

**LINCOLN AVENUE LOCATION STUDY  
CHAMPAIGN COUNTY  
ILLINOIS**

**PREPARED FOR  
CITY OF URBANA  
MAY 1999**

**PREPARED BY**



**Final Location Report**



# Illinois Department of Transportation

## Memorandum

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To: H. L. Forbes Attn: George Sherer  
From: Darrell McMurray  
Subject: Project Development Report  
Date: June 2, 2000

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Champaign County  
City of Urbana  
Section: 97-00334-00-PV  
Project: STPM-5181 (32)  
FAV Route 7177 Lincoln Avenue Extension

We have reviewed the disposition of comments dated April 24, 2000 for the above-referred project.

Design approval is hereby given subject to the following conditions:

Environmental Class of Action Determination (ECAD) was approved on May 5, 1998. Since this project is not anticipated to be constructed within the next five years, therefore the ECAD will need to be updated.

Bridge Condition Report, Preliminary Bridge Design and Hydraulic Reports should be completed and approved prior to preparation of design plans. ( Ref: Bureau of Bridges and Structures memo 05-08-2000).

Three copies of the approved project development reports are transmitted herewith.

Engineer of Local Roads and Streets

A handwritten signature in cursive script that reads "Larry D. Houser".

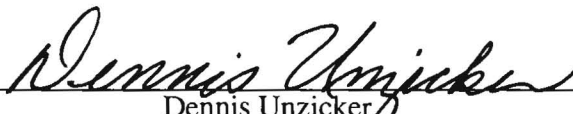
By: Larry D. Houser  
Local Project Implementation Engineer

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**NORTH LINCOLN AVENUE LOCATION STUDY**  
**Surface Transportation Program Urban**  
**Section 97-00334-00PV**  
**Project STPM-5181(32)**  
**FAU 7177**  
**Champaign County**

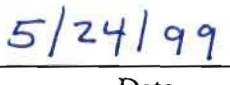
Design Approval for the referenced project has been granted. A "Design Approval Requested and Received" notice should be published in accordance with FAPLHI, Chapter 5, Section 4-1a (page 5-4-1).

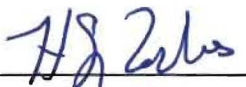
**DESIGN APPROVAL RECOMMENDED**

  
\_\_\_\_\_  
Dennis Unzicker  
Champaign County Engineer

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Bill Gray  
City of Urbana, Director of Public Works

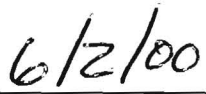
  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
H.L. Forbes  
District Engineer

  
\_\_\_\_\_  
Date

**DESIGN APPROVED**

  
\_\_\_\_\_  
DARRELL McMURRAY  
Bureau of Local Roads and Streets

  
\_\_\_\_\_  
Date

LOCATION/DESIGN REPORT  
NORTH LINCOLN AVENUE LOCATION STUDY  
URBANA, ILLINOIS  
JOB NO. C-95-044-98  
SECTION NO. 97-00334-00PV  
PROJECT NO. STPM-5181(32)

Prepared By

HANSON ENGINEERS INCORPORATED  
1525 South Sixth Street  
Springfield, Illinois

Prepared For



URBANA, ILLINOIS

OCTOBER 1998

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## **EXECUTIVE SUMMARY**

## EXECUTIVE SUMMARY

Hanson Engineers was retained by the City of Urbana and the Champaign County Highway Department to prepare a location/design report for proposed North Lincoln Avenue. The County and municipalities are preparing for anticipated development in the area north of Urbana before development prevents it. It is unlikely that this project will be constructed until development in this area occurs. The North Lincoln Avenue Location Study evaluated a variety of locations and facility types for the proposed improvement. This evaluation included engineering, environmental, traffic, and cost considerations.

A traffic simulation model previously developed for the City of Champaign was used to forecast traffic on the proposed road network. These volumes were based upon land use information provided by the local agencies. The traffic volumes that would be generated if development occurs supports the need for the proposed improvement. The average daily traffic volumes generated by the model were used to develop turning movements at the intersections. These turning movements were then used to prepare intersection design studies for the major intersections.

Alignment 1, the recommended alignment, is approximately 3.0 km (1.9 mi.) in length and extends from Interstate 74 on the south to the proposed Olympian Drive improvement on the north. The alignment follows existing North Lincoln Avenue north of Interstate 74 to the point where existing North Lincoln Avenue curves to the northeast. At this location the recommended alignment continues north to a new crossing of the Saline Branch Drainage Ditch. North of this structure the alignment curves to the northeast and continues through a large radius curve to the north until it intersects the northeast leg of existing Lincoln Road immediately south of proposed Olympian Drive. The proposed alignment then enters a short curve to the left bringing the alignment back to a northerly direction and an intersection with proposed Olympian Drive. All intersections with the local street network are at grade.

