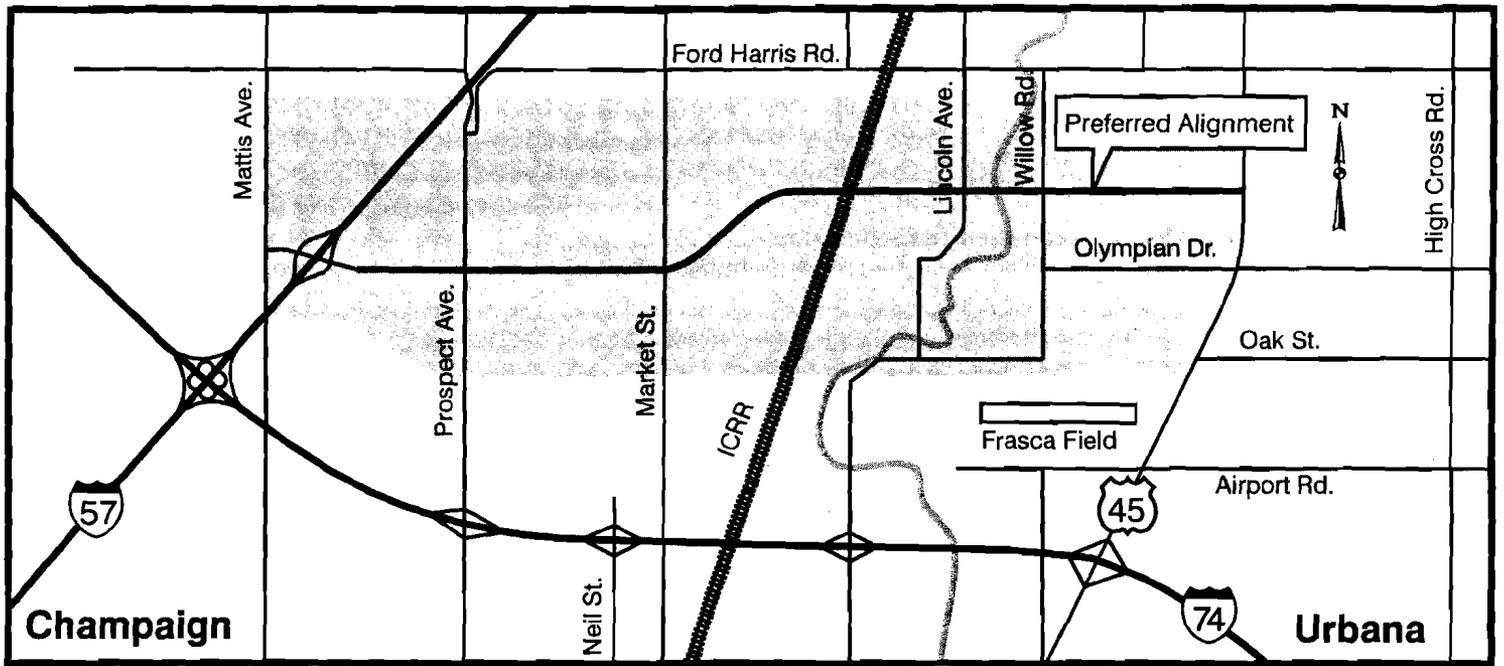
newsletter has helped to answer those questions. We also hope that it has helped people affected by the project to understand the study process.

This issue contains an announcement of the public hearing and a figure showing the study area.

If you have any questions or information

for the study team, contact:

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The Olympian Drive Location Study area and preferred alignment are shown in the map above. The preferred alignment would best fulfill the purpose and need for the project.



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