The recommended facility is a four-lane road with a raised barrier median and curb and gutter drainage. This typical section will assist in controlling access to the facility, provide safer operating conditions at higher speeds, and control left turn movements to specific locations.

Several alignment controls were identified as part of the study process. These included the proposed Frasca Field east-west runway extension, the 100 year floodplain of the Saline Branch Drainage Ditch, existing property lines, residences and utilities along existing Olympian Drive. These factors contributed to the geometry of the recommended alignment.

Access to adjacent property was an important consideration in the planning of the proposed facility. In order to provide progression in both directions and limit delays on the facility, access points were limited to one-quarter mile spacings. To maintain the integrity of this and other facilities and protect the communities investment in them, it is recommended that the local agencies adopt a formal access management program that enables them to regulate access to public highways under their jurisdiction.

The environmental studies conducted for the proposed project did not identify any significant impacts. A cultural resource site was discovered along the recommended alignment that will require Phase II investigations following land acquisition and prior to construction. An Environmental Class of Action Determination document was prepared for this project and approved by the Federal Highway Administration.

The public involvement process consisted of two public informational meetings and one public hearing. Public meeting announcements were mailed to all affected property owners in the study corridor, public officials, and other interested persons. The public was given the opportunity to express their concerns on the various alignment alternatives at each stage of the study. The recommended alignment received the most public support of the alternatives presented including the no-build option. The public hearing was announced in the local newspaper and in a project mailing. The public hearing was attended by 31 members of the public and three written comments were received.

The approximate cost to construct the preferred alignment is \$10,025,000.

It is doubtful that the proposed facility would be constructed at one time but would be constructed in various stages. Each of these stages would probably be built two lanes at a time. The raised barrier median, additional two lanes of pavement and storm sewer system would be added as traffic warrants. Should the project area fail to develop, and the land use within the project area remain unchanged, then the project would not be constructed.

**SECTION 1.0**  
**INTRODUCTION**

## SECTION 1.0 INTRODUCTION

### 1.1 DESCRIPTION AND LOCATION OF THE PROJECT

The proposed action is to realign existing North Lincoln Avenue. North Lincoln Avenue is a north-south two-lane road extending several miles to the north of Interstate 74 in Urbana, Illinois. The northern terminus of the North Lincoln Avenue improvement is at a point north of proposed Olympian Drive. The southern terminus is the existing interchange with Interstate 74. An urban section with curb and gutter and a raised median is proposed.

The location of the project within Champaign County is shown in Figure 1.1. The location of the project in relation to the City of Urbana is shown in Figure 1.2.

### 1.2 PROJECT HISTORY

In 1994 the City of Urbana, in cooperation with the City of Champaign, Champaign County, and the Illinois Department of Transportation, conducted a location/design study for Olympian Drive. This study identified the future location of Olympian Drive north of the City of Urbana.

The City of Urbana determined that it was in their best interest to identify the appropriate location of an intersection with proposed Olympian Drive, and to identify a location for a realignment of North Lincoln Avenue in anticipation of future growth in the project area.

The purpose of the North Lincoln Avenue Location Study is to identify the appropriate intersection location of North Lincoln Avenue with proposed Olympian Drive, and to determine the best location for a realignment of North Lincoln Avenue before development in the project area makes it cost prohibitive to do so. Should the project area fail to develop beyond the existing land use, and traffic volumes not increase, then an improvement will not be necessary.

### **1.3 PROJECT DEVELOPMENT PROCESS**

This location/design report is a summary of the study of engineering alternatives, including the no-build alternative. The study includes the selection of a roadway alignment and design features based on the best combination of socioeconomic, environmental, and engineering aspects of the project. This location/design study will also evaluate public input to the project to assure that final decisions on the project are made in the best overall public interest.

To accomplish the task of alternative selection, the following process was developed:

1. Establish and study preliminary alternatives within the study corridor based on preliminary engineering, environmental, and socioeconomic aspects of the project.
2. Present preliminary alternatives to the public and obtain public information and comments.
3. Evaluate the alternatives considering public input, prepare the Environmental Class of Action Determination, and offer a public hearing to present the most desirable improvement alternative.
4. Complete the Final Location/Design Report by evaluating public comments and submitting the Final Location/Design Report and Environmental Class of Action Determination for approval.





— LOCATION OF PROJECT

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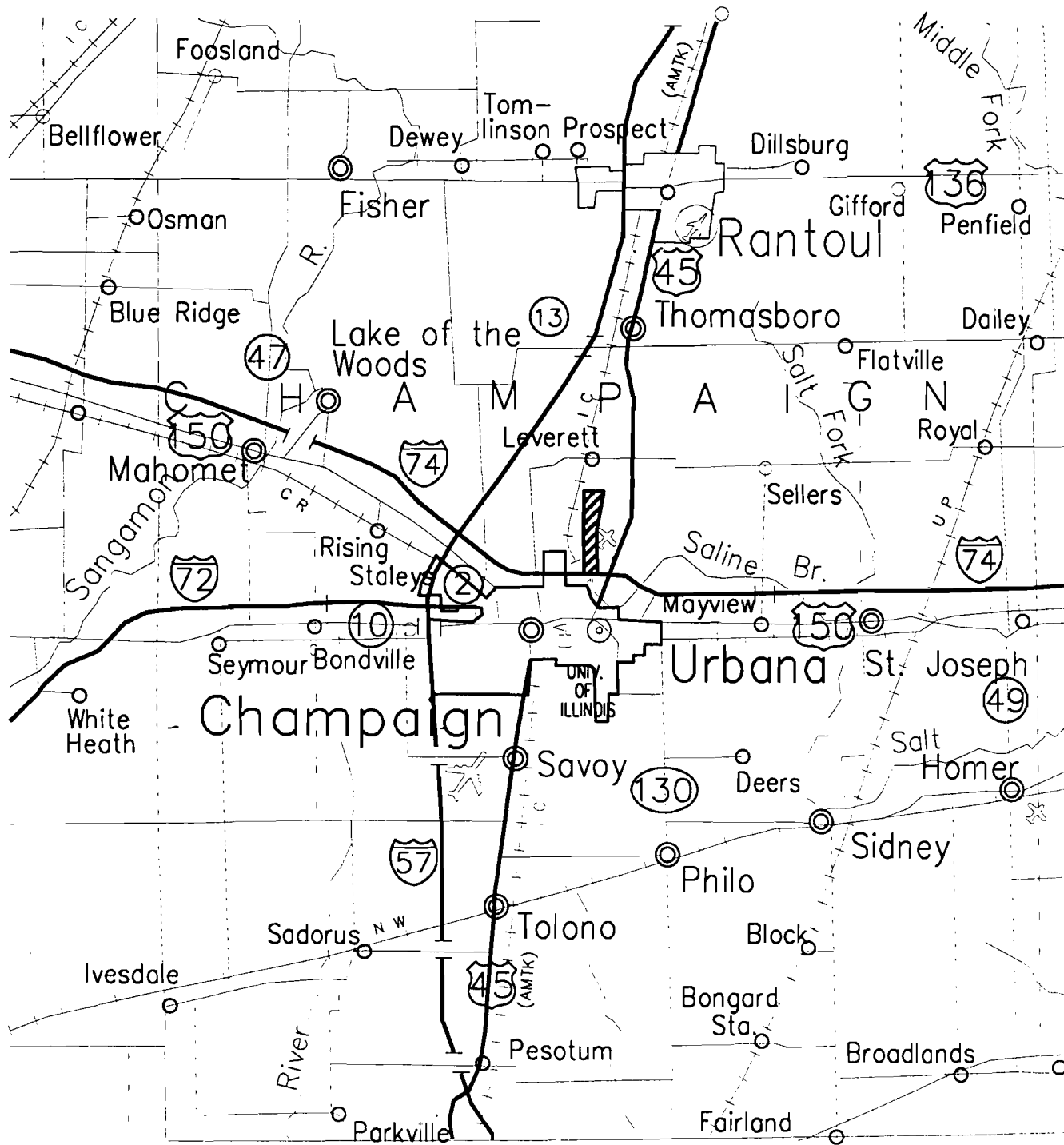


**COUNTY LOCATION MAP**

**NORTH LINCOLN AVENUE LOCATION STUDY  
CHAMPAIGN COUNTY  
URBANA, ILLINOIS**

HEI NO. 95S2071

FIGURE 11



 PROJECT CORRIDOR



**PROJECT LOCATION**

**NORTH LINCOLN AVENUE LOCATION STUDY  
CHAMPAIGN COUNTY  
URBANA, ILLINOIS**

HEI NO. 95S2071

FIGURE 12

I:\PRJ\HWG\95S2071\FIG-2.DWG 05/12/99 20:45 JIB